

**PROPOSED CAPITAL INVESTMENT AT  
LEE VALLEY VELOPARK**

Presented by Corporate Director

**SUMMARY**

This paper provides Members with the background and specific information on the proposed investment into refurbishing the track wall and safety barrier at Lee Valley VeloPark.

The Union Cycliste Internationale (UCI) have proposed that due to safety concerns future UCI accredited competitions at any velodrome will require a safety barrier of at least 140cm high around the perimeter of the track. The track wall and safety barrier currently installed at the Lee Valley VeloPark is 85cm high.

Authority officers have been working with the UCI, Faulkner Brown Architects and VeloTrack (specialist track builders) to design a compliant track wall and safety barrier to the proposed new criteria and one that compliments the specialist and high profile nature of Lee Valley VeloPark.

It is proposed that Members consider approving the Authority making a financial capital commitment into the project totalling £300,000 for improvements to the safety barrier at Lee Valley VeloPark, the details of which are set out in this report.

**RECOMMENDATIONS**

- Members Approve:
- (1) the inclusion within the capital programme of £300,000 for the refurbishment of the track wall and safety barrier at Lee Valley VeloPark; and
  - (2) to waive Financial Regulation 571 to allow the appointment of track specialist VeloTrack as contractors for this work.

**BACKGROUND**

- 1 Following recent reviews of rider and spectator safety at track cycling competitions the UCI are to make permanent regulation changes to the required heights of the track wall and associated safety barriers of all

velodromes wishing to hold UCI accredited competitions for existing venues and new builds.

- 2 Officers have engaged with the UCI, VeloTrack (the class leading velodrome track design and build company based in Germany, and Faulkner Browns Architects (FBA) to discuss the potential implications of the new requirements.
- 3 The expectation is that any velodromes built after 2025 and existing venues by 2027 will have a track wall and safety barrier that meets the new criteria in place if they wish to hold UCI accredited competitions.
- 4 Authority officers visited the VeloTrack office and workshop in Bremen (Germany) with FBA to look at the three different options that VeloTrack were proposing for the LVVP.
- 5 VeloTrack had constructed examples of the three options (see Appendix A to this report) and went through various tests to show the strength and viewing angles of the options.
- 6 Velotrack in partnership with FBA have formed relationships with UCI and British Cycling (BC) and are currently involved in several worldwide new build velodrome projects, notably Dublin (currently out to tender) and two in the Middle East. These venues are incorporating track walls and safety barriers (with screens) at 1400mm height.
- 7 Discussions have taken place between Velotrack, FBA, LVRPA, UCI, BC and Discovery Channel (UCI media partners) and it is clear that both UCI and BC are keen to pursue Option 3 as detailed in paragraph 14 of this report.

## **IMPLICATIONS OF NOT UNDERTAKING THE WORK**

- 8 If no works are undertaken, the Lee Valley VeloPark will lose its status of No. 1 cycling venue in the world, and when Dublin is built this would be the direct competitor closest to LVVP. The venue would also become non-compliant for any UCI accredited competition post 2027.
- 9 The reputation of the venue and the Authority will likely be impacted from losing the ability to hold UCI accredited competitions and there will be a decreased public awareness of the venue and the Authority.
- 10 There will be a further knock-on effect of losing major cycling events at the venue, in that the decreased exposure of the venue and the sport could result in a decrease in activity bookings in the same way that there is always an increase in booking activity during and after major cycling events.
- 11 Potential negative publicity from what could potentially be perceived as a lack of emphasis on spectator safety by the Authority now the new requirements are being put in place.

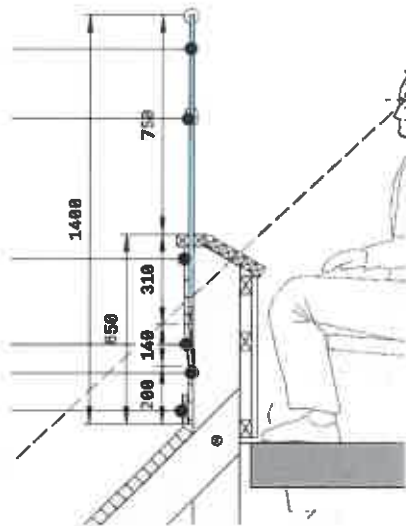
## **OUTLINE OF THE IMPROVEMENT OPTIONS**

- 12 Option 1 and 2

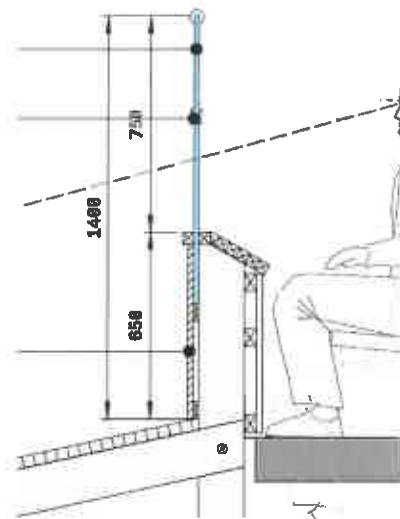
Both Option 1 and 2 require the removal of the existing metal handrail and new Perspex sheets slotted into the existing barrier with either a new flat plywood

panel installed on the trackside or the existing board angled out to allow the Perspex space to be inserted.

Option 1



Option 2

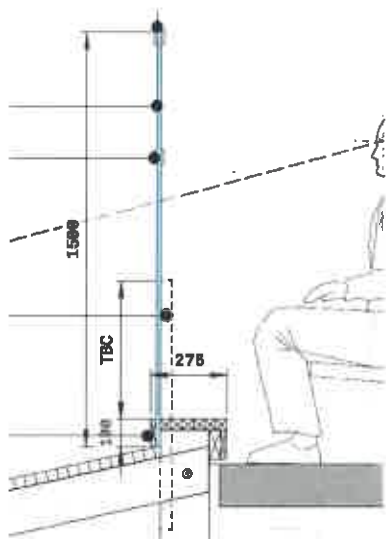


Estimated costs £150-£250k.

13 Option 3

Remove existing metal handrail around the track, remove top board of existing track wall and dispose, strip back all timber planks to entire perimeter and dispose, cut back complete structure of track wall above track and dispose. Install new stainless steel (60 x 40mm x 650mm high) supports at 3m centres with smaller 40 x 40 x 650 high mid span at 1.5m centres, install 3m long x 1.4m high Perspex sheets, with 3mm gap vertically between each sheet (for expansion/contraction), finish internally with 100mm high plywood kick board (painted red), finish internally with sloping or flat shelf, top of Perspex finished with stainless steel handrail. Incorporate two sets of double exit gates in outer wall to allow infield to be used for larger capacity infield non-cycling events

Quoted costs £252,000 (at exchange rate at time of report).



## 14 Pros &amp; Cons

	Pro's	Cons
Option 1	<ul style="list-style-type: none"> <li>• Most financially economical</li> <li>• Quickest in terms of duration of works at 2 weeks</li> <li>• Least disruptive</li> </ul>	<ul style="list-style-type: none"> <li>• Aesthetically looks like an add on</li> <li>• Existing areas of poor visibility still remain</li> <li>• LED boards whilst easy to fix will stand off 15 mm more at the bottom than the top trackside</li> <li>• Track perimeter wall will 'kick out' to accommodate perspex behind</li> <li>• LED still remain trackside</li> <li>• LED Problematic to safety of riders</li> <li>• Viewing blind spots still exist</li> </ul>
Option 2	<ul style="list-style-type: none"> <li>• Reasonable mid range costs</li> <li>• Flat surface for LED boards to be fixed trackside</li> <li>• Two weeks install time as for Option 1</li> </ul>	<ul style="list-style-type: none"> <li>• Still looks like an 'add on'</li> <li>• 'Viewing blind spots still exist</li> </ul>
Option 3	<ul style="list-style-type: none"> <li>• Aesthetically does not look like an add on</li> <li>• Enhances visitor experience</li> <li>• Eliminates customer blind spots</li> <li>• LED boards can be fixed on the spectator side making for a cleaner and safer solution</li> <li>• UCI believe this is the way forward</li> <li>• Advertising/branding vinyl can be placed on the Perspex. Similar to how window dressing on buses where you can still see out from the inside. This is a cleaner, cheaper and simpler solution when compared to the existing boards that run around the track. This will maintain the improved sight lines as the vinyl is practically transparent from the spectator side.</li> <li>• Will maintain the Velodromes status as 'Best in the World'</li> <li>• Will be first velodrome to be compliant with the new regulations to be released imminently</li> <li>• Inclusion of new double emergency exits from infield will allow larger scale non cycling events to be held on the infield</li> </ul>	<ul style="list-style-type: none"> <li>• Most expensive option</li> <li>• Longest build duration at up to 4 weeks</li> </ul>

- 15 Please see Appendix A to this report for further drawings and visuals.

### **PREFERRED OPTION**

- 16 Option 3 is the preferred option. All three options are compliant, however with both options 1 & 2 the addition of a screen on top of the track wall will always look exactly what it is, an 'add on'.
- 17 At present there are a number of areas at the LVVP where the front row seats have less than ideal sightlines and spectators have to peer over the existing track wall, due to its height. In both options 1 and 2 these areas, and issues, remain.
- 18 Option 3 full height Perspex will look as if it's part of the original build, it will enhance the customer experience and remove the areas of restricted/poor visibility. It will give front row seats the benefit of being able to look through at lower levels than currently experienced, to feel more involved and closer to the racing.
- 19 In approving option 3 it will enhance the LVVP and enable it to retain its reputation as the Worlds No1 Velodrome and being the first compliant velodrome ahead of the change in track safety regulations.
- 20 Option 3 will allow for a cleaner, simpler installation of the LED boards required at major events. These LED boards will be able to be installed behind the Perspex instead of being on the track side which will also allow the operator to continue operating whilst bump-in for events takes place. This is an issue now and would continue to be so if the Authority went for option 1 or 2.
- 21 Having full height Perspex will allow for transparent vinyl to be used for advertising rather than the fixed boards that are currently being used and would continue to be used in options 1 and 2. This solution (which is widely used on bus windows) will allow for advertising to be seen from the track side but still allow spectators to see through to the track and maintain sight lines.
- 22 FBA has confirmed that all new velodrome builds that they are involved in will be using option 3 in their design.
- 23 Included in the design is the installation of 2 gates on the straight portions of the track to allow additional egress in the event of an emergency. This will allow for improved safety routes from the infield and allow for increased usage in regards to infield numbers and the offer for events outside the traditional track cycling programme.

### **PROJECT TIMELINE**

- 24 The aim is to have the project completed and fully operational by Spring 2024.

The proposed project is scheduled for a 2 to 4 week completion timetable. The Authority will look to implement its two week shutdown clause in accordance with the Leisure Service Contract (LSC) or will otherwise agree a two week shutdown period to allow the works to go ahead. Dependant on when the works are scheduled there will be some impact on the venue's operations. The project

team will ensure the works are scheduled at the best time to reduce the impact on the Leisure Operators Base Trading Account (LOBTA).

