

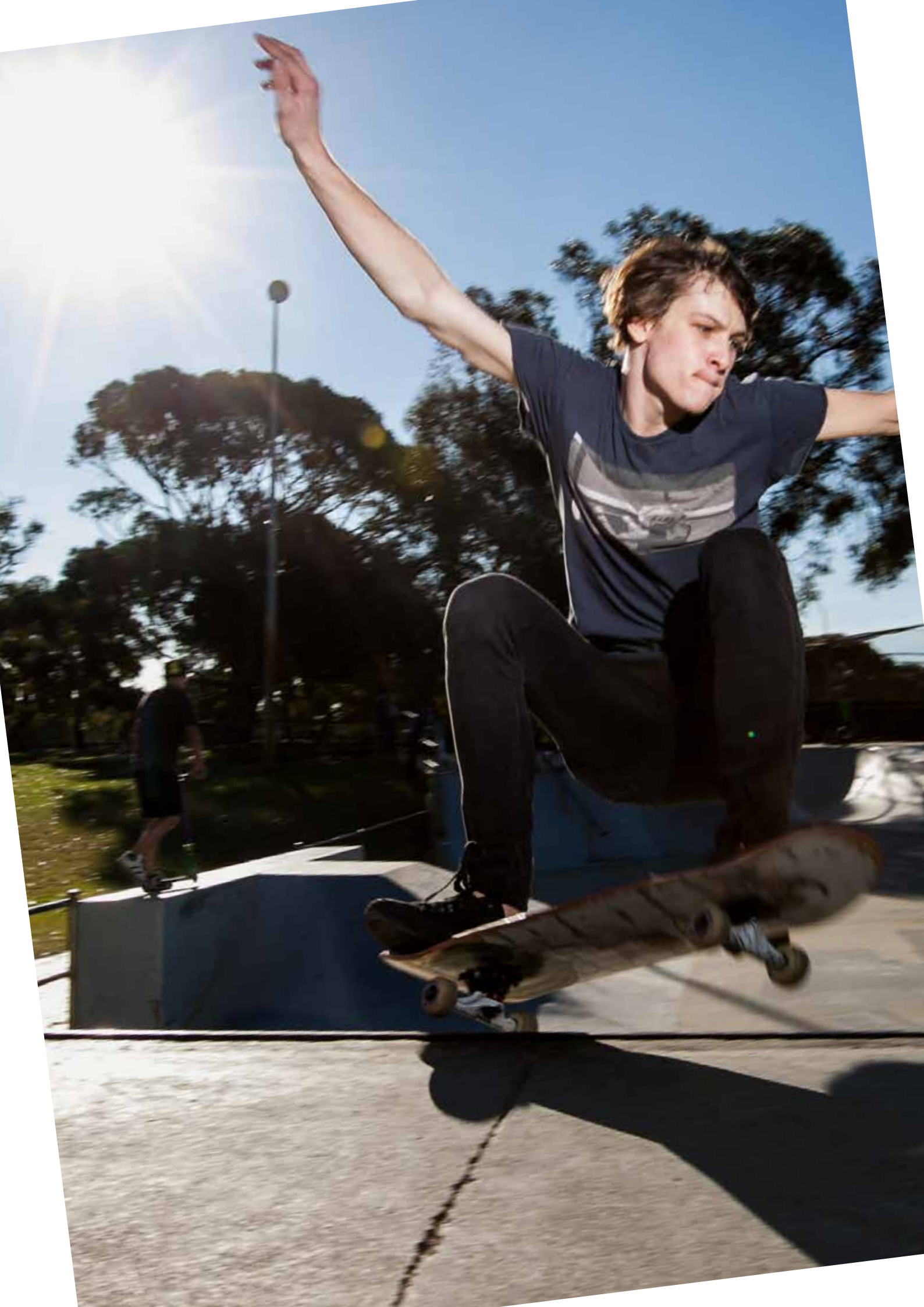
# CITY OF STIRLING SKATE & BMX FACILITY STRATEGY

AUGUST 2013

PREPARED BY CONVIC



**CONVIC**



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While all due care and consideration has been undertaken in the preparation of this report, Convic Pty Ltd advise that all recommendations, actions and information provided in this document is based on our experience as professional Landscape Architects specializing in Skatepark Design and Construction and upon research as referenced in this document.

Convic Pty Ltd. and its employees are not qualified to provide legal, medical or financial advice. Accordingly, detailed information in this regard will require additional professional consultation in order to adequately manage and maintain the facilities and reduce risk to the City Of Stirling. Convic Pty Ltd. has attempted to identify possible instances where further professional consultation may be required and have outlined this requirement where relevant in this document.

# EXECUTIVE SUMMARY

## INTRODUCTION

The City of Stirling Skate & BMX Facility Strategy (the Strategy) has been developed to guide the provision and management of wheeled sports facilities in the City. The Strategy specifically outlines how community needs can best be met, what typology of facility should be provided and the most appropriate location for such facilities.

The Strategy has involved analysis of the City including demographic analysis and existing facility provision, consideration of trends and innovations regarding wheeled sports, community and stakeholder consultation and analysis of provision opportunities throughout the City.

## SETTING THE CONTEXT

To develop this strategy that responds to the current needs of the community, but also seeks to address the future requirements within the City, an extensive demographic and existing provision analysis was undertaken. Based on data reviewed from the 2011 ABS Census, the City has a strong youth population with 24% population consisting of 5-24 years old [1]. This is almost one quarter of the City's population with 14 suburbs having more than the average concentration of youth in the City. This strong concentration has been predicted to remain stable until 2031.

Currently there are a number of youth focused facilities and programs in place, including community centres, leisure centre, organised sporting opportunities and events and programs, but only one existing skate and BMX facility, which is located at Carine Regional Open Space, Carine.

With the strength of the current and predicted youth population, together with the City objectives of "creating an active and vibrant city through providing a choice of leisure activities and contributing to the health and wellbeing of residents [2] this presents the opportunity to develop an activated network of skate and BMX facilities for the City, once the need for is established.

[1] ABS, Community Profile Stirling (C) (LGA57910) Catalogue number 2001.0 (2011)

[2] City of Stirling Corporate Business Plan (DRAFT), 2013-2017 (2013)  
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## INDUSTRY REVIEW AND CURRENT TRENDS

By understanding the trends associated with participation in skate and BMX at a national and local level, and the current trends with regards to the provision of skate and BMX facilities, it provides supportive direction for determining the approaches and recommendations for the Strategy.

Since 2009, at both a national and state level, the number of boys and girls partaking in bike riding, skateboarding and scootering has grown, and has a higher participation rate than organised sports such as soccer, football and swimming [3].

Due to this continuing popularity, the manner in which facilities are being developed have exhibited a number of different trends, including:

- The development of different facility types including skateable landscapes, combination facilities, youth precincts and pop up or skateable sculptures.
- The importance of developing facilities using an integrated landscape approach, to a high level of design rigour and innovation to ensure a quality community asset.
- As equally important as a quality design is that the facility is constructed, maintained and managed to the highest level.
- The increase in facility provision in Western Australia, with examples of the recently completed Armadale Youth Activity Area, and Mirror Park Skatepark, Joondalup. Successful facilities have been found to advocate and promote the positive aspects of youth culture, promote leadership amongst young people and connect them back to the broader community.

[3] ABS, Children's Participation in Cultural and Leisure Activities, Australia, 2012 – Western Australia, code 49010D0001\_201204 (2012)



CONSULTATION

A two staged approach to the consultation process was carried out, using a combination of surveys, stakeholder liaison and a community workshop to further explore the requirements for the community. This consultation process was integral in connecting with the community to hear first hand accounts about current facilities and where provision could be improved.

The following is a summary of the major considerations identified through the consultation process to inform the approach to facility provision:

- Current facilities are overcrowded and are not easily accessible to users.
- There needs to be a range of contrasting facilities spread across the entire City, to ensure different rider/ user styles are catered for.
- Current and future facilities need to cater for users of different abilities, in particular beginners who are still developing basic skills.
- Facilities need to be accessible and in close proximity to existing community nodes to ensure user safety.
- Amenities such as shade shelter, drinking fountains, lighting and seats should all be key considerations.
- The City has the exciting opportunity to develop iconic and innovative facilities that will activate the community.

The key outcomes of setting the context, industry review, provision analysis and the consultation process established the need for the provision of new facilities within the City.

FACILITY PROVISION MODEL

Just as no two communities are the same, strategic plans need to respond to specific requirements for individual communities. Using a combination of existing strategic documents, and previous professional experience as a benchmark, the strategy recommends an interconnected network of facilities that offer different user experiences, creating a diverse range of choice for the community.

Three facility definitions were developed: the hub, satellite and incidental that focus on function, usability, opportunity, location, and site character rather than simply scale. Catchment areas were used to determine the distribution and provision of recommended sites and facilities.

THE STRATEGY

In order to ensure the City’s needs and user requirements are met now and into the future and based on the analysis and consultation undertaken, the following facility distribution, typology and implementation is recommended:

Recommended Sites	Classification	Implementation
Hertha North Reserve, Stirling	Hub	STAGE B
Princess Wallington Reserve, Balga	Satellite	STAGE A
Dianella Regional Open Space,Dianella	Satellite	STAGE A
Scarborough Beach Reserve	Satellite	STAGE A
Carine Skatepark, Carine	Satellite	STAGE C
Woodlands Reserve, Woodlands	Incidental	STAGE C
Triangular POS Inglewood	Satellite	STAGE D
Fragrant Gardens Reserve, Mirrabooka	Incidental	STAGE C



# 1. INTRODUCTION

1.1 BACKGROUND

1.2 PURPOSE

1.3 STRATEGY OBJECTIVES

1.4 APPROACH TO THE STRATEGY

1.5 KEY DEFINITIONS

## 1.1 BACKGROUND

The City currently has two skate and BMX facilities located at Carine Regional Open Space and Princess Wallington Reserve, Balga. These facilities have accommodated the past needs of skateboard and BMX riders in the surrounding areas, however there is growing pressure to provide new skate and BMX facilities at a number of locations throughout the City. Officers have been unable to adequately assess these requests or determine the future provision at the existing skate and BMX sites, as there is no current strategic position. A City wide strategy is required to adequately and equitably address the needs of the community whilst maximising the City's resources.

## 1.2 PURPOSE

The purpose of the Strategy is to develop a strategic framework for the planning, provision and management of skate and BMX facilities within the City that will enable a sustainable and equitable response to current community demand and future community needs.

## 1.3 STRATEGY OBJECTIVES

This purpose will be achieved through the following objectives:

- To understand current and anticipated participation trends in skateboarding, BMX, non motorised scooter riding and rollerblading.
- To understand the latest trends and innovations in skate and BMX facility provision (both permanent and temporary), design and management.
- To understand the perceived and real community issues associated with skate and BMX facilities.
- To understand the current location and types of skate and BMX facilities within and surrounding the City.
- To propose a facility classification system or hierarchy to accommodate the future needs of skateboarders, BMX riders, non motorised scooter riders and in line skaters
- To determine future areas of anticipated high need for skate and BMX facilities across the City.
- To review and develop facility siting criteria to guide the future equitable and accessible provision of needed skate and BMX facilities.
- To recommend the method for selection of potential sites and determine facility provision options within the needed areas across the City.

## 1.4 APPROACH TO THE STRATEGY

The City of Stirling Skate & BMX Facility Strategy is essentially structured as follows;

### SETTING THE CONTEXT

Firstly, the current community and predicted growth of the City needs to be established to determine the spread and concentration of youth in the city. An analysis of current youth focused facilities (including the existing skateparks) and programs will begin to highlight any provision gaps and where potential new facilities can integrate into existing services provided.

### INDUSTRY REVIEW AND CURRENT TRENDS

The strategy then ascertains current and projected anticipated interest in skateboarding, BMX and other wheeled sports and facility provision based on national, state and local trends. Facility typology trends are also evolving so an important component of this section is a discussion of facility trends.

### CONSULTATION

A community survey, stakeholder liaison and a community workshop, will assist in determining what is required to meet current demand and expectations. The outcomes of the context assessment, industry review, current trends and consultation will establish as to whether there is a definitive need for future facility provision.

### FACILITY PROVISION MODEL

Once need has been established, a typology of facilities and model of distribution based on catchment areas will be established.

### THE STRATEGY

Recommended sites, facility typologies, precedents and implementation will be developed in response to the need established in the earlier sections of the Strategy.

## 1.5 KEY DEFINITIONS

Repeated terms and organisational acronyms used throughout the Strategy have been defined for clarity as follows:

### THE STRATEGY

The City of Stirling Skate & BMX Facility Strategy

### THE CITY

The City of Stirling

### WHEELED SPORTS

Although originally named the Skate and BMX Facility Strategy, the research has recognised the need to consider other wheeled sports such as scooters and in-line skaters. As such the term 'wheeled sports' encompasses all of the potential uses and is referred to in conjunction with 'Skate and BMX'.

### SbA

Skateboarding Australia

### DSR

Department of Sports and Recreation, in Western Australia

### ABS

Australian Bureau of Statistics

### POS

Public open space

### WA

Western Australia

### CPTED

Crime prevention through environmental design

### LGA

Local Government Authority

### NODE

Any concentration of movement or focal point of activity, for example community node would be an area where communities congregate for example parkland, shopping centres etc.

## **2. SETTING THE CONTEXT**

2.1 STIRLING OVERVIEW

2.2 DEMOGRAPHIC ANALYSIS

2.3 CURRENT YOUTH FACILITY PROVISION

2.4 CURRENT SKATE AND BMX FACILITIES

2.5 COMMUNITY SKATE AND BMX REQUESTS

2.6 CURRENT POLICY AND STRATEGY REVIEW

2.7 CONCLUSION

## 2.1 STIRLING OVERVIEW

The City of Stirling is located north of the Perth CBD. as indicated in figure 1, it is the most populous local government area in Western Australia with a current estimated population of 195,702 [1]. There are 7 wards within the municipal boundary and 31 suburbs, that cover a total area of 105sq km. This includes 6km of coastline, 65 active recreation facilities, 700 passive, 500 hectares of natural bushland, 72 schools/colleges, 6 libraries and 2 university campuses, as outlined in the 2009-2012 Strategic Plan [4].

The City is currently serviced by the following public transport networks:

- Train Line: including the Glendalough and Stirling Train Stations
- Bus Routes: including the Karrinyup, Mirrabooka and Stirling Bus Stations
- A number of formal on and off road bike paths

Although the area is predominantly residential, there is a significant industrial area around Osborne Park and Balcatta. The major commercial centres are located at Innaloo, Mirrabooka, Karrinyup, Dianella and Scarborough.

[1] ABS, Community Profile Stirling (C) (LGA57910) Catalogue number 2001.0 (2011)

[4] City of Stirling, Strategic Plan 2009-2012 (2009)



Figure 1: City of Stirling in Relation to the Perth CBD

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## 2.2 DEMOGRAPHIC ANALYSIS

For the purpose of this study youth have been defined as people from ages 5-24. Whilst this is a large spread of ages, it was considered appropriate in light of ABS ages ranges for skateboarding participation and previous experience with the skate and BMX facility user groups. [3] This age spread would then ensure the majority of facility users are covered in the analysis.

Based on data collected from the 2011 ABS Census, the most populous age group in the City was the 25-29 year old age group with 18,457 persons, a result that has been attributed to the presence of the Edith Cowan University, and proximity to employment, nightlife, Perth CBD and the beach. There were approximately 46,621 persons between 5-24 years of age, making up 24% or almost one quarter of the total City population [1].

This proportion of youth within the City is predicted to remain stable, with an estimated 55,512 people aged between 5-24 years of age by the year 2031 [5].

[1] ABS, Community Profile Stirling (C) (LGA57910) Catalogue number 2001.0 (2011)

[3] Children's Participation in Cultural and Leisure Activities report outlines a high participation rate for skateboarding and inline skating for young people aged 5 to 14 year olds.

[5] id Population Forecasts, 2006-2031 Community Profile- Stirling, (2012) Please note, this predicted distribution incorporates ABS census data from 2006, 2011 in order to determine growth patterns based on existing forecast data

Based on the percentage of total suburban population, when analysing the current distribution of youth in the City, there were 14 suburbs in 2011 that were above the city's average of 24% for people aged between 5-24 years old.

[1] These suburbs include:

- Mirrabooka
- Carine
- Balga
- Wembley Downs
- Churchlands/Wembley/Herdsman
- Trigg
- Menora/Coolbinia
- Woodlands
- Karrinyup
- Mt Lawley and
- Doubleview

(See figure 2)

When comparing the suburban rates of growth from 2011 to 2031 for 5-24 years old, the city has been anticipated to remain stable until 2031. In particular, the following 16 suburbs are predicted to remain above the City's average population of 5-24 years old. [5]:

- Balga
- Churchlands/Wembley/Herdsman
- Mirrabooka
- Trigg
- Wembley Downs
- Westminster
- Gwelup
- Glendalough
- Karrinyup
- Woodlands
- Mount Lawley
- Dianella
- Hamersley and
- Doubleview

(See figure 3)

[1] ABS, Community Profile Stirling (C) (LGA57910) Catalogue number 2001.0 (2011)

[5] id Population Forecasts, 2006-2031 Community Profile- Stirling, (2012) Please note, this predicted distribution incorporates ABS census data from 2006, 2011 in order to determine growth patterns based on existing forecast data

These youth populations are shown in the below figures 2 and 3

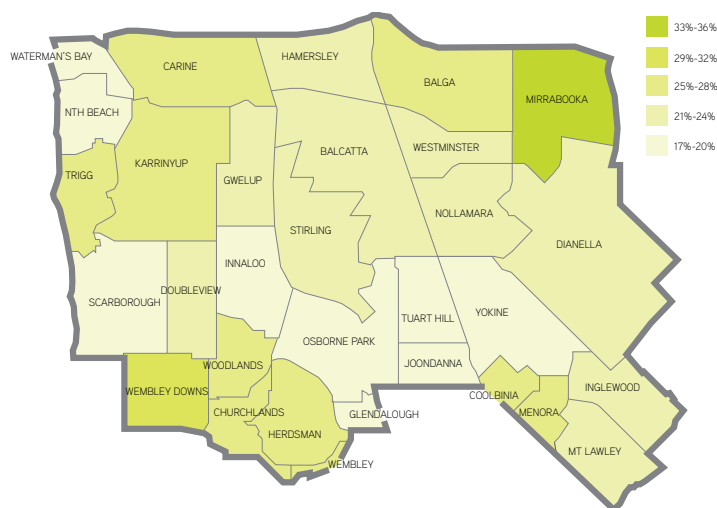


Figure 2: Current Distribution of 5-24 year olds in 2011.

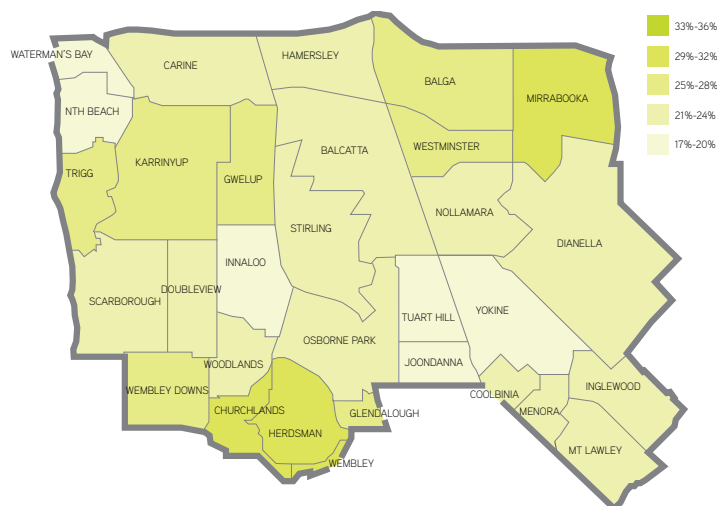


Figure 3: Predicted Distribution of 5-24 year olds in 2031.

City of Stirling Suburb	current skatepark provision	2011 % of total suburban population (5-24 yr olds)	2021 projected % of total suburban population (5-24 yr olds)	2031 projected % of total suburban population (5-24 yr olds)	
Balcatta		21%	21%	21%	
Balga		28%	27%	27%	
Carine	Yes	27%	23%	22%	
Churchlands/Wembley/Herdsman		28%	30%	29%	
Dianella		24%	25%	24%	
Doubleview		25%	25%	24%	
Glendalough		20%	25%	25%	
Gwelup		24%	27%	25%	
Hamersley		23%	23%	24%	
Inglewood		24%	24%	23%	
Innaloo		19%	19%	19%	
Joondana		18%	20%	20%	
Karrinyup		25%	25%	25%	
Menora/Coolbinia		26%	23%	22%	
Mirraboopa		33%	30%	29%	
Mt Lawley		25%	24%	24%	
Nollamara		23%	23%	23%	
Nith Beach/Waterman's Bay		21%	21%	21%	
Osborne Park		19%	23%	23%	
Scarborough		20%	21%	21%	
Stirling		24%	22%	21%	
Trigg		26%	27%	26%	
Tuart Hill		18%	19%	19%	
Wembley Downs		30%	28%	28%	
Westminster		24%	26%	26%	
Woodlands		26%	25%	24%	
Yokine		20%	20%	20%	
<b>Overall City of Stirling</b>					
		<b>24%</b>	<b>24%</b>	<b>23.4%</b>	

Suburbs with a %: 25% and above
Suburbs with a %: 24% and under

Figure 4: Chart outlining the current and predicted distribution of 5-24 year olds in 2011, 2021 and 2031. Percentages in orange show populations of 5-24 year olds that make up 24% or under of the total suburban population, percentages in blue show populations of 5-24 year olds that make up 25% or greater of the total suburban population.



# Distribution of 5-24 yrs olds in the City of Stirling

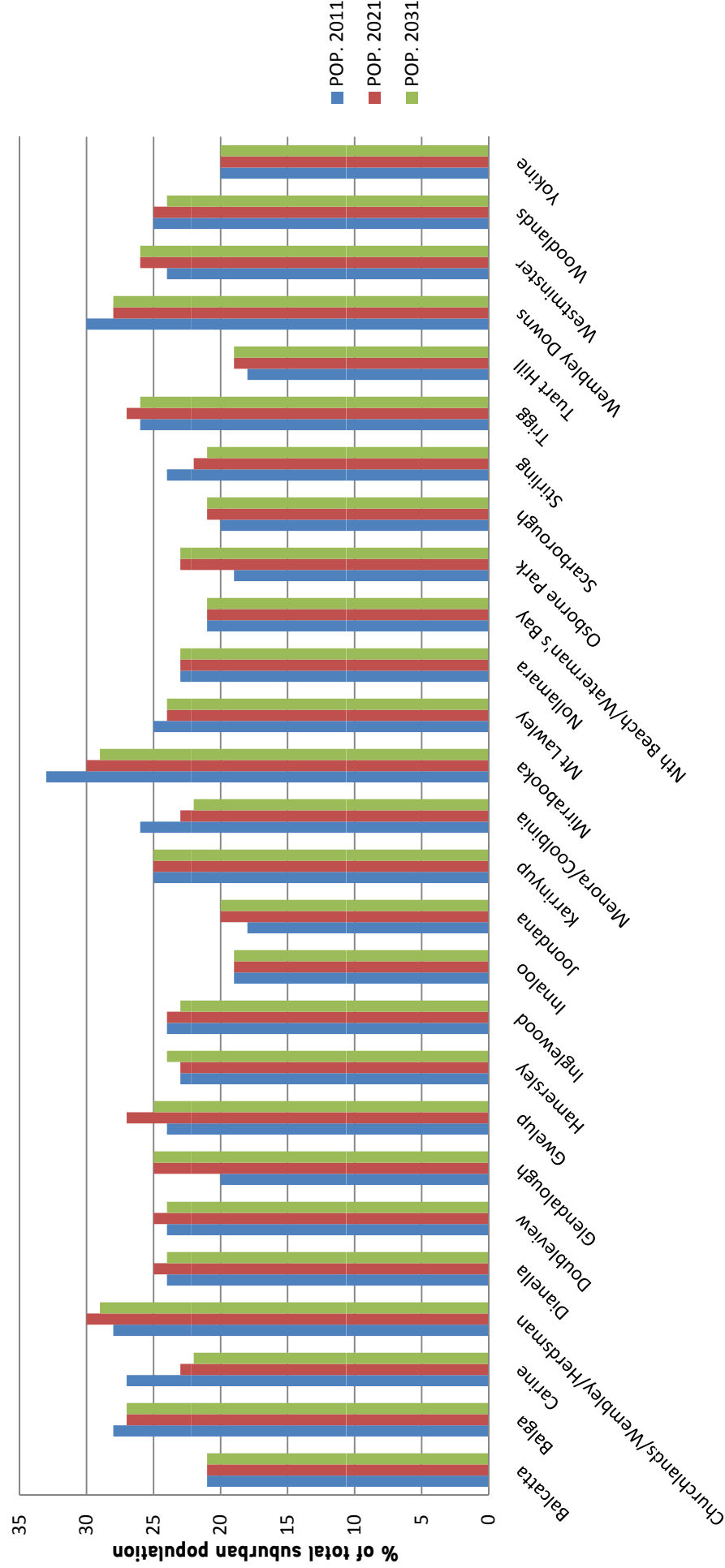


Figure 5: Current Distribution of 5-24 year olds, visually representing growth in the following suburbs, as predicted changes in population between the year 2011 to 2031.

