Final Report

City of Casey
SKATE STRATEGY

Volume 1

Strategies

@leisure

Victoria
The Place To Be

ABOUT THIS DOCUMENT

This Skate and BMX Strategy is presented in two parts:

- Part 1 – Strategy
- Part 2 – Consultation findings

This document is **Part 1 – Strategy**. It contains an outline of key issues and directions concerning the provision of skate and BMX facilities in the City.

Part 2 – Consultation Findings contains details of the stakeholder consultation and school survey.

ACKNOWLEDGEMENTS

Sport and Recreation Victoria sponsored this project.
@leisure wishes to acknowledge the support and assistance provided by:

- Richard Amon, Project Manager, City of Casey
- staff of the City of Casey
- community groups, participating schools, stores and individuals who made input into this project

Also, Tony Hallam of *Tony Hallam Skateboarding* provided assistance in assessing existing facilities in the City of Casey.

Please refer to page 3 for the document control statement.

Rear 534 Mt Alexander Road
Ascot Vale Vic 3032
Ph: (03) 9326 1662 Fax: (03) 9326 0991
www.atleisure.com.au

TABLE OF CONTENTS

LIST OF TABLES

EXECUTIVE SUMMARY

The City of Casey, a rapidly growing municipality on the south-eastern outskirts of the Melbourne metropolitan area, was the first in Victoria to develop a Skate Strategy. This far-sighted approach allowed young people to take part in a popular, growing, physically demanding and increasingly commercially oriented sport.

The review of the 1999 Skate Strategy was initiated by the City of Casey to re-examine its key issues, particularly risk management and maintenance, as well as developing a hierarchy of facilities, and determining any need for additional facilities. The work also involved analysing demographic data and trends, undertaking site inspections, and various consultation methods. A survey of 500 young people helped to inform the work, as did interviews with stakeholders, and public meetings at Endeavour Hills, Narre Warren, and The Shed (an indoor skate facility in Cranbourne).
A main outcome is a plan for the future range of location of facilities and a cost plan to assist Council to budget for the provision, development and management of skate and BMX facilities in the City of Casey.

What has changed since 1999

- BMX is more popular: more BMX/mountain bikers are using skate parks and dirt jumps.
- The age of skateboarders has extended to include those well over 30 years.

What has not changed

- The core age of skateboarders and BMX riders remains around 10 to 14 years
- Skate sport's two sub-groups (aggressive in-line and skateboarding) remain stable.
- More boys than girls participate in BMX/skating sports.

Demand

Skating was identified by 15% of students surveyed as their favourite activity away from home. It is estimated that some 5,508 young people currently skate, however the market potential for skating activities in the City of Casey is estimated to be 8,260 young people. This participation could be achieved with additional facilities, marketing, program development and high quality management of existing facilities. There is a strong demand for BMX facilities: 9% of students who ride bikes reported that they frequently rode BMX bikes within the City of Casey (a total of 29% of students, according to the survey, ride a bike). The market potential for BMX is estimated as approximately the same as for skateboarding in 2006 however the potential for growth is greater.

Berwick is the area with the greatest unmet demand for skate and BMX facilities.

Provision of facilities

- The full range of proficiencies, ie beginner to advanced, is not well catered for.
- Management plans and new maintenance regimes need to be developed for all facilities.
- The Shed facility, including its management, needs revitalization in order for it to regain its position as Casey's prime regional skate facility. Consideration should be given to a review of the facility, and to a major upgrade of the facilities.
- A hierarchy of skate and BMX facilities is required across the City. This hierarchy would include one indoor regional facility, at least two sub-regional facilities (and preferably three) and a suite of local and transportable facilities. The redevelopment of a number of older-style BMX tracks is warranted: some could be replaced with dirt jumping areas.

A summary of proposed skate facility developments is shown in the following table.

Table 1: Summary of proposed skate developments (including transportables)

LOCATION	SITE	HIERARCHY	PRIORITY
Hampton Park	Hampton Park or River Gum Reserve	Local/ subregional	In planning phase
Cranbourne	The Shed	Regional	1
Berwick	Technology Precinct (Buchanan Park)	Sub-regional	1
Narre Warren	Max Pawsey Reserve	Sub-regional	2
Berwick	Eddie Baron Reserve, Timbarra Primary	Satellite; Transportable	2
Doveton	Doveton Pool in the Park	Satellite; Transportable	2
Hallam	Em Baker Reserve	Satellite; Transportable	2
Lyndhurst	Banjo Paterson Park	Satellite; Transportable	2
Tooradin	Recreation Reserve	Satellite, upgrade to local	2
Berwick	Hancock Reserve[1]	Satellite: Transportable	3
Botanic Ridge	Site yet to be determined	Satellite; Transportable	3
Clyde North/ Cranbourne Sth	Site yet to be determined	Satellite; Transportable	3
Cranbourne	Brookland Greens	Satellite; Transportable	3
Endeavour Hills	Endeavour Hills (adjacent to the Leisure Centre)	Local/ future subregional	3
Endeavour Hills	Gunns Road Reserve	Satellite; Transportable	3
Merinda Park	Endeavour Drive, Cranbourne	Local	3
Narre Warren	Narre Warren North Recreation Reserve, and Amber Cres Reserve	Satellite: Transportable	3
Narre Warren	Ray Bastin Reserve	Local	3
Narre Warren Sth	Glasscocks Rd Reserve	Local	3
Pearcedale	Pearcedale Recreation	Local	3
Cranbourne	Ray Perry Park	Local/ Satellite	3

A summary of estimated probable costs for provision of in ground skate facilities proposed (not including transportable facilities) is shown in the following table. See also tables 13 and 14.

Summary of estimated probable costs for proposed skate facilities

	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6 PLUS
TOTAL CAPITAL	**NIL**	**$580,000**	**$515,000**	**$150,000**	**$235,000**	**$15,000**
MAINTENANCE	**$35,100**	**$75,700**	**$96,700**	**$120,950**	**$123,350**	**$130,350**
PLANNING AND DESIGN	**$60,000**	**$48,000**	**$23,000**	**$20,000**	**NIL**	**NIL**
TOTAL	**$95,100**	**$702,700**	**$635,700**	**$290,950**	**$358,350**	**145,350**

[1] Reserve not yet developed

Rationale for skate facility development

The process to determine the number, nature and distribution of facilities undertaken for this project (and that should be used in the future to monitor provision) included the following:

☑ Undertake market research and consultation to identify demand, including current participation

☑ Assess current standard and condition of facilities and potential to expand or upgrade

☑ Identify population growth areas and the number and proportion of young people in, and projected to live in each suburb.

☑ Analyse the distribution of facilities based on:

i. distance required to travel and the lack of public transport: especially trains
ii. the need to provide for a range of facilities at different hierarchies to serve the need of the foundation level of the sport as well as the social participation and competitive levels.
iii. the availability of existing facilities (including regional facilities)
iv. the high cost of permanent concrete facilities
v. the importance of having graded challenges to suit a range of ages in the one park

☑ Identify gaps in provision based on the above factors

☑ Identify potential development sites in each key suburb where additional facilities are required

☑ Assess sites against site selection criteria (seek checklist on page 64)

☑ Select the site(s) for development
(Other localised factors may need to be taken into account to determine the location of skate facilities. In particular these will include whether or not a suitable site can be identified. See section 6.3).

Sport development

- The development of skating programs, an ongoing dialogue with skaters (and the industry) and the promotion of existing opportunities should be encouraged.
- A sports development focus for skateboarding and BMX in the City – consideration of programs, career paths etc – could enhance participation and provide public relations benefits.
- Decommissioned mobile ramps could be replaced with small portable equipment made available to and managed by community facilities (eg Doveton Pool in the Park).

Management

Of major importance is the ongoing management of existing skate and BMX facilities.

Funds need to be allocated for the ongoing maintenance and risk management of all sites (including BMX tracks) and for the refinement of the system for ongoing inspections, recording inspection results, rectification works and monitoring use.

The development of a skateboard advisory committee would be of benefit to Council to assist with the development of new facilities as well as monitoring ongoing demand and issues affecting the sport.

1. INTRODUCTION

1.1 Background

The 2005 Skate Strategy was initiated by the City of Casey and sponsored by Sport and Recreation Victoria. It is a review of the 1999 Casey Skate Strategy prepared by **@leisure**.

1.1.1 The Project Brief

The key tasks required by the consultants were:

- review relevant previous plans, reports, and relevant skate facilities
- analyse demographic data, community development plans and participation rates and trends to assess current and future demand, and likely impact on facilities in Casey
- review existing facilities to determine suitability and potential to upgrade
- consult with Councilors, officers, stakeholders, community, young people and community groups
- establish a hierarchy of skate facilities to serve the identified needs of the skating community
- determine potential new sites for skate facilities
- address issues of safety and risk management
- consider environmentally sensitive design initiatives to minimise impact on resident amenity
- determine the capital, operational and maintenance costs and funding options
- recommend appropriate facility management models/tasks for skate facilities.

1.1.2 Project Methodology

The study has involved:

- a review of existing literature, demographic information and likely participation rates
- a school student survey
- site inspections and review of the types and distribution of existing facilities
- public meetings
- interviews with key stakeholders included schools and stores
- assessment of management issues.

1.2 Context

Young people aged between 5 and 19 years of age are those most likely to participate in the various sports that make up the generic sport of 'skating'.

In 2006, the City of Casey will have a total population of 221,186[2] of which 55,379 will be aged between 5 and 19 years of age. Projections suggest that the total population will increase by almost 100,000, increasing the population aged between 5 and 19 years to 76,839 by 2021.

[2] Forecast by Ratio consultants.

The City of Casey currently has:

- one regional skate facility: **The Shed, Cranbourne**
- one local BMX/ skate park facility: **Merinda Park (Endeavour Dr)**
- three local skate facilities: **Narre Warren (Ray Bastin Reserve) Endeavour Hills (Raymond McMahon Bvd), and Pearcedale (Pearcedale Recreation Reserve)** (skate bowl)
- two satellite local skate facilities: **Tooradin (Tooradin Recreation Reserve) and Cranbourne (Ray Perry Park),**
- fourteen older style constructed **BMX tracks.**

Since the last plan:

- Mobile ramps used to serve isolated communities have been decommissioned.
- Skate facilities have been built in Endeavour Hills, Narre Warren, Merrinda Park, Tooradin, Cranbourne and Pearcedale.
- There has been a shift in the focus of The Shed towards a youth centre and away from maintaining the facility as the pre-eminent skate facility in the City and therefore has lost its pre-eminent recognition in the southern parts of Melbourne.
- Existing skate facilities have incurred significant wear.
- One additional facility has been planned:
  - **Hampton Park:** a new skate park is in the planning process

1.3 Policy

The 1999 Skate Strategy

@leisure prepared a Skate Strategy for the City of Casey in 1999. The strategy found:

- Participation in skating sports was high in Casey, and equivalent to other main-stream sports. However, skating appears not to benefit in the same way as other sports, eg in terms of subsidies.
- The needs of three key sub-groups of skaters should be considered:
  - aggressive in-line skaters/ skateboarders/ BMX freestylers
  - competitive in-line hockey/ roller sports
  - recreational in-line skaters, including both families and individuals
- There is considerable value in encouraging skating as a legitimate sport in Casey
- There is a need for a hierarchy of facilities to maintain and encourage participation. These include indoor and outdoor facilities to meet the needs of beginners and proficient skaters at the local, subregional and regional levels
- The Shed is both unique and important to Casey for the recreational and economic benefits it delivers through tourism and consumer spending. The viability of the Shed needs to be protected through good planning, design and management
- The mobile ramps provide valuable opportunities for outlying suburbs, however they have a limited life, due mainly to design
- There is no peak body for skaters in Casey. This should be addressed
- There is a need for strategically located local facilities to complement The Shed, rather than one major outdoor skate park
- Skating programs, ongoing dialogue with skaters and the industry, and promotion of existing opportunities are desirable.

Cranbourne Area Recreation Facilities Study. Stratcorp Consulting 2003

This study explored participation in Cranbourne in sport and recreation activities.

- The community expressed interest in a roller sports centre.
- An increase in participation in skateboarding, in-line skating and BMX riding had boosted public acceptance of the sports.
- Skate parks were being incorporated into high use parks and reserves as a consequence of increased public acceptance of the sport.
- The Shed was ranked 7th as the most used recreational facility (used by 0.6% of population).
- Cranbourne Indoor Complex was identified as the facility used by the most residents (8.9%).
- Skateboarding was identified by 2.1% of respondents as an activity 'liked but not undertaken'.
- Respondents ranked future development priorities for skateboarding facilities third (9.6%), behind AFL (16.1%) and swimming (10.7%).
- Respondents suggested that young people required more skate parks.
- The community forum identified that additional skate/ BMX/ in-line skating facilities were required.
- The report identified that The Shed had operated since 1995 and:
  - attracted 50,000 visitors in 99/ 00 (though attendance had dropped)
  - attracted less than half (40-50%) of its users from Cranbourne
  - identified opportunities to extend New Holland Drive, for sealed pathways, improved exterior lighting and safer crossing at Narre Warren - Cranbourne Road intersection
- The Shed would benefit from the proposed new railway station at Cranbourne East
- The Shed believed that an increase in outdoor skate facilities would hinder their viability
- In response to a proposal for a skate rink at The Shed, the Victoria In-line Hockey Association suggested that with the high growth in Cranbourne they would support such a development.
- Of respondents to a household telephone survey, 9.6% identified skateboard facilities as a priority for new sporting facilities.
- Respondents expressed a demand for an increase in the amount of outdoor recreation skating facilities.
- The final analysis identified a need, over the next six to ten years, for The Shed to incorporate:
  - an inline hockey rink
  - a new local skate park at Cranbourne West sports precinct in Pound Road Cranbourne North
  - a new BMX jumps area at Casey Fields.

