



PNP Track Cycling Health and Safety

The velodrome is a controlled environment in which riding and racing can be safely enjoyed away from traffic. This document outlines how you can stay safe and healthy at the track.

Your Equipment

Personal protective equipment

A helmet must be worn at all times when riding on the track.

Gloves are highly recommended.

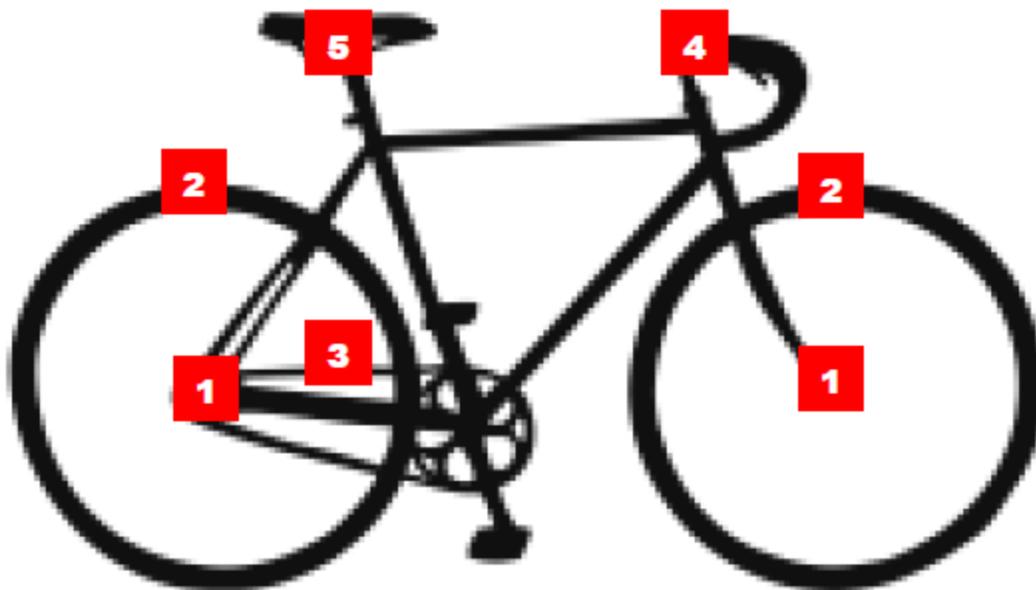
An undershirt under your cycling top can greatly reduce grazing in the event of a fall.

Jewellery, watches or other personal adornments that may fall off during racing are not permitted.

Sunscreen and a hat under the helmet is advisable, particularly during longer events.

Bike check

Complete the check detailed below before every ride to ensure your bike is in fit condition regardless of how long your previous ride was, or how it has been stored.



	What?	How?	With What?	How to Fix if Fail?
1	Wheel Axle Nuts	Must be secure but	15 or 14mm	Tighten with 15 or



	(front and rear)	do not apply excessive force	ring spanner	14mm ring spanner
2	Tyre Pressure (front and rear)	Should feel firm and take reasonable effort to depress the tyre tread	By hand	Pump to manufacturer recommended pressure - usually marked on tyre sidewall
3	Chain Tension	Chain should have minimal movement vertically and horizontally	Side of spanner or by hand	Slide rear wheel backwards by loosening and then tightening axle nuts using 15mm spanner
4	Handlebar and Stem	Grip front wheel between legs and twist handlebars side-to-side and rotate forwards and backwards. There should be zero movement	By hand	Usually a 4mm or 5mm allen key. Where there are multiple bolts ensure they are evenly tightened. A torque wrench should be used for any carbon fibre components.
5	Saddle and Seatpost	Grip rear wheel between legs and twist saddle side-to-side and forwards and backwards. There should be zero movement	By hand	Usually a 4mm, 5mm or 6mm allen key. A torque wrench should be used for any carbon fibre components

Your bike will be checked at the start of each race meeting using the same checklist.

If handlebars are changed during a race meeting (eg: from drop to aero handlebars) then these must be carefully checked.

Pedal selection and retention setting

Track riding places higher loads on pedals than typically encountered on the road.

Particularly standing starts. Sudden release of your shoe from the pedal can result in serious injury. Non-adjustable entry-level pedals should be avoided. Adjustable pedals should be set



to a high release tension. Cleats should also be kept in good condition and ensure that they are clean after walking on the grass to ensure robust retention.

Use of road or mountain bikes

There is a risk of pedals striking the banking and causing a crash, particularly when riding at lower speeds. Road and mountain bikes typically have lower bottom brackets and usually longer crank arms which results in less pedal clearance than a track bike, and subsequently greater risk of pedal strike.