## 2.3 CURRENT YOUTH FACILITY PROVISION

### SCHOOLS

There are a total of 72 primary and secondary schools in the City, more information on these can be found in the City of Stirling Facility Directory, 2010-2012. Of particular interest are three further education based facilities:

1. Edith Cowan University, Mt Lawley Campus  
This campus is also home to the Western Australian Academy of Performing Arts (WAAPA).
2. Tuart College  
This facility offers courses designed for mature students, wishing to improve their educational levels and go on to Year 12, TAFE or employment
3. West Coast College of TAFE  
The TAFE offers general and specialist skill training in the areas of commerce and technology, community services and health, hospitality, tourism and trades

### COMMUNITY CENTRES

There are 14 community centres in the City, that provide residents with a range of facilities for hire, and on-going recreational programs:

- Balga Community Centre (A)
- Bob Daniel Community Centre, Inglewood (B)
- Dianella Community Centre (C)
- Dryandra Community Centre, Mirrabooka (D)
- Innaloo Community Recreation Centre (E)
- Jim Satchell Community Recreation Centre, Dianella (F)
- Karrinyup Community Recreation Centre (G)
- Maureen Grierson Community Recreation Centre , Scarborough (G)
- Nollamara Community Centre (H)
- North Beach Community Centre (I)
- Osborne Park Community Centre (J)
- Scarborough Civic Centre (K)
- WK Moir Community Recreation Centre, Balcatta (L)
- Yokine Community Recreation Centre (M)

(See figure 6)

It is noted that many community centres are located in existing community public spaces and reserves.

### LEISURE CENTRES

The City operates 6 sport and recreation centres, including:

1. Hamersley Community Recreation Centre
2. Herb Graham Recreation Centre
3. Karrinyup Sports Centre
4. Stirling Leisure Centres - Leisurepark Balga
5. Stirling Leisure Centres - Inglewood (Terry Tyzack Aquatic Centre)
6. Stirling Leisure Centres - Scarborough

(See figure 6 for locations)

These facilities offer a number of physical recreation activities including swimming pools, fitness and sporting programs, basketball courts, tennis courts and gymnasiums.

### PUBLIC OPEN SPACE

According to the recent City of Stirling Public Open Space Strategy [6], as of 2008, there are 400 plus reserves, 50 major sporting reserves and 320 children's playgrounds within the City. In total, there are 1342 hectares of open space for recreation and conservation reserves. This equates to 13.5% of the total area of the City. See figure 6. The POS Strategy also highlights the numerous informal sport and recreational facilities such as hit up walls, basketball and netball hoops and exercise trails.

[6] City of Stirling, POS Strategy (2008)

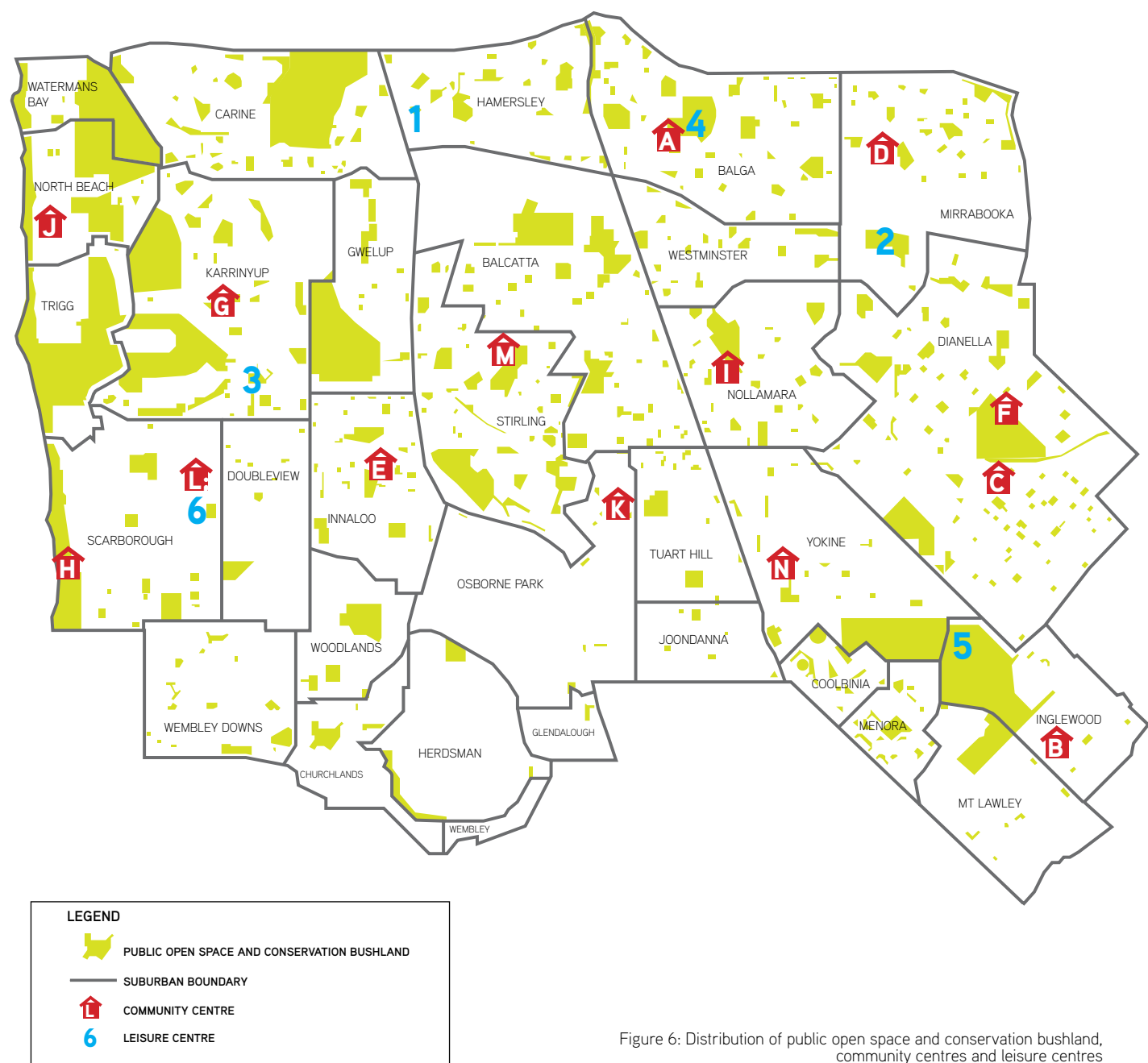


Figure 6: Distribution of public open space and conservation bushland, community centres and leisure centres

## EVENTS AND PROGRAMS

The City offers a number of programs aimed at youth, a majority of which are facilitated and hosted at the previously mentioned Leisure Centres. They include:

- Think You Can Dance Classes.
- Basketball, a monthly under-18 multicultural 3-on-3 basketball competition, along with food and entertainment.
- Youth Fitness Programs
- Coaching and participation opportunities in organised sports such as netball and tennis.
- Holiday Programs such as martial arts, dance and gymnastics.

As well as sport and physical recreation based programs on offer, there are also a number of events and workshops that cater for the youth of the community, including:

- ‘Make a Stand against Crime’ Program  
Free monthly workshops that aim to engage youth between the ages of 13-22 year olds in creative activities such as music, art, film and dance. These workshops are run in conjunction with the Street and Beach Rhythm Section, where participants get a chance to demonstrate the skills and ideas they have learnt to the community.
- Summerset Arts Festival  
Now in its 5th year, the Summerset Art’s Festival is the City’s premier cultural event including films, music, visual arts exhibitions, activities, workshops, dance, craft, public art, musical theatre, kids festivals, markets, stand up comedy and beach closing concerts.



## ORGANISED SPORTING OPPORTUNITIES

The following clubs/organisations facilitate organised sporting opportunities that include teams for youth (from 5-24 years of age)

- Balcatta Soccer Club Inc
- Westside BMX Club, Balcatta
- Northern Redbacks Womens Soccer Club, Balga
- Balga Junior Football Club
- Nollamara Cougars Junior Football Club
- Tuart Hill Junior Soccer Club
- Carine Calisthenics Club
- Carine Junior Football Club
- Shotokan Karate Association of Australia
- Wembley Downs Junior Football Club
- Wembley Downs Tennis Club Inc
- Woodlands Tee Ball Club
- Perth Horse and Pony Club
- Marist Football Club
- Mount Lawley Inglewood Cricket Club
- Mt Lawley Bowling Club
- Mount Lawley Tennis Centre
- Stirling City Rangers Hockey Club Inc
- Dianella/Morley Amateur Football Club
- Morley Table Tennis Club Inc
- Dianella Demons Softball Club
- Rhee Tae Kwon Do
- Doubleview Bowling and Recreation Club Inc
- Scarborough Junior Cricket Club
- Scarborough Mercantile Cricket Club
- Scarborough Netball Club Inc
- Scarborough Surf Lifesaving Club Inc
- Scarborough Table Tennis Club
- Scarborough Amateur Football Club
- Perth Horse and Pony Club (Inc)
- Newman Knights Hockey Club
- Tuart Hill Amateur Swimming Club Inc.
- Osborne Park Cricket Club
- Balga and Districts Little Athletic Centre
- Perth Radio Sailing Club

## 2.4 EXISTING SKATE AND BMX FACILITIES

Within the City there are two City run wheeled sport facilities, the Carine (1) and Balga (2) skateparks. As part of the Strategy development, assessment reports were undertaken to determine the current useability and conditions of the facilities. They also recommend future repairs or works with respect to facility life.

It is noted, from the initial assessment, the Balga skatepark received a 0% useful life rating (fail) and was subsequently removed due to safety concerns.

Pending the outcomes of the strategy these findings have been incorporated into the final recommendations in section 6: The Strategy.

### 1. CARINE SKATEPARK



Carine Skatepark is located on Carine Regional Open Space with access through the main carpark off Beach Road to the south of the main pavilion. Built in 2002 with an approximate area of 600m<sup>2</sup>, the facility includes an open hipped bowl, ledges, pyramids, flat bank/quarter pipe combinations and rails. Surrounding features and amenities include shade trees, seating, refuge area and bins.

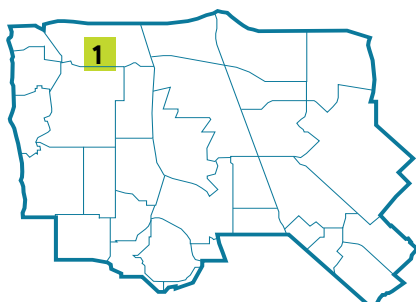


Figure 7: Carine Skatepark location

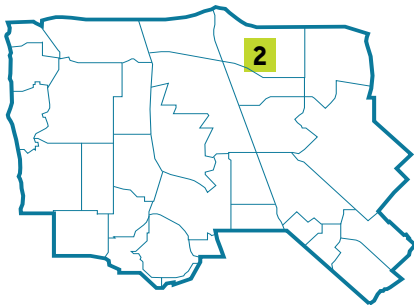


Figures 8: Carine Skatepark

## 2. BALGA SKATEPARK



Balga Skatepark was located on Princess Wallington Reserve with entrance from Camberwell Rd. With an approximate area of 1450m<sup>2</sup>, the facility consisted of three pre fabricated steel skate elements, including a quarter, a bank and a fun box with ledge. The facility was converted from a former asphalt tennis court sports area and had a number of light poles bordering the site.



Figures 9: Balga Skatepark location



Figure 10: Balga Skatepark

### WESTSIDE BMX CLUB, BALCATT

The Westside BMX Club currently owns and facilitates a private race track at the corner of Vasto Place and Balcatta Rd. BMX racing involves riding around a track that includes jumps and berms in a competitive based environment. The club facilitates training and competitions weekly for members and is marketed as a sport for the whole family (participants range from ages 2-60). The facility is also able to be hired with appropriate support from existing club members.



Figure 11: Westside BMX Club



## 2.5 COMMUNITY SKATE AND BMX REQUESTS

The variety and extensive number of submissions made by the community regarding Skate and BMX facilities have been collated to reflect the current community demand. To date, the City has received:

- Nine petitions
- 42 separate community requests
- six separate facebook pages with a total of 3,634 likes and growing
- over 100 people registered on the Skate and BMX Register
- A variety of newspaper articles referring to skate and BMX within the City including '*Lloyd Leads the Skate Charge*' and '*Call for Trigg Skate Park*'

These requests and submissions listed above have come from a range of community members and not solely from young people. They include parents and residents who reiterate the need for somewhere safe and accessible for youth to go, as well as participate in skate and BMX activities.

## 2.6 CURRENT POLICY AND STRATEGY REVIEW

A review of the City's current planning documents and strategies was completed to identify a local context for the provision of facilities for wheeled sports. It is important that current and potential future facilities have relevance to the community and embodies the policies and strategic directions of the City.

### DRAFT CITY OF STIRLING STRATEGIC COMMUNITY PLAN 2013-2023

The themes and objectives in the Strategic Community Plan align with the purpose of the Strategy. In particular, the Plan specifies the importance of 'Liveable Cities and Thriving Neighbourhoods' with key objectives such as creating an active and vibrant city through providing a choice of leisure activities and contributing to the health and wellbeing of its residents by participating in the activities of their choice and promoting longer, healthier lives.

As a valuable recreational facility, skate and BMX facilities are able to provide a diversity of choice for a wide range of community members due to the expanding popularity of wheeled sport as well as promoting the benefits of physical activity from a young age. Skate and BMX facilities give participants the flexibility and freedom to get involved in physical activity, especially with unstructured and informal recreation becoming increasingly popular.

The theme 'Engaged Communities' identifies the key objective of an inclusive and harmonious City which looks to ensure that no one is excluded from participating in community life and includes the needs of young people in the community. The plan strategy specifically relates to young people and inadvertently encompasses the concept of inclusiveness through the planning of future skate and BMX facilities based on community need.



### PUBLIC OPEN SPACE STRATEGY 2008

The Public Open Space Strategy was developed as part of a comprehensive strategic planning framework that works to manage the City's recreation and open space assets and provide for the current and future community needs. It highlights:

- The need to develop a diverse range of public space, with a particular focus on young people.
- Recent studies show that there has been a shift in participation from organised sport to convenient informal participation or recreation over the past decade.
- That young people need 'youth friendly' spaces in which to meet and socialise, where they feel comfortable and not overly watched and monitored.

The POS Strategy should be referred to when planning for future Skate and BMX facilities.

### REGIONAL OPEN SPACE MASTERPLANS

A number of regional open space masterplans have been developed within the City. These include the Carine Regional Open Space Masterplan (2003), Charles Riley Memorial Reserve Masterplan (2008), Dianella Regional Open Space Masterplan (2008) and the Yokine Regional Open Space Masterplan (2003). For clarity, a Regional Open Space is defined as a 30-80 plus hectare area that serves all City residents and a wider metropolitan region [6].

With these Regional Open Spaces already such a valuable community asset that incorporate a number of recreational and social functions, the development of wheeled sports facilities or skateable infrastructure would add further value and draw a broader range of uses and ages to these spaces.

[6] City of Stirling, POS Strategy (2008)

### LOCAL AREA PLANS

In response to the City's Strategic Plan and Public Open Space Strategy, individual suburbs have developed their own local area strategies, including:

- Dianella, Carine/Hamersley
- Balcatta/Stirling
- Mirrabooka
- Karrinyup/Gwelup
- Coolbinia/Inglewood/Menora
- Glendalough/Joondanna/Osborne Park/Tuart Hill/Yokine
- Balga/Nollamara/Westminster
- Wembley Downs/Churchlands/Woodlands/Herdsmen/Wembley
- Doubleview/Innaloo/Scarborough
- North Beach/Trigg/Waterman's Bay

All of the above local area strategies emphasised:

- The importance of a sense of community and belonging, and that the development of central community hubs through the activation of public open space are a key manifestation of a socially vibrant community.
- That opportunities for recreation and social engagement are to be provided for all members, in particular young people.
- The importance of engaging with youth in order to develop new facilities and programs to encourage future ownership and activation of these spaces.

In particular, the Balcatta/Stirling, Mirrabooka, Balga/Nollamara/Westminster and North Beach/Trigg/Waterman's Bay plans all mentioned that the development of a skate and BMX facility is a key example of a free recreational opportunity for the community that, in particular targets youth. Such facilities would increase recreational and social opportunities for youth of the community, now and into the future, whilst also creating new and vibrant spaces that could be utilised by the whole community. As well as skate and BMX, other youth opportunities included basketball and hang out spaces.

### SCARBOROUGH BEACH URBAN DESIGN MASTERPLAN

This masterplan has been developed by Hassell in conjunction with the City. Facilities such as a surf park, family park, water play area and 2 playgrounds have been incorporated into the overall design.

### DRAFT STIRLING CITY CENTRE STRUCTURE PLAN 2011

The Stirling City Centre has been recognised as a strategic metropolitan centre in the Perth region, with the Stirling railway station highlighted as a major transport gateway. As such, a central structure plan has been developed to guide planning and works. The Draft Structure Plan presents an exciting opportunity to explore the development a youth focused precinct in the centre of Stirling. This could offer a number of recreational and social functions, including skateable infrastructure. This facility would embody and celebrate the plan's vision of an all inclusive, diverse, innovative and healthy community.

### THE CITY OF STIRLING TRANSPORT STRATEGY 2010-2013

The Transport Strategy vision is that by 2031 the City will form part of an integrated transport network that provides a choice of accessible resource efficient methods that connects home, work and leisure activities. In particular this will assist youth who have a heavy reliance on the public transport service.

This Strategy aligns itself with the greater vision for the metropolitan region of Perth (Public Transport for Perth 2031) that highlights the following expansions to the network:

- New rapid transport infrastructure connecting Scarborough and Karrinyup.
- The development of Stirling into a central transit gateway to the North.
- Direct railway infrastructure by 2031 between Perth, Glendalough and Stirling
- Metro Area Express (MAX) light rail connecting Central Perth through to Balga as shown in Fig. 12.

(See figures 12, 13 on the following page)

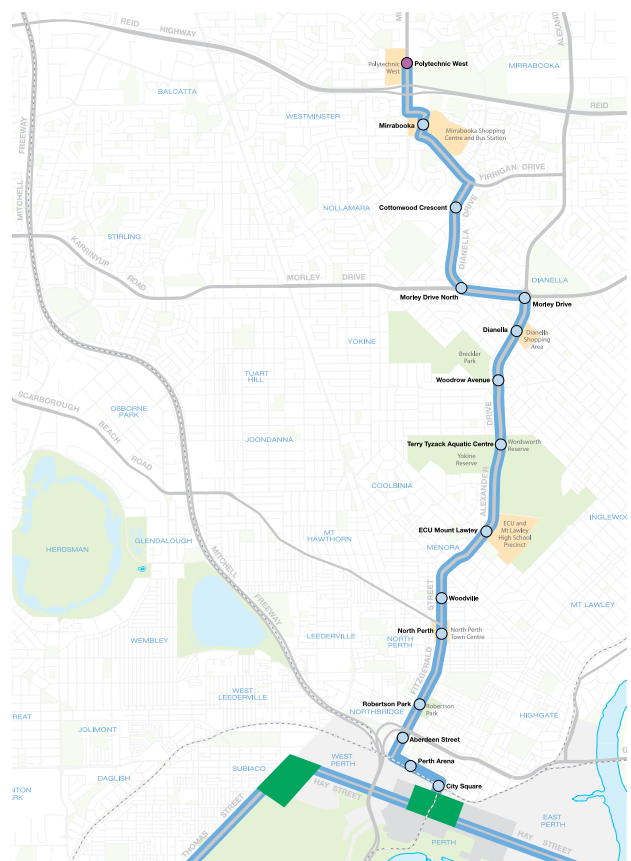


Figure 12: Current Proposed Light Rail Network

## 2.7 CONCLUSION

The current demographic profile of the City and also its predicted growth demonstrates a strong percentage of 5-24 year olds living within the City boundaries. This concentration of youth is not restricted to suburbs in the north or east for example, but spread throughout the entire City. This distribution will be an important consideration, when establishing need for youth focused facilities and assessing factors such as accessibility and user requirements.

Based on the review of existing youth focused facilities and policies within the City, the analysis currently suggests there is potential to develop new wheeled sports facilities, particularly in suburbs that are predicted to maintain their considerable population of youth into the future. Such facilities could tie into existing youth facilities or precincts, assist in providing further opportunity for events, programs and activation and also be sited along prominent public transport routes. These considerations will be further assessed throughout the strategy.

The next section will analyse the current trends relating to wheeled sports participation, and facility provision, including a snapshot of provision in surrounding LGA areas.



# **3. INDUSTRY REVIEW AND CURRENT TRENDS**

- 3.1 RELATIONSHIP BETWEEN YOUTH, HEALTH AND RECREATIONAL OPPORTUNITY
- 3.2 HISTORICAL GROWTH OF WHEELED SPORTS
- 3.3 CURRENT TRENDS IN WHEELED SPORTS PARTICIPATION
- 3.4 CURRENT TRENDS IN FACILITY PROVISION
- 3.5 FACILITY PROVISION REQUIREMENTS
- 3.6 SURROUNDING LGA FACILITY PROVISION
- 3.7 CONCLUSION

### 3.1 RELATIONSHIP BETWEEN YOUTH, HEALTH AND RECREATIONAL OPPORTUNITY

Following the 2011 ABS Census, the number of people 5-24 year olds was recorded at 5,589,446 persons or 26% of the total population of Australia [7]. With such a significant proportion of young people in our communities, Convic recently commissioned a Fortune 500 company to conduct research into trends and issues facing young people, finding:

- Up to 40% of young people in Australia suffer at least one depressed mood every 6 months, with 9% of all teens on anti depressants.
- In the average Australian classroom at least 1 student has attempted suicide.
- At current rates, it is predicted 65% of young Australians will be overweight or obese by 2020.
- About 80% of obese adolescents will become obese adults, which will have cost the Australian Government approx. \$58.2 billion in 2008. These costs are expected to double by 2018.

[7] ABS, 2011 Community Profile- Australia, (2011)

With such difficulties facing our young people the need for youth orientated public open space has never been more paramount as acknowledged in the document, 'Space Invaders? Young People and Public Space' [8]. With a high dependence on easily accessible public spaces and services, youth spend greater amounts of time in public spaces than most, resulting in these spaces becoming sites for learning social competence, independence and interdependence. Currently, there is a perceived trend of fear and negativity surrounding young people's use of public space, a factor the report attributes to media portrayal. However this should not negate the need for youth spaces. Through the creation of such facilities, coupled with the inclusion of young people in the process of design and development, further legitimises and acknowledges youth's crucial role in society and community.