- 25 If Members approve the recommendations of this report a project team will be formed consisting of the key Authority officers from LVRPA & GLL:
- Asset Maintenance Protection & Development (APMD);
  - Sports & Leisure; and
  - GLL Venue Management.

This project team will ensure there is full agreement on proposed timescales, responsibility areas and set milestones. All drawings, decisions, sign off, etc associated with the project will be made by the Corporate Director on behalf of the Authority.

## **FINANCING**

- 26 It is officer's recommendation that the project is financed from existing capital funds, to prevent the need for any charge to revenue. There will be a revenue impact of approximately £6,000 in 2023/24 in reduced interest earned from these funds, based on current investment interest rates. However, as identified in the Capital Budget report (Paper E/793/23), Members should be aware that direct capital financing from revenue will be required to support the future capital programme, either in the form of contributions, or internal and external borrowing.

## **WAIVER REQUEST**

- 27 The anticipated value of the contract is above £25,000 but below the threshold for the Public Contract Regulations 2015. The Authority's Financial Regulations state:

*571 These contracts must be let by following the competitive procurement procedures as defined in the Public Contract Regulations 2015.*

*Advertisements must comply with the Public Contract Regulations 2015 and as a minimum be published on the Authority website using the appropriate standard template and the Contract Finder portal as defined in Public Contract Regulations 2015.*

In this case VeloTrack are the only company that the UCI are working with to produce designs and workable solutions that adhere to the requirements of the UCI and would allow venues to continue to host UCI accredited competitions.

- 28 VeloTrack are currently working on multiple new build velodromes and refurbishments in line with the new UCI regulations and are doing so in liaison with the UCI on all aspects of the design and installation.
- 29 If the Authority were to follow a competitive procurement procedure, it is anticipated that there would only be one prospective bidder with the necessary experience in velodrome track walls and safety barriers to meet the requirements of the contract. Therefore, a procurement process would add to the time it takes to appoint a contractor without a realistic prospect of identifying a better value solution for the Authority.
- 30 VeloTrack have already supplied the Authority with a quote for the preferred option and Authority officers believe that with the work required, the materials

the amount of days of work and the expertise, that it is a fair quote and is as we would expect.

- 31 Officers are requesting that a waiver to Financial Regulation 571 is approved which will result in entering, without competition, into contract with VeloTrack. This process will allow the Authority to appoint VeloTrack to install the barrier that that meets all of the UCI requirements and will enable LVVP to continue to host UCI accredited competitions.

#### **ENVIRONMENTAL IMPLICATIONS**

- 32 There are no environmental implications arising directly from the recommendations in this report.

#### **FINANCIAL IMPLICATIONS**

- 33 Approval is requested to invest £300,000 from Capital Funds for the preferred Option 3 to renew the track wall and barrier safety system. The financing implications of this project are included within the report.

To note: €293,800 has been quoted for the preferred option which at current exchange rates is £252,000. The remainder of the amount being asked for will act as project contingency and to mitigate any negative fluctuations in the exchange rate at time of order.

- 34 As previously mentioned in paragraph 25 the project team will schedule the works so that the impact on the LOBTA is as minimal as possible. However, due to the length of time the works are anticipated to take there will be an impact on the venue's operation.
- 35 The Authority will be expected to meet any loss of income that comes from the installation timetable (or agree an adjustment to the LOBTA).

#### **HUMAN RESOURCE IMPLICATIONS**

- 36 Authority officers will be required to sit on the project team for both projects and Authority decision on the project will be required by the Authority's Representative as per the LSC.

#### **LEGAL IMPLICATIONS**

- 37 These investment projects will be subject to Schedule 21 of the LSC Control Change Protocol and this will allow the agreed financial arrangements to be formally documented. The Authority will also need to enter into an agreement with GLL under the lease with regard to access to carry out the works and its future maintenance.

#### **RISK MANAGEMENT IMPLICATIONS**

- 38 The risk of reputational damage will be minimised if the recommendations of this report are approved (SR6.1)
- 39 There is a risk of project timeline drift and impact on venue activities (and income). This will be managed by the project team and all timescales will be agreed and signed-off by all parties (SR2.2).

## **EQUALITY IMPLICATIONS**

- 40 There are no equality implications arising directly from the recommendations in this report.

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## **BACKGROUND REPORTS**

None

## **APPENDIX ATTACHED**

Appendix A          Faulkner Browns Design Report

## **LIST OF ABBREVIATIONS**

the Authority	Lee Valley Regional Park Authority
GLL	Greenwich Leisure Limited
LSC	Leisure Services Contract - Leisure Operating Contract between the Lee Valley Regional Park Authority and Greenwich Leisure Limited dated 31 March 2022
LOBTA	Leisure Operator's Base Trading Account, the financial model agreed to in the LSC
LVVP	Lee Valley VeloPark
UCI	Union Cycliste Internationale
FBA	Faulkner Browns Architects
BC	British Cycling





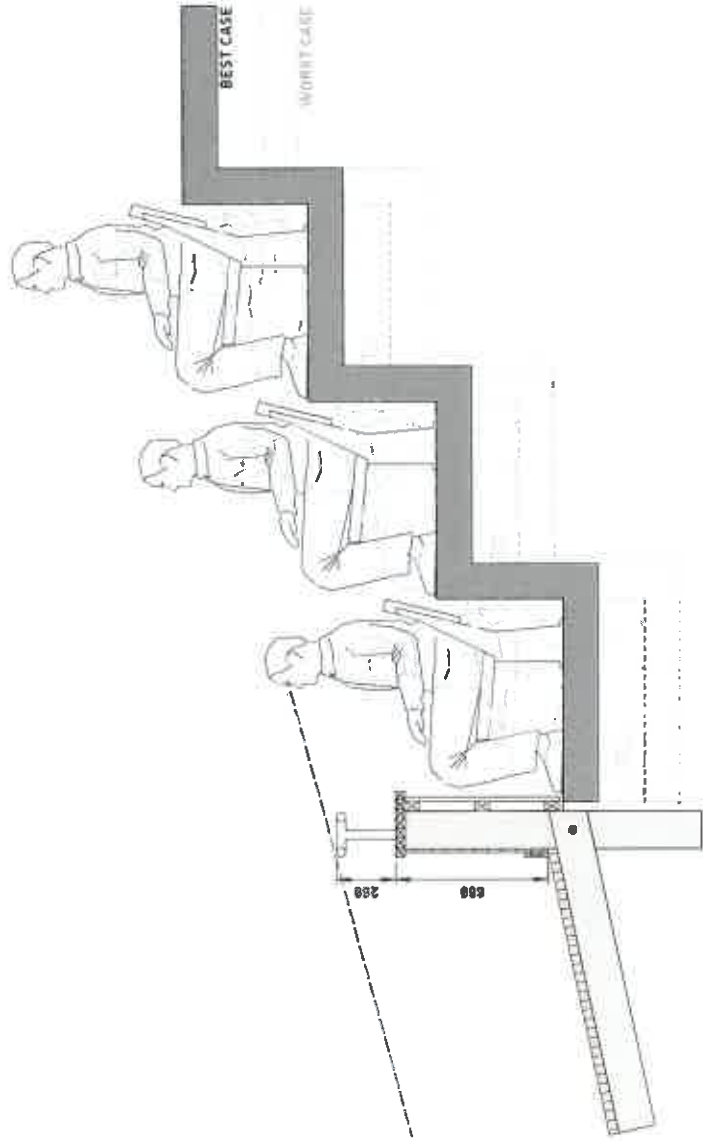
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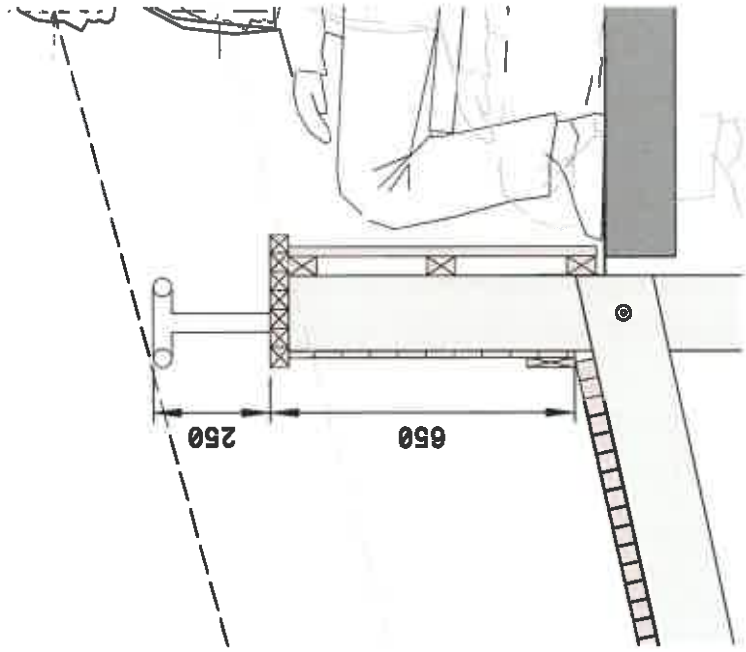
# 1.0 - EXISTING BALUSTRADE