City of Casey Open Space Strategy. Jeavons & Jeavons & EDAW June 2001

This strategy explored the recreational open spaces needs of existing and anticipated urban populations and presented development priorities and actions for the next five years. The plan identified:

- Skate/ BMX facilities in line with the Casey Skate Strategy should be developed.
- Recommendations included to identify;
  - recreational activities.
  - relevant interest groups, that involve adventure and challenge which require special planning.
  - management considerations (ie BMX, skateboarding, mountain bike riding, orienteering, etc.), in order to identify the measures which need to be put in place to permit such activities.
- Social outdoor recreation opportunities for teenagers are limited to a small number of BMX tracks, basketball rings and the occasional skate facility.
- Non-mainstream sports (eg hockey and skating) have few or no facilities for participants.
- Open space is used for mountain bike riding, walking, equestrian activity and newer activities such as dirt boards, skating, BMX, climbing etc. These activities require management.
- 4% of students would like to skateboard, play soccer, surf, swim and bike ride/jump - but don't.

C21. Plan City of Casey, 4 December 2001

This plan provides a strategic framework for Casey to plan for future generations and outlines Casey's vision, themes, regional outcomes and action plans. Relevant findings include:

- There is a limited number of skate facilities and BMX tracks.
- That skate parks are a way of satisfying the needs of young people quickly, and that recommendations from the Casey Skate Strategy regarding a trails network are of value.
- Within the trails network focus, one action cited was to implement elements of the Skate Strategy.
- C21 planning principles identify the need for new activity centres with young people's activities as a central component. Skate facilities are used as an example.
- **Berwick** residents indicated skateboarding is banned in many Berwick streets. Families with teenage children saw the need for an indoor sports stadium and more recreation facilities for kids, including roller skating rinks, and skate board ramps. Buchanan Park was suggested as an ideal location for skateboarding (and the Chapel Street, Cowes, facility as an ideal design). These facilities were seen to be important to keep teenagers happy and out of trouble. Berwick residents also identified the need for a BMX track, and that to participate at other facilities required driving or transport to access them.
- **Cranbourne North and West** residents opposed the development of a new BMX facility in this area.
- **Hallam** residents believed that the Hallam BMX track (Gunns Reserve) was too close to housing.
- **Endeavour Hills** residents said the Endeavour Hills facility was noisy and too close to housing.

- **Hampton Park** residents identified a need for a skate facility but were unsure where it should be. They believed the mobile ramps were popular behind the school and a similar position may work well for the new skate facility.
- **Narre Warren** residents identified it lacks facilities for teenagers, (eg skate ramps). The existing facility was well used.
- **Narre Warren South** residents identified that a youth facility was required, (eg a skate facility) and that footpaths are too narrow in Timbarra Estate so young people skate on the streets.
- **Tooradin** residents proposed a youth centre be built, including skate facilities that would provide avenues to socialise.
- Recreation and leisure community leaders said the City did not cater well for non-organised sports activities (eg skating, walking, swimming, cycling and, to a lesser extent, gym activities) and that larger central parks are desired with provision for walking, cycling and skating.
- Secondary schools identified students' needs for skate parks.

City of Casey Youth Strategy. Success Works Pty Ltd, 2002

The strategy aims to highlight the needs of the young people and service their needs with an appropriate range of services and infrastructure, and identify Council's roles in the delivery of the services to young people over the next ten years. Key findings were:

- The consultation exposed a common theme that there was a "lack of things to do". Desired facilities, such as skate parks, are currently being developed to combat this issue.
- Youth Services identified the mobile skate ramps as facilities that are currently being used by young people.
- Key successes identified by the Casey Youth Service Network, were the opening of the Cranbourne North skate facility (2001) and the development of the Narre Warren/ Berwick skate facility.
- It was highlighted that in some cases the public are unaware of skate facilities located in Casey.
- Skating was identified as a need that can be quickly addressed, whereas other needs require greater planning.
- Young people identified:
  - a lack of recreation facilities (including skate parks) and the need for facilities with more appeal, preferably incorporating skate facilities into a "village"
  - the need for more recreation and entertainment facilities (including skate parks)
  - that Council should take action to provide accessible skate facilities.

City of Casey Leisure Strategy Action Plan, Jeavons & Jeavons Pty Ltd, 2000

This Plan identified demand for recreation facilities in the City of Casey, in addition to ways to encourage participation and plan for better provision and operation of sporting facilities. Key findings included:

- Undertake planning and design tasks before providing new facilities.
- Define core service levels in line with community expectations.
- Nurture diversity and the natural environment.
- Target specific groups and adopt customer relationship management.
- Enhance participation, access and inclusion.
- Reflect residents' priorities.
- Enhance Council's role in co-ordination of leisure services and communication.

Narre Warren & Environs Recreation Facilities Study, Stratcorp Consulting 2004

This study explored the provision of recreation facilities in Narre Warren, and provided recommendations for facility and open space development.

- Consultation and the open space needs assessment identified a need for an additional permanent skate facility.
- Land adjoining Timbarra Primary School was seen as a possible location for a new skate facility.
- Respondents commended Council on providing a skate facility in Narre Warren.
- One option identified was for the development of a skate facility at Angus Facey Reserve.

City of Casey Playground Strategy, Brecknock Consulting, 2003

The strategy provided objectives for effective and efficient provision of accessible, well-designed, convenient and enjoyable playgrounds across the municipality. The strategy proposed locations for playgrounds in the short, medium and long term. Key findings follow.

- Gathering places for young people were needed, including skate parks, half-courts, seating/shelter and new playground elements for teenagers.
- Young people should be consulted.
- Opportunities for young people should be linked to other areas of activity, including shopping malls, public transport routes, skate facilities, natural areas and other structured recreation provision, and that linkages should be created, eg cycle ways and linear parks.
- Sites recommended for regional skate parks were Ray Bastin Reserve in Narre Warren and the Casey Indoor Leisure Complex in New Holland Drive, Cranbourne. Both sites currently have skate facilities.

Recent planning developments

In a preliminary study for the Cranbourne North Development Plan, consultants have estimated an appropriate provision of sport and recreation facilities for this new community of potentially 20,000 people. The study was influenced by advice from Council that skate facilities were to be a component of the Berwick Springs Reserve development immediately north of the Cranbourne North Development Plan study area. It appears that on the basis of this advice, no skate facilities were identified in the Cranbourne North Development Plan.

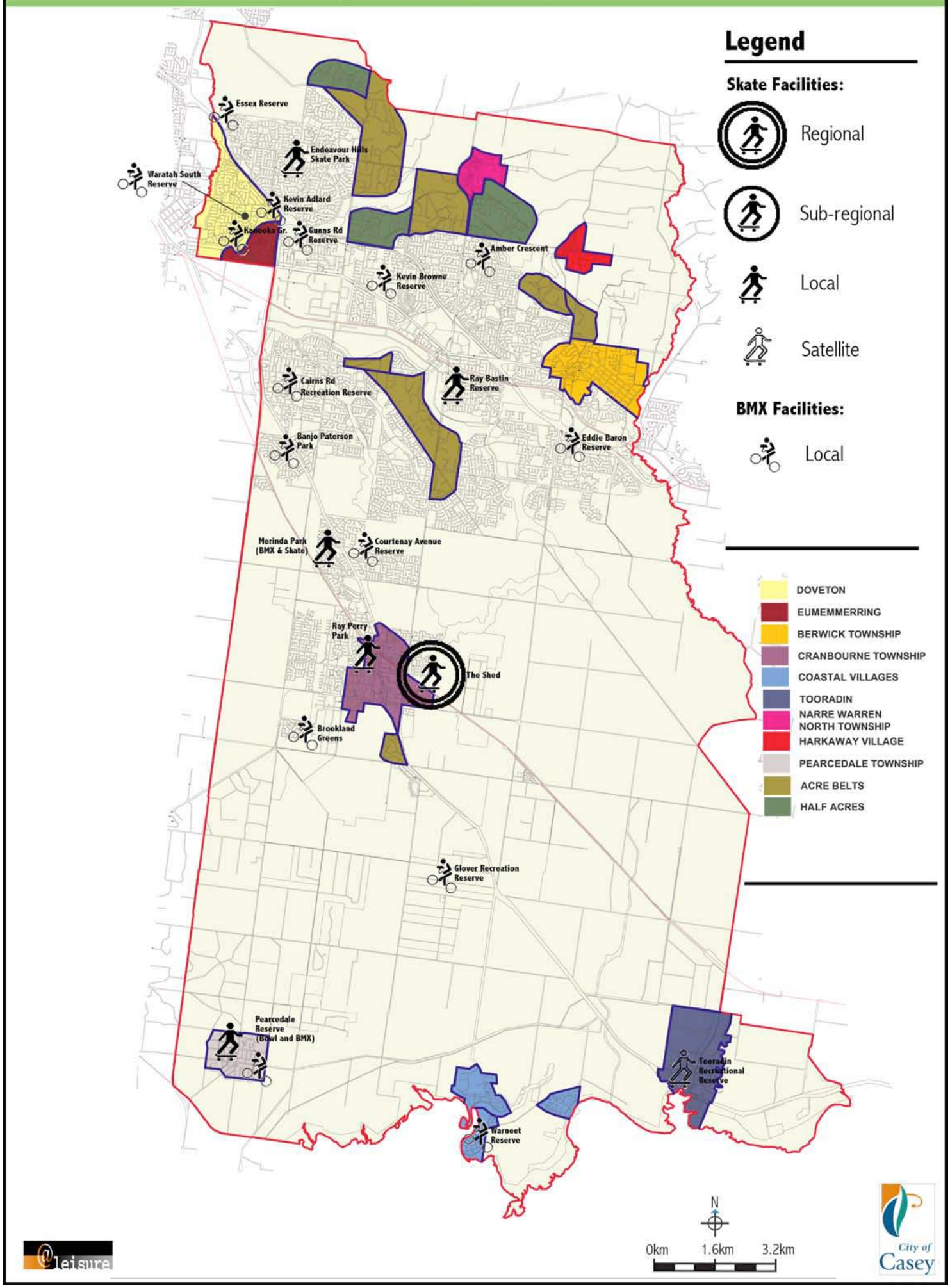
Planning for the Berwick Springs Reserve has progressed and now it does not include a skate facility. Therefore there is now no provision for skate sports in the development area that will include a large number of potential skate participants. Council Officers consider that a skate facility needs to be included in this vicinity. [3]

Note: While development timelines for the Cranbourne North Development Area (and the Casey Central Town Centre) are long term (up to 15 years), it is appropriate that an alternative site for a skate facility close to this area should be considered. One such site is an area of undeveloped parkland on Golden Grove Drive (Melways 130 C6). The master plan for this site indicates space for a 'Casey Kids Discovery Area', which could include a local level skate park.[4]

[3] Email from Richard Amon, City of Casey 5th April 2005

[4] See p24 and 44 in the document referenced above that shows the relationship of this site to the Cranbourne North Development area.

Map 1: Existing Skate and BMX Facilities



2. SKATE FACILITIES IN CASEY

2.1 Existing facilities

The City of Casey has developed the following facilities for skate and BMX:

- The Shed Indoor Skate Facility (classified as a regional facility)
- Endeavour Hills Skate Park (classified as a local facility)
- Narre Warren Skate Park (classified as a local facility)
- Merinda Park BMX/ Skate Park (classified as a local facility)
- Pearcedale Skate Park (Bowl) (classified as a local facility)
- Ray Perry Skate Park (classified as a local facility)
- Tooradin Skate Park (classified as a satellite local facility)

The location of these facilities is shown in Map 1. on the following page.

@leisure and Tony Hallam from Tony Hallam Skateboarding inspected the City of Casey's skate and BMX facilities for this project[5].

A summary of key issues and development opportunities and comments for each facility follow. These are a combined assessment and include comments made by riders during the consultation phase.

A hierarchy of facilities has been devised, and each of each facility classified based on experience in other municipalities and considering the distribution, and location of facilities in Casey.

A three level hierarchy is proposed: local, sub-regional or regional. This accords with the likely number of people each level of facility serves, the nature and complexity of the facility, and suitability of the site to sustain such a facility.