Any bike with brakes fitted is able to stop more suddenly than a track bike so we do not permit use of such bikes alongside track bikes in either racing or training.

Around the Track

Hataitai Park vehicle access

The only vehicular access to Hataitai Park is off Ruahine Street which is a 70km/hr zone and often extremely busy. Take particular care when exiting Hataitai Park. If you are endeavouring to turn right onto Ruahine Street it is sometimes safer to just turn left and loop back around the Basin Reserve.

Access gates

There are access gates on the east and west sides of the track. Both gates must be closed at all times during training and racing sessions.

During a race session no one is permitted to enter, cross or leave the track until the race has finished and the Race Manager deems it safe.

During a race session the gate on the eastern side of the track should be locked. There is a lock in the timekeepers kit for this purpose.

Access road

The road to the track is a one-way loop for motor vehicles. Take care when walking up or down the road. Under no circumstances ride your track bike down the road.

Entering and exiting the track

Crossing the track is the single greatest risk. Always look carefully for riders before entering or exiting the track and keep the gate closed. Mt Victoria is a popular dog walking spot so be aware of unleashed dogs.

Mounting and dismounting bikes usually is best done from the hand rail at the top of either the home or back straights. Check carefully for other riders before exiting or approaching



the rail.

Staying warm

With its sheltered position the track can become very cold from late afternoon onwards. Particularly on the seating on the western side. Regardless of the conditions, have warm clothing available.

Track races are often intense from the start so it is important to be properly warmed up to avoid sprain injuries and obviously be able to perform at your best. Many riders bring a stationary trainer or rollers to warm-up on and/or stay warm with jackets/hats/blankets. Similar advice applies after a race and whilst you may get one or two laps to warm down on the track, it is important to warm down properly afterwards. This helps eliminate waste products from your muscles and prevent sore legs.

Hydration

Track bikes are not fitted with drink bottle cages so care needs to be taken to remember to stay hydrated. Bring a drink bottle and keep it in an accessible place.

Items and equipment within the track

All items and equipment within the track must be placed on the grass infield. Do not place anything on the track, the rail, interior of the surrounding fence or on the cote d-azur (boarded interior perimeter). Such items represent a potential hazard for riders.

Dogs

We ask that any dogs brought to the track by supporters remain on a leash at all times.

Bike shed access

The bike shed is located on the level below the velodrome, adjacent to the Wellington Rugby Club. Access is via a combination lock during training/racing sessions and is padlocked at all other times. Several track committee members have keys.

Care should be taken to ensure that the shed is left locked when unoccupied. Always check that nobody is inside the shed before locking the door, as they will be unable to get out.

Juniors are not permitted to be alone in the bike shed and must be accompanied by a buddy or adult at all times.

The field between the bike shed and access road is often used for softball during the summer. Players may not be aware of your presence when crossing the field so be on the lookout for balls in flight.



Vehicle access to the bike shed is via a road on the left of the main entry to Hataitai Park. This road is narrow with a major bend with poor visibility. Be vigilant of oncoming vehicles.

On the Track

Track inspection

If you are the first rider on the track, do a slow ride or walk around the track to look for stones, glass or debris before riding at speed. Also check that all of the wooden boards are intact, secure and free of debris on the interior edge of the track (cote d-azur). Any graffiti (paint or chalk) should not be ridden on as it is typically slippery. Advise the track committee (track@pnp.org.nz) who will arrange removal by Wellington City Council.

Other velodrome users

The velodrome attracts various public users. We have exclusive use of the entire velodrome (including infield) during our booked time slots, which the club pays for (check the PNP website or contact the Track Committee at track@pnp.org.nz if you want to know when these slots are). Any conflict in these situations should be referred to the Wellington City Council on 499 4444 who can despatch a park ranger. At other times the velodrome is an open public space and we advise against riding the track if there are any other people present. During summer the velodrome is shared with the St George Softball Club.

Winter riding

The western side of the velodrome is shaded and damp for much of winter encouraging growth of a slippery moss. We therefore do not encourage use of the velodrome between April and September.

Rain

The track can be ridden safely in very light rain provided that care is taken with painted lines. Our threshold is that riding ceases when the rain drops on the track surface connect.

Riding alone

If you are riding the track alone make sure that someone knows where you are and when you are expected to return. The velodrome is at a quiet end of Hataitai Park so if you have an accident you may not be discovered for some time.

Standing and held starts

Persons holding a rider for a standing start should wear footwear with suitable grip (not cycling shoes with cleats), straddle the rear wheel of the bike and grasp the saddle rails



securely. The rider must not be propelled forwards during the start.

For a held start or “throw”, the holder stands alongside the rider on the interior of the track, holding the bike by both the head tube and seat pillar. The rider should be propelled forwards during the start.