**EXISTING BALUSTRADE**

**EXISTING BALUSTRADE - STRAIGHT**

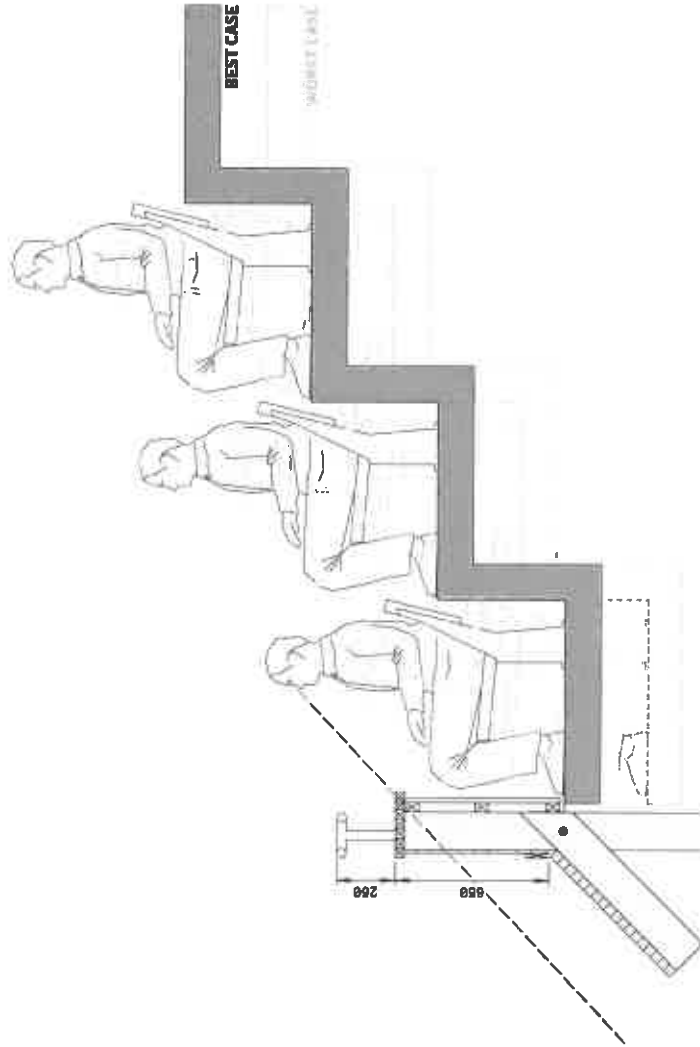


**650mm SOLID / 250mm T HANDRAIL - EXISTING TRACK**  
1:20

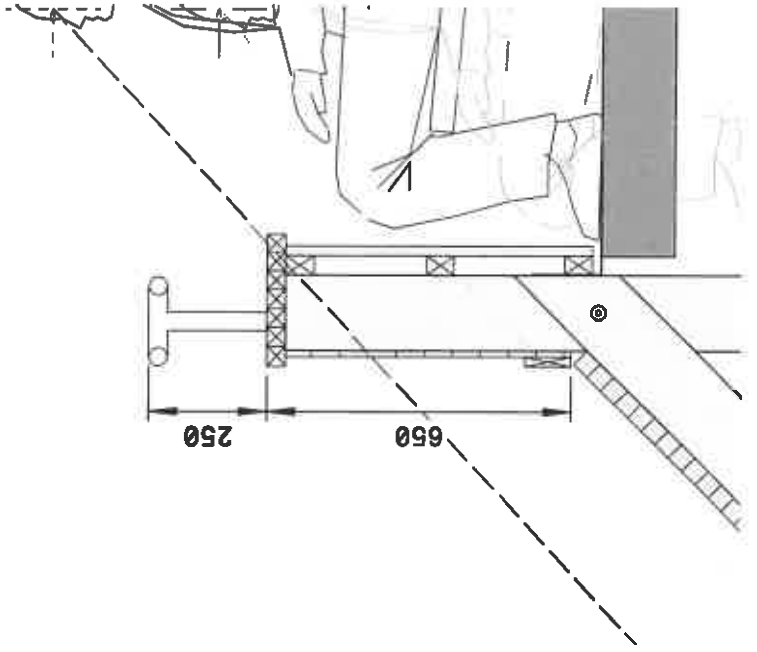


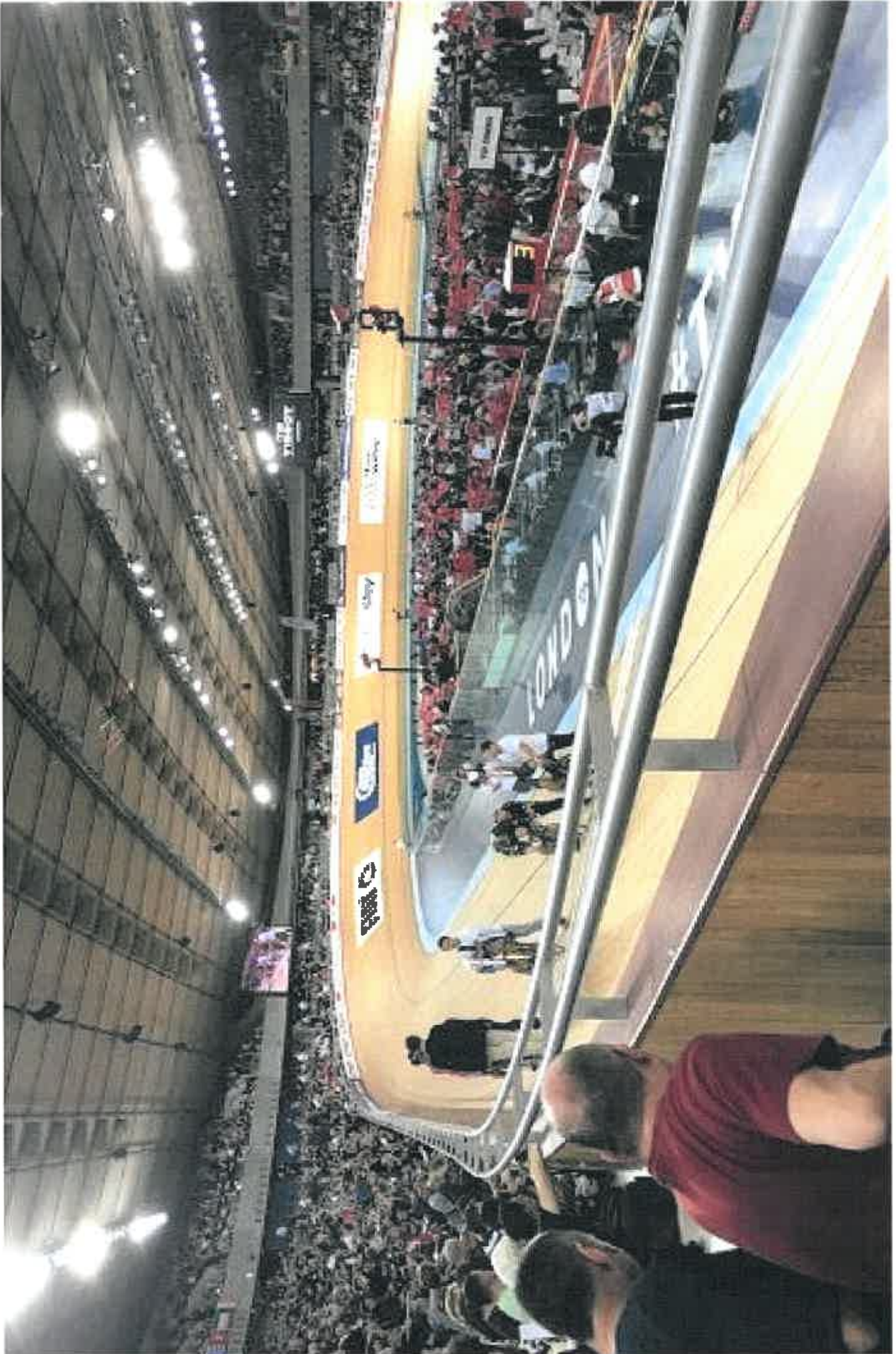
**EXISTING BALUSTRADE**

**EXISTING BALUSTRADE - BEND**



**650mm SOLID / 250mm T HANDRAIL - EXISTING TRACK BEND**  
1:20

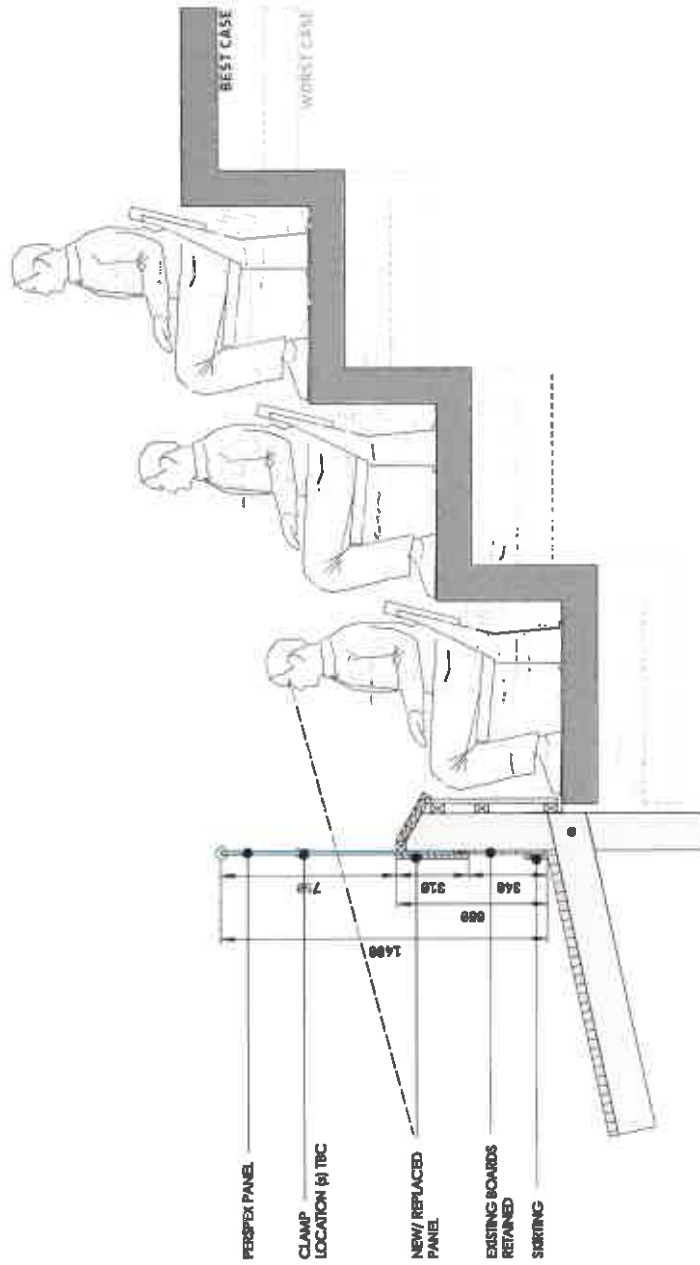




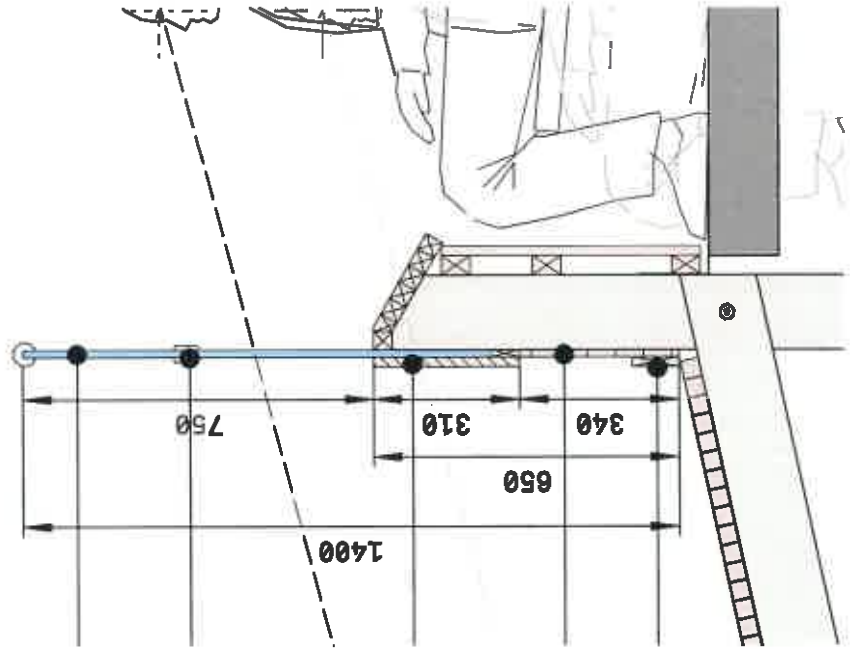