One such manifestation of youth oriented spaces are the development of a strategic network of wheeled sports facilities and precincts which incorporate rider functionality into their design fabric but also offer a variety of other functions, such as other recreational opportunities, multimedia and performance spaces. This section outlines the current trends in the participation of wheeled sports and facility provision.

[8] Youth Affairs Council of Victoria, Space Invaders? Young People and Public Space (2005)

## 3.2 HISTORICAL GROWTH OF WHEELED SPORTS

### SKATEBOARDING

Whilst there are records of people using a board with wheels as far back as the early 1900's, the first purpose built manufactured skateboard was created in the 1950's. Over the ensuing five decades, the sport's popularity has ebbed and flowed coupled with changes in technology and interests to now being a major international recreational pursuit. There are professional athletes from many countries, who compete in major events with significant prize money. There are also whole media channels dedicated to wheeled sports as well as a multitude of very successful apparel, fashion, shoe and equipment 'skate' brands worldwide. The first purpose built skatepark was created in the 1970's to provide a designated space with appropriate terrain for skate use. Over the subsequent twenty years the number of parks built reduced significantly until the mid to late 90's when skateboarding became very popular again. Since then the number of skateparks has grown steadily to cater for the needs of increasing skateboarder interest. In Australia there are now over 1000 skateparks of varying age and size. Almost all have been built in the last fifteen years and as public facilities by LGA's and are free to use.



Figure 14: The Rise of Skateboarding

### FREESTYLE BMX

BMX has been around since the early 1970's. BMX racing is a sport where users race around defined dirt tracks and courses. This sport has steadily grown to now become an Olympic event in 2008. Freestyle BMX is very different to BMX racing, with users focusing on individual jumps and tricks. Freestyle BMX has grown to include five distinct disciplines of Street, Park, Vert, Dirt, and Flatland. These usually involve technical movements or 'tricks' of the bike in different ways over varied terrain. The majority, if not all BMX use in skateparks is freestyle, with recent studies of Melbourne facilities showing Freestyle BMX use growing steadily in popularity.

### MOUNTAIN BIKE RIDING

Although there are records of off road bike riding from as early as the 1800s, the sport of Mountain Bike Riding as we know it today was developed during the 1970s. MTB (mountain bike riding) involves riding on single designated track trails such as mountain trails, logging trails and other unpaved environments. MTB bikes are noticeably different from other bikes due to frame size and fork suspension, larger tires with a thicker tread, more powerful brakes and lower gear ratios needed for steep grades. The Union Cycliste Internationale (UCI) recognised the sport of mountain bike racing relatively late in 1990 and as a result in 1996, MTB debuted as an Olympic sport at the Atlanta Summer Olympics.



Figure 15: Freestyle BMX



## SCOOTERS

Scooters were around at a similar time to the first skateboards, with timber boards having an arm and handles for balance. There have been a number of periods where scooters of various shapes and configurations have been popular. However, it is in the late 1990's when 'Razor' brought out an aluminium kick scooter aimed at 8-12 year olds that its popularity became significant. Over the last ten years, scooters have remained relatively popular with younger users often seen using scooters at skateparks. Given the size and fragility of the scooters, not many older people use them, progressing to skateboards or BMX. Scooters are a great starting point for younger users to be introduced into wheeled sports and purpose built skatepark facilities.

## INLINE SKATING

Freestyle inline skating or rollerblading first was first undertaken in the 1980s, being developed from the more sedate pursuit of roller skating. Over the next fifteen years it developed in interest and became a legitimate X-games sport in 1995. Basically shoes with a line of three to five wheels, inline skaters use both the street and skateparks. It increased in popularity in the early 2000's but has since dropped off over the last ten years.



Figure 16: The Use of Scooters Increasing in Popularity

### 3.3 CURRENT TRENDS IN WHEELED SPORT PARTICIPATION

This section looks at broad scale participation in wheeled sports using available statistic data available through Australian Sports Commission & Australian Bureau of Statistics, (ABS).

#### GLOBAL

The rise of the professional wheeled sports industry, including elite competitions, sponsored athletes and promotion has led to greater focus on the development and planning of community facilities at the grass roots level, and the creation of skill development pathways.

This has seen the dramatic development of the skate and BMX facility design and construction industry globally, with the Metro Skatepark in Burnaby in Canada winning a bronze IOC/IAKS Award in 2011. This global recognition is awarded by the IOC (International Olympic Committee) and is the only international architecture competition for sports and leisure facilities, recognising the positive impacts of such facilities for communities and their young people, and the associated recreational and health benefits. Following the successful debut of BMX at the Beijing Olympics, skateboarding is now being touted as an exhibition sport at the 2016 Olympic Games in Rio.



Figure 17: Metro Skatepark Burnaby

#### NATIONAL

The global popularity of wheeled sports is a trend that has continued in Australia. Research undertaken by the ABS into Children's Participation in Sport and Physical Recreation found that participation rates for physical recreation activities such as skateboarding, bike riding and rollerblading were much higher than organised sports (see figure 17). Also, between 2009 and 2012 participation rates for skateboarding and rollerblading increased for both males and females (see figure 18). Data relating to skateboarding and rollerblading in the years 2009 and 2012 also incorporates scooter riding [9].

Due to the continued participation growth of wheeled sports, and the lack of national guidelines in Australia for the creation and appropriate maintenance of skateparks, SbA has begun developing a National Skatepark Facility Guide. This will outline best practise in skatepark funding, creation, maintenance and activation and involve input from relevant state organisations.

2012

Males	No ('000)	Participation %
Soccer	309.7	21.7
Bike riding	998.8	69.9
Skateboarding or rollerblading	857.8	60.0
Females	No ('000)	Participation %
Dancing	367.4	27.1
Bike riding	770.6	56.8
Skateboarding or rollerblading	640.0	47.2

Figure 18: Comparison of organised sport vs physical recreation activities

2009

Males	No ('000)	Participation %
Bike riding	992.5	66.1
Skateboarding or rollerblading	780.4	55.9
Females	No ('000)	Participation %
Bike riding	721.1	54.4
Skateboarding or rollerblading	562.2	42.4

2012

Males	No ('000)	Participation %
Bike riding	998.8	69.9
Skateboarding or rollerblading	857.8	60.0
Females	No ('000)	Participation %
Bike riding	770.6	56.8
Skateboarding or rollerblading	640.0	47.2

Figure 19: Growth of National Participation Rates of Physical Recreation Activities 2009- 2012

[9] ABS, Children's Participation in Cultural and Leisure Activities, Australia, 2012, code 4901.0 (2012)

## LOCAL

Following the 2011 ABS National Census, data was collected relating to Children's Participation in Cultural and Leisure Activities in Western Australia. The national growth of participation in wheeled sports continued at a state level, with an increased amount of participation for both boys and girls between the year 2009-2012 in bike riding, skateboarding, rollerblading and scootering [3]. Refer to figure 19 below.

The Department of Sport and Recreation in Western Australia, attributes this growth to the freedom and sense of self accomplishment attained when partaking in such activities, "people are more likely to be physically active if it provides them with personal satisfaction" [10]. This again reinforces the appeal of 'physical recreation sports' particularly with youth, and that the development of wheeled sports facilities should be a key consideration in encouraging youth to maintain an active and healthy lifestyle.

2009

Males	No ('000)	Participation %
Bike riding	103.2	71.4
Skateboarding or rollerblading	90.1	62.4
Females	No ('000)	Participation %
Bike riding	75.7	56
Skateboarding or rollerblading	60.4	44

2012

Males	No ('000)	Participation %
Bike riding	111.4	72.8
Skateboarding or rollerblading	97.8	63.9
Females	No ('000)	Participation %
Bike riding	85.4	59.3
Skateboarding or rollerblading	79.6	55.2

Figure 20: Growth of State Participation Rates of Physical Recreation

[3] ABS, Children's Participation in Cultural and Leisure Activities, Australia, 2012 – Western Australia, code 49010DO001\_201204 (2012)  
[10] DSR WA, Fact Sheet- Active Recreation (2006)

Another indicator of the growth, popularity and community value placed on wheeled sports is the recent push from LGA's to improve their facility provision. From 2010 onwards, a number of skatepark/youth plaza design and construction projects in WA have been instigated by LGA's, some examples of which are outlined below.

City of Armadale:

- Design and Construction of a Youth Activity Area
- Design Concept for Roleystone Skatepark

City of Cambridge:

- Perry Lakes Skatepark Extension Design Concept

City of Subiaco:

- Subiaco Bowl Repair and Extension Design Concept

City of Fremantle:

- Esplanade Youth Plaza Design Concept

City of Joondalup:

- Mirror Park Skatepark Design and Construction

City of Busselton:

- Dunsborough Skatepark Extension Design Concept and Construction
- Busselton Youth Activities Area Design Concept

City of Rockingham

- Youth Outdoor Recreation Space Strategy
- Golden Bay Skate Design and Construct



Figure 21: Consultation for the Fremantle Esplanade Youth Plaza

### 3.4 CURRENT TRENDS IN FACILITY PROVISION

There are a number of current trends occurring in the provision of wheeled sports facilities around the world. These have been observed through direct changes in scope of projects and community needs during works undertaken by Convic and other major Skatepark Designers/Landscape Architects.

#### SKATEABLE LANDSCAPE

There is an international trend to develop 'skateable landscapes' or 'urban plaza' styled facilities given the high participation rate in street or plaza style skating. Young people want to be in high profile locations near transport nodes, shopping precincts or other public facilities where they can skate 'real' urban infrastructure. Councils and designers are now meeting this need by delivering 'plaza' style facilities that are integrated into their overall context and inherent environment. Rosebud Skate Plaza is an example of this current trend.



Figure 22: Rosebud Skate Plaza, Mornington Peninsula Shire

#### COMBINATION SKATEPARKS

There is a significant push by the Australian skate & BMX communities and LGA's for the development of combination style facilities. This type of facility consolidates management and maintenance into a single unified space, and is most effective is a centralised location for the community. These can cater for large scale events as well as being designed to have varied space to ensure there are components for all skill levels to enable progression from simpler beginner items to major advanced elements.



Figure 23: Frankston Skatepark, Frankston City Council.



Figure 24: Mirror Park, Skatepark, City of Joondalup.



### YOUTH SPACES AND ACTIVITY AREAS

Councils are seeing the importance of catering for a broader range of young people when providing public recreation spaces within their municipalities. This has led to the development of integrated 'youth precincts' in a number of municipalities. These facilities provide a range of varying recreation, sport and arts related activity and event opportunities to cater for a much broader spread of young people and their individual recreation needs, whilst seamlessly integrating skate function within the design. Examples include the Redlands Youth Plaza, Armadale Youth Activity Area and the Geelong Youth Activities Area.



Figure 25: Geelong Youth Activities Area, City of Greater Geelong



Figure 26: Youth Activity Area, City of Armadale

### POP UP SKATE PIECES AND SCULPTURES

Recently, particularly within an urban design and landscape architecture discourse, pop up skate pieces or skateable sculpture has been a way of reinserting skate function into an existing urban plaza or public space. This type of design links back to the street style environments where skateboarders first began honing their craft. Such feature elements have manifested in a number of ways, for example steel elements along a pathway that can be activated as play items, seating or skateable pieces. Another example is including robust seating or structures around the periphery of a basketball court can be utilised for skating. This ensures the separation of function but also creates a multi-use space.

Pop up skate pieces and sculptures are a way to reintroduce skate back into the broader community fabric, with the addition of such design elements in public spaces where people already congregate assisting in debunking existing misconceptions about skate facilities and the young people that frequent them.



Figure 27: Skateable Banks, Denmark



Figure 28: South Tweed Skate Trail, Tweed Shire Council

### 3.5 FACILITY PROVISION REQUIREMENTS

As well as expert consideration of wheeled sports trends, it is important to understand and address public perceptions about such facilities. The recommendations for the planning and design of facilities included within this document, are aimed at challenging these perceptions using an integrated landscape approach that has been tested to the highest level of design rigour and innovation to ensure a quality community asset.

Fundamentally, designs should accommodate the wider community by safely configuring shared public space and paying as much attention to quality and design resolution as would be expected of any other public facility. The landscape design response should be seen as an integral part of the holistic design of an integrated facility and open space outcome. As well as ensuring maximum natural and passive surveillance and inclusivity, locating facilities adjacent to urban centres provides the impetus to apply good design principles.

#### SITE SPECIFIC

The design of a facility should respond directly to existing site characteristics, including meeting the requirements for drainage, earthworks, access etc. A site specific approach to design ensures that each facility is unique and that skaters have options to diversify their skills and explore new territory. To a great extent the orientation of the facility within the site can aid to control noise and direct movement and activity. The design of a facility can make use of low retaining walls and seating ledges at the higher landings to create a 'back' to the facility, so that the skatepark opens out in a particular direction.

The existing topography will determine the fall and arrangement of the skate facility. It is important to site the skatepark into the landscape so it is relatively unobtrusive and views are maintained where necessary and where possible. There are design opportunities in using the topography as a sculptural form for viewing, containment and/or separation. This may be a sculptural retaining wall at changes in level, an elevated refuge/viewing area, split level skate areas etc. The design of a facility considers

adjacencies, local character and existing land use etc, similar to the approach to landscape and urban design. These may be present as design opportunities as well or as site considerations.

Any new facility development should refer to and embody CPTED principles to ensure user safety and reduce the opportunities for anti-social behaviour. These principles have been developed to maximise visibility and foster positive interaction amongst legitimate users of public facilities. This includes maximising passive surveillance opportunities by maintaining sight lines across a facility, having vantage points or refuge spaces that allow for viewing across a facility, encouraging regular pedestrian traffic within and adjacent to facility and designating specific entry points, or controlling access.

#### REFUGE AND SOCIAL SPACES

Social and viewing spaces are fundamental to wheeled sports. The design of the facility can incorporate refuge areas central to the facility or at the periphery. These areas should make use of distinct non-skateable materials. Changes in level, leaning rails and ledges can define and protect refuge areas. It is important that non-users, beginner users, parents and the wider community can be in close proximity to the activity and can be safely separated.

It is also important to have a range of social spaces integrated across the facility for group diversification. Similarly the spaces can be a range of sizes and configurations, including well maintained lawn areas, raised decks for 'hanging out', ledges and edges etc. A range of social spaces can cater for larger groups as well as more intimate groups or individuals. The significant viewing areas should be located to the north/west of the facility to maximize shade and to face spectators away from the afternoon sun.

Most facilities, small or large, have an opportunity to hold events. It is important to allow for spectator numbers during peak times, this may simply be a grassed area with informal terraced seating steps next to the facility. Robust and appropriately designed drinking fountains, rubbish bins, seating and shelters are essential amenity for a facility.

#### **MULTI- USE SPACES**

Skate and BMX facilities can also be designed to accommodate a range of 'youth' related activities. These may be art and performance related or may be unstructured sports eg. half-court basket-ball, bouldering (climbing) walls, kick-about nets etc. These spaces can encourage broader use by the community including the increase of female participation and use by those who do not want to participate in organised sport by incorporating social spaces, together with events and related programs.

The materials and details incorporated into multi-use spaces can relate to relevant existing urban design. Similarly there are opportunities to overlay youth related graphics, images and text on surfaces, steps, walls etc. Services and infrastructure for small and large events can be designed into the multi-use facility e.g. 3-phase power, cable trenches, footings to receive poles and frames for rigging and exhibition, temporary fencing etc. There are opportunities for built-in audio and projected media. Access to adjacent grassed or hard-stand areas can cater for temporary services, generators, ablution blocks, retail, food and beverage marquees etc and other features.

#### **PROXIMITY TO RESIDENTIAL AREAS**

With competing pressures placed on inner urban public space and the necessity to locate skate & BMX related spaces/facilities near urban centres, it is important to determine an appropriate buffer between residential areas. Generally 100m is considered an adequate distance to guide future facilities. However individual sites should be assessed accordingly.

The materials, style, orientation and elevation of a facility will determine the impact of noise on adjacent areas. Strategic placement of low walls, screens and low planting can ameliorate noise. The location and design of social spaces will affect the distribution of noise.

#### **CIRCULATION AND ACCESS**

Controlled entries are important to protect both users and pedestrians and to prevent activity from spilling onto adjacent footpaths and roads. Distinct materials with colours and/or scored surfaces, indirect entry, sculptural barriers and feature signage are used to control entry points. Feature safety signage located at entry points is integrated within the design and the material selection of the skate and BMX facility. Separate and aligned pedestrian access and viewing allows broader community involvement. These paths can connect with a wider path network.

#### **CONSTRUCTION OF FACILITIES**

The quality construction of facilities utilises specialist skills, tradesman and knowledge. New facilities, upgrades, extensions and repairs should be undertaken by contractors with a proven track record in such construction. Quality control measures should be used when preparing and assessing tenders and contracts. Critically, if quality control measures are not met during construction the contractor should be held accountable in order to meet the approved tender/contract requirements.



### INSPECTION AND MAINTENANCE OF FACILITIES

Ongoing inspections and maintenance assists towards increasing longevity, safety and success of a facility. A well maintained park increases the sense of pride held by users and the community for their facility and is less likely to encourage acts of vandalism and graffiti. The popularity and outdoor location of facilities make them subject to high levels of impact and subsequent wear and tear.

Regardless of the size of the facility, an inspection and maintenance manual must be developed and budgeted for as part of the project. This should include a maintenance schedule, and graffiti removal plan that will provide clear direction the upkeep of such facilities. Such a manual is critical to prolonging the design life and reduce long term maintenance costs for the facility.

The RoSPA (Royal Society for the Prevention of Accidents) suggest that as a general principle, facility operators should allow 10% of original capital cost of facility for annual maintenance of concrete facilities. This amount is higher for timber or steel facilities. Costs should be calculated, budgeted for and reviewed regularly (and revised if needed) to meet real costs annually. The following items should be considered when inspecting skate and BMX facilities and surrounding infrastructure to ensure a safe riding environment is maintained:

- Inspect the riding surface.
- Clean mud/debris/water.
- Graffiti control.
- Inspect for vandalism.
- Rubbish removal.
- Removal of 'found' objects.
- Inspect lighting, signage, street furniture, access paths, landscaped areas and refuge areas.

### MANAGEMENT AND ONGOING ACTIVATION OF FACILITIES

As equally as important as the design and construction of these facilities, is the management and activation of these spaces. Ongoing facility activation and management ensures the community is engaged with and begins to take ownership of the facility, assisting in minimising anti social behaviour and vandalism.

The development of a facility management provides strategic direction in managing and activating facilities by providing timeframes and guidelines of how to run events, competitions etc and maximise day to day usage opportunities. Organisations such as SbA are a valuable resource, particularly in the running of and facilitating community events for both new and existing facilities. Currently, there are several methods that LGA's have taken to manage their facilities:

#### 1. Internal Council Management:

A Council run department is placed in charge of organising the programming of the facility, such as Youth Services. An example of this is the Perry Lakes Skatepark, where the City of Cambridge Youth Services organises events and competitions, and facilitate the annual community art project at the skatepark.

#### 2. Supported Management:

A Council run Department oversees the creation of a community group to lead the management of a facility. An example of this is the YAAPA (Youth Activities Area Program Activists) at the Youth Activities Area in Geelong. This is a group of volunteers ages 12-25 who organise and run events at the Youth Activities Area. They are assisted by Youth Services from the City of Greater Geelong.

#### 3. Private Management:

The management of a facility is handed over to an organisation such as the YMCA, who oversee everything from maintenance, supervision, competitions, lessons and clinics. A number of facilities are run by the YMCA including Leederville HQ, Frankston Skatepark and Riverside Skatepark, Melbourne.

### 3.6 SURROUNDING LGA FACILITY PROVISION

To establish a broader context for facility provision, an analysis of surrounding LGA areas has been undertaken, of the municipalities that border the City. This assessment showed that current levels of skate and BMX facility provision are as follows:

- City of Joondalup - 11
- City of Wanneroo - 14
- City of Swan - 15
- City of Bayswater - 4
- City of Subiaco, City of Nedlands, Town of Cambridge and Town of Vincent - 6 (collectively)

When comparing the level of provision of skate and BMX facilities in relation to 'facilities per person aged between 5-24 years old', the City of Stirling has a lower level of provision compared to other local governments\*, see figure 29 below.

Surrounding LGAs	Number of skate and BMX facilities per person aged between 5-24yrs old
Joondalup	1 facility per 3, 937 persons
Wanneroo	1 facility per 3, 259 persons
Swan	1 facility per 2, 125 persons
Bayswater	1 facility per 3, 403 persons
Cambridge, Nedlands Vincent and Subiaco	Collectively provide 1 facility per 4, 001 persons
Stirling	1 facility per 46,621 persons

Figure 29: Provision of facilities in surrounding LGA's

\* Based on public facilities provided by LGA's and does not include clubs or private facilities

#### CITY OF JOONDALUP

The City of Joondalup at the end of 2012, launched the Mirror Park Skatepark at Ocean Reef, a result of community consultation and petitioning. The City currently has a Skatepark Committee overseeing events and activation.

#### CITY OF CAMBRIDGE

The City of Cambridge Youth Services developed a Skate Facility Masterplan, which led the development of the Perry Lakes Skatepark. Youth services are responsible for the activation of the facility and currently, the City of Cambridge is exploring the potential expansion and refurbishment of this facility.

#### CITY OF WANNEROO

With the City of Wanneroo Western Australia's fastest growing LGA area, there is large number of existing wheeled sports facilities. Recently the Clarkson Skate Park hosted round 2 of the Freestyle Now Western Australian Skatepark Series, in conjunction with the City of Wanneroo and local youth network team. A potential district level skatepark has been sited in the Banskia Grove Residential Development Masterplan.

#### CITY OF SWAN

The City of Swan has developed an approach based around a hierarchy of skate and BMX facilities. This results in larger, more permanent facilities in District centres and smaller, moveable facilities in local "hot spots". Recent installations in Gidgegannup and Upper Swan have utilised temporary skate elements installed on concrete pads to meet short and medium term needs in smaller communities.

#### CITY OF BAYSWATER

The City of Bayswater has a rich history of skate culture particularly with 2013 marking the 10th year of the Boomshanka Skate, BMX and Scooter Competition at Wotton Reserve Skatepark. The City also has an active Skatepark Management Committee, assisting in the activation of the facilities

#### CITY OF VINCENT

The City currently only has 1 facility, the Leederville HQ Skate Facility run by the YMCA. This is one of Western Australia's largest skate parks and home to the WA Skate Association and YMCA Drug Aware Skate Series Skateboarding Final.

To establish a broader context for facility type and provision, an analysis of surrounding skate and BMX facilities within a 15km catchment have also been undertaken. Please note, for clarity the km distance for each facility has been calculated from the approximate distance from the City of Stirling boundary (see figure 30).



Figure 30: Provision of facilities within a 15km of the City Boundary.