- A regional facility will cater for approximately 6500 skaters (all skaters in Casey).
- A sub-regional skate park will cater for up 750 skaters
- A local skate park will cater for approximately 250 skaters
- A transportable ramp site or satellite skate facility will cater for approximately 200 skaters

[5] Tony Hallam is a successful national and international skateboard competitor and proprietor of the Tony Hallam Skateboarding consultancy.

2.1.1 Endeavour Hills Skate Park

Location

Corner of Raymond McMahon Boulevard and Matthew Flinders Avenue (adjacent to Endeavour Hills Leisure Centre), Endeavour Hills

Management

The City of Casey, and Omnitech, maintenance contractor

Figure 1. Endeavour Hills Skate Park Layout

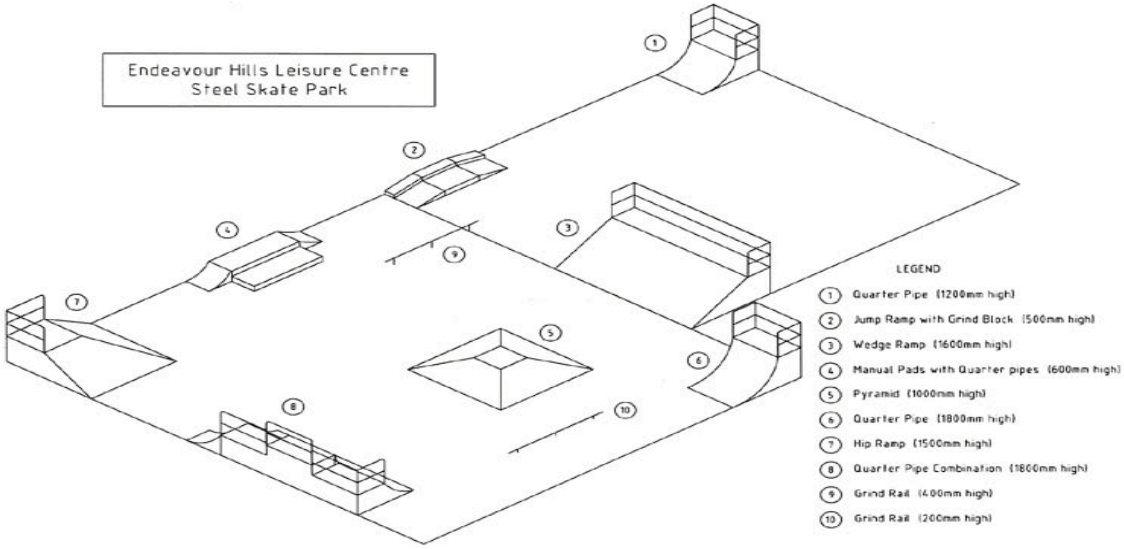


Figure 2. Endeavour Hills Skate Park

Figure 3. Endeavour Hills Skate Park

2.1.1 Endeavour Hills Skate Park (cont'd)

Comments by users

Several skaters said they prefer not to skate here because the surface, and the users are "a bit rough".

Riders highlighted surface issues were being compounded by maintenance staff blowing lawn clippings onto the park. Concerns were raised about the amount of rubbish that is left on the facility; and the bank and pyramid were identified as being too steep. Some skaters identified the need for additional street items.

Development opportunities

There are two development options for this site:

1. To upgrade components of the facility as a local park and retain three of the existing ramps
2. Redevelop the park as a sub-regional skate facility.

Additional programming opportunities would be beneficial, regardless of which development option is chosen.

See over leaf for an explanation of what these options include.

Option 1.
Upgrade components of the facility as local park and retain three of the existing ramps

- Retain the following existing ramps:
  - quarter pipe configuration (item number 8 on layout plan)
  - large quarter pipe (item number 6 on layout plan)
  - small quarter pipes (item number 1 on layout plan)
- Replace the others with the following street components:
  - erect a modern fun box in place of the pyramid (item number 5 on layout plan)
  - install rails and blocks alongside the edging/ sleepers surrounding the facility
  - provide a mini funbox in place of item numbers 2 & 4 on layout plan
  - provide a flat bank in place of item number 7 on layout plan, which will provide access to the mini funbox, new blocks and rails.
- Reduce in height the large flat bank, from 1,600mm to 1,200mm so as not to provide too much speed for the new funbox and be out of proportion to the rest of the equipment
- Provide some novice equipment in the free space behind item number 3 on the bitumen area, so that the inexperienced skaters have somewhere to ride
- Provide new concrete components so that sound dampening, slipperiness and heat will be reduced

Note: Items 9 and 10 on the layout plan were included in the initial design but were not constructed.

Any new steel ramps would be best enclosed and preferably have sound dampening material under the steel skating surface.

Option 2. Redevelop the park as a sub-regional facility within 5 years

This is the preferred option as the park does need some work. Redevelopment would be a good investment to reduce the noise of steel equipment, enhance the range of: opportunities and users, the size of the catchment serviced, and to provide opportunities for events in this northern area of the City. If this park is not redeveloped to a subregional standard the northern part of the City will be underserved.

2.1.2 Narre Warren Skate Park

Location

Ray Bastin Reserve, Corner of Narre Warren-Cranbourne Road and Norfolk Drive, Narre Warren

Management

The City of Casey, and Omnitech, maintenance contractor

Figure 4. Narre Warren Skate Park Layout

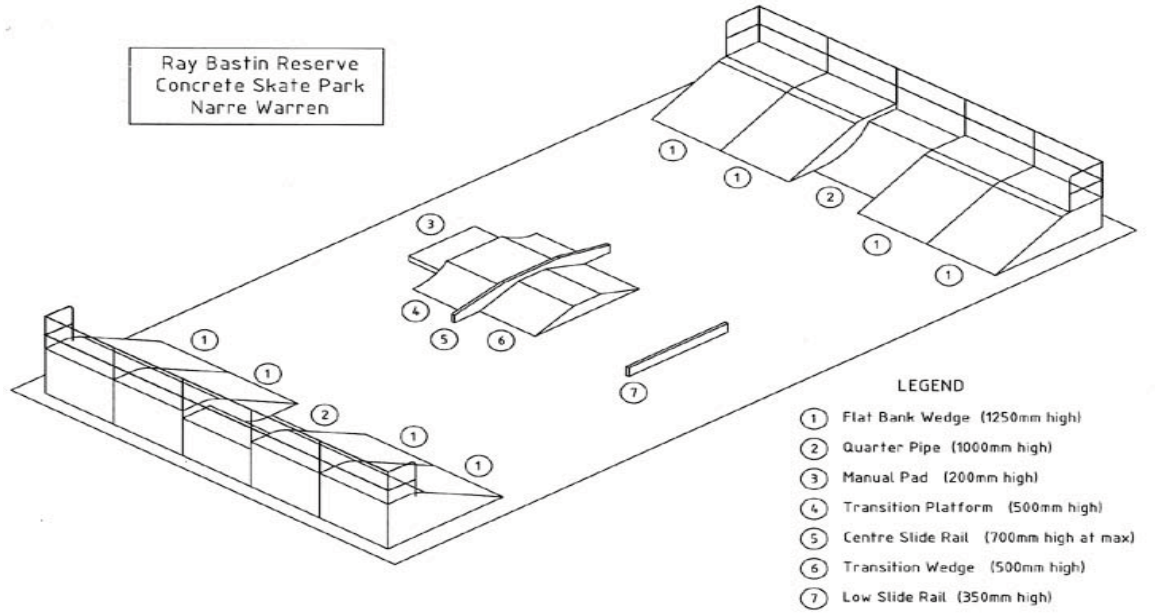


Figure 5. Narre Warren Skate Park: south end

Figure 6. Narre Warren Skate Park

Comments by users

Skaters feel the park becomes dangerous when there are a lot of skaters using the facility.

The pyramid is considered poorly designed, as riders are unable to launch. They can only roll over the element. The provision of an improved pyramid that allows skaters to go up, then skate the flat and then land on the down transition is required.

Precast construction provides limitations including the limited range of items and configuration that mean the park is not challenging enough for more advanced riders.

2.1.2 Narre Warren Skate Park (cont'd)

Users propose: expansion with a concrete in-situ construction, greater heights and widths for the more experienced users, and a newer area for novices.

Skaters suggest the park needs to be extended to increase the range of age groups catered for.

Development opportunities

- Space at the site allows for expansion of the facility, however if it were to become a sub-regional facility it would need to be redesigned, as the current configuration does not offer a wide range of challenges for older skaters or bikes.
- It is a flat site and expansion would retain an at grade construction; perhaps a plaza style or flat site, like Riverslide[6]. This would however be very hard edge, that may be incompatible with the green park setting. This would not need major earth works, wall or batters).
- As this is not a large site, and it is relatively close to residents, it may not be the best site to redevelop as a sub-regional facility.
    - The park currently caters for the same ages as the playground – there is some concern about small children straying on to a larger sub-regional facility.
    - The site is too close to housing for a sub-regional park that would stage events. It could not be lit or have music, without some likely conflict.
    - A sub-regional facility would dominate the park - whereas now it caters to good range of activities.
- The preferred option is to expand this site with a greater range of opportunities for younger skaters and develop a sub-regional facility in Berwick, and one in the vicinity of the Fountain Gate Shopping Centre in Narre Warren.

[6] City of Melbourne skate park in Alexandra Gardens

2.1.3 Merinda Park BMX Park

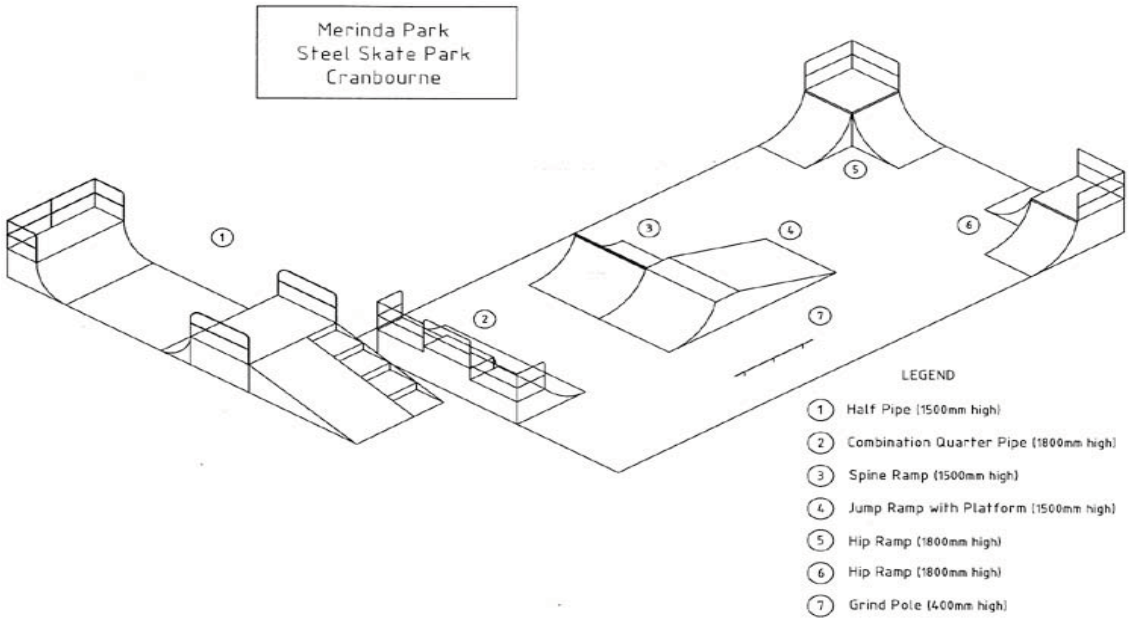
Location

Merinda Park, Endeavour Drive, Cranbourne

Management

The City of Casey, Omnitech, maintenance contractor

Figure 7. Merinda Park BMX Park Layout



Comments by users

Several skateboarders noted that they didn't go to Merinda Park because of the anti-social behaviour it attracts. It was highlighted that skaters didn't enjoy using the metal ramps and that if they were replaced, use of the facility by skateboarders would increase. (Note: it was designed primarily for BMX riders.)

Design and functionality issues

- The park was designed and constructed in 2000 in response to the strong demand for BMX.
- The design was primarily for BMX (the components are larger than for skateboarding).
- The main elements are a concrete mini ramp cited in a drainage swale and a series of open steel ramps on a concrete slab

Development opportunities

There are two options for this park: 1. Upgrade the facility to suit a broader range of skate and BMX needs or 2. Relocate nearby to a new more prominent location and expand the age and diversity of use.