# 2.0 - OPTION A

**OPTION A - 001**

**OPTION A - 001 - STRAIGHT**



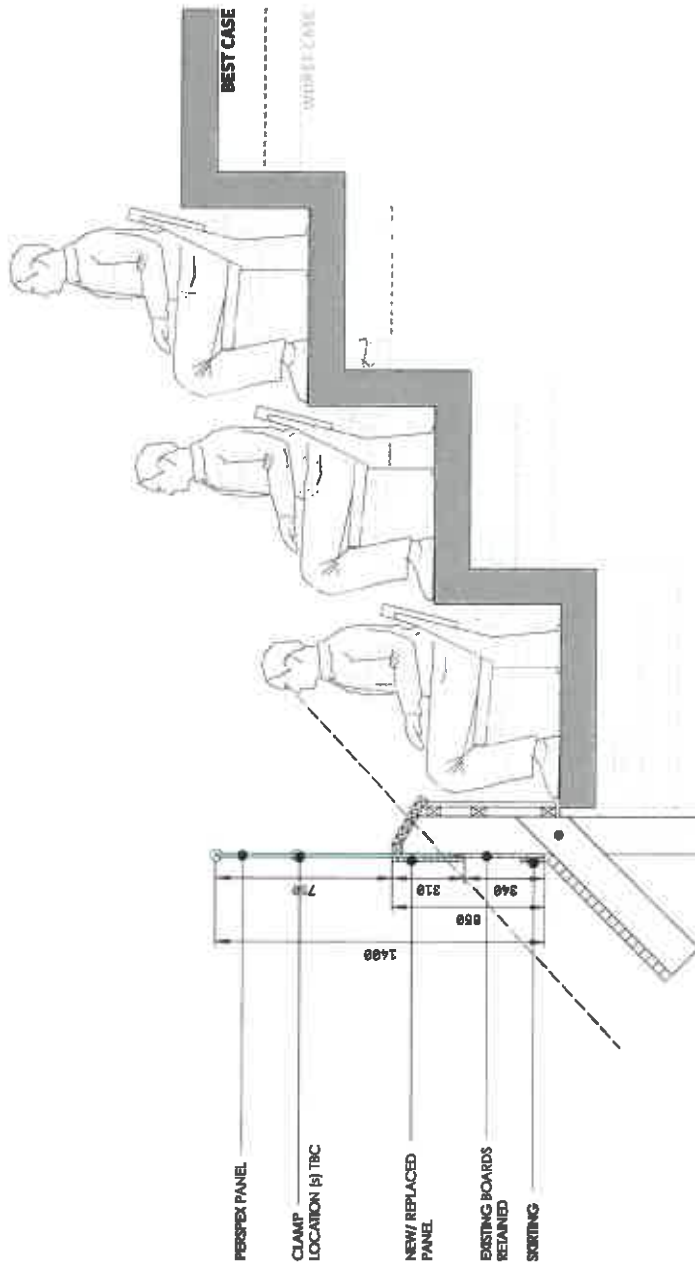
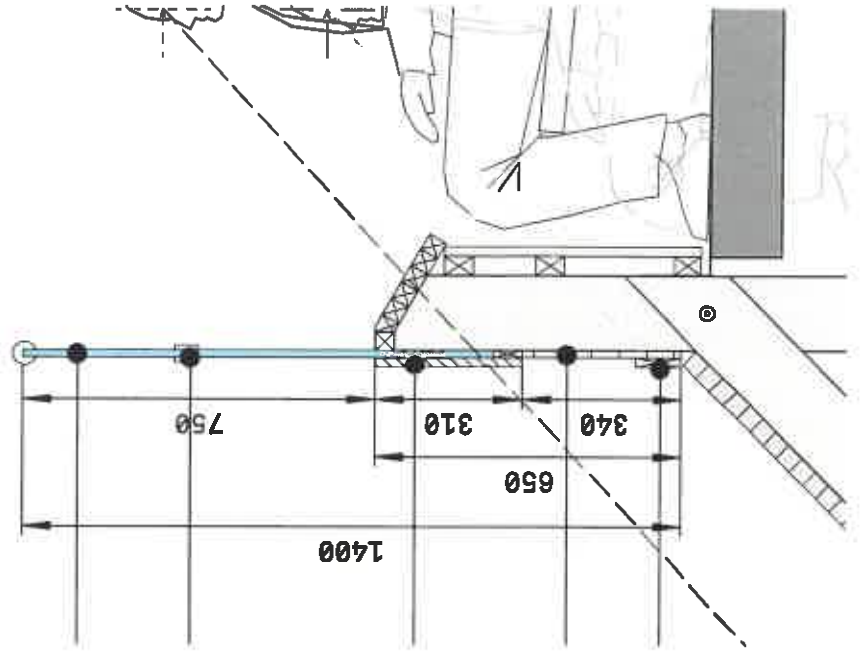
**650mm SOLID / 750mm PERSPEX RETRO FIT OPTION 1**  
1:20





**OPTION A - 001**

**OPTION A - 001 - BEND**

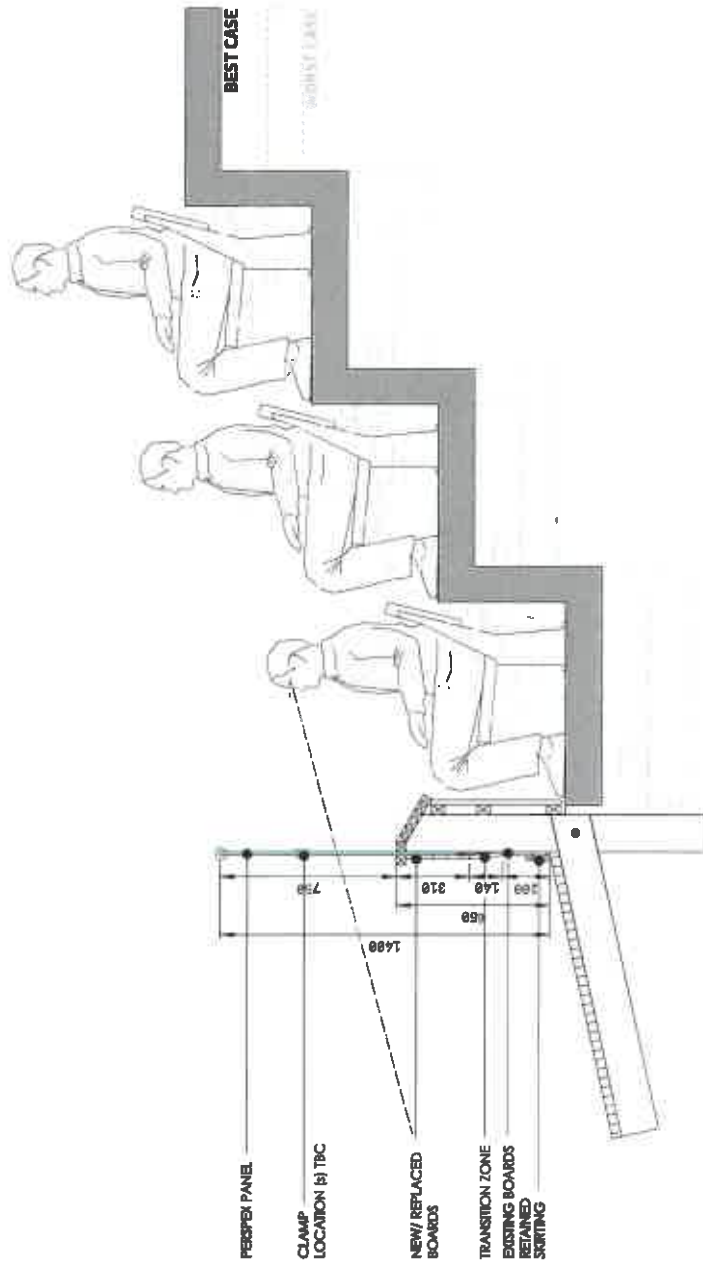
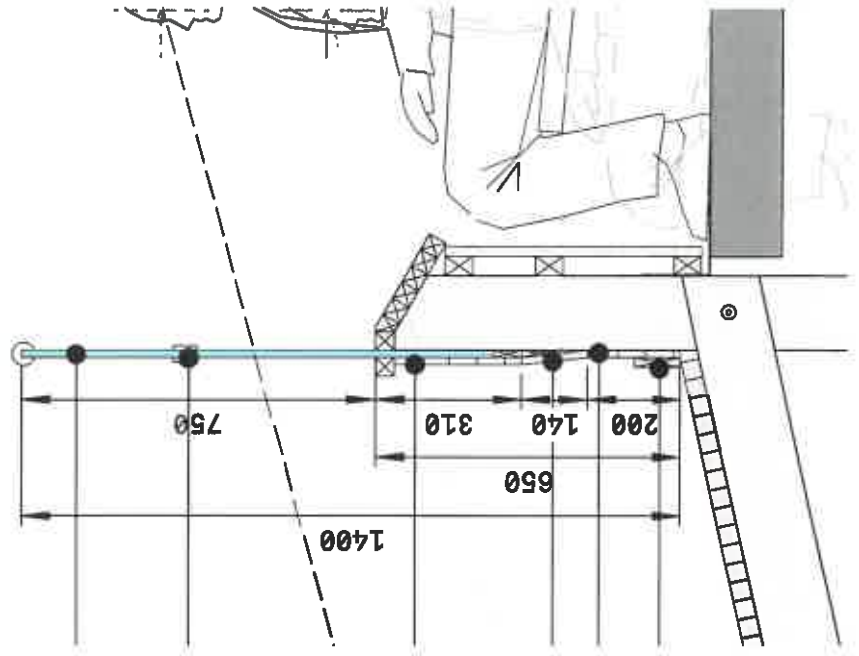


**650mm SOLID / 750mm PERSPEX RETRO FIT BEND OPTION 1**  
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**OPTION A - 002**