**1. GIRRAWHEEN BOWL, GIRRAWHEEN**

Concrete bowl with pool coping. Includes a few ledge elements. APPROX 8km from the City

**2. CRIMEA SKATEPARK, MORLEY**

Street plaza with rails and a variety of ledges. APPROX. 11km from the City

**3. SUBIACO MINI RAMP, SUBIACO**

Small steel mini ramp. APPROX. 12km from the City

**4. SUBIACO BOWL, SUBIACO**

Two small bowls with spine and humps. APPROX. 12km from the City

**5. PERRY LAKES SKATE PARK, CITY BEACH**

Open bowl corners and a pyramid with rail. APPROX. 9km from the City

**6. LEEDERVILLE SKATE PARK, LEEDERVILLE**

Two concrete bowls with a submarine, quarter blocks and rails, with a dedicated gig space for bands and performing arts. APPROX. 9km from the City

**7. MIRROR PARK SKATEPARK, JOONDALUP**

Two medium sized open ended bowls. Jersey barrier and transition fun box. Range of flatbars / ledges. Flatbanks and small tranny up top. APPROX. 12km from the City

**8. WOTTON RESERVE SKATEPARK, BAYSWATER**

Large concrete park with blocks, rails, banks, small bowl and a metal vert ramp. APPROX. 12km from the City

**9. NEDLANDS SKATEPARK, NEDLANDS**

Concrete mini ramps, fun box. APPROX. 8km from the City

**10. GORDON DEDMAN RESERVE SKATEPARK**

Concrete beginner's open bowl. APPROX. 15km from the City

**11. CRAIGIE SKATEPARK, CRAIGIE**

Steel Prefabricated elements. APPROX. 11KM from the City

**12. PALOMA PARK SKATEPARK, MARANGAROO**

Concrete park with hubbas, rails, ledges and stairs. APPROX 7KM from the City

**13. WANNEROO SKATEPARK**

Steel Prefabricated elements. APPROX. 11KM from the City

**14. BASSANDEAN SKATEPARK**

Euro gap, ¾ Bowl with extension, hubba ledges, manual pad and flat bar. APPROX. 8km from the City

**15. BALLAJURA SKATEPARK**

Concrete Bowl. APPROX. 4km from the City

**16. BALLAJURA DIRT BMX TRACK** APPROX. 4km from the City

**17. GALSTON PARK DIRT BMX TRACK, DUNCRAIG**

APPROX. 1.5km from the City

**18. SHEPHERDS BUSH PARK DIRT BMX TRACK, KINGSLEY** APPROX. 6km from the City

**19. KANANGRA RESERVE DIRT BMX TRACK, GREENWOOD** APPROX. 3km from the City

**20. QUARRY RAMBLE PARK DIRT BMX TRACK, EDGEWATER** APPROX. 11km from the City

**21. HADDINGTON PARK DIRT BMX TRACK, BELDON** APPROX. 11km from the City

**22. NANNATEE PARK DIRT BMX TRACK, WANNEROO** APPROX. 10km from the City

**23. WARRADALE PARK DIRT BMX TRACK, LANDSDALE** APPROX. 5.5km from the City

**24. KOONDOOLA PARK DIRT BMX TRACK, KOONDOOLA** APPROX. 1.5km from the City

**25. ALTONE PARK SKATEPARK**

Concrete snakerun/spoon drain, ramps, quarter pipes. pyramids, rails APPROX. 10km from the City

The following are examples of other LGA Skate and BMX facilities.



Figure 31: Leederville HQ



Figure 32: Wotton Reserve Skatepark, Bayswater



Figure 33: Girrawheen Bowl



Figure 34: Nedlands Skatepark



Figure 35: Crimea Plaza, Morley



Figure 36: Perry Lakes Skatepark

### 3.7 CONCLUSION

Based on the review of national and local trends with regards to wheeled sports participation and current facility provision, there is a significant amount of data collected to demonstrate the popularity, recreational, health and community benefits of these sports and the need and importance of providing facilities for young people and users. This is reflected at a state level, with the recent increase of wheeled sports facility provision in WA.

It is also critical to recognise in regards to facility provision, the importance of appropriate planning and design. A well constructed facility will not function successfully without an extensive design process that ultimately responds to the needs of users and the broader community. The same can be said for a cutting edge design whose construction is sub par and does not meet specialist construction standards; the skatepark may be unskateable and could pose safety risks.

# 4. CONSULTATION

- 4.1 THE CONSULTATION PROCESS
- 4.2 STAKEHOLDER CONSULTATION
- 4.3 COMMUNITY SURVEY
- 4.4 COMMUNITY WORKSHOP
- 4.5 CONCLUSION



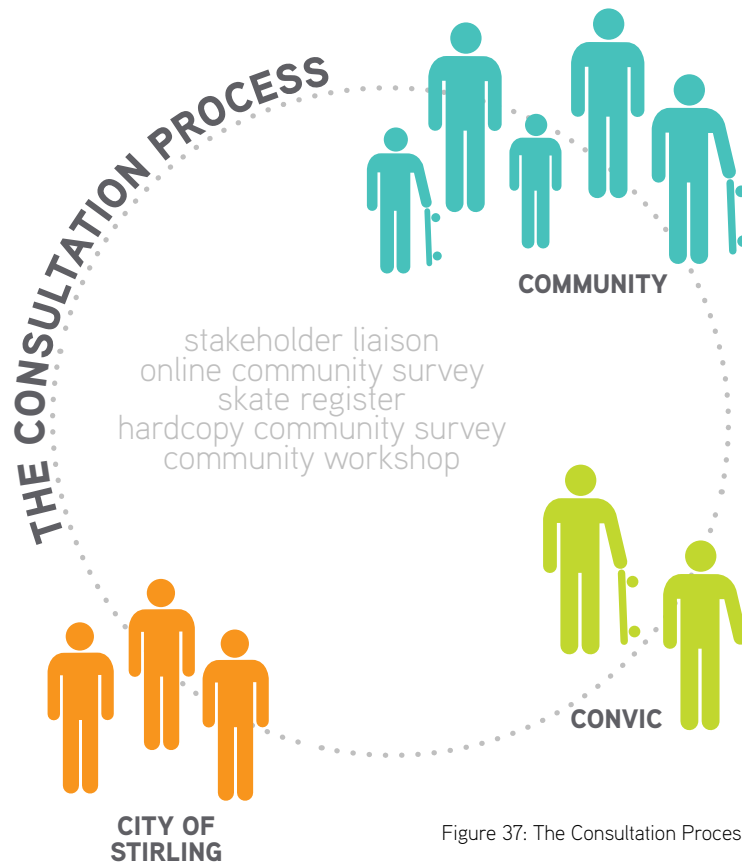


Figure 37: The Consultation Process

## 4.1 THE CONSULTATION PROCESS

The consultation process is an integral component of the development of the Strategy. In order to ensure the success and longevity of these key community assets it is integral to connect with the future users of the space. Through a combination of a user group workshop and survey, the consultation process aims to empower youth and their communities to take ownership and pride in their public spaces.

There are two key stages in the consultation process to ensure the client, community, users and stakeholders are all engaged. This will ensure the evolution of a highly resolved strategy that is unique to the community it is being developed for. The two stages are:

### Stage 1

Information gathering of ideas, issues, requirements and other base knowledge to provide direction for the face to face community workshops

### Stage 2:

Community workshops that utilise the key outcomes of the information gathering stage and collaboratively work with the community to explore themes and develop spatially located strategy responses

For the City, various methods have been used in both stages of the consultation process to gather as much information about the community and current facility provision.

### Stage 1 involved:

- Internal liaison with City Departments.
- Stakeholder Liaison and analysis of existing strategies of other Local Government Authorities.
- Development of a Community Survey with the City that was made available online and in hard copy format
- Linked to the Community Survey was the creation of a register for all interested community members. This also included a review of the requests that had already been received by the City for new facilities.

### Stage 2 involved

- A Community Workshop with selected community members based on the feedback received from the Community Survey. This included a mixed range of users, parents and community members, both female and male, and from a number of different suburbs within the City. The workshop involved a presentation and interactive brainstorming session.

## 4.2 STAKEHOLDER LIAISON

### LGA

The City and other LGA's were reviewed with regards to the provision of skate and BMX facilities, and factors relating to skate and BMX within their communities. Several key themes emerged:

- That skate and BMX facilities are important community assets that support the health and wellbeing of youth in a safe environment, whilst also being an attractor to visitors.
- A well designed and activated facility is a vibrant and dynamic space that elevates the profile of youth within the community
- Engaging users throughout the development of new facilities will ensure the future activation and maintenance of these spaces.
- Within a LGA, there needs to be a range of facilities that provide greater variety to cater for different skill levels and allow for the progression of skills.
- Facilities need to be supported by appropriate amenities such as lighting, shelter, refuge spaces to ensure the comfort and safety of users

### SbA

Skateboarding Australia (SbA) promotes the growth and development of skateboarding in Australia. Their role is to develop skateboarding at all levels whilst being the link between the Federal Government and the Australian skateboarding community. SbA sees great potential for the City to become a leader for the provision of youth/skate facilities for Western Australia. "WA is lacking in major state of the art facilities, or modern fun, quirky skate plaza style obstacles. We need skateparks that cater to and appeal to all skill levels and age groups" [11].

The proper activation of these facilities through events, demonstrations and competitions is also a key area that SbA are keen to be involved and assist where need be, acknowledging the appeal, not just for users, to such spaces, "activated facilities are a great boost to local business and tourism, that also provide positive role models for the youth of the community." [11]

[11] Quotes from WA branch of SbA.

SbA are in the process of developing a national Skatepark Facility Guide which will provide direction for the creation, maintenance and activation of skate facilities.

### DSR

The Department of Sport and Recreation (DSR) in Western Australia is the lead agency responsible for the implementation of government policy and initiatives in sport and recreation. A key role of the DSR is to contribute to the healthy lifestyle of Western Australians by increasing physical activity in the community through sport and recreation.

Through the DSR's extensive data analysis, they have acknowledged the current popularity and growth of skateboarding, bike riding and scooter for children and recognise the importance of ensuring the development of these activities, particularly in providing active choices for young people [10].

With regards to skate and BMX provision, the DSR makes funding available for LGA's to upgrade or develop new facilities to meet recreational needs through the CRSFF Program (Community Sporting and Recreation Facilities Fund). Further information on this program can be found in section 6: The Strategy.

The DSR also funds SbA through the Organisational Sustainability Program, in order to "support SbA's focus to working with Local Government in advocating and promoting the development of skateparks" [12]. This funding is critical in allowing SbA to run programs such as Streetwise and other events in conjunction with LGA's, to ensure the grassroots development of skateboarding. This funding is also used to support the SbA WA State Manager, who oversees the successful delivery of these programs and works to increase overall awareness and participation opportunities.

[10] DSR WA, Fact Sheet- Active Recreation (2006)

[12] Quotes from Facilities Officer, DSR, WA.



### 4.3 COMMUNITY SURVEY

#### APPROACH AND DISTRIBUTION

The City of Stirling Skate & BMX Survey was an integral component of the consultation process, establishing an initial understanding of the Stirling community and their current facility usage and future requirements. This collection of data assisted in determining trends prior to testing of ideas at the community workshop. The survey was developed as both an online interactive form and a hardcopy form that could be submitted directly to the City. The survey was advertised extensively via a number of mediums, including through the City website, online forums such as skateboard.com.au, the Stirling Scoop, Stirling Scene, radio, facebook, twitter, Community Centres, Leisure Centres, school and community groups.



Figure 38: Community Survey Poster

#### KEY FEEDBACK- COMMUNITY PROFILE

Following a month long comment period, 376 completed surveys were submitted to the City, of which 85% of the respondents were male. The surveys received represented a wide range of ages, with a majority of respondents between the ages of 12-18, approximately 48% of the total surveys received. This highlights the popularity of wheeled sports with youth and in particular amongst males. It also demonstrates the greater need to engage females in both the development and activation of future facilities. Of the 376 survey participants approximately 72% were from the City, demonstrating the high appeal and interest of the development of wheeled sport facilities both within the City, and beyond. Respondents identified in the following ratios:

- 48% as skateboarders;
- 16% as parents
- 14% as scooter users
- 10% as bmx users
- 6% as residents
- 4% as 'other' including surfer, photographer, mountain biker, longboarder, youth/community workers
- 1% as spectators
- 1% as inline skaters

Of the wheeled sports users, 46% considered themselves as 'intermediate' skilled users, emphasising the need for facilities that encourage and allow for skill development and progression. In particular an interesting result from the survey, was a high dependance on car based transit in order to travel to and from facilities with 25% of survey respondents driving themselves. This result was attributed to several factors, including the distance between facilities being too great to walk or ride and public transport not easily available close to existing facilities. This was supported by survey comments that when asked what stopped users from visiting existing facilities, nearly half the of the participants answered that distance and time to travel and the lack of public transport options, proved to be the greatest barrier to participation.

This highlights the need to develop facilities in close proximity to public transport, or a network of facilities within walking/riding distance in order to offer sustainable transport options, in particular for youth and children who rely on others to drive in order to access facilities.

### KEY FEEDBACK- FACILITY PROVISION

The later part of the survey focused on the current facilities within the City in particular the Balga and Carine Skateparks, and factors that require consideration for any potential facility development. The question, “does the City of Stirling need any more skateparks?” was met with an overwhelming positive response, with 96% of respondents answering yes. Reasons given included:

- The growing physical inactivity of young people.
- Increasing popularity of skate and BMX as an informal and free, recreational and social activity.
- Current facilities are overcrowded and create an unsafe environment for users.
- The current distance to travel in order to use a facility
- The need for more diversity in facility typologies, to allow for skill development and the progression of different riding styles.
- A number of respondents highlighted that these facilities are important community assets, integral to the social and physical wellbeing of users, including that these facilities are a positive place for youth to gather and engage in positive activity, giving young people confidence as well as a sense of pride and belonging.

Of the 4% which responded that the City did not require new facilities, then indicated that such facilities are antisocial and that more focus should be on ‘youth spaces’ rather than skateparks. Additionally several respondents replied they would rather the existing facilities be upgraded, than new facilities built.

When asked “what were the most important factors in locating new facilities”, and “the most important amenity within the facility”, respondents answered that accessibility and lighting were the most critical. This result further highlights the need to create a balance of facilities that can be easily accessed by walking or riding for local users, and

more centralised facilities that can be accessed preferably by public transport.

Lighting was a popular amenity selection, indicating that users wish to extend the hours of operation of facilities. This may be attributed to users wishing to skate/ride after working hours, or particularly in summer, to avoid the hottest part of the day.

Finally, when asked where should any potential new facilities be located, the top 5 suburbs based on recommended sites were:

- Scarborough
- Stirling
- North Beach
- Trigg
- Karrinyup

It is important to note that this is not considered a definitive list, as for example one could correlate where respondents lived to the popularity of facility location. For example, the highest number of survey respondents were from Scarborough and Scarborough was one of the top 5 site suggestions. The number of survey respondents who lived outside of the City need to be considered with regards to the summary analysis. However, based on data analysis, there was a high number of respondents that favoured a coastal location for a new facility, as they are sites that are already frequented by young people and the broader community. Respondents identified there is the opportunity to tie into the beach culture, similar to facilities such as the Bondi Beach Skatepark. This result demonstrates that although a community survey is an important process to determine community need, its key outcomes should be tested and explored in conjunction with a community workshop.

Refer to Appendices A for a summary graph of the key feedback.

## 4.4 COMMUNITY WORKSHOP

### SUMMARY

Following on from the overwhelming response to the community survey, a community workshop was held at the Karringup Community Centre on Wednesday the 14th of November 2012. Such an event is critical in allowing the community to connect face to face with the City and other like minded individuals and create a forum in which to discuss and debate the Strategy. The workshop objectives were to:

- **INFORM** attendees of what the Strategy is, how it is being developed and where we are currently within the Strategy development process
- **ENGAGE** by reviewing the key outcomes from the Community Survey and demonstrate how community input determines the final outcome of the Strategy
- **CREATE** through a collaborative process with those present, spatially located responses that relate to the current needs and requirements of the Stirling community, now and into the future

A diverse mix of community members attended the workshop including parents, skaters, scooter riders, BMX riders, youth workers, SbA representatives along with representatives of the City including City Officers and Elected Members.



Figure 39: Photos from the Community Workshop

## KEY WORKSHOP OUTCOMES

## A LARGE REGIONAL FACILITY, WITH A COMBINATION OF USER STYLES

Nearly all groups nominated the need for a regional scaled facility, combining both street and bowl areas, designed and built to World Industry Standards. There is no such facility in Stirling, Perth, or even the greater Perth region and Stirling has the opportunity to create a flagship venue that will attract visitors and events from all over the state and across Australia.

## SAFE FACILITIES

With the safety of users a key consideration raised during the community survey, workshop participants emphasised a prominent location, community ownership and activation and a well designed facility were critical in developing safe and accessible facilities.

## SMALLER SATELLITE FACILITIES TO CATER FOR BEGINNERS

Smaller scale facilities could cater more for novice users, allowing for skill progression and a focus on a particular style of riding.

AMENITIES: SHELTER, LIGHTS, DRINKING FOUNTAIN  
SHADE. ALL WEATHER FACILITIES

With users spending an average of 3 plus hours at a time in these facilities, and taking into account the climate particularly in summer, it is critical that users have access to shade and water. Lighting would also be a way to ensure the facility is activated throughout the evening.

## OPPORTUNITIES FOR ALL USERS

Users acknowledged the need for bowls, street style plaza facilities and street obstacles to cater for all riding styles.

### CATER FOR BMX (DIRT TRACKS)

Currently in Stirling there are no formal BMX dirt tracks, The inclusion of such a space will provide BMX users with a greater diversity of facility choice.

**CENTRAL AND ICONIC LOCATIONS, EASY TO ACCESS**  
With both existing facilities located in the north of the City, and without regular public transport to these facilities, accessibility is a major factor in being able to use facilities. A central location will also improve on passive surveillance and user safety. The coastal environment was also brought up as an iconic location where youth already congregate, as an area for future consideration.



Figure 40: Workshop Responses

Please note:

Scans of all workshop materials including checklists and brainstorming pages are included in Section 8: Appendices.

## 4.5 CONCLUSION

The consultation process proved to be an extremely valuable component of the development of the Strategy. Firstly stakeholder liaison and the community survey provided a snapshot of the current community within the City from both an organisational and community member perspective. Key considerations raised were then able to be explored and tested in the following community workshop, which raised a number of common themes with regard to current provision, and where improvements could be made.

In particular, the passion of the community in regards to skate and BMX activities and the provision of the facilities that support these, was particularly evident and was attributed to a number of reasons, such as the social benefits, “skateboarding/BMX is a meaningful activity that increases self esteem, and social connections with peers whilst being physically active” [13].

Participation feedback reflected the trends discussed in the afore mentioned participation data, with a large number of participants throughout the process recognising the popularity of wheeled sports and the current stresses being placed on the existing facilities, “participation is growing, we need to cater for all abilities and all user styles” [13].

An overwhelming majority of those who participated in the survey and workshop felt that the current level of provision needed to be improved and enthusiastically received the development of the Strategy and prospect of a responsive and diverse network of facilities within the City.

Based on the key findings of the context analysis, industry review, current trends and consultation, a definite need to strategically plan the future provision of new skate and BMX facilities in the City has been established. This is not only to meet current demand and but also to plan for anticipated future needs. The following section looks at the most appropriate facility distribution model for the City.

[13] Quotes from the community survey and community workshop (2012)

# 5. FACILITY PROVISION MODEL

5.1 WHY THIS APPROACH

5.2 FACILITY CLASSIFICATION

5.3 DISTRIBUTION MODEL

5.4 SITE SELECTION CRITERIA

5.5 FACILITY GUIDE

5.6 CONCLUSION



## 5.1 WHY THIS APPROACH?

To appropriately assess individual sites across the City for the potential provision of new skate and BMX infrastructure, it is first important to determine what types of facilities should be considered. This section therefore will:

- Describe the approach to the facility classification.
- Discuss each classification in detail.
- Outline a distribution model.
- Specify site selection criteria.

The Strategy will define and outline an interconnected network of facilities that offer different user experiences, thus creating a diverse range of choice for the broader community. One method for strategic documents to look at skate and BMX facility provision by defining 'type's by size and template, i.e. determining the size (say 40m x 20m and then considering appropriate sites that can accommodate this 'rectangle'). This Strategy takes a slightly different approach. While size is still important, the unique character of a site should influence the potential design and implementation of the facility. A long thin linear space for example; whilst not meeting traditional size requirements, may become a major regional facility given location and connectivity to other facilities and its overall ability to deliver a quality and diverse user experience. Therefore the definitions contained in this Strategy are focused on function, usability, opportunity, location, and site character rather than simply scale as a base premise.

As part of this Strategy process, the following items are also been considered when determining the facility types:

- The potential to design unique environments that embrace and celebrate existing site character and surrounds. Such facilities that are integrated into the landscape can have low impact on surrounding residents, through materials, style, orientation and elevation of the facility.
- The potential to add skate/rider function to existing facilities and community spaces, to add value by creating vibrant and multi-use facilities.
- The potential to create facilities that offer varied and contrasting riding experience, whilst not focusing solely on one type of user or riding style.

## 5.2 FACILITY CLASSIFICATION

### HUB

Hub facilities are defined within this Strategy as a purpose built facility providing ample space and components to enable a variety of different skilled skate and BMX users to frequent the space on a daily basis. Generally within a LGA area there is one Hub facility, and this Hub becomes the main focus of skate & BMX that satellite facilities will compliment. It therefore needs to be easily accessible by public transport and cars including the provision of parking for parents and older users. The development of the Hub facility also presents the opportunity to create other recreational and social functions to engage the broader community. Examples include performance spaces, multimedia capabilities, basketball courts and refuge areas. Facilities such as the Armadale Youth Activity Area and the Ormeau Youth Plaza demonstrate the scope and possibilities of such facilities.

Whilst not area dependent, they need to be large enough to accommodate a significant amount of rideable terrain for a range of BMX and skate users from beginner to advanced level. Within this may be specific zones for different user types to minimise conflict (eg: plaza area, transition zone). The facility should contain adequate event space and infrastructure including seating options, power and lighting for events, programming for competitions and demonstrations. There also needs to be provision for appropriate entry and safety signage, refuge areas, including seating and shade, bins, drinking fountains and bike racks. The facility should also consider its context and have the necessary landscaping to integrate /compliment its surroundings. Toilets nearby or at the site is also necessary.

**APPROXIMATE COST: \$800,000+**



Figure 47: Youth Activity Area, Armadale



Figure 48: Port Macquarie Skatepark



Figure 49: Oremau Youth Plaza Concept, including climbing structure, half basketball court, dirt BMX track, play areas, shelter and performance stage, street skate and transition skate areas.



## SATELLITE

Traditionally a satellite type facility has attempted to meet the requirements of all user groups. This has resulted in a range of skateparks which provide the same rider experience. By trying to cater for all skate and BMX requirements and also for all levels of ability there can be size limitations that create conflict between user types and compromises safety and function. Therefore a satellite facility, for the purposes of this strategy, is defined as a facility that focuses on the purpose and function of the site, with two types of skate and BMX function. For example these could be a bowl/transition facility catering for bowl skaters and BMX riders, a park style course for BMX, skate riders and scooter riders, an urban plaza configuration that caters for street skaters and in-line users or a BMX jumps track designed specifically for BMX only. Satellite facilities should also have a range of different elements to encourage skill progression and development.

This approach does not preclude the use of the space by other styles, it however creates the opportunity to develop a spread of unique satellite facilities that increase diversity of choice across the City, rather than the same distribution of facilities trying to cater for all users. Such an approach will assist in minimising over crowding, as users will travel between specific facilities for a different rider experience. This also means that it is important to be accessible by public transport and provide carparking.

The satellite facility can have the capacity to host small events, competitions or demonstrations, and should consider providing seating options and viewing areas. Power and lighting are preferable, but not necessary for the facility to function properly. Other elements which also need to be included are:

- Entry and safety signage
- Refuge areas, with seating and shade
- Bins
- Drinking fountains
- Bike racks

The facility should consider its context and have the necessary landscape design to integrate and compliment its surroundings. Toilets nearby or at the site is preferable.

## APPROXIMATE COST: \$350,000-\$750,000



Figure 44: Port Augusta Skatepark, Port



Figure 45: LeFevre Skatepark, Port Enfield



Figure 46: Dirt BMX Track, Bayswater

## INCIDENTAL

Incidental skate and BMX spots are already occurring across municipalities with local skaters using existing urban infrastructure due to their unique skate function. Examples include seats, walls and stairs. With appropriate design and management, incidental skate and BMX spaces can be developed that are significantly safer and more functional to users whilst not impacting significantly on the broader community. Incidental skate and BMX spaces are not aimed at any specific level of user per se, rather elements located at appropriate scales depending on their broader context for informal appropriation. Incidental skate spaces are focused more on where young people want to be so that we are adding recreational opportunity in existing interest areas. Access, public transport and ancillary requirements will already be available in most instances given the potential centralised location of these spaces.

