

S O U T H L A N D

BMX

C L U B



**ELIZABETH PARK
DEVELOPMENT
PROPOSAL**

3rd July 2019

Background

This proposal has come about as a result of recent meetings with the new team at the Invercargill City Council Parks and Reserves office.

For some years leading into this the previous president of the Southland BMX club, Ginge Burnett, and office holder Kerryn Douglas had been in discussions with the then Parks manager, Robin Pagan. Ginge Burnett was also part of the Cycling Southland project team that worked on the proposal for the velodrome at Surrey Park. It is our understanding that part of that proposal was for land known as the old Surrey Park school to be developed into a BMX track/bike park. It was also the understanding at that time that the Elizabeth Park site was restricted to the current site of the BMX track.

In 2018, Ginge came to the BMX club committee and indicated that the Surrey Park land was not being utilised by anyone else. The indications were that if the club put a proposal to the council, they would be positive towards the BMX club developing the land for a new track. On that basis the club approved the engagement and expenditure of a track designer specifically for that site and completed drainage exploration at the site at a cost to the club. At that point we felt this was justified expenditure to obtain some progress in moving forward.

Further discussions with the council required that a formal proposal be submitted to be heard at a council meeting initially in December 2018. A proposal was prepared by the club in time for that meeting but it was not heard in December. It was rescheduled for February 2019 but just days before this meeting, on contacting the council we were advised that the proposal had been taken off the schedule and that the area was going to be looked at with a more holistic approach.

As the incoming President and Secretary we requested a meeting with the current council staff to ascertain the viability of our proposal and discuss timeframes for the decision process. As a result of those discussions and new information provided and clarified, we went back to our club members with a development proposal at Elizabeth Park which they felt was favourable.

Club History/Demographics

The Southland BMX club has been an affiliated club of BMX NZ for over 20 years and as such we are bound by the rules and regulations of the parent body. This also includes specifications around the design and structure of the race track.

Southland is part of the Mainland South Region which incorporates Clubs at Dunedin, Alexandra and Cromwell. Unlike many North Island Regions which have a number of tracks (up to seven) within two hours, and some within 20 minutes of each other, our closest track is Alexandra so the Southland track services a wide community covering the whole Southland district. *Refer statistics.*

Southland BMX club has been located at Elizabeth Park since around 1995. Just after the track's last major development on moving to Elizabeth Park, the club hosted the South Island championships. Other than basic maintenance there has not been any major development or changes to the track since that time and no major funding has been sought.

As a result the track has fallen behind the National standard in many aspects. We have also recently discovered that BMX NZ is considering conducting track inspections to rank the club tracks as to the types of meetings they can run. Based on what we know at present, our track would not be at the standard to hold meetings other than the lower level category 9 and 10 meets (club nights and interclub). This becomes very restrictive for the club. We will not have the income from race meetings drawing a larger crowd/entries and our riders will not have the facilities to enhance their skills and be competitive at a National standard without travelling out of town for experience and training on National standard tracks.

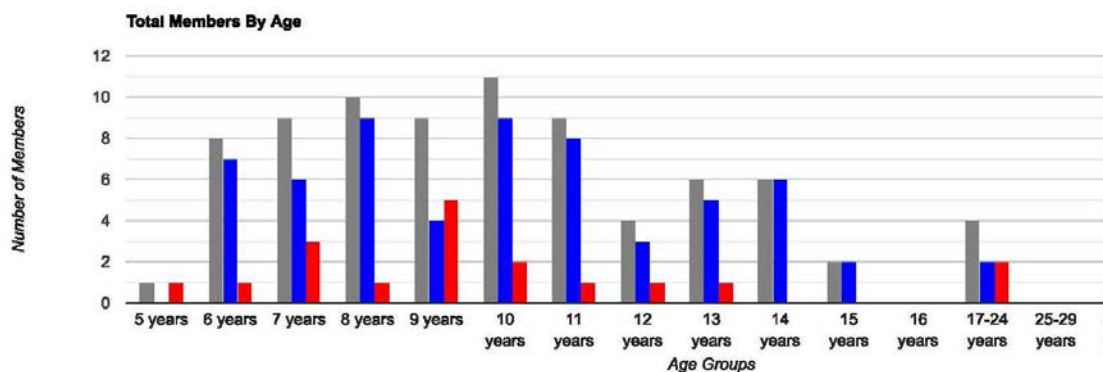
The club caters for all ages with members aged from 4 to 49 years. Whole families are involved with the club and we have a good balance of gender. We also cover the whole of the Southland district. Last season our club membership grew 100%, going from 40 riders to 82 riders.