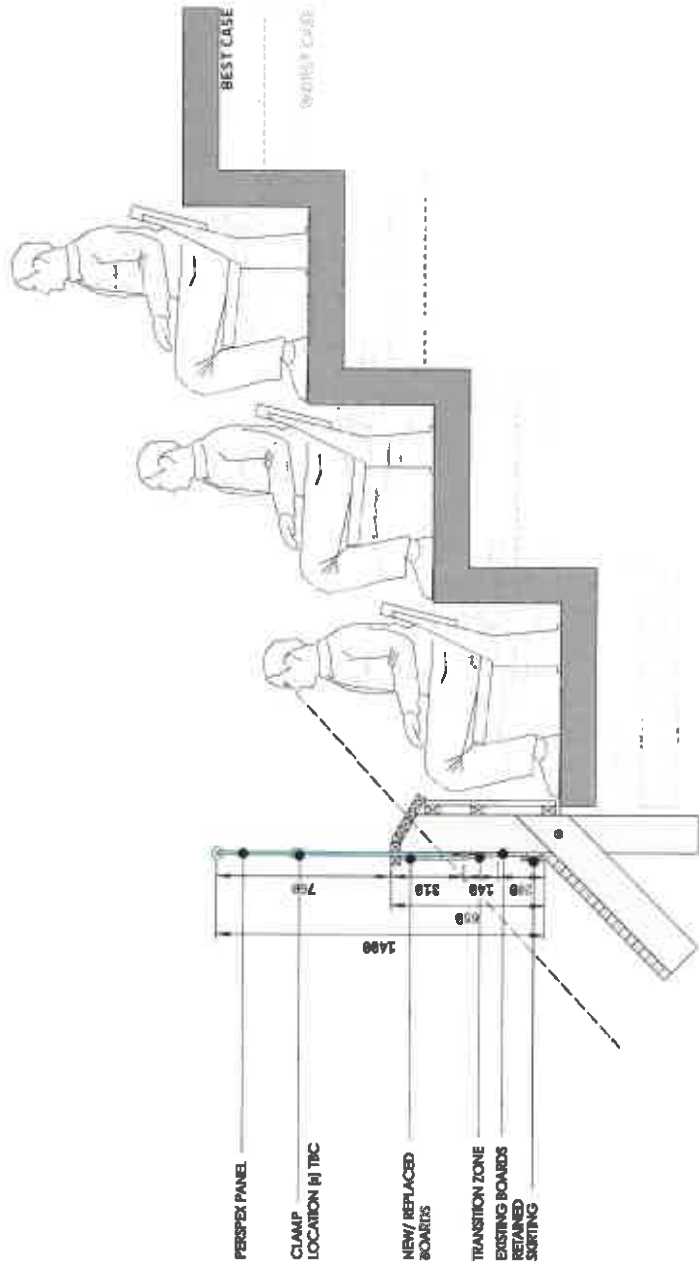
**OPTION A - 002 - STRAIGHT**



**650mm SOLID / 750mm PERSPEX RETRO FIT OPTION 2**  
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**OPTION A - 002**

**OPTION A - 002 - BEND**

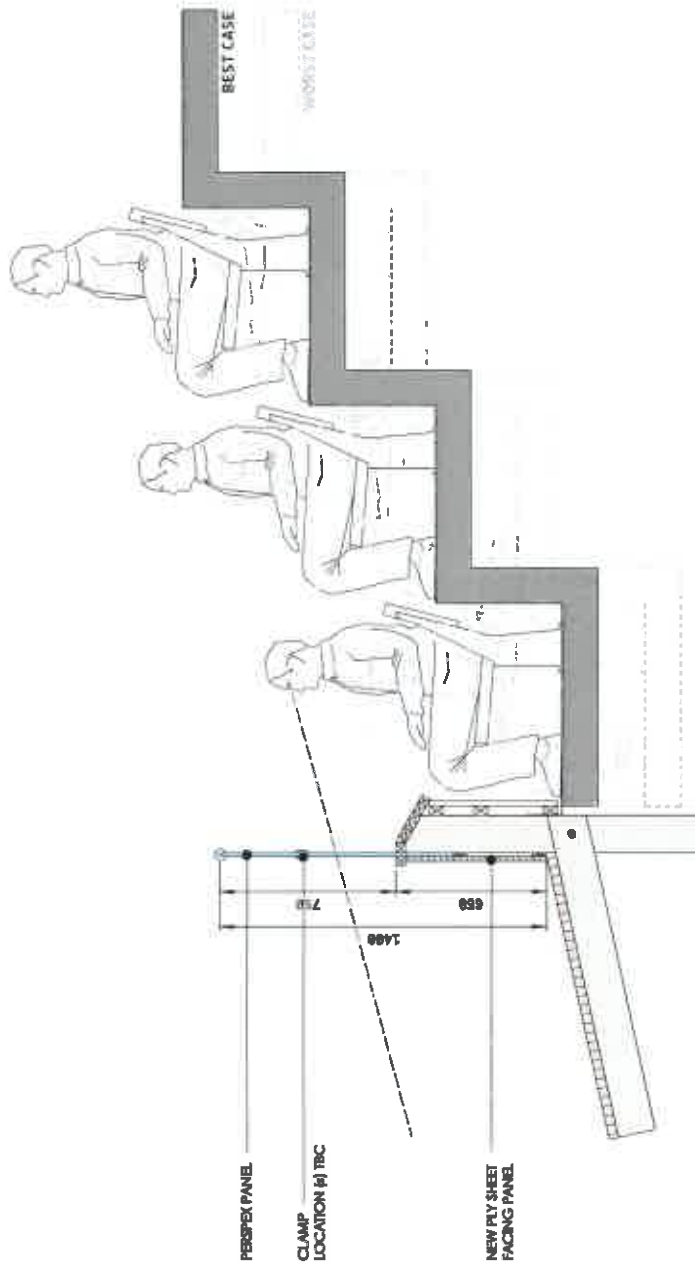


**650mm SOLID / 750mm PERSPEX RETRO FIT BEND OPTION 2**  
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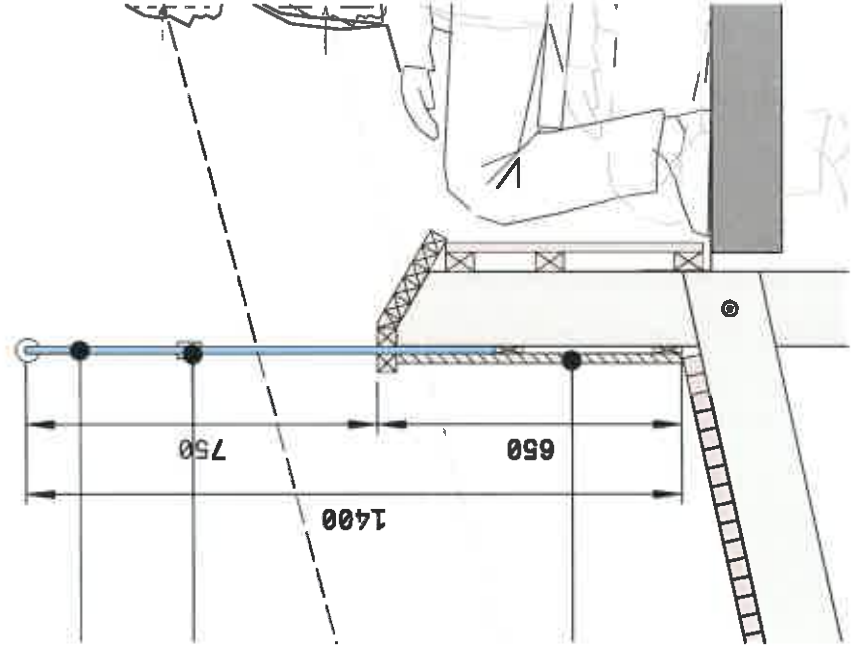


**OPTION A - 003**

**OPTION A - 003 - STRAIGHT**

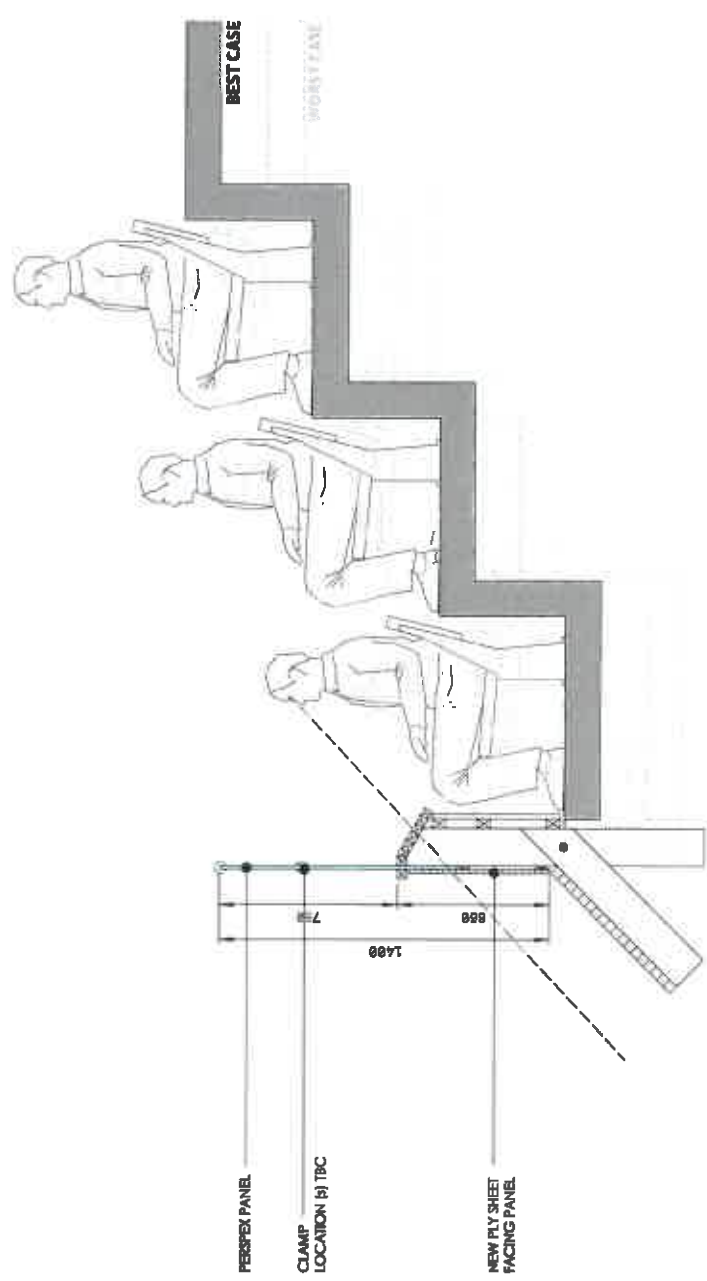


**650mm SOLID / 750mm PERSPEX RETRO FIT OPTION 3**  
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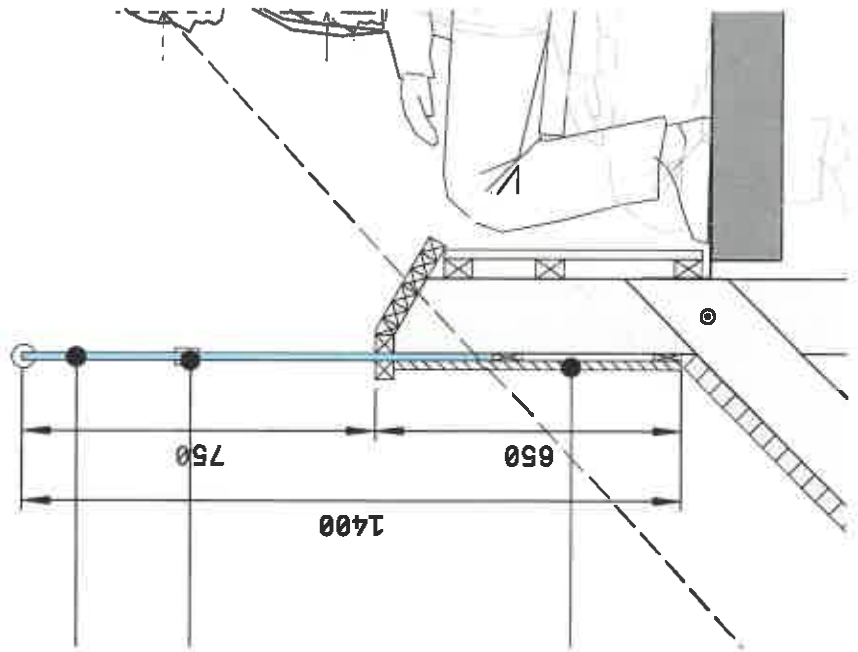