Any pathway that is used by skateboarders/cyclists as a thoroughfare has the possibility to have sections of it widened to accommodate skateable items or undulating terrain to create an 'incidental' skate and BMX facility. Many urban spaces contain infrastructure or sculptural components that can be designed to accommodate skate and BMX function and be a cost effective option to provide greater rider diversity in the City. While the focus may be on other activities or recreational needs, an incidental skate and BMX element can add value and increase overall function or recreational opportunity to an existing space (such as a basketball court or existing urban square). An incidental skate and BMX space also presents the opportunity to develop educational type elements for users to develop skills but also learn rules for example scooter/ bike paths that help learn road rules.

As incidental spaces are not facility based, there is no set size constraint so whilst managing activity is still important to avoid conflict with other users, there are opportunities to create these incidental elements in areas previously considered either inappropriate or too small for a facility. For the purposes of this strategy such incidental spaces mostly cater for users of a local catchment. Therefore there is no limit to the number or amount of incidental facilities and should be considered in the typical planning process

of community infrastructure, much the same as park amenity and playgrounds. for example designing benches and walls to accomodate and withstand skate use.

**APPROXIMATE COST: up to \$150,000 maximum**



Figure 41: Skateable Art



Figure 42: St Kilda Promenade



Figure 43: Skateable infrastructure along a path  
PREPARED BY CONVIC FOR THE CITY OF STIRLING

### 5.3 DISTRIBUTION MODEL

Following the definition of facility types, this section now looks at what kind of distribution is required to adequately cater for the established needs of the City.

Based on the classification previously outlined, within the City there should be one major Hub facility. This will service the entire community from beginners through to advanced users, cater for events, and will attract interest from outside the City. The next distribution is the satellite facilities. These facilities should be located throughout the City to provide a range of riding experiences. The final distribution is incidental facilities. These are located throughout the City to provide localised recreation in both residential and urban areas where youth already congregate based on need. Similar distribution approaches has been used in a number of councils including the City of Frankston Strategy that has led to the development of a central facility, similar to that of a hub, and supporting facilities such as Langwarrin and Seaford Skateparks, and the current construction of Sandfield Reserve Skatepark and Lloyd Park Bicycle Adventure Track [14].

With this distribution model as the ideal configuration based on need, each Council is different in terms of its overall scale, transport connections, population distribution and level of services and infrastructure and so generally the distribution ties in with these different considerations. For example, some Councils have a single significant Hub facility with no need for supporting facilities. Others have well distributed satellite facilities, given the lack of space for a Hub facility or need to provide a facility in each township. The key is ensuring there is a range of facilities to properly cater for the various users requirements that meet required demand. The recommended distribution for the City will be outlined in Section 6, The Strategy.

[14] Stratcorp Consulting, Skate & BMX Facilities Strategy- City of Frankston (2003)

In order to determine the level of distribution required, catchment areas have been developed based on benchmarking with other LGA's\* and what is fair and reasonable for individuals to travel to a facility.

#### CATCHMENTS:

**INCIDENTAL FACILITIES:** 800m

**SATELLITE FACILITIES:** 3km

**HUB FACILITY:** The entirety of the City

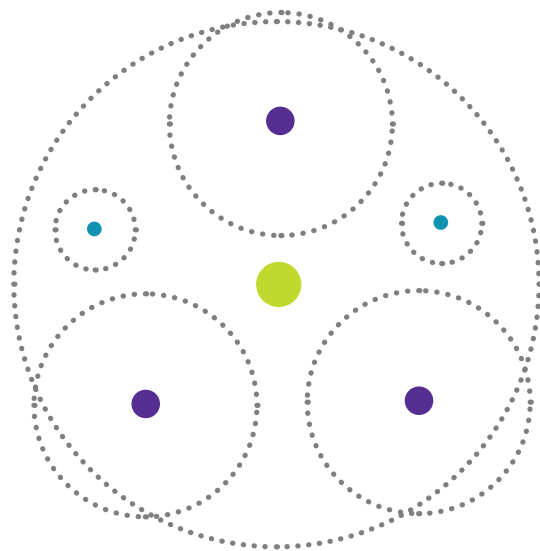


Figure 50: A schematic distribution model with example catchment areas. The **HUB** facility, the central focus for skate/bmx/scooter users for the City. **SATELLITE** facilities, that complement the hub and provide users different rider experience. **INCIDENTAL** facilities, that fill gaps of provision and provide for local residents.

\*Benchmarked Strategies include:  
Mornington Peninsula Skate/BMX Strategy  
Auckland City 2001 Skate Strategy  
Moreton Bay Skate and BMX Strategy 2010

## 5.4 SITE SELECTION CRITERIA

This section summarizes the key site selection criteria that are considered when assessing suitable locations for facilities across the City. These criteria have been developed using information from the Sport and Recreation Victorias Skate Park guide and previous design and industry experience.

### 1. PHYSICAL SITE CONDITIONS & TECHNICAL CONSIDERATIONS

This first broad criterion is based on the physicality of the various sites and whether they can accommodate a facility of the required scale and type required by the City. It also considers technical implications such as drainage and soil conditions. Questions asked at each site include:

- Is the proposed site capable of catering to the various and different applicable facility types defined previously?
- Is the proposed site free of existing land use implications, covenants, easements, service access requirements and/or underground/overhead powerlines, water and gas?
- What are the implications of geotechnical conditions, ground water, drainage?
- What are the physical terrain implications of the site?
- Are there existing services on and to the site?

### 2. ACCESS/TRANSPORT

This second criterion looks at how easily accessible the site is for users, parents and those viewing the skatepark or events. Questions asked of each site on this criterion include:

- Is there easy access to public transport from the proposed site?
- Are there pedestrian/footpath connections from transport nodes to the proposed site?
- Is there a safe drop off area or adequate car parking if applicable?

### 3. NATURAL SURVEILLANCE, SECURITY AND SAFETY

With the creation of a public wheeled sports facility with the main users being below the age of 18 it is critical to ensure

the facility is visually open and safe and easily accessed in the case of an emergency. Questions asked for this criterion include:

- Is the site visually prominent with good public surveillance for safety and for the promotion of the facility and activity?
- Is the site a short distance from police response calls and does it provide ease of police access on scheduled routes?
- Can the site provide adequate emergency vehicle access (fire and ambulance)?
- Can vehicular access be restricted at the proposed site to prevent skating at night by car light if applicable?
- Can the proposed site provide safe entry to and from the site and safe setbacks from busy roads and intersections?

### 4. PROXIMITY TO AMENITIES (WATER, TOILETS, SHADE, FOOD & DRINK)

An active public wheeled sports facility such as a skatepark should have appropriate ancillary amenities as outlined in the previous sections. This factor was further highlighted during the community survey, where respondents indicated they spent at least three hours or more at facilities. This reinforces the need to provide shade for viewing and resting, drink fountains and nearby toilets to ensure the comfort of users. Questions therefore asked for this criterion are:

- Are associated amenities such as toilets, water, shelter and shade existing and or available or cost effective to install at the site?
- Is the site close to retail outlets selling food and drink and is there potential for seasonal, peak time and/or event day food and drink outlets?

### 5. IMPACT ON EXISTING FACILITIES, ADJOINING USES AND USERS

To assess the suitability of a site, one of the main considerations is how much impact will a new facility have on the existing users and use of the space. This can be a contentious community issue and so the following questions have been asked for this criterion:

- Can the site facilitate minimal impact on ecological systems eg. wetlands, foreshore and bushland and

facilitate minimal loss of green space and mature or significant trees?

- Can the site facilitate minimal impact on pedestrian or road networks and access including existing desire lines (informal tracks created as a result of movement across a site not restricted to paths or roads)
- Will the location of a skate facility on the site substantially displace existing recreational or other site users?
- Are there existing heritage items or indigenous people's claims for land title or sites cultural significance at the site?
- Is there a history of 'anti-social' activity of behaviour at the site?

#### 6. DISTANCE FROM HOUSING & INCOMPATIBLE LAND USE

Another major consideration for any new public wheeled sports facility is the potential impact of noise and light to nearby housing and environment. It is important that the facility is placed to minimise impact to surrounding residential areas. In general, the City will aim to maintain a 100m distance from surrounding houses. Please note that this is subject to facility classification and a more detailed acoustic assessment as each location has different factors such as surrounding noise, landform, prevailing winds etc. Questions therefore include:

- Is the site location an adequate distance (100m) from residential dwellings and incompatible land uses to avoid potential noise and light intrusions?
- Has the site the capacity to place a skatepark in a location to maximise noise attenuation (eg: built into the ground)

#### 7. FURTHER USES

With centrally located facilities presenting the opportunity to become a major community activity node, not only for skating/bmx and scooter users but for community events, clinics and competitions, sites must be assessed for their suitability to play such a role. Questions would include:

- Is the proposed site adjacent to like/complimentary activities to create a greater recreational experience?
- Does the site have the ability to cater for larger crowds and temporary infrastructure during peak use and events?

#### 8. MAINTENANCE

Maintenance is important to the longevity and functionality of the facility. Questions therefore asked for this criterion are:

- How readily accessible is the site to regular cleaning for existing City cleaning and maintenance team?

#### 9. CONTEXT & AMENITY

The criteria is most applicable to tying into existing community facilities and nodes. The following questions are asked for each of the sites regarding context and amenity:

- Is the site location where young people want to be or adjacent to where they currently congregate?
- Is the site in close proximity to existing shopping centres, sports or recreation facilities or interested schools?
- Is the site within or adjacent to a major community hub or central area?

#### 10. CONSISTENCY WITH STRATEGIC OBJECTIVES

Sites for consideration need to conform to local planning schemes, embody strategic planning and reflect the current land use zones. Therefore for this criterion the following questions are asked:

- Is the location consistent with the strategic land use, masterplanning, planning schemes and zoning?



## 5.5 FACILITY GUIDE

The following table ranks how critical, preferable, or unnecessary the various requirements are for each facility type. For example, whilst event space is critical for a hub it is not necessary for an incidental facility.

	FACILITY TYPE		
	Hub	Satellite	Incidental
<b>Key Requirements</b>			
Appropriate size to cater for specific functional requirements of each type			
Space for temporary seating & associated infrastructure for events			
Public transport access available			
Emergency vehicle access available			
Adequate car parking /drop off available			
Shelter/shade			
Designated seating and viewing areas			
Toilets (or in close proximity)			
Rubbish bin/s			
Drinking fountain/s			
Appropriate entry and safety signage			
Good natural surveillance			
At least 100m from housing/residential areas			
Close proximity of food/drink outlets			
Other recreation/youth infrastructure can be accommodated			
Proximity to youth interest areas (shopping areas, recreation spaces, schools)			
Proximity to major community centre or centralized location?			
		critical for facility to function properly	
		preferable for facility to function properly	
		unnecessary for facility to function properly	

## 5.6 CONCLUSION

By developing an adaptive facility distribution model based on previous strategies and the specific needs and requirements of the City, the Strategy will look to address the current and predicted demand within the City. By developing a long term plan for an interrelated network of facilities across the City, including a hub, satellite and incidental facilities, the City will be able to offer a diverse range of recreational experience for both skate and BMX participants and the broader community.

The following section outlines site recommendations and distribution in order to meet the needs and requirements established within the City.

# 6. THE STRATEGY

6.1 INTRODUCTION

6.2 RECOMMENDED SITES

6.2.1 HUB LOCATIONS

6.2.2 SATELLITE LOCATIONS

6.2.3 INCIDENTAL LOCATIONS

6.3 RECOMMENDED IMPLEMENTATION

6.4 CONCLUSION



## 6.1 INTRODUCTION

The Strategy has been developed to provide a clear direction on the future provision of skate and BMX facilities in the City. This strategic plan outlined on the following pages, has been developed as the result of a needs analysis, that has determined a City wide distribution model of recommended facilities. The needs analysis established:

- The City will maintain a strong proportion of 5-24 year olds at least until the year 2031.
- Wheeled action sports are an extremely popular social and recreational activity that encourages youth to lead an active and healthy lifestyle.
- Current facilities in the City are overcrowded, and do not provide enough user experience, particularly allowing for safe skill progression.
- Current POS Strategy underlines the need to develop a diverse range of public space, with a particular focus on young people. Wheeled sports facilities are one such manifestation of maximising this opportunity.

Once need was established, a specific distribution model was developed. Using function and user experience as a key driver, a Hub, Incidental and Satellite facilities were defined to ensure a diverse range of user choice across the City. Using benchmarking from other LGA strategic documents, and determining the approximate distance one should travel in order to access a facility, catchment areas were then determined for each facility classification. Although some catchment areas may overlap recommended facilities will be offering different user function and experience, appealing to different rider styles and skills levels.

**INCIDENTAL FACILITIES:** 800m

**SATELLITE FACILITIES:** 3km

**HUB FACILITIES:** The entirety of the City

Based on the findings of the needs analysis and in particular the key consultation outcomes, catchment areas that were to be addressed in the Strategy include:

- Areas predicted to retain a strong proportion of youth until the year 2031, including Mirrabooka, Balga, Wembley Downs.
- Key iconic coastal locations such as Scarborough, Trigg and North Beach.
- A centralised area at the heart of the City within Stirling.
- Southern locales adjacent to Alexander Drive, one of the key transport spines for the City, in particular with the development of the light rail network.
- A dirt BMX track in existing parkland/bushland.

These catchment areas are further explored on the following pages, including a specific site recommendation and classification that will best serve the community. These will outline links to existing transport and community facilities and include precedent imagery. Please note that precedent imagery is indicative only, highlighting the need to develop a number of different styles of facilities to ensure a range of user experiences are made available across the City. Any future designs will be further developed and refined through community consultation.

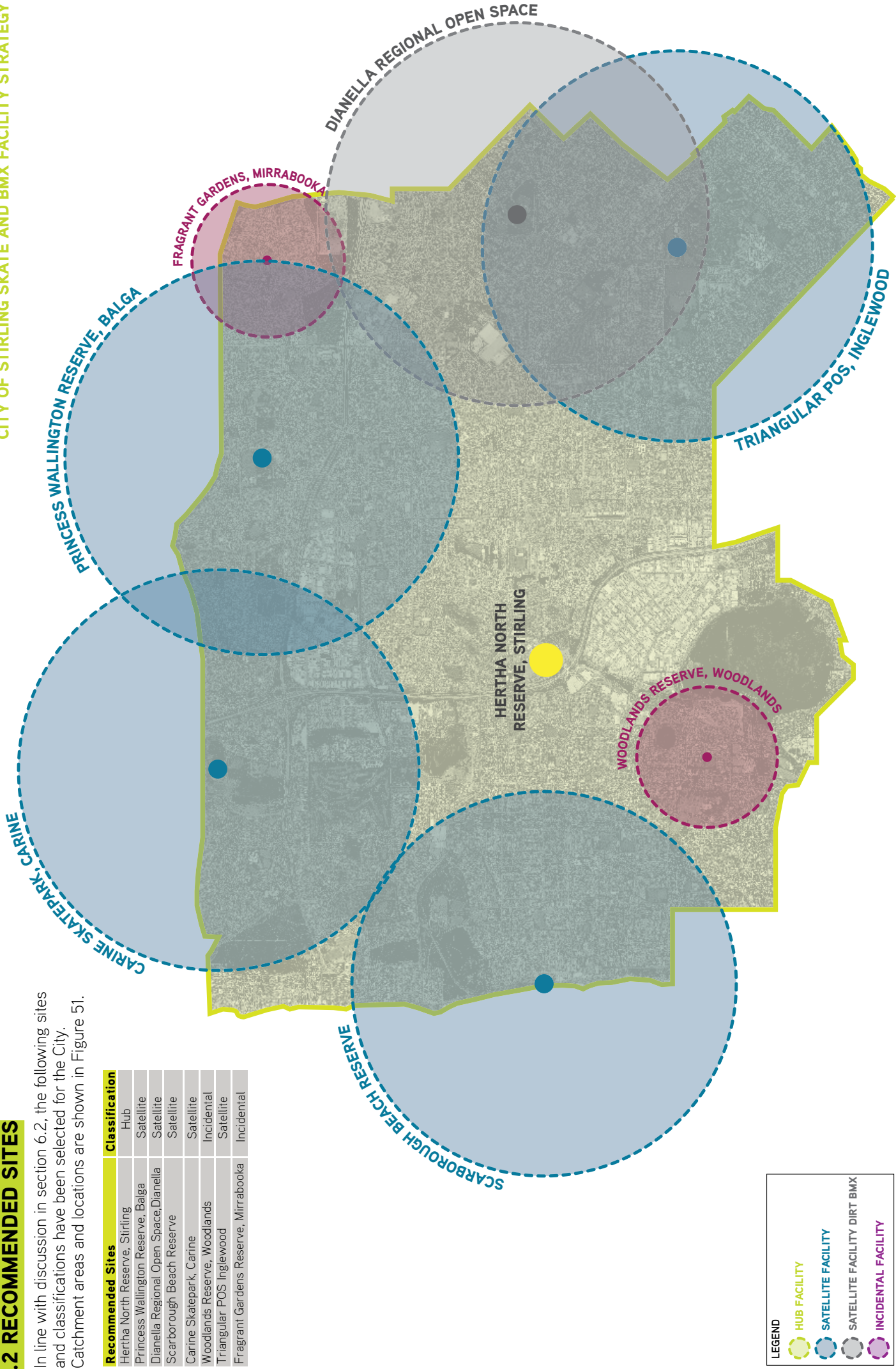
Although there was feedback from the community in regards to the provision for mountain biking, in particular mountain biking trails within the City, it is difficult to provide such a space in an urbanised area and with restriction on use of bush conservation area. For this reason such a facility type has not been identified.

**\*NOTE:** The recommended hub, satellite and incidental sites, as defined by the red dashed line, are potential locations for skate and BMX facilities and do not represent the size or scope of a final facility. Further community consultation and technical feasibility will be conducted to determine the most appropriate site within the recommended boundary defined by the red dashed line.

## 6.2 RECOMMENDED SITES

In line with discussion in section 6.2, the following sites and classifications have been selected for the City. Catchment areas and locations are shown in Figure 51.

Recommended Sites	Classification
Hertha North Reserve, Stirling	Hub
Princess Wallington Reserve, Balga	Satellite
Dianella Regional Open Space, Dianella	Satellite
Scarborough Beach Reserve	Satellite
Carine Skatepark, Carine	Satellite
Woodlands Reserve, Woodlands	Incidental
Triangular POS Inglewood	Satellite
Fragrant Gardens Reserve, Mirrabooka	Incidental





### 6.2.1 HUB LOCATIONS

HERTHA NORTH RESERVE,  
STIRLING\*

## SITE DESCRIPTION:

- Located adjacent the Civic Centre of the City and the Civic Gardens
- Close proximity of major transport interchanges such as the Mitchell Freeway, major roads, bus services and the key transport junction of Stirling Train Station
- Relatively flat site in terms of topography, maximising passive surveillance opportunities

## STRATEGIC CONTEXT:

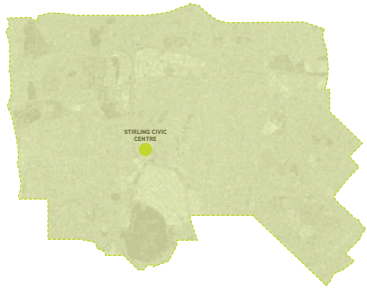
- Site is classified under POS Strategy as 'Special Use' due to currently being a land fill site. Although there will be a number of geotechnical and potential contamination considerations in any future development there are a number of landfill sites that have successfully been converted into vibrant community parkland and facilities for example Bicentennial Park, Homebush, NSW
- The hub facility's location is proposed within the Stirling City Centre Alliance's Structure Plan area which can be viewed at [www.stirlingcitycentre.com.au](http://www.stirlingcitycentre.com.au). It has been identified that a skate and BMX facility can be considered within this site as it does not impact future planning and aligns with the vision and purpose of the proposed Structure Plan. The Structure Plan currently has no specific timeframe as it is in the early stages of development and as such, the hub facility presents an opportunity to activate the site while the Stirling City Centre Alliance continues planning over the next 20 years.



**(L-R) GEELONG YAA, ARMADALE YOUTH ACTIVITIES AREA, CROYDON YOUTH SPACE**







## HERTHA NORTH RESERVE, CONTINUED.\*

### COMMUNITY VALUE:

- In the Community Survey and Workshop, a facility within the heart of the City at Stirling was a key consideration raised due to the accessibility of the site, in particular in regards to public transport opportunities, 'new facilities need to be near shops and bus stations, public transport options, to create a truly activated community hub and youth inclusive spaces.' (Quote taken from Community Survey, 2012)
- The development of Hub facility in Stirling would create a major drawcard for both users and the broader community in one of the most centralised and accessible sites within the City
- The facility could provide another venue for existing community events but also create a new central community cultural and civic precinct.

### DESIGN OPPORTUNITIES:

- To create an integrated and visually iconic facility, with spaces for performance and events, together with skate, bmx and scooter functionality,
- To create a facility that encapsulates the value and talents of the youth of the City within the central Civic heart of the City
- Provide facilities for all including spectator viewing, encouraging family gathering and parent engagement with park amenity such as picnic tables and seating.



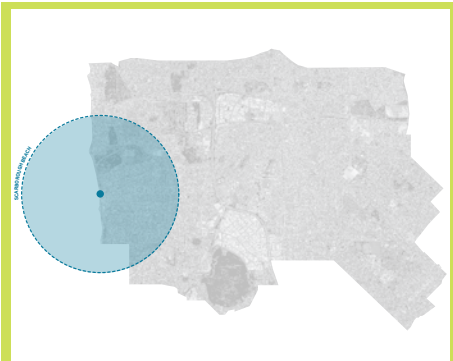
**SITE PHOTO: LOOKING TOWARDS STIRLING TRAIN STATION**



**SITE PHOTO: LOOKING TOWARDS CIVIC CENTRE**



6.2.2 SATELLITE LOCATIONS



(L-R) EMPIRE PARK BOWL, PORT MACQUARIE BOWL, BONDI BOWL

SCARBOROUGH BEACH RESERVE

SITE DESCRIPTION:

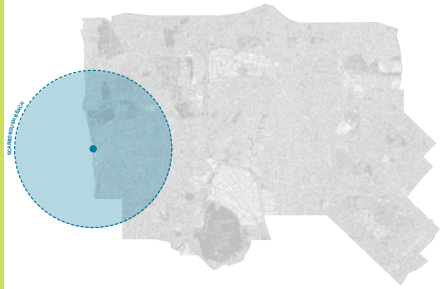
- Located along the iconic beachfront of Scarborough
- Existing community facilities such as a community centre, amphitheatre and Surf Life Saving Club, adjacent food outlets
- Bus routes, carparking within walking distance

STRATEGIC CONTEXT:

- The Strategy has identified the opportunity to consider the inclusion of a wheeled sport facility within the overall SEAS Masterplan which recently received \$30million from the State Government and is approved by the Western Australian Planning Commission (WAPC). A junior wheeled facility was proposed in the original SEAS Masterplan but was removed due to resident concerns. The project will now be managed by the Metropolitan Redevelopment Authority (MRA) who is currently in the process of reviewing the SEAS Masterplan schedule and items, including the wheeled facility.
- The Strategy's needs assessment has provided further justification to consider Scarborough within the City-wide context of Skate and BMX facility provision. A satellite facility would align with the regional focus of Scarborough and be co-located with other youth focused amenity including the Surf Life Saving Club, playgrounds and picnic areas. It is considered that the potential benefits of engaging the City's youth who already frequent this area and promoting the importance of physical activity for the mental health and well-being, outweighs concerns common with these facilities such as noise and anti-social behaviour which can be mitigated via appropriate management and design.