SOUTHLAND BMX CLUB CLUB DATABASE STATISTICS

Total Members = 82 (Male 64 / Female 18)

Total Members By Age

5 Years Old = 1 (Male 0/Female 1)	14 Years Old = 6 (Male 6/Female 0)
6 Years Old = 8 (Male 7/Female 1)	15 Years Old = 2 (Male 2/Female 0)
7 Years Old = 9 (Male 6/Female 3)	16 Years Old = 0
8 Years Old = 10 (Male 9/Female 1)	17 – 24 Years Old = 4 (Male 2/Female 2)
9 Years Old = 9 (Male 4/Female 5)	25 – 29 Years Old = 0
10 Years Old = 11 (Male 9/Female 2)	30 – 39 Years Old = 1 (Male 1/Female 0)
11 Years Old = 9 (Male 8/Female 1)	40 – 49 Years Old = 2 (Male 2/Female 0)
12 Years Old = 4 (Male 3/Female 1)	50+ Years Old = 0
13 Years Old = 6 (Male 5/Female 1)	



Membership by location

Kennington	1	Myross Bush	2	Waimahaka	1
Woodlands	3	Winton	3	Wyndham	1
Otatara	8	Riverton	2	Gore	1
Tisbury	6	Rimu	3	Bluff	1

With the remainder of members within the Invercargill City Boundary

As shown by the age demographics the club is young. This is encouraging in that we see these riders and families as the future of the club.

This increase in membership has placed some pressure on the facilities and the club infrastructure. Hence we have reorganised training nights to ensure that all members were getting the attention and skill advancement to keep them interested in the club/sport. Currently we have groups catering for Seniors/Intermediate/Beginners x 2 and Starters (the very young/new riders to the club). We have also worked very hard on our club philosophies around communication/friendliness/inclusiveness/rider leading consultation and developing the leadership skills of our older riders around the area of coaching and mentoring. This has certainly supported the club in its expansion and we anticipate that this may grow again over the next season. In turn will place us in the inevitable position of having to again reassess our structure and organisation, but we believe this is a positive issue to have.

We endeavour to make our sport accessible to all by placing a minimal mark-up on BMX NZ fees (\$10.00), not charging for extra gate sessions and by having a resource of bikes and helmets which new members can use in the initial stages of joining the club. The regional licence is \$45.00 per season. This allows the rider to race at club level and Regional races (Dunedin, Cromwell and Alexandra). The challenge licence is \$90.00 and this licence allows the rider to compete at all races throughout the country.

A positive advantage about BMX is that it is multi levelled. Members can come to trainings or can race on a Friday night at Club level, or progress to a Regional level and onto National level if that is where they wish to go. We have a number of members that enjoy training on Mondays and racing on Fridays. Our Friday race night numbers have gone from 25 at the start of last season to our highest night of 61 riders.

It is encouraging to see with the major meets being closer (South Island 2019 Dunedin, South Island 2020 Alexandra and Nationals 2020 Christchurch), the increase of members attending these, testing their skills against the best and coming away with renewed enthusiasm and excitement for the sport. In past years we have had limited numbers representing Southland at major race meetings North Island/South Island and National titles.

Last year the South Island champs were held in Dunedin and we had a total of 25 riders, 15 of whom had not been to this level of meeting before. Our riders came away with South Island top eight rankings. The Nationals this year were held in Auckland and we had nine riders competing which was our biggest team in some time. A large number of them made semi-finals and we achieved three national ranks (NZ3, NZ4, NZ8) in very competitive classes. Those riders also qualify to represent New Zealand at the BMX World Championships in Houston 2020.