**OPTION A - 003**

**OPTION A - 003 - BEND**

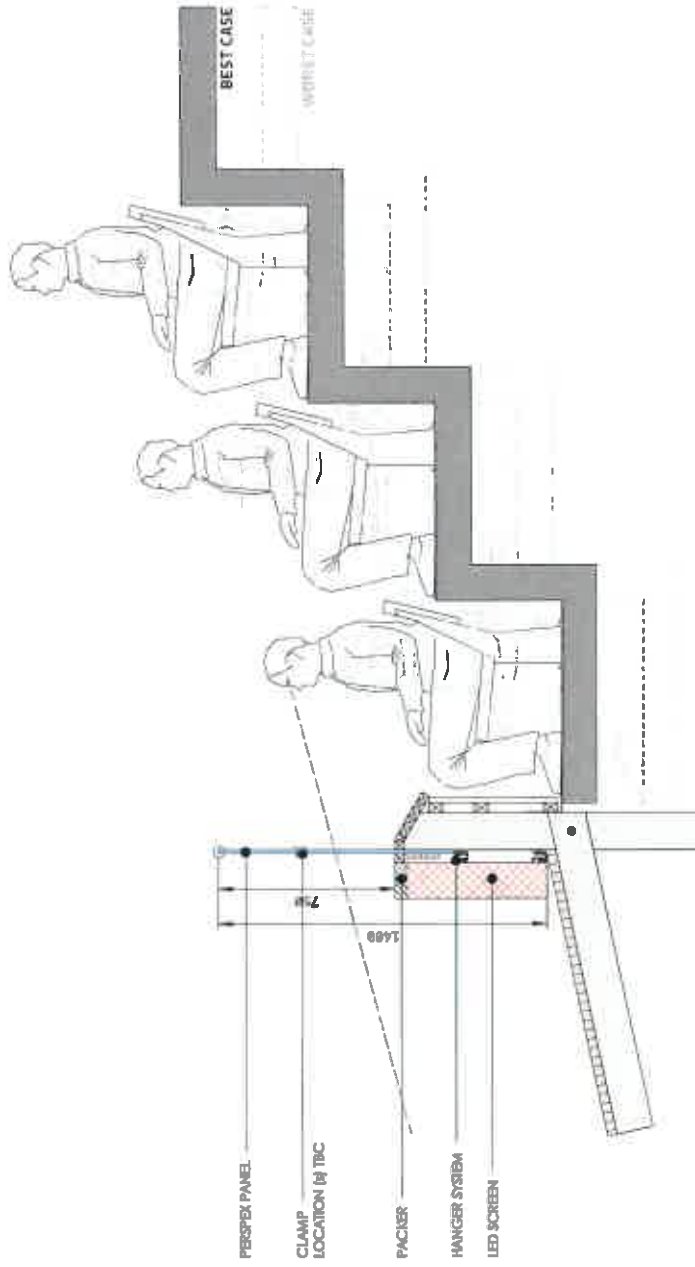


**650mm SOLID / 750mm PERSPEX RETRO FIT BEND OPTION 3**  
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# OPTION A - 003 + LED SCREEN

## OPTION A - 003 + LED SCREEN - STRAIGHT

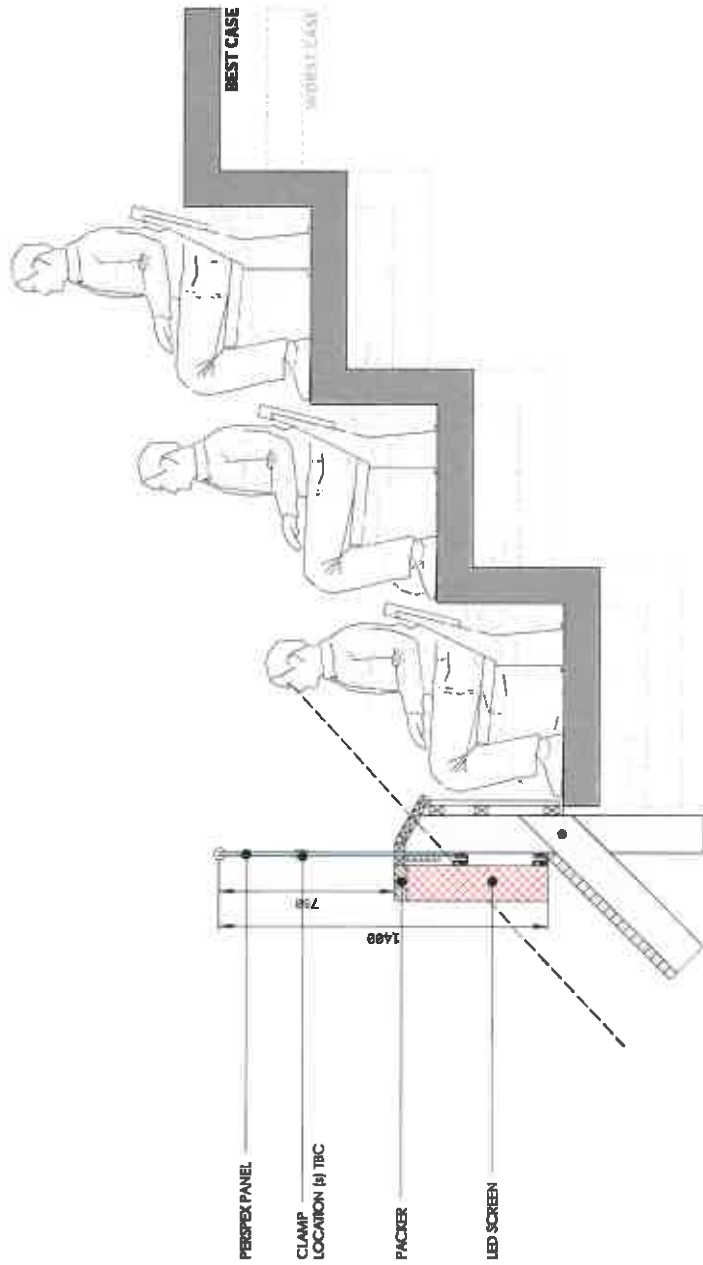


650mm SOLID / 750mm PERSPEX RETRO FIT OPTION 3 + LED SCREEN  
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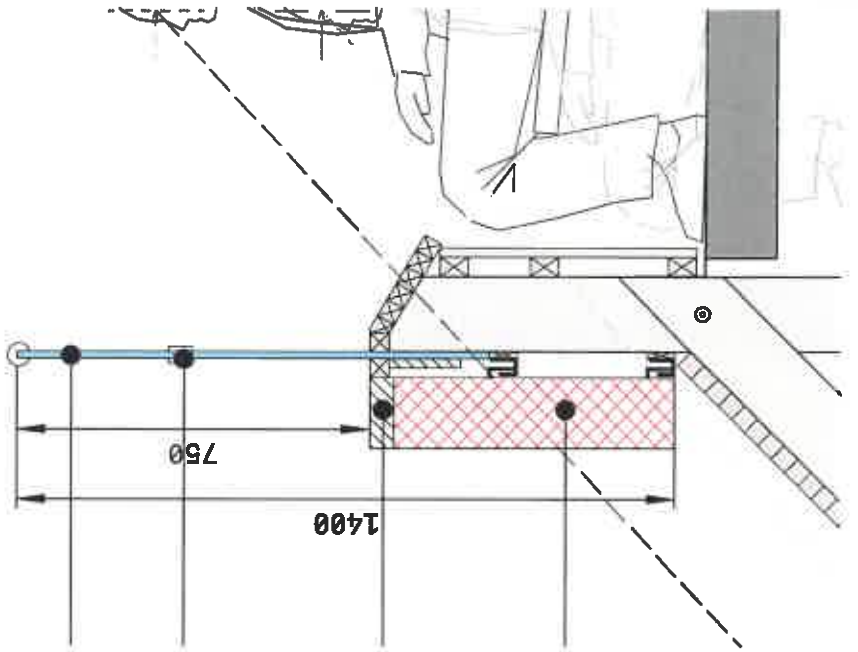


**OPTION A - 003 + LED SCREEN**

**OPTION A - 003 + LED SCREEN - BEND**



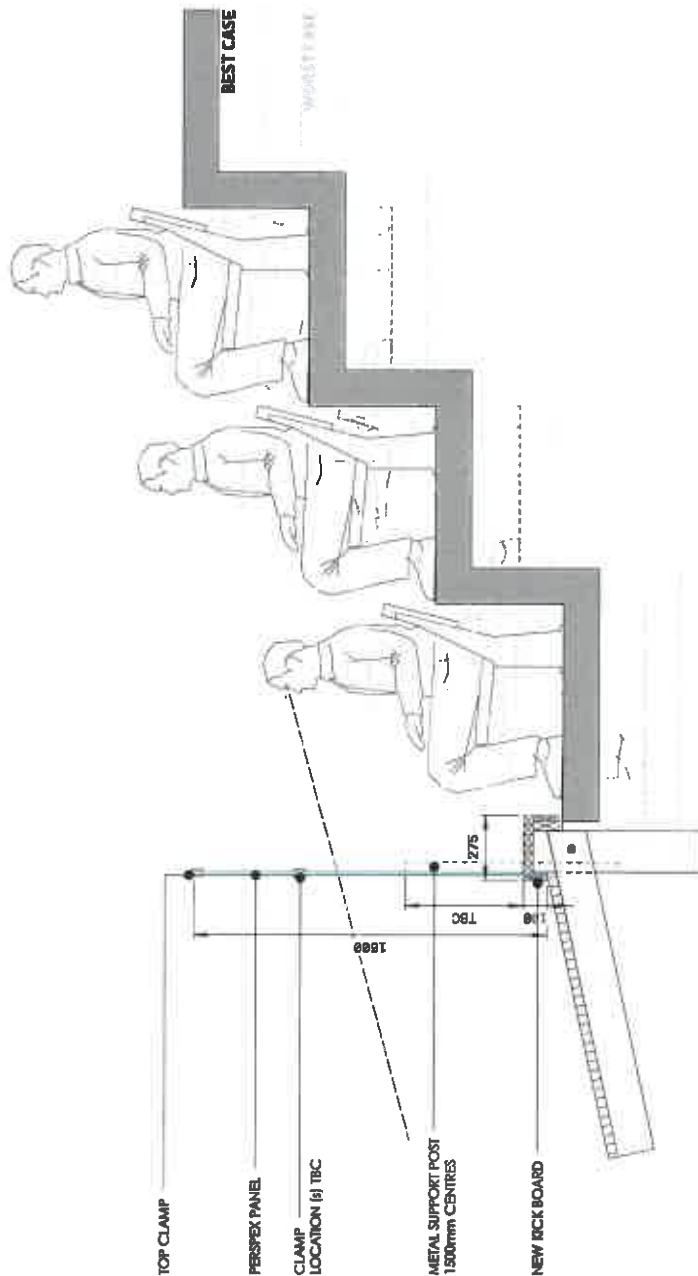
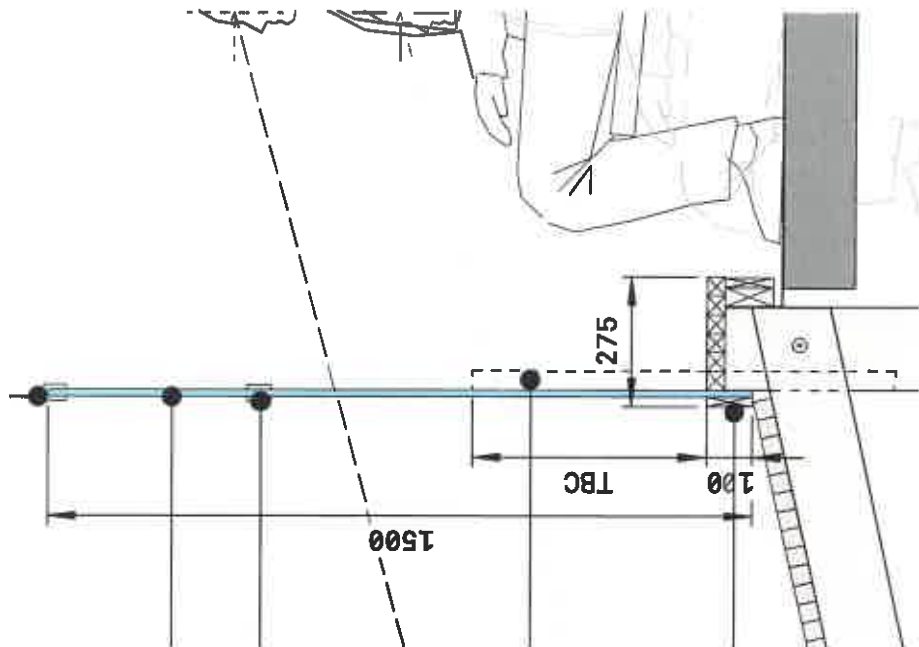
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# 3.0 - OPTION B