## SCARBOROUGH BEACH RESERVE, CONTINUED.

### COMMUNITY VALUE:

- In the Community Survey and Workshop, a facility at Scarborough Beach was an overwhelming consideration 'lets create a generation of talented, active youth at the Scarborough Foreshore' (Quote taken from Community Survey, 2012).
- This location was the most chosen site from the survey respondents for a skate and BMX facility.

### DESIGN OPPORTUNITIES:

- To bring together the existing surfing and skating culture of the City, whilst tying in with other youth focused amenity within the Scarborough Beach Masterplan including a water playground
- Create an iconic facility for the City that draws inspiration from the surrounding natural landscape and coastal environment

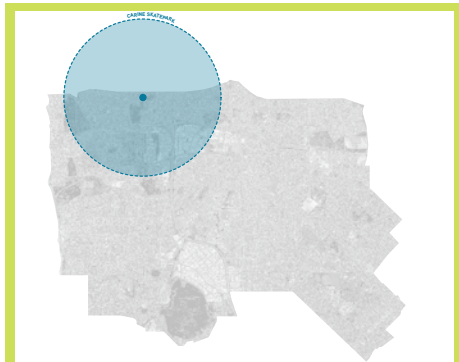


**SITE PHOTO: COMMUNITY CENTRE AT SCARBOROUGH BEACH**



**SITE PHOTO: GRASSED AREA SCARBOROUGH BEACH**





(L-R) EXISTING CARINE SKATEPARK, EXAMPLE OF ADDITIONAL AMENITY, OPPORTUNITIES FOR EXPANSION

### CARINE SKATEPARK, CARINE

#### SITE DESCRIPTION:

- Located within the Carine Regional Open Space
- Buses within walking distance
- Close proximity to Warwick Station
- Existing recreational facilities on site including sporting fields and clubrooms, currently utilised by surrounding schools and community groups

#### STRATEGIC CONTEXT:

- Responding to outcomes of Assessment Report, the report highlights the existing value of the current facility for the community but also the need to upgrade in order to meet demand, high usage and provide a safe facility for users

#### COMMUNITY VALUE:

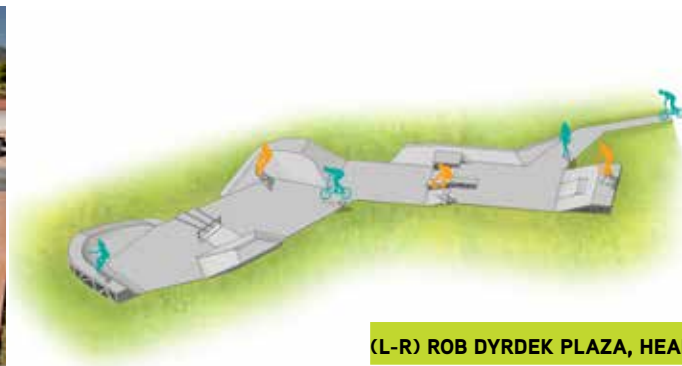
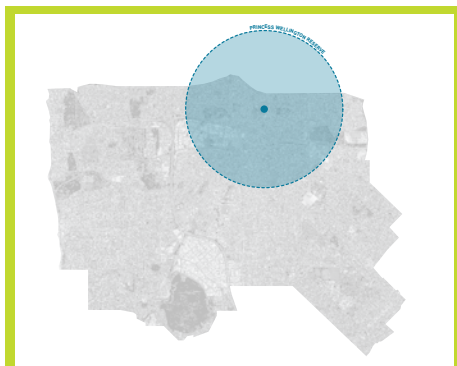
- In both the Community Survey and Workshop, several users expressed the need to expand the current facility, to ensure all users of all abilities are catered for
- Overcrowding was highlighted as a major safety concern at the current facility, in particular creating conflict between beginner and more experienced users

#### DESIGN OPPORTUNITIES:

- Add further amenity opportunities such as a shade shelter, more seats, a drinking fountain and a more robust sign to address user comfort
- Create greater activation opportunities to increase passive surveillance opportunities
- Expand the facility, providing more beginner elements







(L-R) ROB DYRDEK PLAZA, HEALESVILLE SKATEPARK, NORTH SYDNEY PLAZA

## PRINCESS WALLINGTON RESERVE, BALGA

### SITE DESCRIPTION:

- Existing Leisure Park on site with recreational opportunities on site such as playground, sporting fields, clubhouse
- Existing bus routes within walking distance of reserve
- North Balga Primary School adjacent to site
- A number of retail outlets south of the site

### STRATEGIC CONTEXT:

- Responding to outcomes of Assessment report that highlighted the current surface of the facility creates safety concerns for users, and also limits the functionality of the rideable elements
- The suburb of Balga is predicted to maintain high proportion of youth to at least 2031.
- Opportunity to incorporate in future planning of area behind leisure park Balga

### COMMUNITY VALUE:

- In both the Community Survey and Workshop, several users raised the need to maintain or replace existing facility
- Improved location and design to address safety concerns raised during the consultation process

### DESIGN OPPORTUNITIES:

- Embody the same rider style of the current Balga Skatepark, but include a greater diversity of concrete elements to cater for all abilities
- Relocate the facility to be in a more accessible location, with views not restricted by vegetation. For example siting the facility closer to an existing activated community







(L-R) WAURN PONDS PUMP TRACK, BATHURST PUMP TRACK

### DIANELLA REGIONAL OPEN SPACE- DIRT BMX TRACK FACILITY

#### SITE DESCRIPTION:

- Existing Community Centre on site
- Existing bus routes along Alexander Drive, Morley Ave, allowing connection back to Stirling Train Station and proposed Stirling Inglewood Parkland facility
- Proposed light rail link along Alexander Drive

#### STRATEGIC CONTEXT:

- With the objectives of the Strategy to provide a diverse range of skate and BMX opportunities within the City, there is a definite need to ensure that Dirt BMX riders are catered for within the Strategy. Currently there is no such facility within the City

#### COMMUNITY VALUE:

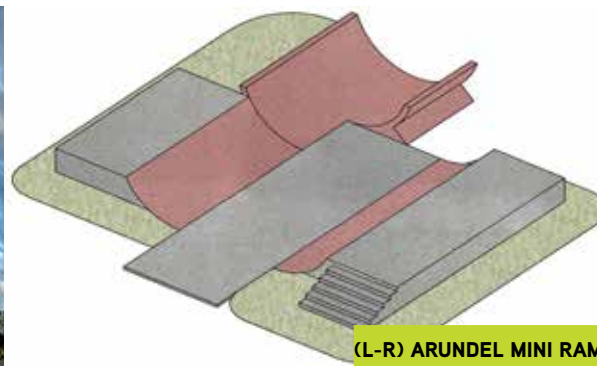
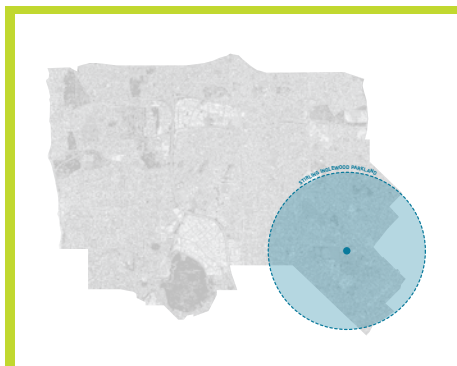
- In both the Community Survey and Workshop, the Dianella Regional Open Space was raised as the most appropriate site for a dirt BMX track
- The opportunity to strengthen links with other existing facilities on site, and provide a greater number of recreational opportunities

#### DESIGN OPPORTUNITIES:

- To enhance and incorporate surrounding bushland to create a truly unique facility landscape
- To site the facility close to the activated boundary of the Regional Open Space, for example the corner of Alexander Drive and Light St, or Morley Drive to allow for view into and across the facility







(L-R) ARUNDEL MINI RAMP, COUTTS CROSSING SKATEPARK, COBRAM SKATEPARK

## TRIANGULAR POS ADJACENT AQUATIC CENTRE

### SITE DESCRIPTION:

- Located south of Aquatic Centre
- Existing bus routes on Alexander Drive, Morley Ave, allowing connection back to Stirling Train Station and proposed Dianella Dirt BMX track at the Dianella Regional Open Space
- Proposed light rail link along Alexander Drive to provide greater accessibility to site
- Edwin Cowan University located to the South of the Site, a facility currently utilised by the youth of the City and beyond
- Existing carparking at the Aquatic Centre

### STRATEGIC CONTEXT:

- Close proximity of the Yokine Regional Open Space and the Aquatic Centre creates a recreational hub for the south east area of the City, providing both formalised sporting and recreational opportunities

### COMMUNITY VALUE:

- Opportunity to link with Aquatic Centre programs, to assist with the activation and management of the facility

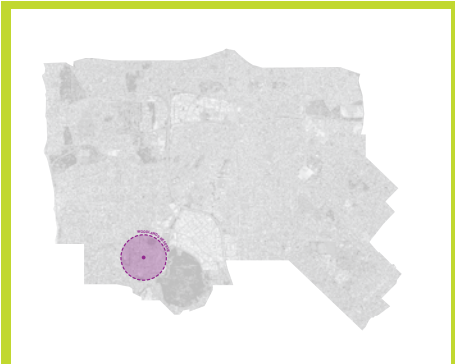
### DESIGN OPPORTUNITIES:

- To tie into the existing shade trees on site, providing user amenity and comfort
- Create a contrasting rider experience, in particular in regards to BMX users to the proposed Dirt Track at Dianella Regional Open Space





6.2.3 INCIDENTAL LOCATIONS



WOODLANDS RESERVE,  
WOODLANDS

SITE DESCRIPTION:

- Situated in residential area
- Walking distance to several bus routes
- Car parking, cricket field, practice nets and clubrooms exist on site

STRATEGIC CONTEXT:

- Woodlands, Wembley Downs, Wembley, Churchlands and Herdsman are predicted to maintain a high proportion of youth at least until 2031
- Based on this concentration of youth in these suburbs, an incidental facility would look to provide local user experience but also provide skill development opportunities, allowing users to develop basic skills before progressing to a satellite or hub facility.

COMMUNITY VALUE:

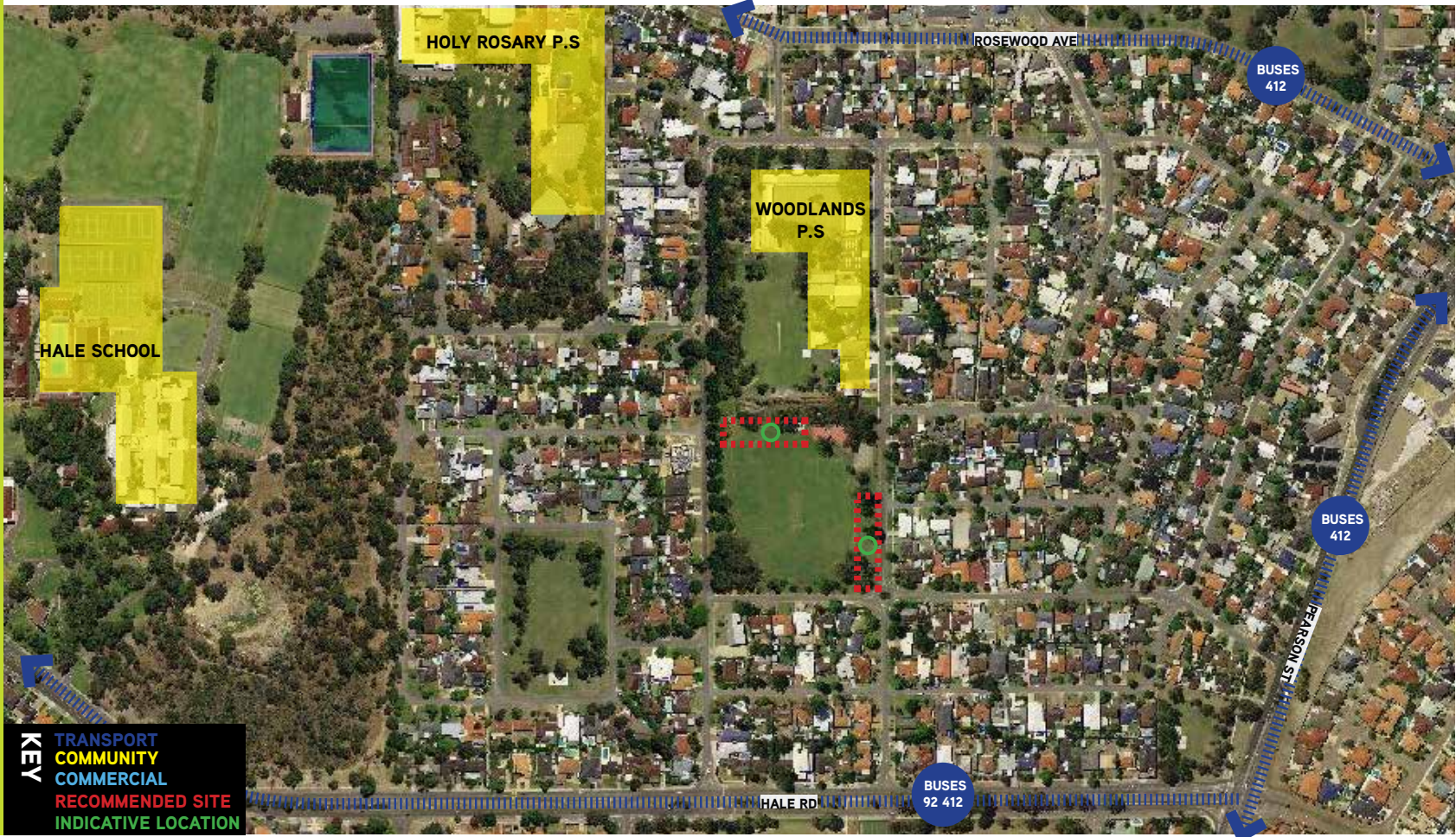
- With three schools, two being primary schools in close proximity with the surrounding area being mainly residential, such a facility would provide a localised experience for younger riders and cater to families in the area

DESIGN OPPORTUNITIES:

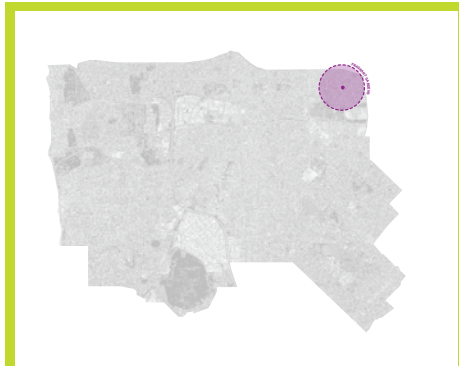
- To create incidental pieces that are aimed at developing skills and co-ordination of users that could then be utilised by surrounding schools, as part of physical recreation curriculum
- To create iconic and also technical elements that appeal to more experienced riders



(L-R) SKATE/RIDE TRAILS WITH ROAD EDUCATION AESTHETIC







**FRAGRANT GARDENS,  
MIRRABOOKA**

**SITE DESCRIPTION:**

- Situated in residential area
- Walking distance to several bus routes
- Existing playground on site
- Adjacent to Mirrabooka shops and carparking
- Dryandra Primary School and Boyare Primary School in close proximity

**STRATEGIC CONTEXT:**

- Mirrabooka is predicted to maintain a high proportion of youth at least until 2031 and incidental elements provide a flexible approach in providing localised user experiences

**COMMUNITY VALUE:**

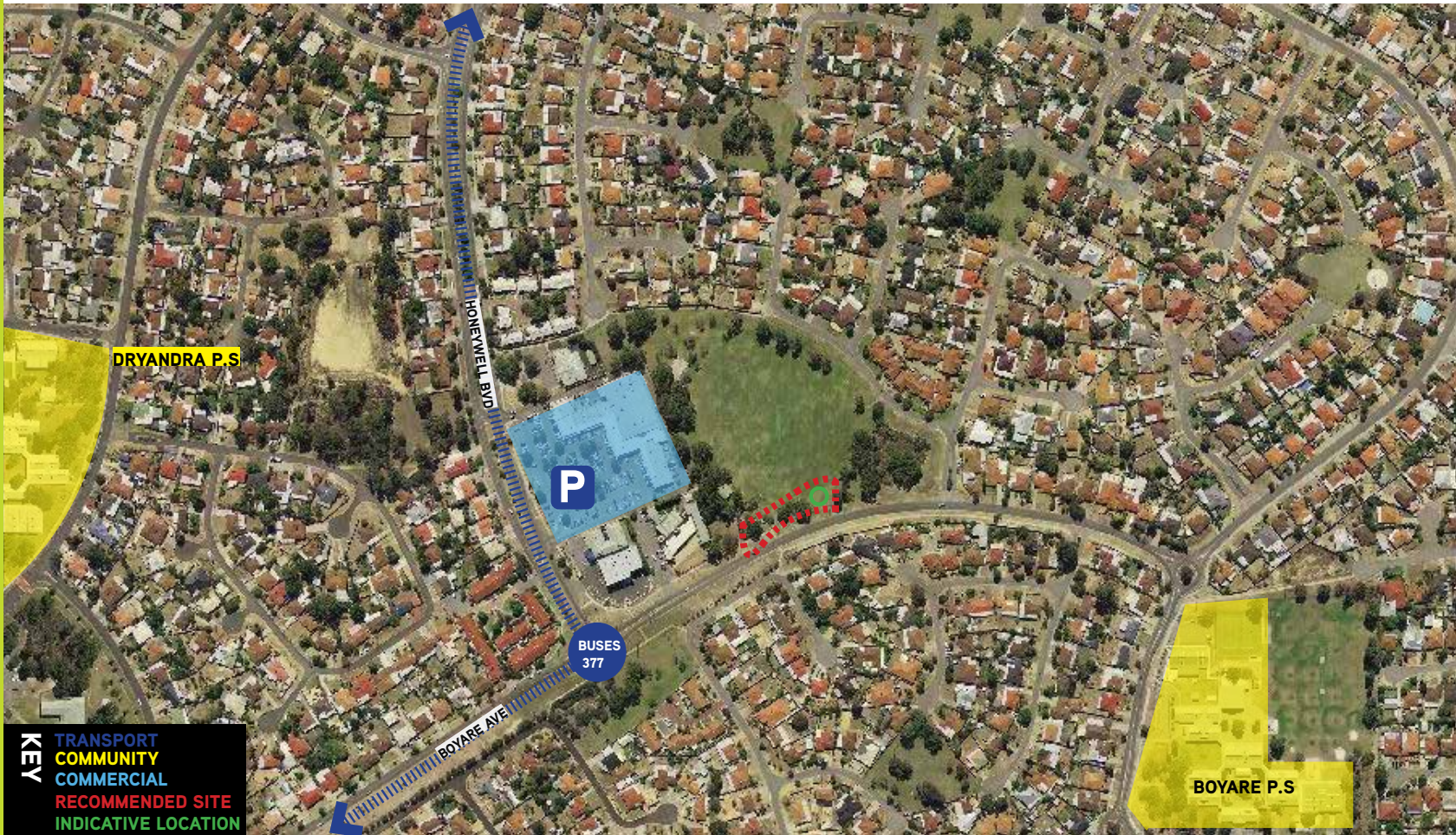
- Two primary schools are close proximity that could utilise the incidental pieces
- The addition of further recreational opportunity could assist in activating the existing reserve

**DESIGN OPPORTUNITIES:**

- Incidental pieces aimed to develop skills and co-ordination could be utilised by surrounding schools, as part of physical recreation curriculum
- Creating pieces that are multi-use, that could be used as seating, play and parkour elements add value to the existing recreation reserve



(L-R) COLOURFUL RIDEABLE ELEMENTS/SEATING/INFORMAL PLAY OPPORTUNITIES





## 6.3 RECOMMENDED IMPLEMENTATION

The City of Stirling Skate & BMX Strategy will require implementation over time and in accordance with the availability of resources. As such it is important to determine the main priorities for the City. To best plan for the implementation of the Strategy, suggested sites have been related directly to a stage based implementation program. Note that these stages are recommendations only, and that timing needs to be co-ordinated with other City projects and take into consideration future masterplanning and major project timelines.

### STAGE A

- Develop Scarborough Beach Satellite Facility.
- Develop Princess Wallington Reserve Satellite Facility.
- Develop Woodlands Reserve Incidental Facility.

Responding to the recommendations made in the initial Carine and Balga assessment reports will be important in ensuring the safety of users within existing facilities. Based on the findings of the assessment reports this includes the replacement and an upgrade of the Balga Skatepark, subsequently removed.

A coastal facility was also a major consideration highlighted during the consultation process, and a facility sited within Scarborough Beach would be an iconic drawcard for the City. There is the opportunity to link in with the review of the SEAS masterplan by the MRA for the Scarborough facility.

The Woodlands incidental facility supports the predicted growth of youth in the southern suburbs, whilst offering local based opportunities for skill progression.

### STAGE B

- Develop the Hub Facility at Hertha North Reserve, Stirling.
- Develop Fragrant Gardens Incidental Facility.

From discussions during the consultation process, the City

has the opportunity to develop a youth precinct hub central to the community in Stirling, that together with innovative design and integrated recreational functions can lift the profile of both youth and skate and BMX activities within the City.

The development of an incidental facility within Mirrabooka, at Fragrant Gardens looks to strengthen provision in an area that is predicted to retain a high proportion of youth, as well as encourage skill development and informal play opportunities.

### STAGE C

- Upgrade Carine Skatepark.
- Develop Dianella ROS, Satellite Facility (BMX Dirt Track).

The upgrade of the Carine facility will address the continued growth of youth in the northern suburbs and ensure this highly frequented facility will be functional for years to come.

The development of the Dianella ROS BMX Dirt Facility is a cost effective way to provide immediate and greater BMX opportunities within the City, easing the pressure and congestion on the Carine Skatepark.

### STAGE D

- Develop Inglewood Satellite Facility on Triangular POS adjacent Aquatic Centre.

A satellite facility adjacent to the Stirling Leisure Centre, Inglewood (Terry Tyzack Aquatic Centre) offers greater diversity of choice in close proximity to a key transport corridor, and tie into an existing area where youth already frequent.



### **FUTURE FACILITIES**

The two recommended incidental facilities provide the City with the opportunity to trial new ways to provide informal recreation at a local level. Incidental facilities are a low impact and flexible. These facilities should be considered in all future planning for facilities and reserves within the City. This consideration could be as simple as integrated bench, garden wall or public art which can be skated on as well as performing its traditional function.

### **FUNDING OPPORTUNITIES: DSR CRSFF, LOTTERY WEST**

To achieve the objectives of the Strategy, funding will be required over time for the implementation of new facilities and the repairs and ongoing maintenance of existing facilities. The overall availability of capital funds will impact on the priority of facilities and the final quality, size and scope of facilities. Grant funding will be important component in assisting the City, particularly for the suggested hub facility proposed. Currently there are two major funding opportunities for community facilities within WA.

CRSFF PROGRAM (Community Sporting and Recreation Facilities Fund), DSR

This program emphasises the WA Government commitment to the development of sustainable infrastructure for sport and recreation across the state. Funding is made available to either upgrade or develop new facilities to meet sport and recreation needs. There are three levels of funding available;

- Small Grants \$2,500-\$50,000
- Annual Grants \$50,000-\$166,666
- Forward Planning Grants \$166,667-\$4,000,000

More information and the application process can be found on the DSR website, <http://www.dsr.wa.gov.au>

### **LOTTERY WEST COMMUNITY GRANTS**

Lottery West uses the revenue generated from lottery games run throughout Western Australia, to fund its Community Grants program, through which community groups, local government, charities, sporting, arts and

cultural groups are able to apply for funding. In particular grants can be awarded to fund 'community space' type projects, and in previous examples, has been used to fund skatepark projects.

More information on community space Lottery West Grants can be found on the Lottery West website, <http://www.lotterywest.wa.gov.au/grants/grant-types/community-spaces>.

### **DETAILED CONSULTATION, PLANNING AND DESIGN**

As the Strategy is a strategic document only, any decision by the City to proceed with the recommendations of this document would therefore mean additional consultation. This is integral in ensuring that any future facility development is designed to specific community needs and requirements and that the community and stakeholders are engaged with any future projects.