It is worth noting that the above riders have travelled extensively to gain skill and advancement to be competitive at this level. Not all of our families are able to commit to such an outlay. We believe that we have a number of riders who are capable of future NZ rankings if they have the facilities to advance their training and open the door to outside competition travelling south.

The club has a wonderful core of supporters and it is not unusual to have 20 people at a working bee. We are well aware of other clubs nationally that struggle in this area and the work is left to a small few.

Proposal

As referred to above, the current state of the BMX track at Elizabeth Park is falling well below the required standard. Please find attached the track guidelines/criteria from BMX NZ.

For example, the standard for most tracks around the country at present is a start ramp of 4.5m to 5.5m with a covered staging area on the top of the ramp with enough room to hold two waiting moto's of riders.

The berms or corners are sealed. There is a pro straight generally on 2nd and 3rd straights (in addition to the challenge straights the pro straights are comprised of jumps and sections to an elite level) with a sealed finish line. The newer developed tracks also include transponder loops and equipment which will be required for major meets in the future and can also be used in training.

The site of the track would typically be 130m x 120m but until a design has been confirmed, this is an estimate. At present our track has a 2.7m ramp with a gentle gradient.



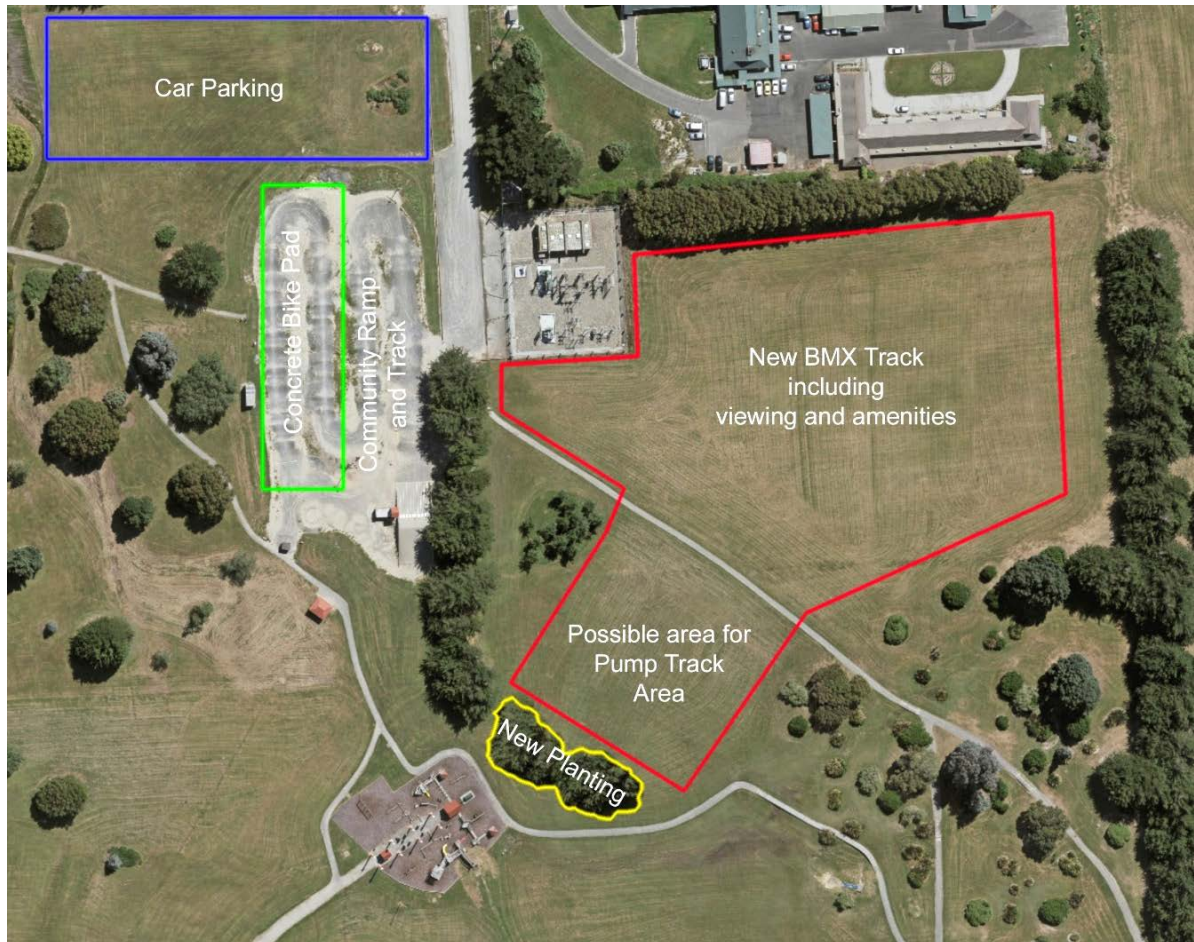
Its width and structure fall within the required specifications. The corners are not sealed and require a large amount of maintenance, and there is no room or provision to develop the track to include the pro section.