If funding and opportunity presented itself within the Merinda Park designated Activity Centre, this would provide an opportunity to develop a new skate park within the vicinity and potentially create a wider appeal. The rationale for a redevelopment would be as follows:

- the park will need to be redeveloped within 3 years. As the current skate facility doesn't work well with the overall reserve, there is an opportunity to redevelop it and provide better oriented facility
- the current park is not well sited, but the location (in Merinda Park) is important.
- Merinda Park is designated as a Neighbourhood Activity Centre and west of the railway to Western Port Highway will be rezoned for residential and business within 5 years.
- there is potential to locate a skate park in a future shopping centre precinct in this area
- there may be potential for the development to be paid for by a developer of the Activity Centre.

Option 1. may be more realistic at this time, due to the unknown nature and time frame for development of the activity centre.

2.1.4 The Shed Indoor Skate Facility

Location

New Holland Drive (off Narre Warren - Cranbourne Road), Cranbourne East

Management

The City of Casey owns the building, which is leased to the Salvation Army. There are a number of programs and sessions held at The Shed for different markets (ie BMX and inline skaters).

Figure 8. The Shed

Figure 9. The Shed

Comments by users

Concerns were raised by skaters about the general condition of the facility, and lack of skate focus from management. There are few skate specific sessions now at The Shed, fewer clinics and demos and no skate staff are currently employed by The Shed management.

The fact that they have to pay for use of the facility was also an issue raised by many skaters when it is not upgraded and maintained on a regular basis. Users said the design of the vert ramp was very poor.

.

- What users liked about The Shed:
  - that it's indoor
  - doesn't get wet
  - foam pit
  - it is the only facility in the area and of its type close
  - it has a spine ramp
  - bikes are run separately so they don't get in the way
  - has a canteen
  - you can use the tools
  - you can hire gear
  - there is a first aid room.
- Aspects users didn't like about The Shed were:
  - it is poorly lit
  - a protruding nail on a ramp tore my pants.
  - ramps are not moved around enough. The freestyle/ flat land area is empty
  - nails: they need to be hammered in
  - there is a need to look at putting in new features: hand rails, boxes, stairs, ledges

Design and functionality issues

The Shed consists of a range of ramps and street elements that date from the mid 90's.

- The majority of ramps are made with a timber frame, and have either a plywood or a masonite riding surface (refer figure 8).
- There are three main sections at The Shed; a beginners area, mini ramp and a vertical section. These vary in design and use.

Development opportunities

- The Shed has good potential to remain as a regional skate facility.
- A replacement program is required for all skate elements.
- A major redevelopment of the skate components would be desirable.
- A business plan is required with the eventual goal of The Shed becoming a pre-eminent skate facility in the region offering skate and BMX opportunities to a range of age groups from beginners to elite riders.
- It is recommended that the management of The Shed be reviewed in the same way as other outsourced leisure facilities, recognising the value of the availability of the outreach services for young people, and programs for specific activities age groups, including gender-specific.
- There is potential for involving local skaters and officers in an advisory group to assist the Salvation Army to meet the needs of skaters.
- Funding/ sponsorship/ commercial opportunities could be explored to assist in lowering entry costs and with the upgrade of facilities.

*Note: nails should never be used in the development of skate facilities.

Other

There is a proposal to develop a BMX track around the outside of the facility.

A Performing Arts Rehearsal Facility development will take over one bay of The Shed.

2.1.5 Tooradin Skate Park

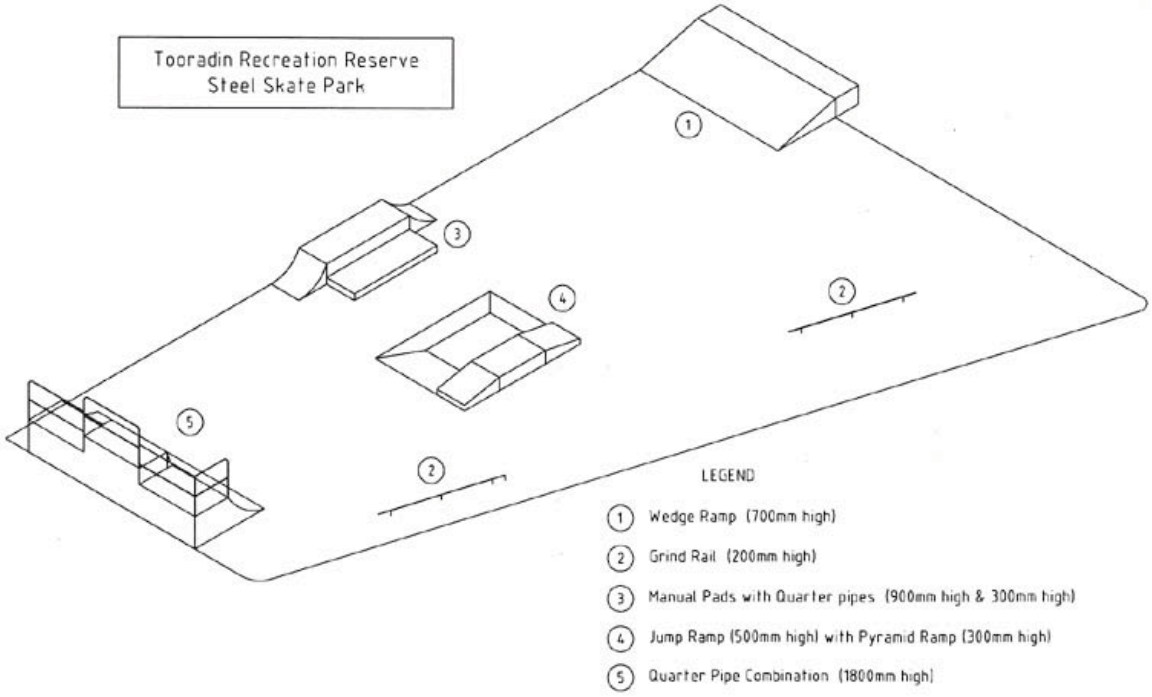
Location

Tooradin Recreation Reserve, Stumbler Lane (off the South Gippsland Highway), Tooradin

Management

The City of Casey, and Omnitech, maintenance contractor

Figure 10. Tooradin Skate Park Layout



Comments by users

- Young people participating in the community meeting, interviews and surveys for this project identified this park as "a good fun facility".
- Several skaters have commented on the size of the Tooradin facility. The original facility was tailored for younger riders. Many have now outgrown the park. Currently skaters are riding stairs at the local fish and chip shop, and provision of stairs would be desirable.
- Comments were also made about a 1mm raised edge/ surface gap at the bottom of the pyramid (item 4 on the layout plan) that needs to be fixed.

Design and functionality issues

- The park is a small area incorporating metal ramps on a concrete slab
- It was constructed in 1999 as a satellite skate park to serve young riders in the neighbouring coastal villages.

Development opportunities

- Riders say that many skaters in the area have outgrown the design and they need new challenges.
- Whilst the site is relatively small they would like the slab area extended away from the internal road to include additional items such as a set of stairs and additional street components such as rails, and replace the current pyramid (which isn't a good design), to one with a euro-gap.

2.1.6 Pearcedale Skate Park

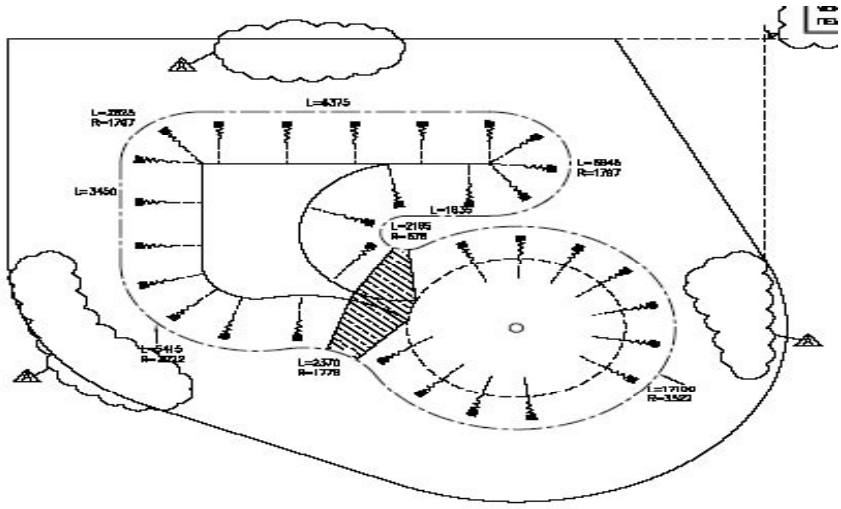
Location

Baxter – Tooradin Road, Pearcedale

Management

- The park is managed by Council and its contractors
- A management plan for this facility needs to be prepared and implemented urgently.
- The design indicates there may be inherent problems with unintended users getting out of the bowl as there is no roll in/ channel or keyhole. Some warnings may also be required to prevent unintended users wandering in.

Figure 11. Pearcedale Skate Park Layout



Comments by users

- This facility was still being constructed when inspected. The facility consists of a bowl and a spine which has a relatively high degree of difficulty.
- Because of drainage issues the facility is elevated above the surrounding park. This, in conjunction with a relatively narrow platform around the facility, means that erosion is likely on the batters. This needs to be monitored to ensure it does not create a trip hazard and so soil does not enter the bowl.
- The bowl has relatively steep sides with no way for unintended users to get out easily

2.1.7 Lyons Street (Ray Perry Park) Skate Park

Location

Lyons Street (off Claredon Street), Cranbourne

Comments

There is a small area in close proximity to The Shed indoor facility, Cranbourne Secondary College, a playground and South Gippsland Highway.

Skaters interviewed at The Shed recommended this site as an appropriate site for a satellite skate facility, without knowing that there was one proposed.

The secondary school appears supporting of skateboarding as they recently staged a World Industries Skate Competition[7] at the school. This is a small site.

This site was not reviewed, as it was not open at the time of the assessment.

2.1.8 Transportable skate facilities

The City of Casey has two transportable ramps. These are steel half pipes that fit on the back of a truck trailer. The primary objectives of the ramps are to provide learn to skate opportunities in rural areas and areas not serviced by skate facilities, and to reflect the style of facility with the greatest demand. Following an assessment by an external party the ramps have been decommissioned.

The condition of the ramps was only fair. Furthermore, the design of ramps is limited by the need to fit the ramp onto a truck. They are also costly to transport.

The major problem associated with the ramps is that their design no longer reflects the most popular style of skating (being street skating) and it is difficult for young skaters to learn on this type of facility.

Council should consider disposing of these ramps and purchasing some more portable street skate elements that can be used in small communities in conjunction with either an indoor community or leisure centre. These could be used indoors, placed on a concrete slab or on hard court sports courts (see images below).

Council's acquisition of other transportable skate facilities (see below) could provide local satellite skate facilities in the farmland and coastal villages, and to increase skater access to facilities in between the permanent main facilities in the City. Appendix 2. sets out information on the possible nature and layouts of new transportable skate facilities. Its assumed that these ramps would also be used by BMX freestyle riders.

Transportable ramps on a basketball court Vincennes University, Indiana

Wave ramp by sunramp®

[7] Peninsula Events conducts the World Industry Australian Schools Skateboarding Series, it is a skate competition held at 30 schools in Victoria, NSW and Queensland.

2.2 BMX tracks

The City of Casey has a number of older style BMX tracks. There are no purpose-built BMX dirt jumps constructed by Council in the City, although a number of jumps have been developed in reserves and construction sites over time.

A limited review of the condition and suitability of existing BMX tracks in Casey was undertaken. The following BMX tracks were identified and comments on these are provided in the following pages:

- Pearcedale Recreation Reserve (Pearcedale)
- Warneet Recreation Reserve (Warneet)
- Glover Recreation Reserve (Devon Meadows)
- Courtenay Avenue Reserve (Cranbourne North)
- Gunns Road Reserve (Hallam)
- Kevin Adlard Reserve (Doveton)
- Ken Brown Reserve (Hallam)
- Essex Street Reserve (Endeavour Hills)
- Eddie Baron Reserve (Berwick)
- Cairns Road (Hampton Park)
- Banjo Paterson Reserve (Lynbrook)
- Waratah Sth Reserve (Doveton)
- Amber Crescent Reserve (Narre Warren)
- Kanooka Grove (Doveton).

2.2.1 Pearcedale BMX track

Location

Pearcedale Recreation Reserve, Baxter – Tooradin Road, Pearcedale

Design and functionality

This is a relatively low level BMX dirt track. It is typical of a low standard racing design constructed in the 1990's or earlier.

2.2.2 Warneet Recreation Reserve BMX jumps and track

Location

Gilgandra Street, Warneet

Design and functionality

Set within the dense bushland, this is a relatively low level BMX dirt track. It appears riders have developed extra jumps altering the tracks original design.

2.2.3 Glover Recreation Reserve BMX track

Location

Finsbury Road, Devon Meadows

Design and functionality

This is a very basic BMX track. It is at the rear of the football oval adjacent to the Scout Hall. There is some level of use evident. The jumps appear to be in a fair condition.

Condition

- The track looks to be well used by young people.

2.2.4 Courtenay Avenue Reserve BMX track

Location

Courtenay Avenue, Cranbourne North

Condition

- Part of the berm has been dug away.
- Jumps have been created at the expense of other parts of the track.