### **MANAGEMENT AND MAINTENANCE**

As mentioned in Section 3, it is not only the design of a facility that will ensure the development of a successful community asset, but also ensuring the appropriate management and activation of the facility. In order to develop a positive culture and community atmosphere at any facility, the development of a management plan will assist in both the day to day running of the facility, as well as programming events, competitions and workshops. This may be either a City run initiative, or contracting a company such as the YMCA to manage the facility.

Another critical factor is ensuring the appropriate maintenance of a facility. By developing a facility specific maintenance plan that includes a schedule of maintenance tasks, checklists and safe graffiti removal techniques, ensures the longevity of a facility, and that maintenance issues are dealt with before they escalate, resulting in greater maintenance costs. This maintenance plan can also determine on average, on how of an annual budget should be set aside to ensure a safe and functional facility. Typically, a maintenance plan can be included as part of a design and construction tender award, and developed in conjunction with the design and construction of a new facility.

## 6.4 CONCLUSION

The City of Stirling has the opportunity to establish innovative and integrated wheeled sports facilities that reflect best practice design to complement the dynamic and diverse community.

The greatest opportunity for the City is to move away from traditional approaches to facility provision and reflect innovative design and world trends in creating dynamic, integrated and youth dedicated or focused public spaces. This is a positive approach to providing for young people in the City, and empowering them to make healthy, and active lifestyle choices. This includes the potential for development of a central Hub facility in Stirling, that reflects the high profile character and energy of the city. This includes innovative and integrated design features that draw both users and the general community to one centralised public open space location. The City of Stirling now has the optimum opportunity to develop a dynamic skate and BMX network; incorporating progressive youth facilities that could see it become the City of choice for wheeled sports in the greater Perth region.

**“THE CITY OF STIRLING  
CAN TAKE CHARGE AND BE A LEADER  
IN FACILITY PROVISION OF  
INTERNATIONAL STANDARDS”**

Quote taken from the City of Stirling Community Surveys, 2012

# APPENDICES

A. SUMMARY OF SURVEY RESULTS

B. WORKSHOP MATERIALS

# CITY OF STIRLING COMMUNITY SURVEY RESULTS

## COMMUNITY PROFILE

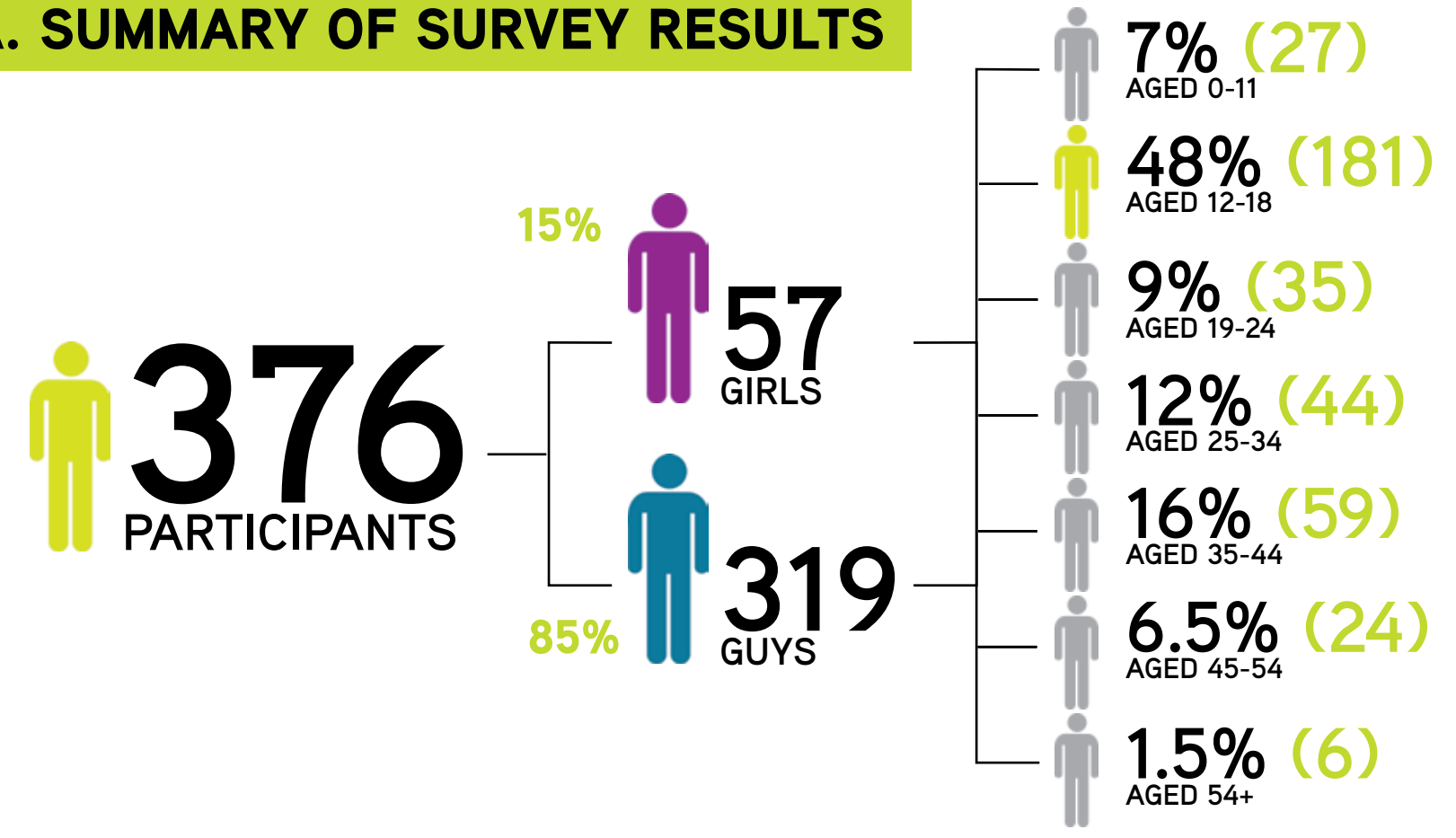
The following pages outline the key results from the City of Stirling Skate and BMX Survey, undertaken as part of the consultation phase for the City of Stirling Skate and BMX Facility Strategy.

The Community Profile page highlights the key results from broad questions relating to participation, skills levels, current facility usage, transport and duration of participation.

The Community Survey gave critical first hand insight about the community within the City of Stirling, in particular relating to action sports, and has formed an important foundation for the development of the Facility Strategy.

## A. SUMMARY OF SURVEY RESULTS

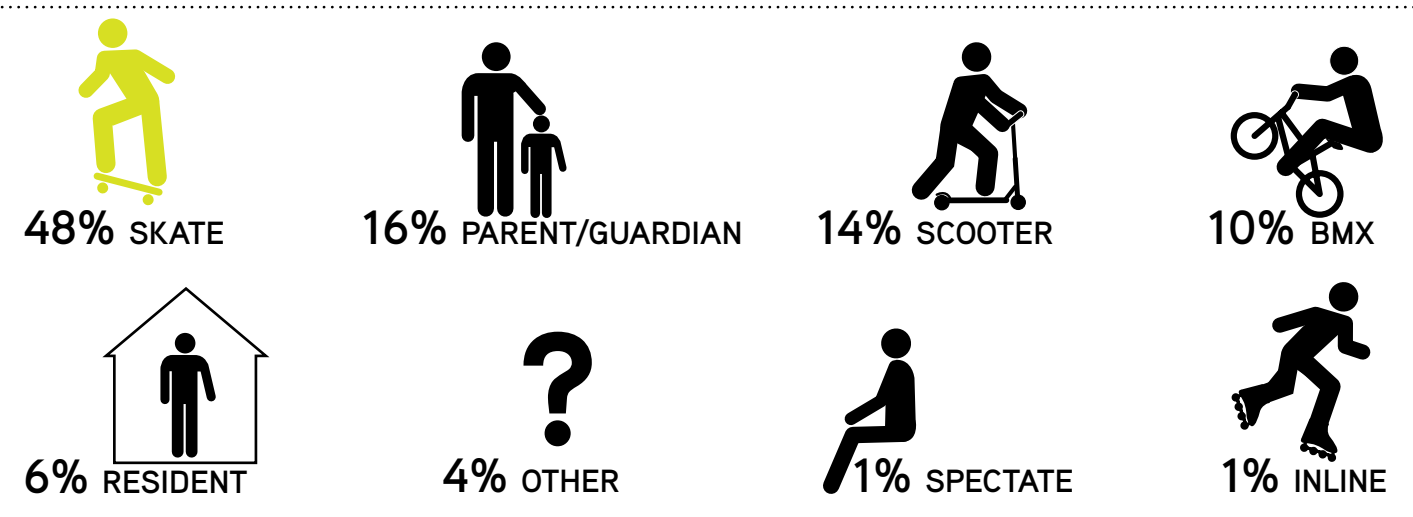
WHO ARE WE?



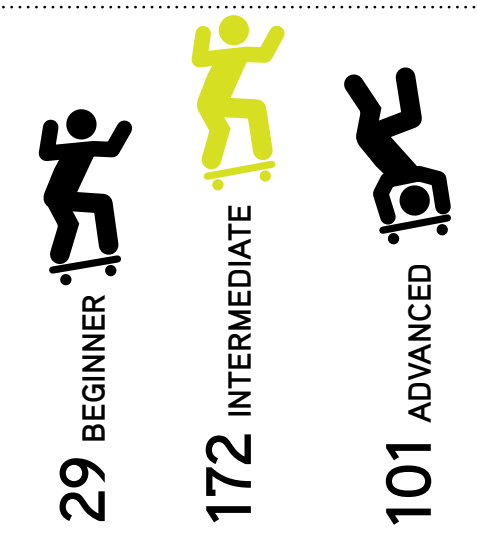
WHERE DO WE LIVE?  
(of 365)



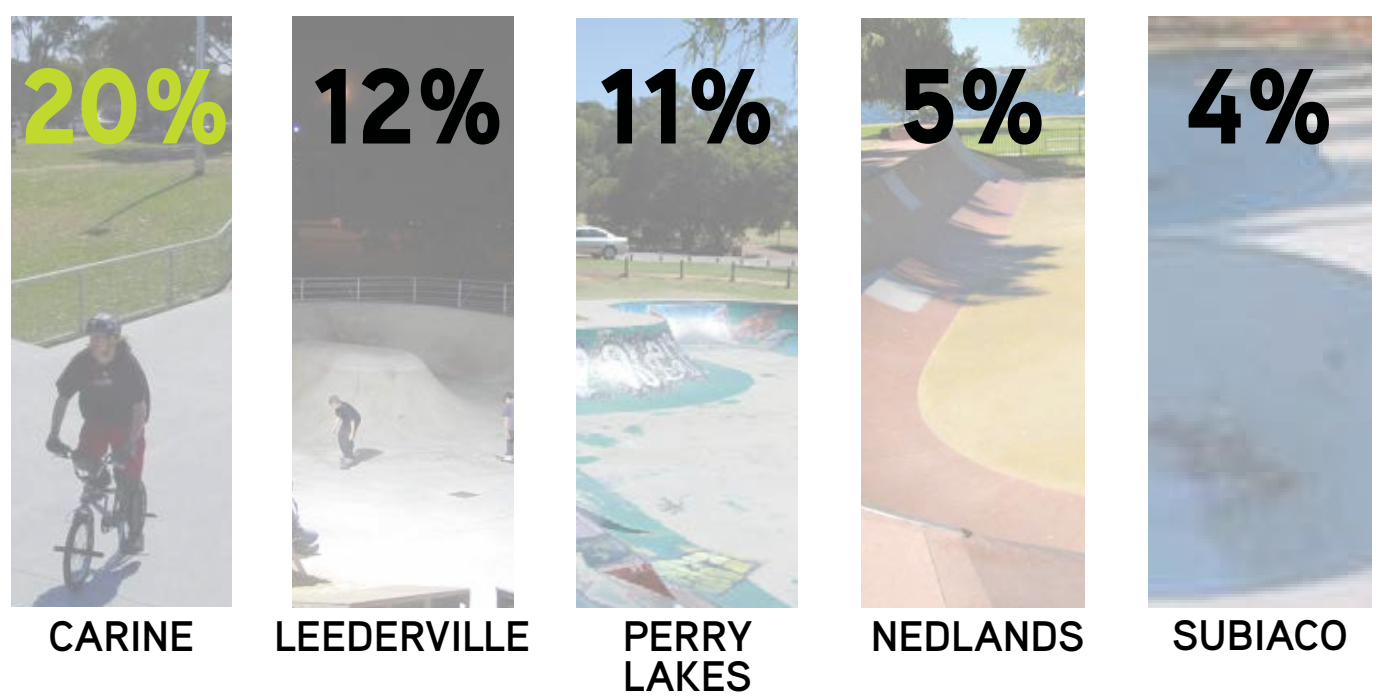
WHAT DO WE DO?  
(of 376)



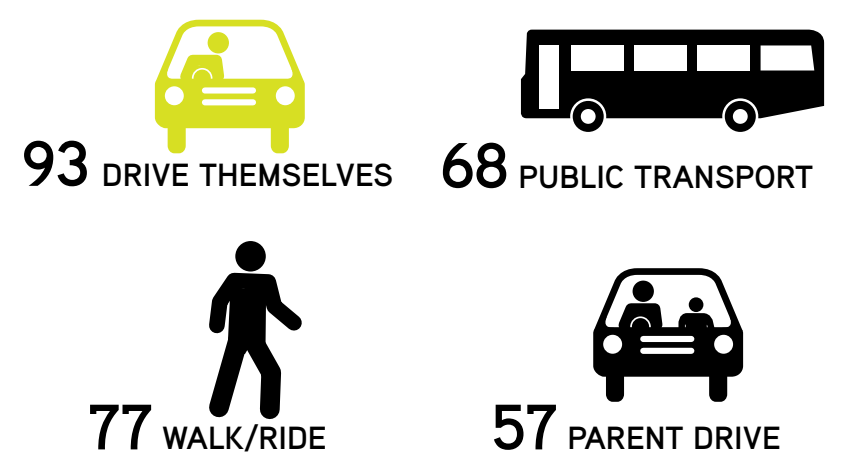
YOUR SKILL LEVEL  
(of 302)



WHERE DO WE GO?



HOW DO WE GET THERE?  
(of 295)



WHAT DAY? DURATION?



# CITY OF STIRLING COMMUNITY SURVEY RESULTS

## FACILITY FEEDBACK

The following pages outline the key results from the City of Stirling Skate and BMX Survey, undertaken as part of the consultation phase for the City of Stirling Skate and BMX Facility Strategy.

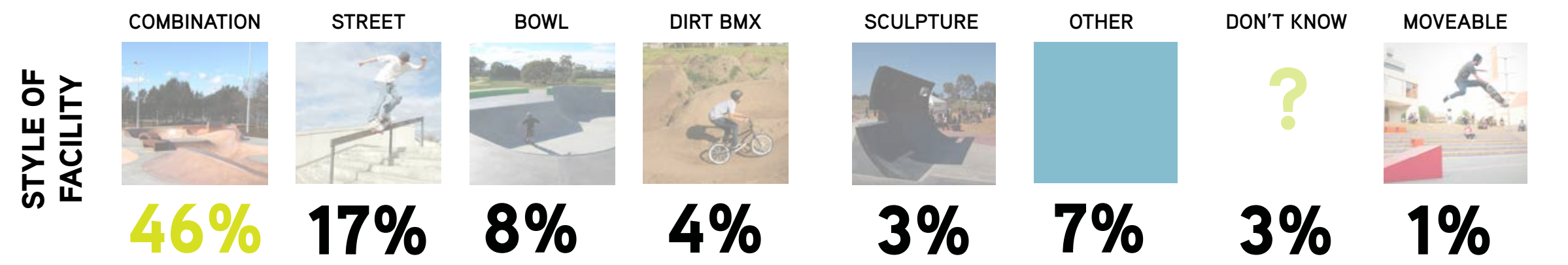
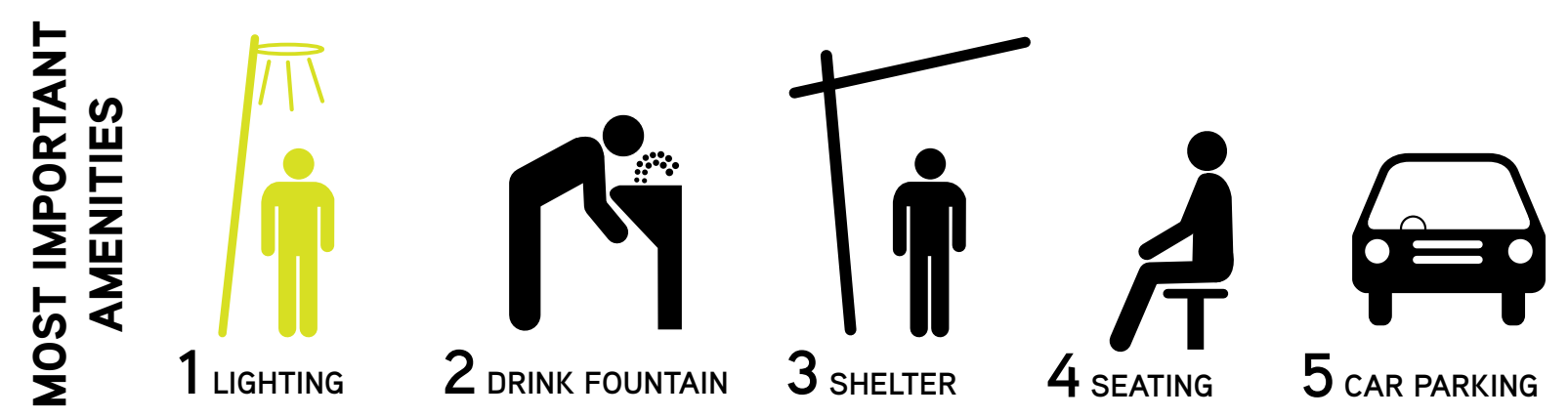
The Facility Feedback Page highlights the main results from the Survey relating to where potential future facilities within the City of Stirling should be located, and preferred styles of facility, amenities and capacity to hold community based events.

The Community Survey gave critical first hand insight about the community within the City of Stirling, in particular relating to action sports, and has formed an important foundation for the development of the Facility Strategy.

DOES STIRLING NEED  
NEW FACILITIES?

96%  
YES

4%  
NO



**CURRENT FACILITIES ARE :**

**WHY?**

- OUTDATED
- OVERCROWDED
- BORING
- UNSAFE
- NOT CATERING TO ALL ABILITIES
- TOO FAR BETWEEN FACILITIES

**TOP 5 SUBURBS:**

**WHERE?**

- SCARBOROUGH
- STIRLING
- NTH BEACH
- TRIGG
- KARRINYUP
- OTHER: WEMBLEY DOWNS, DOUBLEVIEW, DIANELLA, YOKINE, INNALOO, LAKE GWELUP

ON THE COAST, BEACH CULTURE, MORE TO DO, EVENTS, AWAY FROM RESIDENTS

CENTRAL, CLOSE TO PUBLIC TRANSPORT, SHOPS, ACTIVATED COMMUNITY HUBS

**FURTHER COMMENTS**

SKATEBOARDING/BMX IS A MEANINGFUL ACTIVITY; INCREASES **SELF ESTEEM**, AND **SOCIAL CONNECTIONS** WITH PEERS WHILST BEING **PHYSICALLY ACTIVE**

PARTICIPATION IS **GROWING**, NEED TO CATER FOR **ALL ABILITIES** AND ALL **USER STYLES**

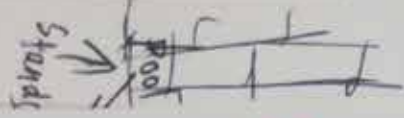
STIRLING CAN TAKE CHARGE AND BE A **LEADER** IN FACILITY PROVISION OF **INTERNATIONAL STANDARDS**



## B. WORKSHOP MATERIALS







## ACCIDENTS (LOS OF PARKS)

### ↓ LOCATIONS OF ACCIDENTS

#### LOCATIONS OF ACCIDENTS IN SPACE SO PARK

- PASSIVE SUPERVISION
- LOS OF PARK SIDE
- LOS OF PARK WARD
- LOS OF PARK USE

#### PROVIDING USE

- OVERCROWDING
- POOR DESIGN OR
- POOR MAINTENANCE
- TUCKER AREA
- IN DOOR AREA
- NO SITTING
- NO LIGHTS

1. PROBABLY THE MOST COMMON

(CONCRETE PAVES) (PAVEMENT)

### PASSIVE SUPERVISION

SHADOWS FOR WIND BLOW

1. PROBABLY THE MOST COMMON

(CONCRETE PAVES) (PAVEMENT)

### PASSIVE SUPERVISION

SHADOWS FOR WIND BLOW

SHADOWS FOR WIND BLOW

SHADOWS FOR WIND BLOW

SHADOWS FOR WIND BLOW

SHADOWS FOR WIND BLOW

[illegible]

Rock climbing  
Fencing  
Good  
for  
ground  
young  
shadows  
area  
Kiosk.  
late

## Facilities

Benjamin Franklin  
Shamrock  
Bosch  
Council  
Worm  
Bosch  
Toilet

① Dirt - ② Concrete.

Bowl -  
 BMX < Freestyle  
 Pump track  
 Young People's Area / Kids mums area

Street section + vert.

- Lighting
- CCTV surveillance
- \* Raised observation area.
- Excellent
- Skate shop nearby
- Cafe - biscuits

- Transport hub; near transport

\* Clear lines for different age groups

↳ large enough

well designed demarcations  
 ↳ no collision points.

- Bushland

(Dianella open space

Features Big jumps.

Half pipe.

Skate plaza → include transition elements.  
 + dif sizes, angles,

Bowl.

Rails.

Ledge.

Scooters - race track

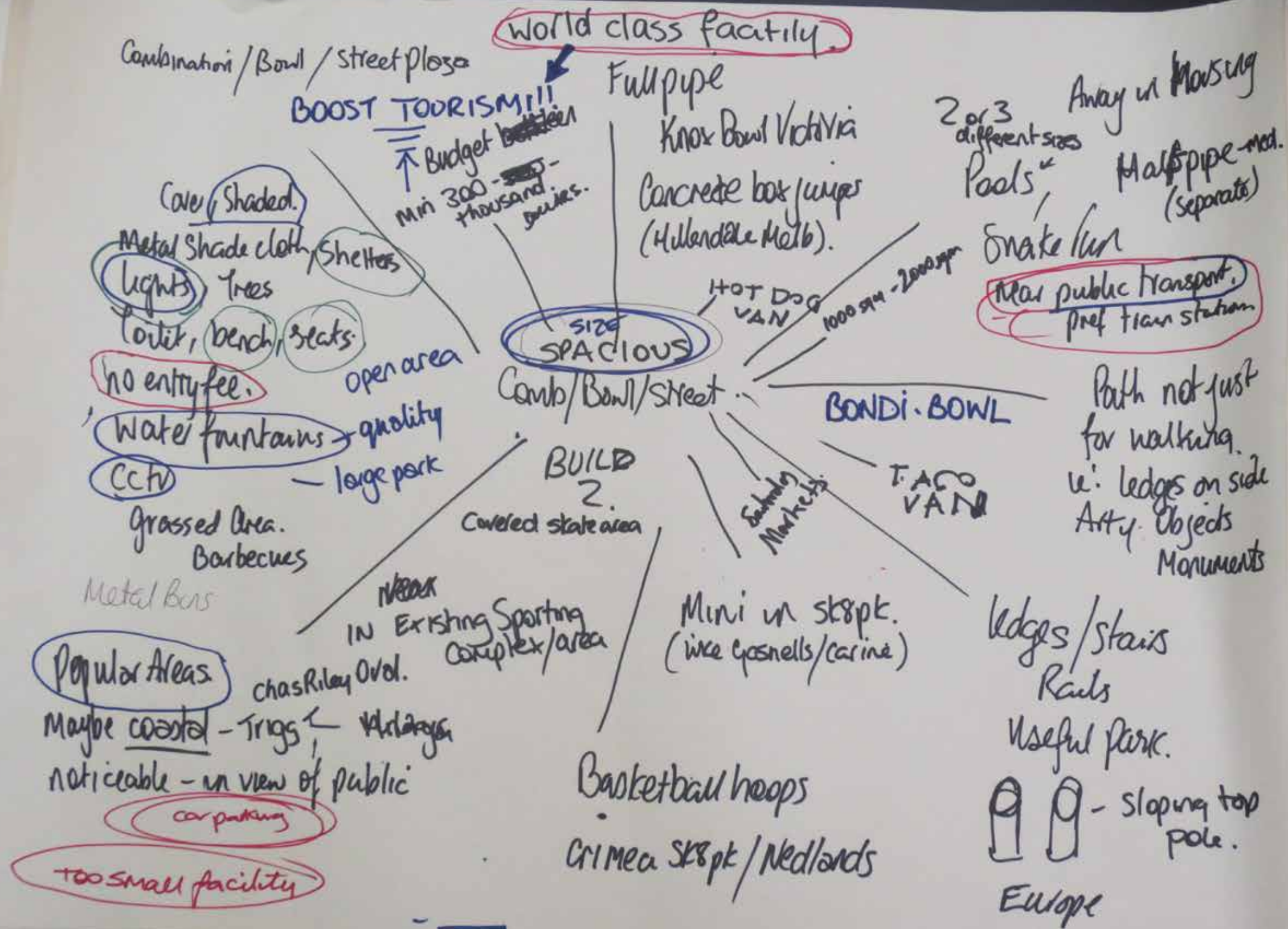
Basketball  
 ↳ mum activities

- Light

- Boards with skatepark etiquette

maybe coloured lines...