**OPTION B - 001**

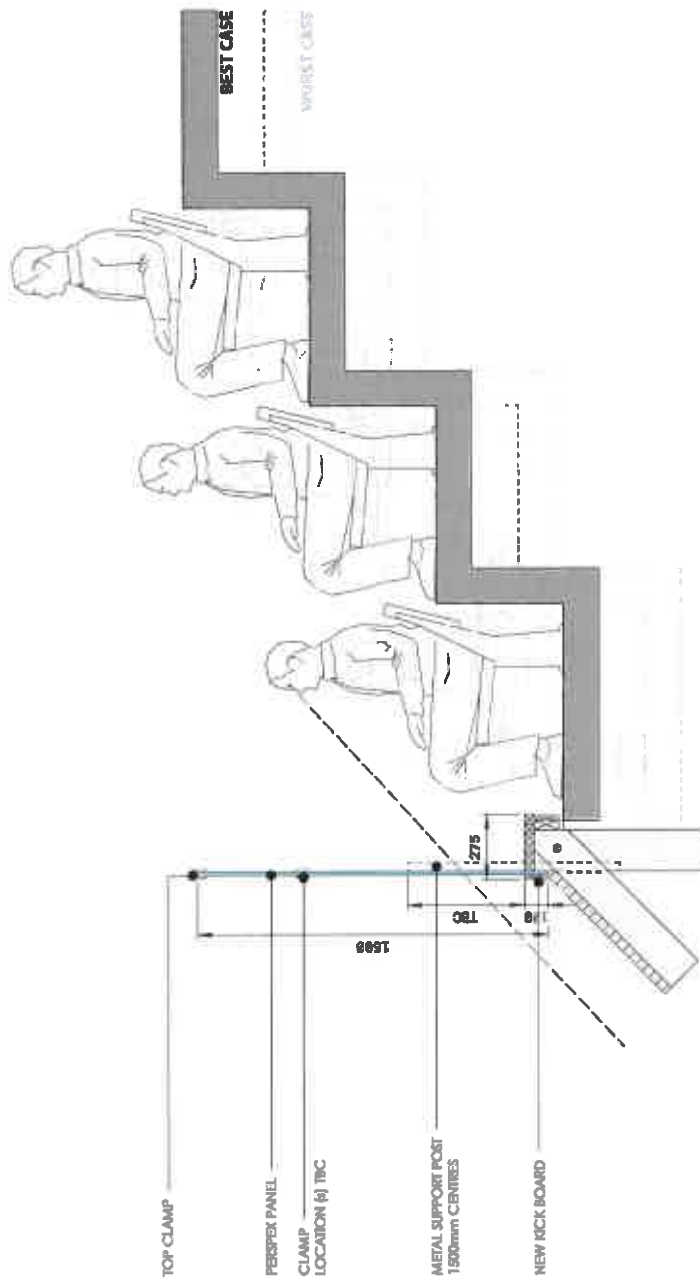
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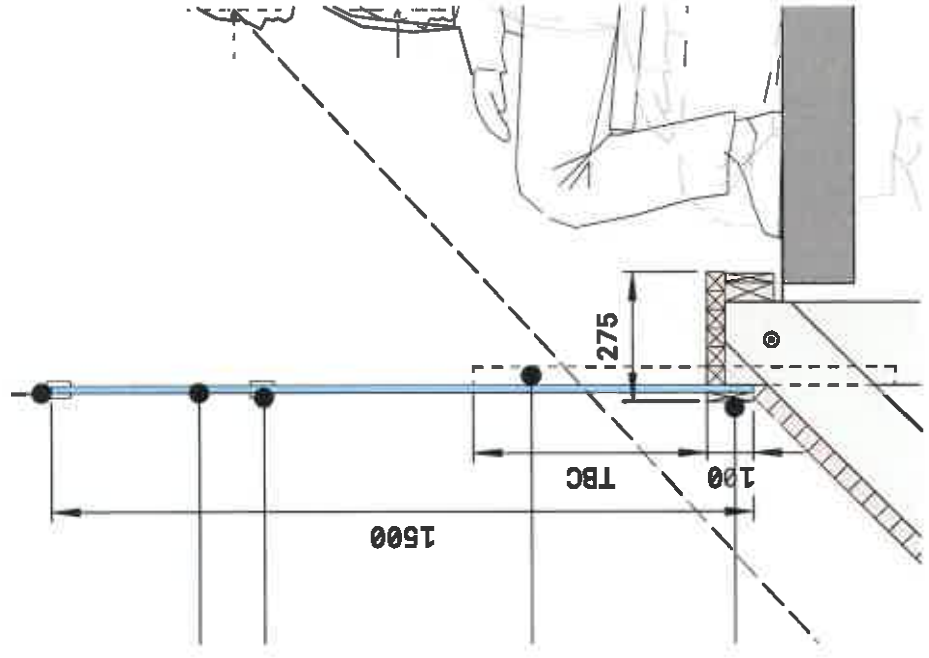
**100mm SOLID / 1400mm PERSPEX**  
1:20

# OPTION B - 001

## OPTION B - 001 - BEND



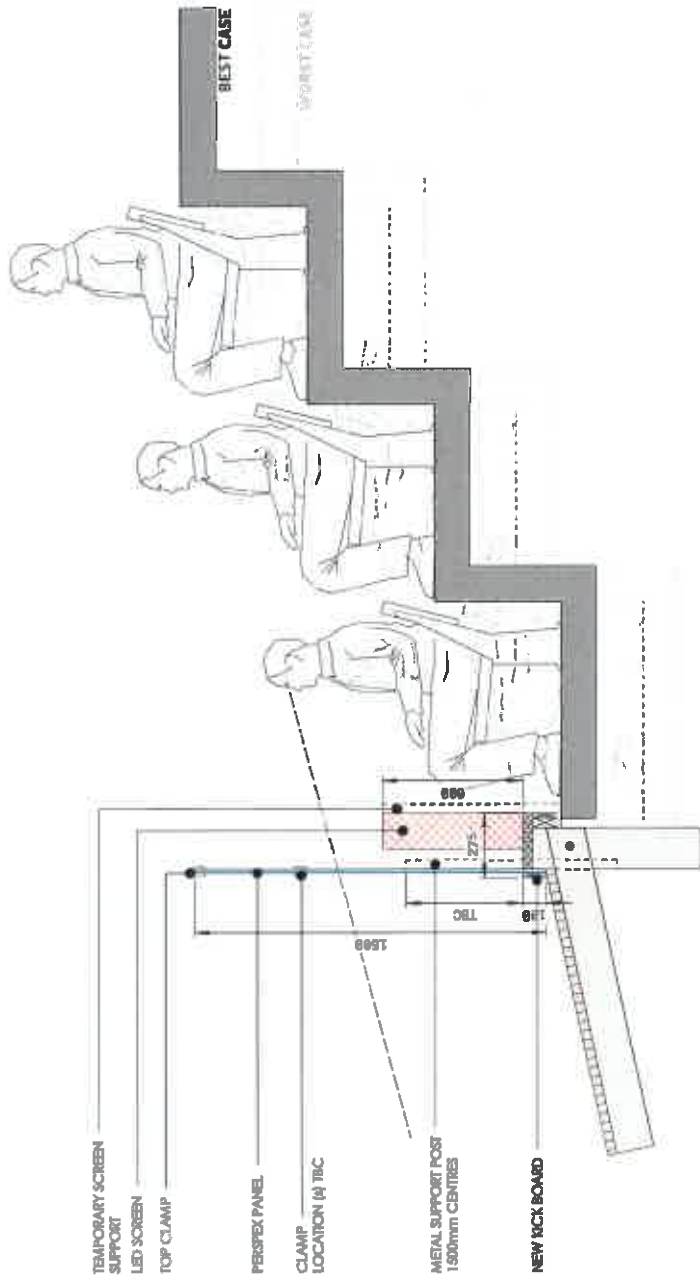
100mm SOLID / 1400mm PERSPEX BEND  
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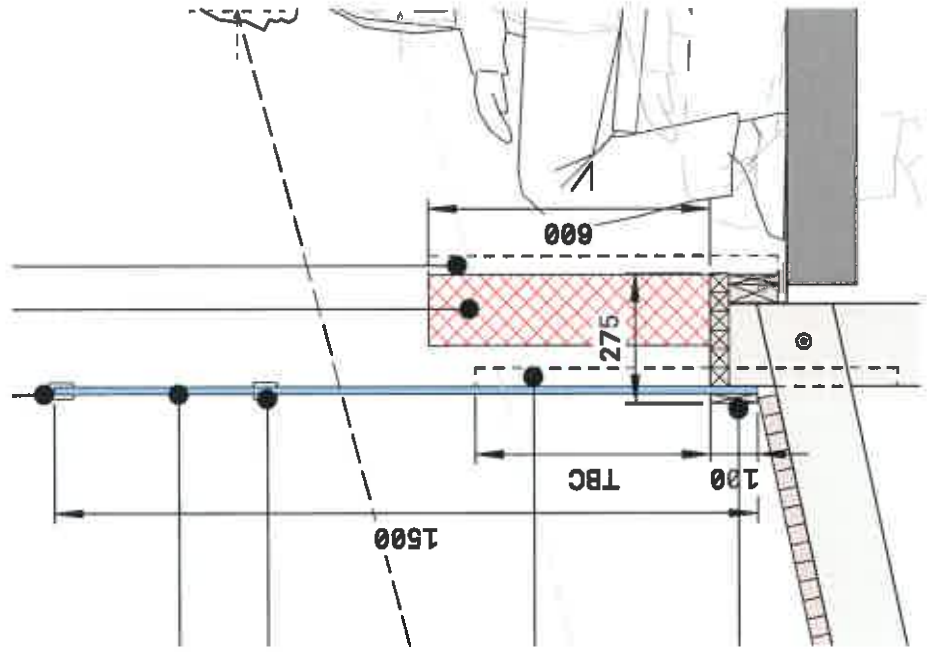