2.2.5 Gunns Road Reserve BMX track

Location

Gunns Road, Hallam

Design and functionality

Sited adjacent to a shared path, this facility is ideal for access.

2.2.6 Kevin Adlard Reserve BMX track

Location

Doveton Avenue, Doveton

2.2.7 Ken Brown Reserve BMX track

Location

Guilford Court, Narre Warren

Design and functionality

The track appears to be in relatively good condition, with clear and defined jumps

Condition

- There is some evidence of use by BMX riders.

2.2.8 Essex Street Reserve BMX track

Location

Essex Street, Endeavour Hills

Condition

- There is some evidence of use by BMX riders.

2.2.9 Eddie Baron Reserve BMX track

Location

Bemersyde Drive, Berwick

Design and functionality

The BMX track is sited at the rear of the park. With a low level of formal access to the facility riders have created their own trails to get to the jumps (refer to figure 44).

Condition

- There is some evidence of use by BMX riders.

2.2.10 Cairns Road Recreation Reserve BMX track

Location

Cairns Road, Hampton Park

Design and functionality

The track is located on the recreation reserve to the rear of the Hampton Park Secondary College. Co-located with the sporting oval and playground, the track has good access to amenities.

2.2.11 Banjo Paterson Reserve BMX track

Location

Paterson Drive, Lynbrook

Design and functionality

The BMX track is located to the rear of the Banjo Paterson Reserve, parallel to the train line. The track is well serviced by paths and trails. The playground and local primary school are in close proximity.

Condition

- It is evident that the surrounding vegetation is well maintained.

2.2.12 Waratah Sth Reserve BMX track

Location

Frawley Road, Doveton

Design and functionality

Inspection at the Waratah Sth Reserve has found that there is little evidence of the original BMX facility.

2.2.13 Amber Crescent Reserve

Location

Amber Crescent, Narre Warren

Design and functionality

Inspection at the Amber Crescent Reserve has found that there is little evidence of the original BMX facility.

2.2.14 Kanooka Grove Reserve BMX track

Location

Kanooka Grove, Doveton

Design and functionality

An inspection of the Kanooka Grove Reserve has found that little remains of the BMX track.

2.3 Facilities in progress

The following skate facility was being planned whilst this study was being prepared.

2.3.1 Hampton Park Skate Park

Location

- **Hallam Road** Hampton Park (opposite Activity Centre at River Gum Creek Park).

Comments

Hallam Road was considered the preferred site by Council due to proximity to Activity Centre, trail network and sufficient distance from nearby residents. This site has some issues relating to its location on a flood plain, and negotiations with Melbourne Water were proceeding whilst this study was being undertaken.

The design for this skate park doesn't have a big focus on street elements. Recent trends suggest however that young people are primarily interested in street elements rather than a half pipe.

A site more central to a shopping centre may be worth investigating.

3. DEMAND FOR NEW SKATE FACILITIES

Demand for skate and BMX facilities was assessed from evidence collected from a consultation process that involved: calling for submissions, holding a series of community meetings and surveying young people through schools.

- Five hundred surveys were sent to students in twelve schools. Four hundred and sixty nine completed surveys were returned
- Four community meetings were held: Endeavour Hills Leisure Centre, Narre Warren Library and The Shed.[8]
- Seven bicycle and skate shops staff were interviewed, in addition to a number of older skateboard riders, one parent and representative of Inline-Hockey Victoria.

Overview of demand

Since the last Plan there has been an expansion in the size of the overall aggressive in-line/ skateboard and BMX freestyle market. This is mostly due to the increase in BMX activity on skate parks and the diversification of BMX as a sport to include dirt jumping. There has also been a broadening of the age of skateboarders.

The core age group of skateboarders is 5 to 19 years (however it appears that a much higher number of adults are continuing to skateboard, and there is more skateboarding as a family activity).

This age group represents 24.9% of the population or 55,079 people in 2005.

Of these people it is estimated that some 10% participate in skateboarding or inline skating and 10% participate in BMX. The **potential** size of the market is approximately 15% for skateboarding and 15% for BMX. This potential market size assumes there will be facilities and other promotional or sports development activities that support and encourage participation. See details in Chapter 3.3.

The table below indicates the realistic size of the market as a range for 2006 an 2011.

Table 2. Likely number of skaters and BMX riders, 2006 and 2011

	5-19 YRS CASEY POPULATION	LIKELY NO. SKATERS	LIKELY NO. BMX RIDERS	MAXIMUM TOTAL SKATE PARK USERS
2006	55,079	5500-8,260	5508-8,260	16,523
2011	63559	6350-9530	6350-9530	19067

The areas with the highest demand for facilities are Narre Warren, Cranbourne, Endeavour Hills, Hampton Park and Berwick. Currently facilities exist in Narre Warren, Cranbourne, Endeavour Hills, Pearcedale, and a facility is proposed in Hampton Park. Berwick is the only area with a high level of demand, that is not serviced by a skate facility.

Considering the centres of population growth and the availability of existing facilities, additional facilities will be required. Additional facilities will ensure equity in distribution in line with population growth but also that a diversity of skills is catered for.

[8] No one attended at the Endeavour Hills skaters meeting or the Narre Warren resident meetings.

Table 7 shows the estimated skate and BMX participation figures for the City of Casey, by township compared to the proposed facilities.

Map 2. (see page 78) shows the proposed skate and BMX facilities in relation to the distribution of population. Consultation with Council identified the estimated population catchments along with the future development areas.

3.1 Trends in demand for Skate and BMX activities

Based on the school surveys conducted in 1999 and 2005, there has been a decrease in participation rates in roller balding, and increases in Skateboard and BXM riding.

Table 3. below shows participation in 2005 as compared to that in 1999.

Table 3: Skate participation rates; 1999 and 2005

Activity	1999 School Survey participation rates	2005 School Survey participation rates
Rollerblading	9%	5.3%
Skateboarding	6%	14.9%
BMX jumping	4%	9.2%

Also based on the survey findings:

- Participation in BMX has increased since the 1999 strategy, and there was an increase in frequency, and the proportion of young people who participated on most days.
- Skateboarding has increased in participation and in terms of the frequency of participation by respondents ie more participate 'every day', as appose to 'most days' or 'sometimes'.
- The percentage of people participating in in-line skating is less in 2005, the numbers of people who in-inline skate/ roller blade 'sometimes on the weekends' has decreased in terms of those who participate 'only once in a while'.
- The number of young people who never participate in roller skating/ quad skating has increased.

The 1999 plan identified three key groups of skaters whose needs should be considered:

- BMX riders
- skateboarders; and
- recreational inline skaters.

In addition to these groups, there is a related market for BMX racing and dirt jumping, however these were outside the scope of the strategy and facility provision was not explored.

A scan of relevant documents, magazines and discussions with key skaters and stakeholders suggests that the following changes since 1999 are relevant to this report.

3.1.1 BMX

There has been an expansion of the BMX market and diversification of BMX as a sport, illustrated by the increased participation rates recorded in the school survey undertaken for this project.

- Whilst this includes the increased use of skate parks/ facilities and street skating areas by jump bikes, the growth has been predominately in dirt BMX and mountain bike riding (There are now a number of styles of bike with larger wheels using dirt jump areas).
- There has been some growth in BMX racing, perhaps in preparation for it becoming an Olympic sport and there may be demand for a new regional track in either Casey or Cardinia.
- There are some Councils that have sought to restrict the number of bikes using skate parks because in times of high use they are seen to conflict with skateboarders.
- Because of the number of larger bikes now using jump areas and skate parks, codes of conduct have been devised.

Dirt jump construction Most of the dirt jump areas popular with BMX riders are trails or sets of doubles. These are often not constructed by Councils.

- In Casey, stakeholders report much of this building by young people is in the vicinity of housing construction areas. They build and use the jumps until houses and parks are constructed, and then they move on to the next construction zone.
- It could be argued that this self-build model is a good one: since the construction industry is adequately providing sites, the need for Council's involvement is minimised.
  Commonly, the jump areas constructed in housing areas are leveled and riders forced to vacate the area. However, in some cases these jumps are being developed in places that are far from ideal from a risk management or conservation perspective (Council commonly razes these self-build jumps.)
  Provisions of space for young people to be able to design and construct their own jumps with contribution and supervision from council would serve demand. Other councils allow jump areas to be designed and constructed by riders at agreed sites and under guidance of Council. This is generally a satisfactory arrangement.
- No dirt jump areas have been provided by Council to respond to the strong demand. However, there is a number of the older BMX racing-style track circuits built in the late 1980s in Casey - and there is strong evidence of their use by bikes. In some instances these elements are being used in new and different ways - which they were not designed for (eg jumping over berms). This may pose risk management issues.

Recent law reforms encourage participants to take more responsibility for their actions and make it harder to sue Councils when accidents occur. However Council owes a duty of care to its residents and this would indicate that Council must manage its BMX facilities to ensure they remain in an acceptable condition, and use is consistent with the facilities provided. Council has an obligation in design, signage, maintenance, and overall management to protect users from foreseeable danger.

3.1.2 Skateboarding

The skateboard market is relatively stable.

- Although demand has flattened out since the last plan, the base is larger. The mass appeal of the sport has grown and the age of participants has widened.
- The demand for skate facilities is largely focused on street skating, with a high demand for stairs, rails and elements such as "eurogaps". Most skate parks are now concrete (unless indoors) and "skate plaza" style facilities are popular, although they often don't provide the diversity of opportunities needed to meet a range of skaters needs including younger skaters.
- Whilst there is still a strong individualistic, anti establishment element in skateboarding, the skateboard market has broadened its appeal to the family market. As skaters mature and become parents there is evidence that they are visiting skate parks with their children, to teach, encourage and watch. There has also been a corresponding demand for programs involving skateboarding, particularly for young children, and an increased trend for church and youth groups to embrace skate activities in association with outreach services.
- One of the significant changes in supply since the last plan is the decline in the skate focus of The Shed. Whilst they have embraced the increase in BMX use and introduced a skate club for younger children to meet this programming demand, the focus on proficient skaters, high quality facilities and skater events is no longer evident.

3.1.3 Recreational in-line skating

There appears to have been a reduction in the size of the recreational inline skate market.

The recreational in-line skate market appears to have shrunk in the last few years, whilst there has been some growth in in-line sports competitions, especially speed skating.

- This is apparent from sales and consultation with stakeholders. However, more people are commuting by skate, skating for fitness, and participating in one-off social events such as night meets and club speed skating.
- The decline in the in-line market is supported by the ABS *Children's Participation in Cultural and Leisure Activities*[9] report, which indicates a decline in participation in skateboarding/ rollerblading from 30.9% in 2000 to 22.8% in 2003.
- Aggressive in-line skaters are still present at parks in similar numbers to that observed in 1999.

[9] ABS, Children's Participation in Cultural and Leisure Activities, 4901.0, April 2003

3.1.4 Growth potential

Fashion plays an important part in skate sport, therefore the sports are subject to constant flux. Unlike many other sports, competitions are largely run by large private sector skate companies.

Anecdotal evidence and information gleaned from the commercial and business sector servicing the skate market suggests that there are two potential areas of growth: sub-groups within the sport, and female participation.

- The **aggressive inline and the freestyle BMX market** segments are likely to continue to grow for some time. Continued growth in a market with a slightly smaller number of people in the core age group will mean a relatively stable number of participants in the next 5-10 years, unless there is a major change in the economic climate and consumer spending.
- Skate and bike stores consulted suggest that the highest number of skateboard participants are in the age group 10 to 18 years and for BMX: 13 to 18 years.
- The stores identified that although the majority of participants are males, in recent times there has been **a slight increase in female participation** for both sports.

3.2 Estimating the number of Skate/BMX park users in Casey

Age

The core age group of skateboarders is 5 to 19 years with the highest participation in skateboarding and BMX between 10 to 14 years.

Young people 10 years of age have the highest skate participation rate, while those 11 years of age had the highest BMX participation rate. The participation in skateboarding was in the order of 18.6% for those aged between 10 to 14 years [10].However it appears that a much higher number of adults are continuing to skateboard, and there more skateboarding as a family activity is being observed.

The core age group for BMX riders is considered to be the same as skateboarding for the purpose of this project, although it is likely that they may be slightly older than for skateboarders.

This core age group who will use skate parks represents 24.9% of the population in Casey or 55,079 people in 2005. This population is expected to be in the order of 63,500 by 2011.

[10] Figures available for participation of 5 to 9 year olds and 15 to 19 year olds were not considered to be representative (due to the small number of responses received from this age group in the school survey.)

Participation rates

It is estimated the 10% of those aged 5-19 years old currently participate in skateboarding or inline skating and 10% participate in BMX. This figure has been determined based on the findings of the school survey of 500 students[11], and our assessment of other participation rates and the validity of these findings.

The **potential** size of the market is estimated as approximately 15% of 5-19 year old population for skateboarding and 15% for BMX. This is again based on our knowledge of the sports, findings from the school survey and available state and national participation rates.