The current track is great for the general community and our beginner/intermediate riders but once they have attained the skills to confidently ride the track there is no avenue to progress skills beyond. Therefore our riders competing at a national level need to travel to get the experience and confidence to ride on the major competition tracks.

Another downside is that very few riders from out of town are willing to travel to our meetings as there is no advantage to them for the outlay of cost in travel. This also restricts our riders' racing experience as they don't often get exposure to different riders on their home track which limits their advancement in the sport unless they travel.

Once we have a track that is at the required standard we anticipate that there will be many more riders from throughout the country who will make the effort and cost to travel, as riders at this level are always wanting to test themselves in different arenas.

The area we are proposing to develop is located to the east of the current track utilising the natural terrain of the hill, as indicated on the map.



Developing the track at this site has a number of benefits;

- ❖ The natural terrain allows the start ramp to be developed without the development of a large structure requiring consents and likely concerns around health and safety with a tall structure. This will also save on costs as the majority of the ramp's structure lies within the existing terrain and will require minimal development/reinforcing.
- ❖ The soil composition is primarily clay which is ideal for track construction, hence the disposition of soil will allow for it to be used in the formation of the track. Again this will assist with costs and hopefully will mean that a minimal amount of material will need to be introduced to the site for the construction.
- ❖ The area and the terrain also lends itself as a natural grandstand for viewing not only on race day but for the enjoyment of families riding the track on a daily basis.

- ❖ The site itself is facing the right way for the predominant south/south-west winds which allows for a tail wind on the second and final straights. The shelter belt of trees to the south also assists with protecting the track from the elements. Some further planting to the south side of the area (as indicated on the map) would also benefit the protection from the elements.
- ❖ It is utilising an area which is known to be damp and at times unusable to the community.
- ❖ Once the new developed track is up and running (as this is our first priority), we would be very open to continue to work with the council and stakeholders to develop the current site as a beginner/community half-track and flat area similar to that of the stop go area otherwise known as the Glen Cockcroft park. We see this as an important move to provide the community with a multi-skill level bike park where the whole family can be challenged with graduated areas from the flat concrete to the community track and onto the race track. There would be something to suit all families.

In addition there could also be scope to include a pump track similar to those at Hanley's farm or Matura which would truly complement the total bike park. These pump style tracks are presently being included in play grounds all over the country and are being well used by bikes and scooters so have a dual purpose.

- ❖ There is also the possibility that the half-track could be utilised by other groups (radio controlled groups) without compromising the race track.

We would anticipate that the park and facilities at Elizabeth Park would be used by a wider section of the community and contribute towards a more holistic feel to the park. This would allow families to explore, grow and be active in a safe environment away from traffic and other hazards. An obvious benefit is that there would be more exposure to the club thus ensuring that membership remains healthy for years to come.

- ❖ As this site is currently used in this form there is no disruption or concerns of local residents being affected by introducing a new activity to the area. In fact the new site is further away from residents than the current one.