# OPTION B - 001 + LED SCREEN

## OPTION B - 001 + LED SCREEN - STRAIGHT

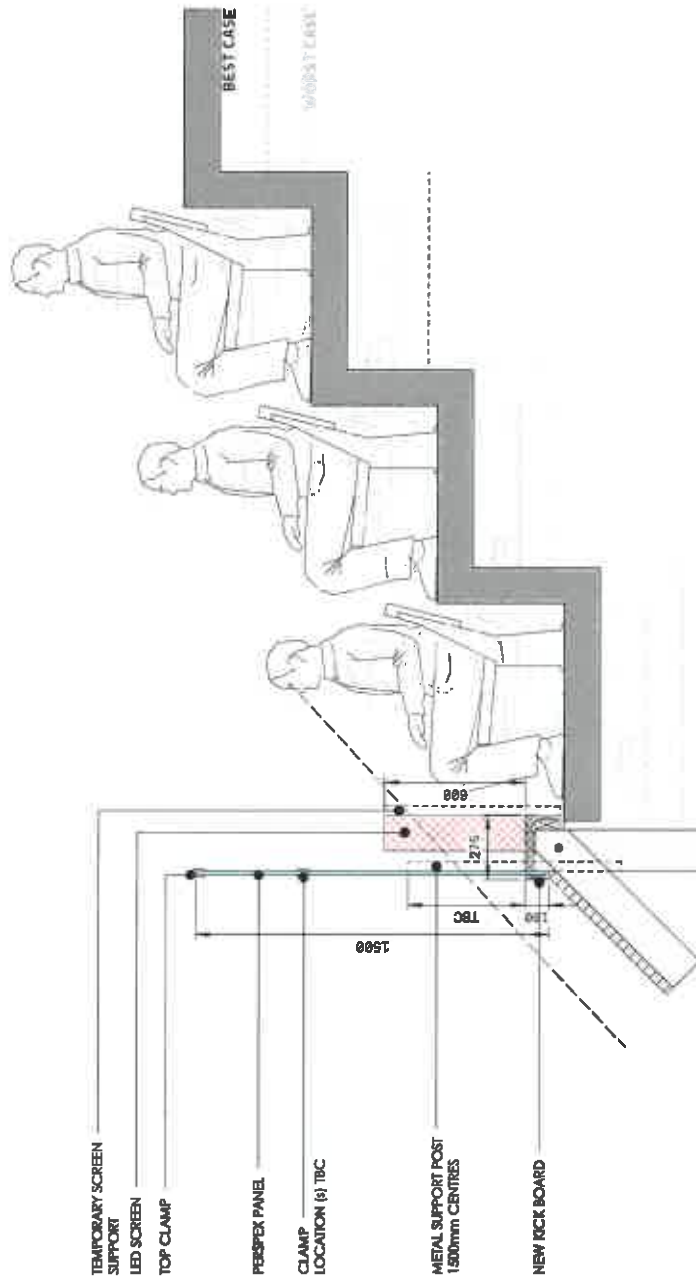


100mm SOLID / 1400mm PERSPEX WITH LED SCREEN  
1:20

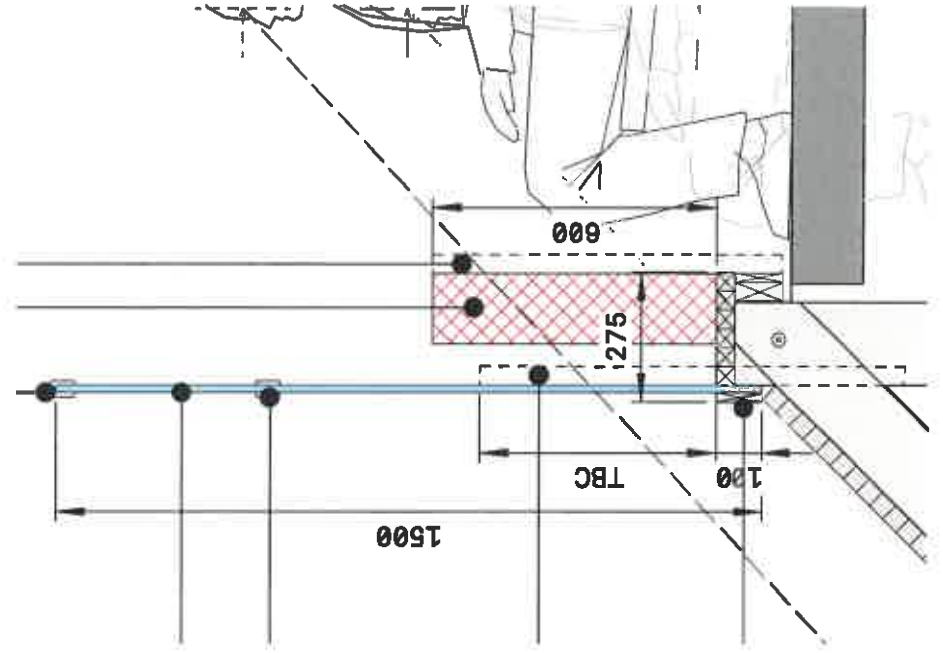


**OPTION B - 001 + LED SCREEN**

**OPTION B - 001 + LED SCREEN - BEND**



**100mm SOLID / 1400mm PERSPEX BEND WITH LED SCREEN**  
1:20

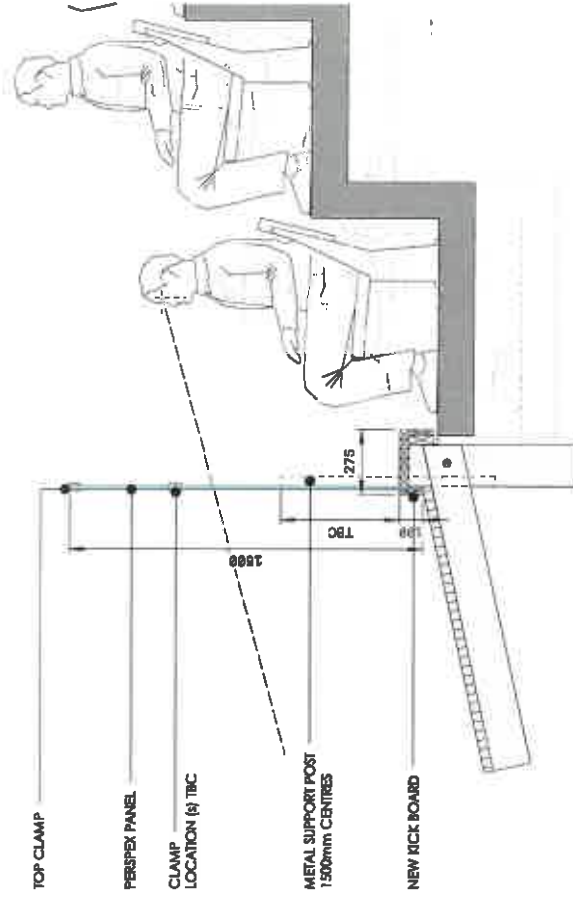


# 4.0 - SUMMARY



**OPTION B - 001**

OPTION B - 001



**100mm SOLID / 1400mm PERSPEX**  
1:20

**PROS**

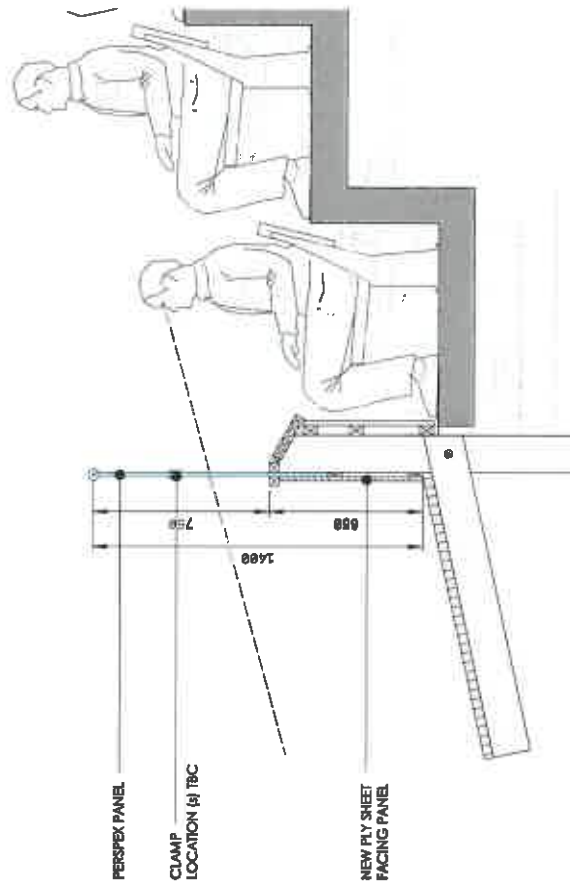
- Improved Views
- Better spectator experience
- Easier LED Screen Integration (if spectator side)

**CONS**

- Visible metal posts
- Higher initial cost
- Longer initial velodrome down time

**OPTION A - 003**

OPTION A - 003



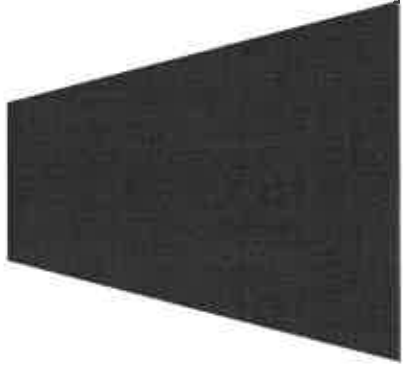
**650mm SOLID / 750mm PERSPEX RETRO FIT OPTION 3**  
1:20

**PROS**

- Less initial work
- Cheaper installation and material costs
- Less initial velodrome down time

**CONS**

- Seats with limited views remain in pockets
- Harder LED screen integration - increased long term velodrome down time - increased long term cost



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