Assumptions associated with estimating the market size

The estimated number of skate park users has been derived by identifying and analysing the key participation information available, and developing an estimated figure to apply to Casey by township.

Participation rates from the school survey have been used and adjusted to take into account a number of factors:

- the likely overestimation of participation identified in the self-administered student questionnaire
- the low numbers of young people in the 5 to 9 year and 15 to 19 year age groups who responded to the school survey
- what is considered reasonable, given that Casey has a number of existing facilities; and considering participation rates elsewhere.

The following table is a compilation of data gleaned from other relevant studies.

Table 4: Skate participation data (other sources)

Age group	Participation rate	Area/ source	Year	Author
5 – 18 yrs	**5%**	Nillumbik Shire	2001	Jeavons & Jeavons
11 – 18 yrs	**5%**	City of Kingston	2003	Agile Consultants
10 – 19 yrs	**6%**	City of Casey	1999	Jeavons & Jeavons
10 –14 yrs	**10%**	Hobsons Bay	2000	Jeavons & Jeavons
5 – 19 yrs	**14%**	Bass Coast Shire	2000	Jeavons & Jeavons
7 – 17 yrs	**14.9%**	City of Casey	2005	Jeavons & Jeavons

The ABS *Children's Participation in Cultural and Leisure Activities*[12] report cites a participation rate of 22.8% for skateboarding and inline skating for young people aged 5 to 14 years, and the Australian Sports Commission ERAS[13] (Exercise Recreation and Sport) has participation in roller sports (skateboarding and inline skating) at 2.4% for those aged 15 to 24 years.

We have assumed that the participation rate derived from the school survey may be an overestimation[14], and that the BMX rate indicated in the survey is realistic, taking into account growth being experienced elsewhere.

Based on the above assumptions a realistic **10% participation rate has been adopted as a reasonable market estimate** across the 5-19 yr age group, and this takes into consideration the higher participation of males, the broadening age of skaters and the provision of additional facilities since 1999.

[11] The survey found the leisure activity most participated in away-from-home was "riding a bike", with approximately 30% participating. Skateboarding was the next most participated-in activity, (just short of 15%), and BMX was fifth with just over 9% of young people participating.

[12] Australian Bureau of Statistics, *Children's Participation in Cultural and Leisure Activities,* Volume 4901.0, April 2003

[13] Australian Sports Commission, *Participation in Exercise Recreation and Sport,* Annual Report 2003

[14] As the survey was principally about skateboarding, not @leisure survey

Table 5: Estimated skate participation, aged 5 to 19 years, by township[15]

	2006		2011	
Township	**Population 5-19 yrs**	**Projected skate participation**	**Projected population 5-19yrs**	**Projected skate participation**
Berwick North	5,731	573	7,194	719
Berwick South	2,923	292	3,978	398
Clyde	324	32	324	32
Cranbourne	3,233	323	3,335	334
Cranbourne East	1,479	148	3,408	341
Cranbourne North	3,255	326	3,979	398
Cranbourne West	1,567	157	1,920	192
Doveton and Eumemmerring	2,189	219	2,120	212
Endeavour Hills North	4,071	407	4,227	423
Endeavour Hills South	4,407	441	4,374	437
Foothills	1,955	196	2,262	226
Foreshore	807	81	860	86
Hallam	2,398	240	2,460	246
Hampton Park	6,048	605	6,137	614
Lyndhurst	595	60	1,258	126
Narre Warren	7,333	733	7,614	761
Narre Warren South	4,654	465	5,891	589
Non-Urban South	1,134	113	1,269	127
Pearcedale	976	98	949	95
City of Casey	**55,079**	**5508**	**63,559**	**6356**

Source of Population Data: Ratio Consultants

The suburbs that will experience the most substantial growth are Berwick North, Berwick South, Cranbourne East, Lyndhurst and Narre Warren South. Subsequently, these suburbs are likely to experience the largest growth in skate and BMX participation.

3.2.3 Existing patterns of use

According to the school survey: the main area where young people ride or skate is 'at home' and 'around the streets' (73.8%).

- Other favourite places to skate away from home were:
  - The Shed 19%
  - Narre Warren skate park.....10%
  - Merinda Park BMX/ skate park.....9%
  - Endeavour Hills skate park.....7.5%
  - Tooradin skate park 5%
- Outside the City of Casey, the Dandenong Skate Park was the most used facility (5.1%).
- Most young people said they were prepared to travel 5 to 10 minutes to get to a skate park (54.6%).
- Most young people are either driven to skate facilities by mum/ dad (36%), or they skate/ ride (35.2%).

[15] These estimates are what is considered the realistic estimate of participation; not the market potential

- The preferred style of facilities overall were:

  Smaller skate parks close to home.....61%
  Large outdoor parks further from home..15%
  Mobile equipment.....14.5%

Note: The brief called for an indication of where new skater facilities would be required. As Casey is a young population undergoing major growth and skate facilities are not equitably distributed across the City it is assumed that some further facilities may be required.

However the large number of young people who principally skate at home or on the streets, does not necessarily transfer into the number who will use skate parks. New skate parks will not cater for all skaters, all of the time. Many skaters actually seek out the challenges of urban terrain, and see skate parks as a controlled environment, that doesn't suit their individualism and desire for the unpredictable.

3.2.4 Preferences for new facilities

The survey illustrated a preference for new facilities to be 'smaller facilities close to home'.
Some young people made suggestions about the location of future facilities. The main locations suggested for new skate and BMX facilities, in the school survey were:

Lynbrook..... 14 responses[16]
Deavon Meadows..... 2 responses
Hampton Park..... 2 responses
Narre Warren Sth..... 2 responses
Berwick..... 1 response
Hallam..... 1 response

Features that the young people identified they would like to be included in new parks were:

Half pipes.....33%
Drinking fountains.....33%
Fun Box.....30.3%
Bowls.....29.9%
Launch ramps.....28.8%
Grind rails.....27.9%
Seating.....26.2%
Shade.....24.5%
Pyramids.....23.5%
Vert ramps.....22.6%
Quarter pipes.....17.9%
Stairs.....17.5%
Hip ramps.....16.8%
Wedge.....9.0%
Other.....3.2%

[16] This is likely to be relative high as there is no skate facility in this estate and due to the high no. of responses from this suburb.

3.4 Other demand issues

Volume 2. Consultation Findings provides the detail about the consultation process and those involved. A summary of issues only, is provided here.

3.4.1 Issues raised in public meetings

Public meetings were held in Endeavour Hills, Narre Warren and at The Shed in Cranbourne. These were not well attended and the results cannot be considered representative of skaters as a whole in Casey, however they provide some additional issues of interest. Participants at The Shed were predominately young riders. The Narre Warren skaters meeting was attended by a few more experiences skaters.

Skaters who attended the community meetings raised the following key points.

- Skateboarders, as opposed to BMXers, require smooth concrete surfaces in order to participate in their sport, thus provision must be made to accommodate this.
- Casey's facilities lack diversity so cannot cater for all levels of skateboarders, resulting in crowded facilities (and bored skaters).
- The lack of public transport limits participation at existing facilities (skaters are usually not old enough to drive). Access is therefore limited to a smaller proportion of skaters.
- No identified support/ user group exist for skaters. It was felt that if such a group exists it would work well.
- The lack of opportunities for young people was identified for those who skate in the Berwick area.
- Many skateboarders from new estates are finding that there are limited opportunities to skate.
- There was a suggestion for a skate park to be developed in Buchanan Park in Berwick because the park is situated in close proximity to a university, schools and public transport. The Berwick community can relate to the youth market as it is made up of young families that are more likely to have grown up with skating.
- The Timbarra Estate was identified as a possible site for a new facility in Berwick - the only draw back was limited access to transport. An issue in the Timbarra estate affecting skater participation is the state of the concrete paths: they are extremely rough and have raised edges.
- A smaller facility would also be good at the back of Brentwood Park near the primary school, (possibly for beginner's). Opportunities may exist then to incorporate skating into the school curriculum. Currently there is a BMX track on this site and it may be good co-locate the facilities.
- Skaters at The Shed identified that there is a need for small outdoor skate park in Cranbourne. They suggested that it should be located in Ray Perry Park adjacent to the Cranbourne Secondary College. It should be a little street course park with rails, a mini ramp, a spine and have good transfers.
- The Shed needs to address a number of issues that deter skaters:
  - transport to the facility and the cost of entry
  - a new management focus away from skating – and a view that the current management is less accommodating to skaters and aren't as open to providing new skate opportunities
  - The Shed used to hold demonstrations and was seen on many skate videos
  - elements are tired, not regularly changed or updated, and are in poor condition.
- Skaters identified the need for competitions: it provides incentives for young people to get out and practice.

3.4.1 Issues raised in public meetings (cont'd)

- The lack of demonstrations to promote skating was identified as an issue by skaters. There was a belief that events promote a healthy skating scene.
- Current trends in skating were described by skaters to be 'street' or street-style. This form of skating is the main competency that young people are learning and skating.
- The need for a larger outdoor park where competitions can be held - as big as the Dandenong skate park.
- The Narre Warren Park is too crowded and young people feel intimidated by older riders.
- It is common to see skaters around Fountain Gate Shopping Centre. There could be an opportunity to provide a facility for these young people that hang around the shopping complex.
- The key parks used outside the municipality were: Riverslide, (the main competition venue in the City of Melbourne) Gembrook (the preferred facility close by) and Dandenong (seen as "a bit rough").
- A support group- much like surfers have with boardriders clubs, would be good to set up for skaters in Casey.

Note: specific comments made about facilities have been incorporated into the chapter on existing facilities.

Issues raised in telephone interviews with skate and bike stores

Staff from the seven stores interviewed raised the following key points:

- The core age group of skaters who buy equipment are males aged 10 to 18 years, although the spectrum of skaters is broader, ranging from young children through to young adults.
- A proportion of the older skaters only skate for the image - and not to perform tricks.
- The core age of BMXers was identified as people aged between 13 and their mid 20's.
- BMX has a higher level of sales to young people than other bikes, although this was generally for using the bike as a means of transport and not necessarily for tricks.
- Respondents suggested the majority of skateboarders prefer to ride facilities with street elements.
- Berwick lacks skate spaces and young people are resorting to skating at schools and shopping centres.
- Any new skate facilities should offer street elements so skaters can improve their skill.
- A high proportion of skaters skate at home or on local streets.
- The Shed requires attention: respondents identified that nothing had been done to The Shed for five years, consequently skaters weren't using the facility.
- There is an identified need for more challenging facilities within the City. Many skaters travel to other facilities. The Narre Warren facility was perceived as too easy for accomplished skaters.
- A BMX track would be well used if located in the vicinity of The Shed facility.
- Generally, respondents would like to see the redevelopment of The Shed facility, particularly if it was possible to make it more affordable for young people to use.
- Current demand exists for more challenging facilities within the City of Casey.
- Respondents said that introducing some form of events in the City of Casey would be a positive thing for skaters. Local shops indicated that they would support such events.

Issues raised in telephone interviews with skaters

The following points are the key issues identified through interviews with older skateboard riders, parents of skate and inline hockey participants.

The need for new facilities

- There was expressed need for skate facilities in Beaconsfield and Berwick. There is no current provision of skate facilities in Berwick, although it is a rapidly growing area and home to many families. There are also no footpaths in Berwick South and consequently skateboarders have to go onto the road. Families have to travel great distances in order for their children to be able to skate. A possible location identified n the Berwick South area was the Eddie Baron Reserve. The Reserve currently has a Community Centre, playgrounds, a BMX track and the park is in proximity to a small milk bar and Schools.
- Currently many new residential developments are allocating space for parklands, sports and playgrounds, and skate facilities are being overlooked.
- Potential sites in Berwick could be: Berwick Views, Brentwood Park, Timbarra, or near the college or milk bar in Burnside.
- Any new facilities in Casey should have good lighting so skaters can skate at night, it needs to be seen from the road and be in proximity to the railway line.
- Any new facility in the City of Casey should be of considerable size and be suitable to hold demonstrations and develop skateboarding as a sport.
- There is interest in the sport of inline hockey and it is expected that the demand will grow in Casey as the population increases. Casey would be suitable for a high-quality inline hockey development.
- It was identified that the Coastal area in Casey would benefit from something other than mobile skate ramps. Alternatives such as recycled plastic mobile equipment would be good.

Comments on existing facilities

- Some issues concerning The Shed facility were raised: generally ramps were seen as old and worn, it is poorly lit, the facilities have design issues and they haven't been moved around for a long time. The flatland area doesn't have anything in it.
- It was suggested that Tooradin is a" good park" but should be extended to meet the needs of local skaters who are now older and need more challenge. They need stairs and a new pyramid with a Eurogap[17].
- There are some ramps in Endeavour Hills that need to be replaced and more street equipment provided.
- It was suggested that Narre Warren Skate Park needs to be doubled in size to cater for more skilled skaters. It should include in the redevelopment: a lip ramp, a bowl section and rails. The existing pyramid is poorly designed.