At this early stage further work is required at the site to determine issues like drainage and any hazards streaming from the power plant which might need to be considered during development.

These modern BMX tracks look smart and aesthetically pleasing and become a true asset to the communities they belong to. A modern track requires less maintenance due to the sealed corners as this is where most of the maintenance time is spent.

We are looking into a new surface being used for the first time in New Zealand by the North Harbour club which is hardy in the wettest of conditions. The Sic surface was designed in Australia and is more expensive than the current surface, however early indications are that it is an investment in the track's viability in adverse conditions and future ease of maintenance.

We are awaiting feedback from the North Harbour club as to its efficiency over the winter months.

A number of recently developed tracks and tracks such as Cambridge and Mountain Raiders Auckland also have lighting which allows for training beyond day light saving and winter racing. Lighting also assists with security which is something that we see as being hugely beneficial to the area of Elizabeth Park due to its isolated position.



We will also be looking at fencing around the newly developed track to protect it from motorised vehicles gaining access. Many of the tracks have such fencing for this very reason. This is not to restrict access to the community, but serves to protect what the track is designed to be used for.

Our vision is that the Bike Park will be there for the use of the whole community. We have had instances whereby some members of the community have mistreated the current track

and facilities which is disappointing. We will be looking at avenues to engage the local community so that they feel that this is an area they can call their own, while respecting the hours of hard work that the club puts in to maintain the facility for their enjoyment. On any given day there can be up to a dozen children using the track and these local children are our best protectors.

Community Need

Many councils and communities have recognised the benefit of having bike parks as part of their city wide infrastructure. They are seen as a true asset and provide an area for all levels of competence in a safe environment. With multi-levels within a small space the entire family can find an area to challenge them and be active.

Currently Invercargill has nothing like what is being proposed. Parks such as this are fast becoming the way of the future and pump tracks in particular are being included in playground areas and are no longer seen as just an adventure park option. Matura has recently completed the development of a pump track and it is proving very popular with local and out of town families.

The Southland BMX club is the only affiliated club in the Southland district and the nearest clubs are over two hours away in Alexandra and Dunedin. As mentioned previously in this document, our club membership has increased by 100% in the last season. Indications are positive for this to continue. At its current level the facilities we have are at bursting point with our numbers and we see this as a major restriction in the future growth of the club.

Elizabeth Park is currently not being utilised to its full potential and we believe with this development the park can become a true asset to the community as well as providing a complete base for the BMX club.

With having the use of a multi-skilled area we will be in a better position to cater to the many levels of expertise of our club members and provide a better service/experience to the community as a whole.

Maximum Efficiency

The Southland BMX track is the only track in the Southern District affiliated to the National body so therefore is at a standard that is safe for all to use.

Having not only a BMX track but a multi-level bike area will complement Elizabeth Park and also the South City community. There is nothing like what is being proposed within the council boundary. It is known that there is a feeling that the South City area does not receive its fair share of facilities. The BMX track and bike park would lend itself to providing the area with high end facilities which could be utilised in the appropriate way without restriction.

Many BMX tracks are incorporated within this type of facility. This concept has been very successful at many sites around the country.

The pump track and flat area will be additions to the current environment and will add diversity to the BMX track thus broadening the appeal of the area for general use. Junior riders on balance bikes for example will happily roll around a pump track/community area while the BMX track can cater for the next level skill set. The pump track has also been recently announced as a UCI recognised discipline. The addition of this type of facility to the venue opens up Invercargill to host UCI and various Red Bull Pump Track competitions and future proofs the investment in the area.

Future proofing the site in this way will attract more families to the park and allow them to explore new skills and test their riding ability in a safe environment.

We see the site as being a biking hub for the community.

Financial Affordability

At the early stages of submitting the Surrey Park proposal to the council, we also sent letters to the ILT and CTOS to give them an insight to our proposal. A further discussion has recently taken place with Lisa Fleck from ILT. We are aware that there are many funding providers which we could have access to and these options will be fully explored going forward. We are aware that funders such as TAB and lotteries have assisted other clubs with their developments.