## Safety

fences.

Lighting  
CCTV.

Supervised.  
(We'll pay)  
Pathways - so  
people walk by.

well frequented area.  
(dog walking, main intersection)  
located in low crime area.

Grind  
more boxes?

more stairs  
and rails!

We prefer  
half  
pipes.  
to  
bowls.

BMX trail  
separate park  
to skate  
because they  
use different things.

portable  
elements  
ramps, boxes,  
rails.

Don't cram  
it in!!!!

incidental stairs (trails)  
ledges and rails at these  
in existing parks!

regional  
large facility

plus lots of  
smaller  
easily reached  
local facilities.

get there on your  
own - close to home.

Accessible to public transport.  
What will parents do? Somewhere to sit.

\* Transition - range low - deep.  
\* Incidental - Plaza - like the city but won't get kicked out.  
clear boxes/mounts for filming. (Go Pro)

benches/shade lighting.

rock climbing/basketball/grass for  
other recreational opportunities. foofy.  
drink fountain.

We wouldn't use it if:

bad reputation. - if I didn't feel safe

bullies.

overcrowded

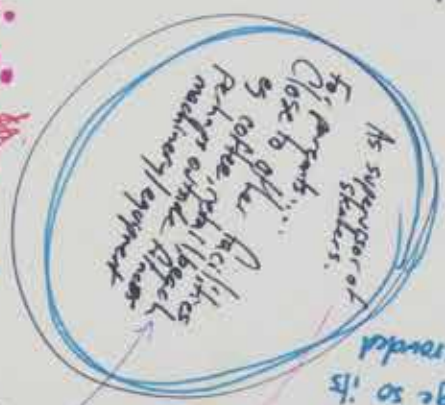
no transport.

rubbish (need bins).

facilities not suitable (ramps too  
steep  
or too easy).



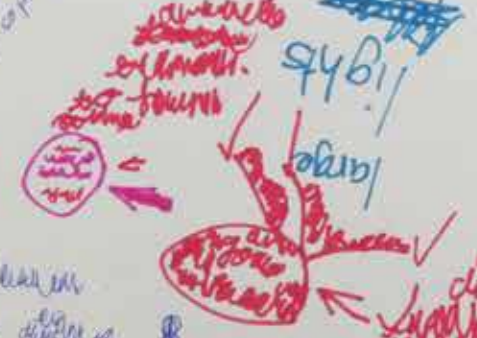
- Where the action is
- Central and near other facilities such as shops/retail etc for pedestrians
- Close to car park
- Stop
- This stop
- Overcrowding
- No shade/roofs
- Unmaintained (e.g. damage to rubber, glass, too far away, unsafe surface)
- Boring layout compared to neighbouring skate parks



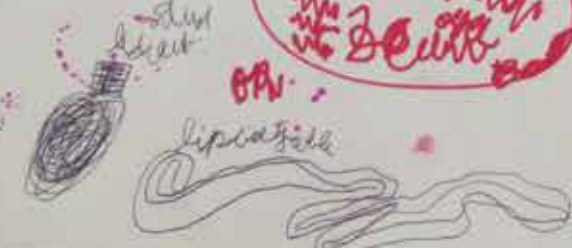
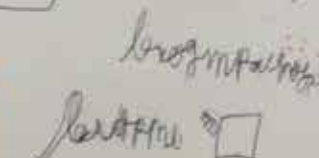
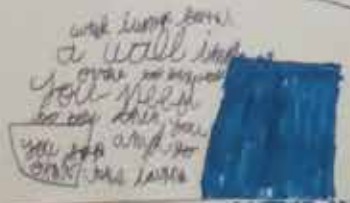
- All weather - shade sails
- Seating
- Combination
- Skate in Rain
- Adventure play ground
- Rock climbing wall
- Concrete bunkers
- Open
- Mobile phone
- Jumps
- Indoor skate park
- Skate Park Manager
- Skate Club
- Skate facility
- Bike track
- Skate pipes
- Foam pit
- 5 Stairs
- Set
- Handrail
- Rail (flat bar)
- Large space
- Grind box
- Street
- Bows
- Skateboard x2
- Shade
- Style
- hip x2
- Water taps
- mini half pipe
- Speed ramps
- For people who can't
- hip rail



Large so its cameras can't see it



for temp. lining using



become a park





new public transport  
new shops / ~~shops~~ & already have ~~shops~~  
~~new~~ parking provided  
Free parking  
new bike paths  
new busy public & Tourism areas.  
new power points and B&Q

shade  
toilets  
counselling

over crowding - need a LARGE

OR more small ones. skate park

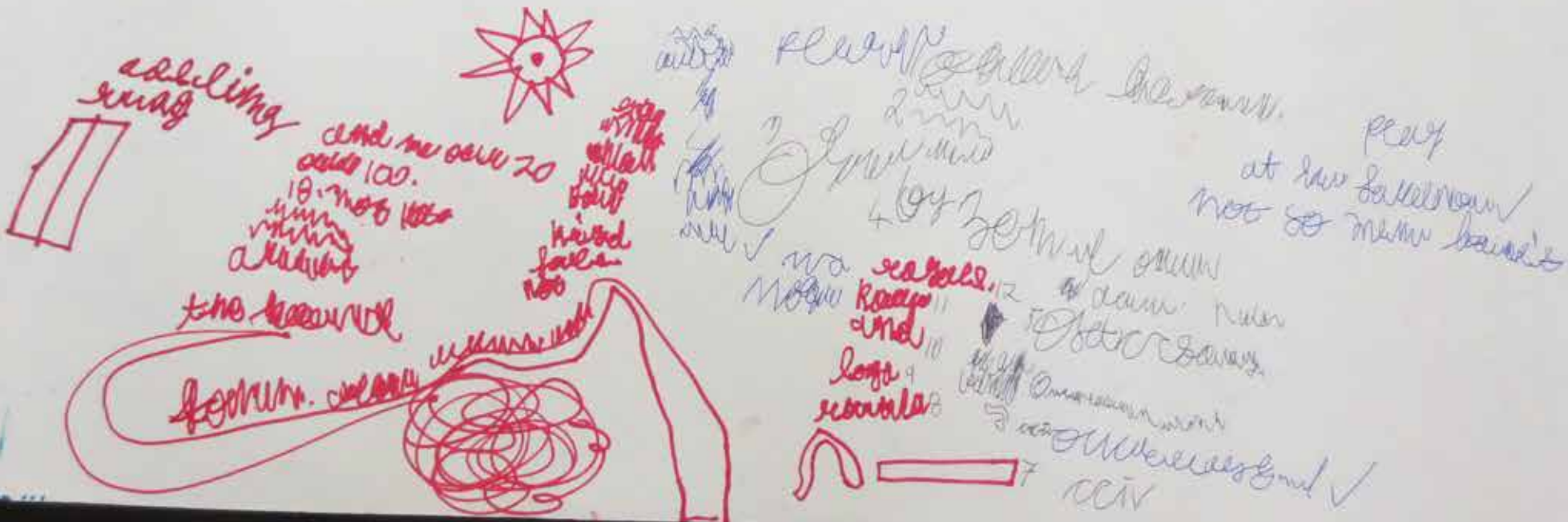
Locating -

- accessibility
- natural surveillance
- using a large enough area to make it good.  
or multiple small areas





Fraser West





# FACILITY

1

CRSFF Funding!!

# FACILITY

2

- Please apply for it, Stirling!!

## 1. DESCRIBE YOUR FACILITY

A world-class, massive/combined facility that incorporates large bowl, small bowl, young children/scooter area, bmx concrete dirt jumps etc - on the beach!! preferably something like Singapore, Bondi, Frankston etc. Belconnen

## 2. WHAT WOULD MAKE YOUR FACILITIES SAFE?

- CCTV + Surveillance
- Lighting
- Prominent location for passive surveillance
- Shade
- Management
- Foam surrounds
- Design that flows - generates a logical traffic flow - linear, circular, closed bowl
- Separate beginner/advanced areas

## 3. WHAT 3 ITEMS WOULD YOU PUT IN YOUR FACILITIES?

- Lights - timer operated
- Shade
- Toilets (if not already located there)
- Spectator amenities
- Seating
- Power Point/supply
- BBQ's

## 4. WHAT DOES ACCESSIBILITY MEAN TO YOU?

- Public transport for younger users
- Parking facilities - free
- Open access - free
- Bike racks

## 5. WHAT WOULD PREVENT YOU FROM USING THESE FACILITIES?

- Lack of advanced facilities
- Lack of smaller/beginner facilities
- No car park/public transport access

## 6. WHAT ARE THE TOP 5 CONSIDERATIONS WHEN LOCATING YOUR FACILITIES?

- Prominent + central
- Close to transport
- Plenty of space for parking
- Iconic beachfront location!! Think Bondi!!
- Close to existing infrastructure

## 1. DESCRIBE YOUR FACILITY

Smaller "satellite" facilities spread throughout Stirling to cater for a variety of users - small scooter tracks, skateable sculptures + ledges, bmx dirt-jump concrete track/loop - so that younger people have access in their local area.

## 2. WHAT WOULD MAKE YOUR FACILITIES SAFE?

- CCTV + Surveillance
- Lighting
- Prominent location for passive surveillance
- Shade
- Management
- Foam surrounds
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- Prominent + central
- Close to transport
- Plenty of space for parking
- Iconic beachfront location!! Think Bondi!!
- Close to existing infrastructure



# FACILITY

# 1

WORLD CLASS VENUE

# FACILITY

# 2

<p>1. DESCRIBE YOUR FACILITY <sup>mixed</sup>  <del>Transition spec park</del> 6ft plus.          ie Knox Bowl, Bayswater, hill ndale          Covered skate area -          like Bayanop.</p>	<p>1. DESCRIBE YOUR FACILITY          street plaza/combination mini ramp/Bowl/Pools          ie city park Melbourne, Balladuna, Carine/Redlands (mix)          Use the space you have (Big) ARTISTIC SPACE          SKATEABLE ART.</p>
<p>2. WHAT WOULD MAKE YOUR FACILITIES SAFE?          CCTV          Spacious <sup>transit</sup>          water Size Benches          Lockers</p>	<p>2. WHAT WOULD MAKE YOUR FACILITIES SAFE?          CCTV Size Shade natural.          Space Water - LOCKERS</p>
<p>3. WHAT 3 ITEMS WOULD YOU PUT IN YOUR FACILITIES?  <del>Benches</del> LIGHTS, WATER <sup>FOUNTAINS</sup> <del>FOUNDATION</del>, SHADE, - COVERED          AREA.</p>	<p>3. WHAT 3 ITEMS WOULD YOU PUT IN YOUR FACILITIES?          LIGHTS, WATER FOUNTAINS, COVERED SHADE.</p>
<p>4. WHAT DOES ACCESSIBILITY MEAN TO YOU? OPEN TO PUBLIC          WITHIN 15 mins to get there.          NEAR PUBLIC TRANSPORT. CAR PARK CLOSE BY</p>	<p>4. WHAT DOES ACCESSIBILITY MEAN TO YOU? OPEN TO PUBLIC          WITHIN 15 mins to get there.          NEAR PUBLIC TRANSPORT. - CAR PARK CLOSE BY</p>
<p>5. WHAT WOULD PREVENT YOU FROM USING THESE FACILITIES?          TOO SMALL FACILITY, HIGH ENTRY FEES /          LOITERERS - people just hanging around</p>	<p>5. WHAT WOULD PREVENT YOU FROM USING THESE FACILITIES?          TOO SMALL A FACILITY, HIGH ENTRY FEES -          loiterers.</p>
<p>6. WHAT ARE THE TOP 5 CONSIDERATIONS WHEN LOCATING YOUR FACILITIES?          1. LOCATION - of park + population          2. SIZE - of park          3. QUALITY - of area          4. ACCESSABILITY          5. - ALL OF ABOVE</p>	<p>6. WHAT ARE THE TOP 5 CONSIDERATIONS WHEN LOCATING YOUR FACILITIES?  <del>IDEAS</del> 1. Coastal, city  <del>SAME AS ABOVE</del> 2. near shops          3. near public transport          4.</p>



# FACILITY

## 1

1. DESCRIBE YOUR FACILITY	Street style 5 stair w/hubba + handrail hip x2 flat bar rail speed ramps Areas for mixed skill levels	All weather concrete water taps toilets lots of shade large skate park space
2. WHAT WOULD MAKE YOUR FACILITIES SAFE?	CCTV LIGHTS NEAR PEOPLE! NOT IN BUSH/HIDDEN	LARGE AREA SO NOT CROUDED OTHER ACTIVITIES (EXERCISE EQUIP, SHOPS, BASKETBALL HOOPS, PICNIC TABLES)
3. WHAT 3 ITEMS WOULD YOU PUT IN YOUR FACILITIES?	WATER + TOILETS SHADE LIGHTS	lockers
4. WHAT DOES ACCESSIBILITY MEAN TO YOU?	EASY TO GET TO (good public transport, centrally located near other facilities) GOOD PARKING CLOSE TO SCARBOROUGH (KARIN YUP)	
5. WHAT WOULD PREVENT YOU FROM USING THESE FACILITIES?	UNSAFE (Drinking, Drugs, not away from other areas) TO FAR FROM AWAY HOME (MORE THAN 10 KM FROM SCARBOROUGH (KARIN YUP))	
6. WHAT ARE THE TOP 5 CONSIDERATIONS WHEN LOCATING YOUR FACILITIES?	SHOP & RETAIL PUBLIC TRANSPORT PARK (SCARBOROUGH ABBOTT PARK) GAI	

# FACILITY

## 2

1. DESCRIBE YOUR FACILITY	All weather Skate Park + Combination (Bowls & Street Area) Bunk • Ralls, wall, wooden, steps, half pipe Foam pit, skate • toilets & Drink fountain • Extra Facilities: Rock Climbing, Bmx track
2. WHAT WOULD MAKE YOUR FACILITIES SAFE?	
3. WHAT 3 ITEMS WOULD YOU PUT IN YOUR FACILITIES?	OTHER ACTIVITIES: CLIMBING WALLS, BASKETBALL HALF COURT, PLAY GROUND place lock Bikes up
4. WHAT DOES ACCESSIBILITY MEAN TO YOU?	SAME AS 1
5. WHAT WOULD PREVENT YOU FROM USING THESE FACILITIES?	NO Shade, no water Small park with Beginner only facilities. Dodge suburb with high crime rate.
6. WHAT ARE THE TOP 5 CONSIDERATIONS WHEN LOCATING YOUR FACILITIES?	THE BEACH (SCARBOROUGH) CLOSE TO OTHER FACILITIES GOOD PLACE FOR FAMILIES TO HANG OUT. NEAR PLAY GROUND.



# FACILITY

1

1 Large regional facility

# FACILITY

2

smaller local lots  
satellite trails etc  
using existing parks

## 1. DESCRIBE YOUR FACILITY

bowls, pipes, moveable elements  
big ramps - range of sizes.  
BMX trail - linked elements.  
rock climbing, basketball, grass.

## 2. WHAT WOULD MAKE YOUR FACILITIES SAFE?

fences, lighting, CCTV, supervised (happy to pay), pathways so people walk by (dog walkers,) main intersection, located

## 3. WHAT 3 ITEMS WOULD YOU PUT IN YOUR FACILITIES?

Drink fountain. Shade & lighting.  
Toilets

## 4. WHAT DOES ACCESSIBILITY MEAN TO YOU?

Public transport. Accessing at different times of day.  
cycle ways/pathways.

## 5. WHAT WOULD PREVENT YOU FROM USING THESE FACILITIES?

Bad reputation  
Bullies  
Overcrowding  
No transport.  
Rubbish (need bins)  
Unsuitable facilities.  
(either too hard/advanced or too easy).

## 6. WHAT ARE THE TOP 5 CONSIDERATIONS WHEN LOCATING YOUR FACILITIES?

1 Central location.  
2 Away from residents. (hearing).  
3. Public transport.  
4. Near the beach - tourist drawcard.  
5. Safe place - main intersection, neighbourhood, etc.

## 1. DESCRIBE YOUR FACILITY

stairs, rails, ledges, small pipes.  
plaza style.  
incidental style.

## 2. WHAT WOULD MAKE YOUR FACILITIES SAFE?

distant from pubs, alcohol sales.  
in low crime area.

## 3. WHAT 3 ITEMS WOULD YOU PUT IN YOUR FACILITIES?

Drink fountain. bench.  
Shade.

## 4. WHAT DOES ACCESSIBILITY MEAN TO YOU?

Involving people non-directly - street artists/artists.  
car parking.

## 5. WHAT WOULD PREVENT YOU FROM USING THESE FACILITIES?

Specificity of elements.  
- BMX } different requirements.  
- skate }

## 6. WHAT ARE THE TOP 5 CONSIDERATIONS WHEN LOCATING YOUR FACILITIES?

1 Local community / local-accessible areas.  
2 Walk/ride accessible.  
3. In existing parks. (only small facility).  
4 Lots of them, dotted around.  
5. Very simple facility.



# FACILITY

# 1

<p>1. DESCRIBE YOUR FACILITY</p> <p>Dirt &amp; Concrete combined</p> <ul style="list-style-type: none"> <li>- Pump Track!</li> <li>- DIRT - manuals, doubles</li> <li>- Advanced - gaps, rollers</li> </ul> <p>Hips</p> <p>Freestyle BMX can be done on concrete</p>	<p>1. DESCRIBE YOUR FACILITY</p> <p>Skate plaza, &amp; Bowl.</p> <p>different sizes rails, ledges, funboxes space.</p> <p>dif. sections</p> <p>good lines defined street elements</p> <p>Under cover areas (for when raining)</p>
<p>2. WHAT WOULD MAKE YOUR FACILITIES SAFE?</p> <p>Separate BMX &amp; skating</p> <p>Separate for different ages</p> <p>Public/visible/community ownership</p> <p>road access for ranges</p> <p>CCTV</p>	<p>2. WHAT WOULD MAKE YOUR FACILITIES SAFE?</p> <p>defined lines. coloured lighting, observation points</p> <p>regular cleaning</p> <p>natural surveillance</p>
<p>3. WHAT 3 ITEMS WOULD YOU PUT IN YOUR FACILITIES?</p> <ul style="list-style-type: none"> <li>- Cafe/Sitting Area Community Space/Voidity</li> <li>- Shade/Shelter</li> <li>- Drink/BBQ facilities</li> </ul> <p>toilets</p>	<p>3. WHAT 3 ITEMS WOULD YOU PUT IN YOUR FACILITIES?</p> <ul style="list-style-type: none"> <li>- Cafe Community Area/Vending machine</li> <li>- Shade/Shelter</li> <li>- Drink/BBQ facilities</li> </ul> <p>toilets</p>
<p>4. WHAT DOES ACCESSIBILITY MEAN TO YOU?</p> <p>Inclusive - Community Vibe.</p> <p>Wheelchair accessib/prams. 24hrs.</p>	<p>4. WHAT DOES ACCESSIBILITY MEAN TO YOU?</p> <p>Transport hub.</p> <p>Parking nearby.</p> <p>Community Centre</p> <p>Inclusive 4 Beginners (different areas 4).</p>
<p>5. WHAT WOULD PREVENT YOU FROM USING THESE FACILITIES?</p> <ul style="list-style-type: none"> <li>- Too crowded</li> <li>- Feel unwelcome (only youth sub culture only)</li> <li>- Not safe environ</li> <li>- culture/antisocial beh/ broken glass.</li> </ul>	<p>5. WHAT WOULD PREVENT YOU FROM USING THESE FACILITIES?</p> <p>Not the terrain I want</p> <p>- No maintenance/cleaning</p>
<p>6. WHAT ARE THE TOP 5 CONSIDERATIONS WHEN LOCATING YOUR FACILITIES?</p> <ul style="list-style-type: none"> <li>- Integrated with other facilities</li> <li>- Good area - re safety; highly visible</li> <li>- Proximity to (maintenance,</li> <li>- Parking/Transport</li> <li>- Nature</li> </ul> <p>other skate park.</p>	<p>6. WHAT ARE THE TOP 5 CONSIDERATIONS WHEN LOCATING YOUR FACILITIES?</p>



# FACILITY

1

## 1. DESCRIBE YOUR FACILITY

- \* Separate bowl + Street Section like Nerang, Or Belconnen, Frankston.
- \* Closed bowls (Banyup), Street Section like Manning, Geelong waterfront, lumps, Bumps + banks
- \* Bowl to have 2 depths shallow + deep.

## 2. WHAT WOULD MAKE YOUR FACILITIES SAFE?

- \* Cameras, encourage Spectators, to put in a public area eg Bondi bowl, Construction, good plan for people to understand park,

## 3. WHAT 3 ITEMS WOULD YOU PUT IN YOUR FACILITIES?

- Toilets, Shade, Seating

## 4. WHAT DOES ACCESSIBILITY MEAN TO YOU?

- Near public transport, free parking facilities, near bike paths, near shops, near beach

## 5. WHAT WOULD PREVENT YOU FROM USING THESE FACILITIES?

- Poor maintenance, over crowding, bad workmanship + design, Quiet area,

## 6. WHAT ARE THE TOP 5 CONSIDERATIONS WHEN LOCATING YOUR FACILITIES?

- Accessibility, Surveillance, Size (not limited by budget), close to amenities, or existing, even destruction in string.

# FACILITY

2

## 1. DESCRIBE YOUR FACILITY

- \* Criteria with a sizable wide mini ramp
- \* interesting abstracts + obstacle section
- \* interesting banks but not transition
- \* Port Macquarie a good example.

## 2. WHAT WOULD MAKE YOUR FACILITIES SAFE?



## 3. WHAT 3 ITEMS WOULD YOU PUT IN YOUR FACILITIES?

- lights, water fountain, Bins

## 4. WHAT DOES ACCESSIBILITY MEAN TO YOU?

- Near busy businesses + transport areas.

## 5. WHAT WOULD PREVENT YOU FROM USING THESE FACILITIES?

- Expensive parking,

## 6. WHAT ARE THE TOP 5 CONSIDERATIONS WHEN LOCATING YOUR FACILITIES?



# CONVIC

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RICHMOND VIC 3121 AUSTRALIA  
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