Other issues

The Berwick Church of Christ runs a skating program. This is extremely popular. They have portable skate ramps. They also need places to take young people to skate. Currently they use parks such as Gembrook.

[17] With European origin, a Eurogap is a flat bank with a cut out/ gap at the top (similar to a step) leading to a platform The Eurogap can be without obstacles, or can include rails or blocks down the middle or down the sides of the flat banks and over the gap.

4. MEETING THE DEMAND FOR ADDITIONAL FACILITIES

The previous City of Casey *Skate Strategy (1999)* identified that "Demand will continue to shift for skating facilities and products, in response to commercial pressure, public appeal and changes in leisure behaviour" and that "numbers will soon peak in the skateboard market". The participation rate has probably peaked, however with the rapid growth of the City of Casey's population in the core age group the demand for additional skate facilities is high. There has also been the expansion of the age range of skaters (both aggressive in-line skaters and skateboarders) that mean that there is demand for an increase in the complexity and diversity of skate elements to serve the diversity of ages, interests and challenge required in skate elements by participants. Current facilities do not adequately cater for this range.

Meeting the need for diversity and events

The current facilities are unlikely to meet the complexity of demand without additional parks and major redevelopments. The development of a number of outdoor sub-regional skate parks in the northern part of the City is intended to provide an even spread of quality skate facilities in high population areas within the northern part of the city. This is to complement the existing regional indoor facility at The Shed in Cranbourne (located in the southern part of the city). It would be an outdoor park that is suitable to stage events. Desirably these should be sited in a highly prominent site, in a shopping centre, and relatively close to a railway station.

The development and upgrade of facilities and management practices at The Shed is likely to result in a significant increase in the popularity of the facility.

With considerable increases in population projected, and the need for a diversity of opportunities to suit a wide range of ages and to include events, additional sites will need to be found for several sub-regional facilities and additional sites for the foundation level of the sport.

Given that the core age of users is 10-19 years and most are below driving age there needs to be a relatively equitable distribution of skate facilities within about 10 minutes walk/ drive/ public transport of the whole urban population.

The needs of skateboarders with a relatively low level of proficiency may be able to be met through the provision of transportable skate facilities. Some notes are provided about such ramps in Appendix 2.

The way forward

There is demand for additional outdoor skate parks in the City to cater for the demand in the sport. Priority should be given to developing new skate facilities to service additional areas of the city rather than enlarging existing skate facilities, which should be explored once the entire population is provided for. Berwick is the highest priority for a sub-regional skate park due to its high demand and lack of nearby skate facilities. (Refer Map 2 and Table 1 for a description of proposed facilities).

4.1 The basis for determining new facility provision

The process to determine the number, nature and distribution of facilities undertaken for this project (and that should be used in the future to monitor provision) included the following:

- ☑ Undertake market research and consultation to identify demand including current participation
- ☑ Assess current standard and condition of facilities and potential to expand or upgrade
- ☑ Identify population growth areas and the number and proportion of young people in, and projected to live in each suburb.
  Council officers identified the need to ensure skate facilities were provided centrally to the major growth areas (these are shown on Map 2.).
- ☑ Analyse the distribution of facilities based on:
  - distance required to travel and the lack of public transport: especially trains
  - the need to provide for a range of facilities at different hierarchies to serve the need of the foundation level of the sport as well as the social participation and competitive levels.
  - the availability of existing facilities (including regional facilities)
  - the high cost of permanent concrete facilities
  - the importance of having graded challenges to suit a range of ages in the one park
- ☑ Identify gaps in provision based on the above factors
- ☑ Identify potential development sites in each key suburb where additional facilities are required
- ☑ Assess sites against site selection criteria (seek checklist on page 64)
- ☑ Select the site(s) for development
  (Other localised factors may need to be taken into account to determine the location of skate facilities. In particular these will include whether or not a suitable site can be identified. See section 6.3).

After this process Council would then undergo development process of design consultation with community, land use issues, planning permits, invitations to tender, project manage construction, complete landscaping/signage/ancillary facilities, open the facility, instigate management/maintenance plan (refer Chapter 5.)

4.1.1 Population of 10 - 19 year olds

Key criteria used to determine where skate facilities should be placed are the areas with strong population of 10 - 19 year olds and time taken to facilities these by foot/ car/ train (estimated at 10 minutes).

It is proposed that skate facilities be provided in locations where the population of young people between 10 -19 years is likely to continue to be high, and in 2006 include at least some 200 skaters.

Locations where this criterion is met are shown in the following table.

Table 6: Localities with more or less than 200 projected skaters

LOCALITIES: MORE THAN 200 PROJECTED SKATERS	LOCALITIES: LESS THAN 200 PROJECTED SKATERS
Berwick North	Non urban south
Berwick South	Pearcedale*
Cranbourne	Clyde
Cranbourne East	Foreshore*
Cranbourne North	Cranbourne West
Doveton and Eumemmerring	
Endeavour Hills North & South	
Foothills	
Hallam	
Hampton Park	
Lyndhurst	
Narre Warren	
Narre Warren South	

*Two areas which are unlikely to have 200 skaters, already have skate facilities.

4.1.2 Hierarchy of Facilities

A hierarchy of facilities is required to best match demand and available resources.

It is desirable to provide a local skate facility within 10 minutes and regional skate facility within about 30 minutes drive of the majority of the population.

A five-tiered hierarchy of skate and BMX facilities is proposed:

- **Regional** (indoor facility)
  - Serving approximately 6500 skaters
  - Providing for all levels of proficiency, programs and events and sessions for specific market segments, ie beginner sessions, females, inliners and bikes
- **Sub-regional** (facilities suitable for events and three levels of proficiency)
  - Serving some 750 skaters per facility
  - Providing lighting, associated support services such as picnic facilities, toilets and shelter, shade, car parking and drinking water
- **Local** (facilities to serve key localities)
  - Serving some 250 skaters per facility
  - Providing a basic level of facility for at least young or inexperienced rider and some more challenging elements
  - Providing only a basic level of support service; assuming availability in the near vicinity
- **Satellite** local facilities to serve small villages and rural areas and gaps between other facilities.
- **Transportable skate facilities** to serve schools and community groups. They serve up to 200 skaters per facility.

Map 2. shows the preferred distribution of skate facilities based on these criteria.

There is potential to provide some relatively remote areas with a skate facility within 10 minutes, where the population is relatively small and where existing facilities are relatively remote. In these instances it is proposed that a **satellite local skate facility or transportable skate facilities** be provided. These may not be permanent outdoor concrete skate parks but more likely a concrete slab with transportable skate elements supporting foundation level skaters. Where possible these would be in association with indoor centres (so that there is a management presence and so as to develop potential programming opportunities).

Locations would appear to be suitable for the development of satellite or transportable skate facilities include: Cranbourne West, Doveton and Eumemmerring, and possibly Clyde, in some instances transportable or satellite facilities may also provide benefits in localities where there is already one facility but there are a large number of projected skaters, (to decrease travel distance to a facility).

Table 7 shows the existing facilities by hierarchy.

Table 7: Existing skate facilities by hierarchy

SKATE PARK	HIERARCHY
The Shed Indoor Skate Facility	Regional
Endeavour Hills Skate Park	local facility
Narre Warren Skate Park	local facility
Merinda Park BMX/ Skate Park	local facility
Ray Perry Skate Park	local facility
Pearcedale Skate Park (Bowl)	local facility
Tooradin Skate Park	satellite -local facility

4.1.3 Number and type of proposed facilities

To meet the needs of the projected population and adding additional diversity through a hierarchy of facilities the following number and types of new facilities are proposed.

Table 8: The number of new skate facilities proposed, by hierarchy

	NUMBER	
TYPE OF FACILITIES	EXISTING	FUTURE TOTAL
Regional skate and BMX facility (indoor)	1	1
Sub-regional skate and BMX facility	0	2-4
Local skate facilities	5	6-8
Satellite local skate facilities	1	11
Transportable skate facilities (satellite)		To be determined
Local BMX dirt facilities[18]	14	To be determined

[18] Note: this strategy recommends that BMX facilities be put on the agenda and managed accordingly. There is likely demand for a greater hierarchy for BMX facilities, however it is beyond the scope of this report to expand on the planning and design of this sport. Council should further investigate the provision of BMX facilities.

Table 9 identifies the range of proposed facilities and their focus. In all, this would amount to the provision of 11 permanent skate facilities and a number of transportable skate facilities in the City of Casey.

Directions concerning type of facilities

- Concentrate on the provision of above-ground concrete outdoor skate facilities (with the exception of the subregional skate parks proposed).
- Focus on street style facilities; for skateboarding and BMX and on providing graded challenges within the one facility.
- Provide for events at the subregional and regional facilities.
- Ensure one vert ramp is provided in the City, at the regional facility.
- Upgrade the local BMX tracks as specified.
- Provide opportunities and for self build BMX dirt jumps in designated locations under guidance.
- Consider providing portable ramps for use in association with indoor facilities as specified.

Regional facilities

- No additional regional facilities (other than The Shed) are proposed.

Subregional skate facilities

- Develop two additional subregional facilities in the City in Berwick and Fountain Gate Shopping Centre. Upgrade Endeavour Hills to a subregional level.
- Develop these where possible, in conjunction with an indoor recreation centre, and management agency.
- Incorporate elements suited to a more proficient rider as well as intermediate and beginners.
- Ensure these can cater for some events.
- Hampton Park has potential for an upgrade to subregional

Local facilities

- Develop additional (different) facilities at this level in the City:
  - facility at Glascocks Road development.
- Incorporate elements suited to intermediate riders as well as beginners into local facilities.

Neighbourhood/ satellite facilities

- Develop supplementary skate and BMX facilities in the City through transportable skate facilities:
  - vi. Berwick Sth (Eddie Baron and future Hancock Reserves)
  - vii. Timbarra Primary
  - viii. Narre Warren Nth
  - ix. Botanic Ridge
  - x. Clyde
  - xi. Brookland Greens
  - xii. Doveton Pool in the Park
  - xiii. Cranbourne east (future)
- Develop these as smaller facilities, where possible in conjunction or association with other community facilities (eg schools, recreation centres or other sporting facilities).

Table 9: Proposed facilities by likely skaters and projected population served[19]

TOWNSHIP	PROJECTED POPULATION 2011	PROJECTED SKATE PARTICIPATION	EXISTING AND PROPOSED FACILITIES TO SERVE THIS POPULATION
Berwick North	7,194	719	Casey Technology Precinct /Buchanan Park (subregional) Transportable skate facilities (Timbarra Primary)
Berwick South	3,978	398	Casey Technology Precinct/ Buchanan Park (subregional) Transportable skate facilities (Eddie Baron Reserve) Transportable skate facilities (future Hancock Reserve)
Clyde	324	32	Transportable skate facilities
Cranbourne	3,335	334	The Shed (indoor – regional) Ray Perry Park (local)
Cranbourne East	3,408	341	The Shed (indoor – regional) Transportable skate facilities (future development)
Cranbourne North	3,979	398	Glasscocks Rd Reserve (local)
Cranbourne West	1,920	192	Transportable skate facilities (Brookland Greens)
Doveton and Eumemmerring	2,120	212	Transportable skate facilities (Doveton Pool in the Park)
Endeavour Hills North & South	8,601	860	Endeavour Hills (local - future subregional) Transportable skate facilities (Gunns Rd Reserve)
Foothills	2,262	226	Transportable skate facilities (Narre Warren Nth Recreation Reserve)
Foreshore	860	86	Tooradin (upgrade to local)
Hallam	2,460	246	Transportable skate facilities (Em Barker Reserve)
Hampton Park	6,137	614	Hampton Park (River Gum Creek Reserve) (local)
Lyndhurst	1,258	126	Merinda Park (local – upgrade or relocate) Transportable skate facilities (Banjo Paterson Reserve)
Narre Warren	7,614	761	Max Pawsey Reserve or in redevelopment of Fountain Shopping Centre (subregional) Ray Bastin Reserve (local) Transportable skate facilities (Amber Crescent Reserve)
Narre Warren South	5,891	589	Glasscocks Rd Reserve (local)
Non-Urban South	1,269	127	Pearcedale bowl (local)
Pearcedale	949	95	Pearcedale bowl (local)
TOTAL	63,559	6356	

[19] Population refers to persons aged 5-19years

4.1.4 Location and siting of skate parks

Checklist

The following checklist is provided as a guide to selecting a location and site for future skate facilities.