As a club we have been readying ourselves for this development and are in a reasonable financial position. We have secured contracting machinery and time from contractors willing to assist where they can. Partnerships with providers able to assist will also be explored ie sponsorship and naming rights for race meetings in return for sponsored services.

The club has been successful in fundraising efforts in the past with running a race meeting to support a member who had an accident raising \$1,800; and supporting a club member to race overseas by running a horse racing night, raising just over \$12,000. Our canteen had a healthy profit of \$2,875.00. We also have avenues of further race meetings/expanding our canteen.

With the BMX track being sealed on the corners and the use of the newly developed surface, ongoing maintenance of the track will be decreased tenfold. The proposed pump track would also be sealed requiring little to no maintenance and the community track and flat area would not be difficult to maintain in the years to come.

Accessibility for all

The attraction of this proposal is that the track will be open for the use of the community free of charge at any time. The only times that access may be restricted would be when the club is training or racing.

The facility itself will be maintained largely by BMX club with some assistance from the Council. With the modern track design and materials used the ongoing maintenance of the track will be decreased compared to the current structure.

As expressed throughout this document there are no restrictions for the use of the BMX track or the proposed bike park area. Obviously we will have signage advising that radio controlled cars and the like are not welcome on the race track but this does not prevent them from utilising the other areas at the park. The BMX track will be able to be ridden by all ages with the appropriate skill level. The club has bikes and helmets which we will lend out to new/prospective members on training nights.

We do this as we believe that children shouldn't be disadvantaged if they do not own a bike. New members are also welcome to use their own street BMX bikes for training nights. Outside of those training nights and club racing the track is free to be used by the community.

With the location of Elizabeth Park it also satisfies the investment in south Invercargill and builds the attractions portfolio for that area of town. Currently there are limited facilities that are accessible to the south community and we see this proposal as meeting this void.

Partnerships

We have a good relationship and communication with the ICC Parks and Reserves team and feel that our proposal is in line with their vision of Elizabeth Park. We consider that going forward we will be able to form strong cohesive bonds with funders. At this point, as mentioned earlier, we have only approached two of the major funders but once we have a track design and further information we feel that we will be in a better position to advance this.

We are supported by our national body BMX NZ and have a strong working relationship with other clubs from the Mainland South Region. We also are involved and have access to local organisations such as Sports Southland, Cycling Southland and Healthy Families who have all expressed their willingness to support the club. We are in communication with the mountain bike club to avoid any areas of duplication of ideas and it may be that they will be part of the consultation around the pump track design.

Wider Benefit

Our track is well below the regional and national standard for tracks. Club members find it difficult to advance due to the current track conditions and structure. The only way our riders gain this experience is to travel to other tracks out of Invercargill, which many of them do at huge personal expense.

With the present track we are restricted by the meetings we can hold and this is only going to become more restrictive once the track grading criteria is implemented. We do our very best to make the most of what we have and to present the track at its best on race day but

this is no longer enough and as a club we are falling behind in many aspects relating to facilities.

Once we have the newly developed track we will be in a position to apply for future major race meetings. The meetings for 2022 have just been announced and it would be great for the club and region if we were in a position to apply for the 2023 round. Dunedin, Alexandra and Cromwell have all secured major race meetings recently and undertaken track advancement/development to be able to apply for these meetings.

These major meets have the potential to bring hundreds of riders and their families to the city to compete and the flow-on effect to the city through accommodation, entertainment and restaurants is noticeable.

BMX is a sport that brings families together. Everyone in the family can race and all age groups are catered for from the very young to the over 60s. The joy of this is that you are encouraging positive interactions within families and although it is an individual sport, there is a strong sense of the BMX family, not only within your own club but in clubs throughout the country.

Strategic Fit

For all the reasons we have discussed in this document we believe that the proposal for redevelopment at Elizabeth is a strategic fit not only for the Council but for the Club and community as a whole

Our proposal falls in line with initiatives from Active Families, Sports Southland and Venture Southland. It also embraces the forward thinking of the council in revising their strategy in relation to the level of engagement in the parks portfolio and consultation with clubs.