In both cases ensure, that you have secure footing to not drop the rider, that you do not become entangled with the bike and that you are able to manage the rider’s body weight.

If you’re unsure of what to do, talk to the Race Manager or Coach on site for advice.

Training and warm-up etiquette

Riders should remain above the blue “stayers” line when training or warming-up and only using the inner section of track (pole line) for high speed efforts. Look carefully for other riders before moving on or off the inner section of track.

Bunch riding

Bunch riding is generally safer than on the road as fluctuations in speed are lesser and nobody can slam on brakes instinctively. The greatest cause of crashes in bunch riding originate from:

- a. Overlapping of your front wheel with somebody elses back wheel.* The rider in front changes their riding line and takes your front wheel with them. If you do find yourself overlapping (say the rider in front is slowing down) then try to only overlap on the left side of the wheel in front as riders mostly move to the right.
- b. Riders moving right off the front of the bunch without looking and/or slowing down excessively.* If you want to move off the front of a paceline or out of a bunch always look to the right side behind you for any riders and maintain your speed.

Motorcycle pacing

Motorcycle pacing is used for training, race warm-up and Keirin racing.

Wellington City Council permits the club to use of one motorcycle at a time on the track provided that the rider wears a helmet and high visibility vest and does not ride on the grass.

Care must be taken by anyone in the interior of the track whilst a motorcycle is in use to ensure that they are not in the entry or exit path.

No other motorised vehicles are permitted on the track. More information on motorpacing can be found here:



<http://www.pnp.org.nz/track/getting-started/motor-pacing-guidelines/>

Elimination races and/or withdrawing from a race

If you wish to withdraw from a race in progress or are eliminated in an elimination race (last rider on each nominated lap) then carefully move as high as possible up the track above the blue “stayers” line and continue to ride slowly until the race is concluded or alternatively, ride onto the grass infield with care. Do not leave the track via the access gate.

Sprinters line

The sprinters line is the red line just above the white pole line. If you are leading the race in the last 200m, once you go under the sprinters line, then you are not permitted to go above it again. This provides others the opportunity to pass you safely if they are able to do so. You will be disqualified if you cross the sprinters line in these circumstances.

Cote d’azur

The interior of the track between the white pole line and grass is called the cote d-azur (French for blue band as this is the traditional colour used on velodromes). This area features intermittent wooden boards to aid riders to slow down. This area must only be used as a safety zone during a race to avoid contact with other riders. At all other times riders must remain on or above the white pole line.

Anti-clockwise direction

Unless formally sanctioned for a novelty event, the track must always be ridden in an anti-clockwise direction to ensure that all riders are travelling the same way.

Track stands

Stationary balancing, or “track stands” are not permitted in racing events. A minimum walking pace must be maintained at all times.

Overtaking

When overtaking other riders in close proximity both training and racing, the overtaking rider should call out “*Stick!*”. Riders hearing this call must not deviate from their line or otherwise inhibit or block the overtaking rider.

Contact

Deliberate contact between riders is not permitted.

Bike control

Riders must keep both hands on the handlebars at all times. With the exception of individual events, when racing riders hands must be securely on the handlebar drops. Not



on the top, or inverted on the drops using the “Cameron Meyer” position.

Rider exclusion

During organised training or racing sessions the respective coach or race manager may exclude a rider/s in severe circumstances of unsafe behaviour. Any coaching or entry fees are non-refundable.

After a race finish

It is important to maintain your position/lane on the track after the finish and continue to ride around the track. Continuing to ride straight after crossing the finish line and riding up the banking can cause a crash with riders coming through on the right side of you.

For new track riders accustomed to stopping pedalling after a finishing sprint, it is extremely important to focus on keeping pedalling. Instinctively stopping pedalling when riding a fixed gear bike can result in a rider being thrown off the bike by the pedals and/or an out-of-control skid.

Other Requirements

First aid kit

The track first aid kit is stored in the bike shed and should be easily accessible in the in-field of the track during any organised training or racing sessions. The kit must be checked and used items replenished as soon as possible after use.

First aid administration

Adults proficient in basic first aid must be present at each organised training and racing session. These people must be familiar with care of all potential injuries and identification/management of shock. Riders involved in an injury incident must be thoroughly assessed before being permitted to continue riding or leaving the track.

Incident reporting

Wellington City Council requires us to report any injury incidents as a condition of using the velodrome. If you are involved in or observe an injury incident and a member of the track committee is not present, please let us know at track@pnp.org.nz.

Coaches

[insert Code of conduct - police checks etc]



Emergency contact details

Emergency contact details and information on any medical conditions which may affect medical treatment must be available at organised training or racing sessions.