We are also aware of the Government and Land Transport initiative that is encouraging New Zealanders to make more active transport options. Teaching children key bike skills at an early age in a fun and safe environment will encourage them to carry this forward into adulthood.

Having a purposeful bike park at Elizabeth Park and the public attention the development will bring will promote Elizabeth Park in a positive way and put it on the radar of families in Invercargill and the wider Southland region. This will increase its use and viability and be seen as an asset rather than just an area where not much is happening or being utilised to its full potential.

Budget

Due to the stage we are at and acting on advice from Council, we have not engaged a track designer to design a track for the Elizabeth Park site. Hence the following budget details are a best estimate of costings based on quotes and costs experienced by other BMX clubs in our position.

BMX TRACK

Track design	6,000.00
Consents	5,000.00
Strip top soil	8,820.00
Build track 400 x 1.4 – 5600 x 3.5	19,600.00
Shape and pack track	15,000.00
Supply and cart clay 2000m ³ , \$27 per m ³	54,000.00
Reinstatement 40 x 170	6,800.00
10 x sumps	10,000.00
Access track 200m x 3.5	10,000.00
Crusher dust 1280m ³ x .05 – 64 x 14 90m ³ - 160 tonne x \$30.00	4,800.00
12 hours x 120 (Bobcat) for crusher dust	1,500.00
Drainage: 600m x 87	42,000.00
plus Surrey Park exploration	2,400.00
Construction of the top of the ramp and staging area and base for the roof	10,000.00
Asphalting ramp	15,000.00
Start gate	30,000.00
<i>This is already owned by the club and can be transferred from the existing ramp</i>	
Asphalting of the corners: Three corners at	25,000.00
<i>This is dependent on the type of corners shape and gradient</i>	
<i>This quote is at the upper end of the range</i>	
Asphalting of the finish line	9,000.00
Transponder loop and equipment	8,000.00
Power cables etc	10,000.00
Irrigation	2,000.00
Covered staging area: Large car port type	20,000.00
Hiab to place staging cover on the ramp	20,000.00
Lighting: Up to 6 x poles \$2,000 LED lights, \$1,000 each to install	18,000.00
Padding similar to that of rugby post pads for inner track lighting posts:	
<i>Anticipate there could be up to three required</i> Per pad plus freight	289.95
Fencing: Deer fencing during construction	15,000.00
Wooden once complete	15,000.00
Landscaping/planting	10,000.00

Toilets including - water, drinking fountain	TBA
<i>In conjunction with possible existing toilets upgrade by Council</i>	
Storage/Canteen/Points Hut	25,000.00
Security cameras	TBA
Provisional Total:	<hr/> \$ 418,209.95

The club has been preparing for this upgrade and has been very careful with expenditure over the past years. Currently the club account balances are as follows: **\$7,041.60 and \$50,629.27.**

- ❖ The community/beginners half-track: could be redesigned and completed using existing materials and the cost would be minimal to do this.
- ❖ The flat bike park area: The club could assist with the flattening of this area and depending on the final design the main cost would be the concreting and framing of pathways and landscaping.

We have been advised that to complete a pump track and have it sealed, depending on size, would be in the region of \$100,000. At this point we have not explored this in depth but the designer we are using for the track is also in the field of designing these type of tracks as well. And this could be explored further at the time of designing the BMX track for the Elizabeth Park site.

We are able to obtain income from membership, race meetings, and our canteen. We also have a number of very capable members in the areas of contracting, engineering and mechanical fields who are regularly prepared to donate their time machinery and expertise to ensure that day to day maintenance and progress of the club.

As previously mentioned the club has held successful fundraising events. This type of fundraising is also an option for the club to boost their funds should it be required.

Summary

The proposal serves to future proof BMX within the southern region and provide the community with a park they can enjoy and be active in. It is holistic in that all families can enjoy the many different aspects of the park, allowing for quality time spent in a safe but challenging environment.

Should you seek any clarification or further information regarding this proposal please do not hesitate to contact the undersigned,

Jo Parnham
Club President

Ngarita Te Patu
Club Secretary