1. Identify the location (suburb/ vicinity)

- ☑ Where there is a gap in the available facilities.
- ☑ Where the existing and projected age of the population is largest for 10 -19 year olds (or 8-24 year olds).
- ☑ Where there are sites relatively close to public transport.
- ☑ Where there is any existing services or facilities where a skate facility could benefit from co-location.
- ☑ Where a major community hub or central area with undeveloped land (either Council-owned or Crown land) is available, is being recycled, or has low value for other users (eg under freeway fly- overs).
- ☑ Where planning approval from other responsible authorities may not be necessary.
- ☑ What sites in this location might be suitable for a skate development.
- ☑ Not too close to existing structures, houses, sandy or wet areas, environmentally sensitive areas.
- ☑ Where the skate facility is likely to consistent with the zoning and ownership of the land located where young people want to be, or adjacent to where they congregate.
- ☑ The catchments (regional or local) match the proposed facility.
- ☑ Co-location or partnerships with existing shopping centres, sport or recreation facilities, or interested schools may be possible.

2. Identify a suitable site

- ☑ Suitable planning scheme zone.
- ☑ Suitably sized (allow for expansion, and space for parking if a sub-regional skate park).
- ☑ Suitable soil, slope and environmental conditions (desirably relatively flat).
- ☑ Emergency vehicle access (fire and ambulance).
- ☑ Visually prominent, pleasant site with good public surveillance for safety and high marketability (eg for obtaining sponsorship).
- ☑ Associated amenities, such as a telephone, toilets, water, shelter, and shade are available or cost effective to provide.
- ☑ Adequate distance from residential dwellings and incompatible land uses (ie avoiding noise and light intrusions).
- ☑ Where there will be minimal conflict with other users (eg pedestrians) other sports (female dominated sports such as netball), or one other age group (toddlers playground).

2. Identify a suitable site (cont'd)

- ☑ Suitable to fence if required (eg where a skate bowl is sited or where it is desirable to restrict access at night).
- ☑ Served by an off-road shared bicycle path network or route.
- ☑ Not too close to a busy road.
- ☑ Restricted access to vehicles to prevent skating at night by car lights.
- ☑ Free access to users and spectators.
- ☑ Close to shops selling food and drink.
- ☑ On a local circulation route.
- ☑ Not within walking distance from a hotel or night club.

A check list of further considerations concerning planning and design of skate and BMX facilities is provided in Appendix 4.

4.2 Catering for the needs and amenity of users

Skate parks now attract a very wide range of age groups and users from a range of codes. Typically, larger parks attract in one session:

- a parent with young children on wheeled toys and scooters
- a range of male skateboarders - up to the age of about 40 years – and several male in-liners
- a range of male BMXers – up to the age of 30 years – and a few very young riders
- a few female middle-teen in-line and skateboarders
- several parents sitting on the sidelines observing or reading the paper.

Apart from the concrete structure, additional facilities are required to serve such a wide range of users: places to put bags, to have something to eat, to sit and rest, hang around on the edges, as well as drinking fountains, rubbish receptacles and shade. For sub regional facilities where skaters may stay several hours these additional facilities, and car parking and amenities are more important.

The way forward

If a suitable site can be found it is suggested that 2-4 sub-regional scale facilities be provided that cater for a range of age groups, skill levels and codes. These facilities should:

- be a concrete park, large enough for, and designed to cope with, events
- include at least three different sections – for beginner, intermediate and advanced users
- offer sought-after street elements, including several different rails, at least one set of stairs, and a bowl area.

4.3 Siting and design

One of the issues faced by managers of new facilities is the way in which facilities are integrated into the landscape.

- Typically new larger parks are concrete and created through cut and fill. It is inevitable that these parks will have earth batters on one or more edges because the facility is cut into the site. These are problematic and due to the level of use it is difficult to establish grass on these relatively steep slopes.
- Typically the concrete platforms around street skating areas and bowls are too narrow. Wider platforms or aprons are more expensive however often bikes and boards want to take off or land beyond the limit of the concrete. This creates wear to grass that in turn may cause erosion, trip hazards and also may allow dirt onto the riding surface.
- If facilities are too far away from where young people want to be and can get to easily (so as to not be in conflict with residents, or other users) there is a risk that they may not be used.

The way forward

- Attempt to select sites that will not require substantial cut and fill.
- Encourage the designers to design the park to minimise the use of grassed batters. Where they are used, they should be designed so as they will not wear and become loose earth.
- Ensure that the platforms around the skate facility are sufficiently wide to enable launching and landing. Seal a buffer around the out platform of any concrete skate park in aggregate or other non-skatable hard wearing material.
- Provide a desirable vehicle access to the facility that prevents wear from maintenance vehicles.

Layout and components

The brief called for recommendations concerning layout and component of new skate facilities.

It is not possible to determine the most desirable layout and form of future skate facilities however some points can be provided to assist in designing skate facilities that will meet the greatest needs and sustain interest for a longer period time. These are as follows:

- consult with all skate stakeholders including:
  - local skaters of all ages
  - any local skate/ BMX shop or promoter of events
  - local BMX riders. skateboard riders and aggressive inline skaters
  - female skaters/ BMX rider or inliners
- ensure that the City of Casey involves industry and skate experts in the design, selection of the tender and construction (and supervision of the construction) skate facilities
- provide graded challenges; for example one 4ft and one 6ft spine ramp in one subregional park and a street spine ramp in the same, or another a sub-regional park
- maximise the diversity of elements across parks so skaters may choose one that suits them best; for example ensure the provision of one park with a good bowl and one with a good set of stairs
- retain one vert ramp in the City (at The Shed)
- in the short term consider the provision of a bowl and additional street skating components in the northern area of the City
- consider siting and design of parks so that they can be extended
- consider opportunities to secure sub-regional facilities to minimise unauthorised use at night
- ensure opportunities available at the closest parks are considered when designing new parks

4.3.1 Progressing Planning Permit Applications

Many Councils have difficulty in obtaining planning approval for new skate facilities due to resident objections. Public perceptions of skate facilities are often negative and relate to a long history of bad press, image of the skate scene and fears about skate parks creating a nuisance because of noise, anti social behaviour, increase in graffiti and vandalism, drug taking and the possibility of declining property values.

There is no evidence that people who skate or spectators at skate parks have any higher incidence of substance abuse or anti social behaviour than any other population. In fact there is some evidence to suggest that young people who engage in skating are more like to be active and want positive social relationships with others than the rest of their age group.

As with any other community facility, milk bar or playground, there may be young people who hang around the skate park because there aren't many other places to gather, and this may include (as in any other place) disenfranchised or anti social people. In this context, these non-skaters are likely to mainly be other young people from the local neighbourhood, unless there are other attractant nearby such as a hotel or nightclub.

Skate parks often sustain greater use all day and at night than most other recreation facilities and as a facility that principally attracts young people who may have exuberant, risk taking behaviour high use may also exacerbate any criticism of typical youth behaviour.

It is not possible to predict whether additional vandalism will occur in a neighbourhood as a result of the development of a community youth facility such as a skate park. A number of factors will influence vandalism on a site and these in particular will include the nature of the neighbourhood, prominence of the site, level of surveillance, level of management/ management presence, design and condition of the site and access to the facility by car and at night.

What is clear is that single greatest influence on vandalism in open space is distance from a hotel, and access to the facility at night.

Where possible skate parks should be located in larger more prominent sites so that they can be lit until early evening when there is a demand to skate- for example up to 9pm.
The principal form of conflict at skate parks is between local and non-locals, and between young people of different disciplines, if one is seen as dominating, and if others don't get a fair go. Generally speaking there is a good culture of turn-taking at skate parks, however there may be conflict between skateboards and bikes especially if the facility becomes crowded. Management will be the key and local residents have a role here.

Skate parks generally do generate rubbish as they may be high use facilities and often receptacles are not provided. Waste needs to be managed by Council, and users required to place rubbish in bins.

Most skate parks also generate some graffiti because they are large hard (but smooth) expanses of concrete, where it is possible to paint. Graffiti also needs to be managed and removed quickly within an acceptable time period (ie 24 hours). Inspections of sub-regional parks should occur daily to identify any hazards and graffiti, and at local parks at least once a week.

If the skate park is developed Councils may like to suggest that these objectors contribute to the development, of a management plan so that they may control the potential impacts they have described. In most cases what is required most of all is a supportive neighbourhood for young people to be able to take acceptable risks and to learn and practice and develop physical and social skills. Without facilities such as these where young people feel they can hold their own there is likely to be more a problem where alienated young people show their frustration.

In recent years there has been considerable public discussion about community safety and interest in the nature and design of public space to enhance the safety and security of users and adjacent residents. The Department of Sustainability and Environment have produced a "Safer Design Guidelines for Victoria"[20] that outlines recommendations for making public space safer. Appendix 2. provides relevant excerpts from this document.

The way forward

Strategies to increase the chance of a skate park development progressing through planning permit

- ☑ Have a site selection criteria (see page 64) in place that has been through community consultation and be able to show that this selection criteria process has been followed.
- ☑ Seek to identify sites for skate facilities before residential development occurs around them. Identify and advertise these as sites for the construction of such facilities as early as possible.
- ☑ Be able to show that skate facilities in the City are managed to minimise any conflicts with other land uses/ park users.
- ☑ Provide an opportunity for adults to engage in consultation about a preferred site, before young people are engaged in the design process.
- ☑ Provide a fair and reasonable opportunity for objections to be heard about the site, and show how the issues have been dealt with. During the process undertake an education program with residents about the nature of the sport and if necessary take them to a selection of similar facilities so they may understand the likely patterns of behaviour.
- ☑ Seek support for the development from the police, schools, churches and other relevant community organisations, and have such groups speak to residents about the value of such facilities.
- ☑ Provide opportunities for local residents to play a role in the management of the park.
- ☑ Ensure there is management plan, regular inspections, and a maintenance program for the park in line with its hierarchy.
- ☑ Select sites where the park has the best chance of being a success (as per the selection criteria) and where it may be locked at night or where it is sufficiently far enough away from residents for any noise generated at night not to be a problem.
- ☑ Involve a skate advisory committee in the development of skate park and assist them to educate Councillors and residents as the value of skate facilities so that young people don't miss out because of one or two negative people.
- ☑ Develop skate parks in established youth activity nodes or where similar facilities already are.

Dealing with objections regarding noise

Many of the issues raised concerning noise relate to when the noise is present; ie noise at night is the main concern (when people don't want noise). Sound tends travel more easily at night in still air. Investigating the possibility of locking the area to restrict night use may be worthwhile.

[20] The Department of Sustainability and Environment have produced a "Safer Design Guidelines for Victoria" June 2005

The activity is not in itself noisy if on concrete. There is noise as decks hit the concrete, however the language young people may use, and the social behaviour may be the issue older people are more concerned with. Skate parks are not likely to be any noisier than a game of sport.

Noise tends to be more of an issue when people can see the source of the noise. Hence some filtering of views of the site from residences by limbed up trees, barriers such as mounding or through designing the edges of the park to obscure some activity may be useful. However care should be taken that any such structures are designed just to address specific residences and do not impact on the general surveillance of the park.

Potential noise issues often provide an opportunity for residents to register their objection to the notion of any change.

Where possible, site skate facilities a minimum of 100-200m from residences.

Ensure all EPA guidelines regarding events are met. Negotiate with residents over the number of occasions events may be held per year and agree on a process of notification.

Environmental sensitive design

Some elements of skate and BMX park provision that should consider environmental design principles include:

- **Lighting of skate parks**
  Where a skate park is suitable to light until early evening it is desirable that it is lit to the same standard as required for other sports playing surfaces. In this instance it is unlikely to be possible to use solar lights. However there are relatively efficient lights available to prevent spillage etc.
- **Use of recycled material for seats and other furniture**
  Furniture at skate parks need to be durable and there are fit for purpose recycled plastic seats readily available.
- **Drainage and runoff**
  There are some issues to do with treatment of batters that were intended to be grassed and erosion on these surfaces. The design can largely determine runoff from a skate park and how that is dealt with. This can be cleverly redirected onto vegetation, collected for redistribution or directed into existing environmental sustainable storage.
- **Access to water**
  Access to water is required for drinking and for making BMX dirt jumps. Water fixtures and fittings should be robust so these are not inadvertently damaged, and to prevent water from being be wasted.
- **Planting**
  In many instances the surrounds of skate parks are managed grass. This tends to wear adjacent to the edge of the concrete apron of skate parks due to launching and landing in this area. Typically this area and batters are not well established when parks are open and they are subject to high use and grass never establishes. Irrigation in this zone is sometimes advisable to help establish grass however care needs to be taken that irrigation does not reach the skating surface. Irrigation is not necessarily consistent with ESD principles.
  The alternatives are to plant a short hardy perennial in its place that can withstand wear, or provide buffer of hard surface with exposed aggregate to stop skating here, but allow the flow of pedestrian across this space without wear. Granitic sand should not be used as a surface treatment in the vicinity of skate parks as they will travel onto the skating surface.
  Trees should be planted in the vicinity of the skate park for shade. A combination of trees and structures should be used until trees establish. Ensure the canopy of any tree does not overhand the skating surface and species that do not produce abundant nuts or have excessive leaf or litter fall should be used.
  - **Litter**
    Skate parks tend to generate considerable litter, especially drink bottles. Council should provide recycling bins in the vicinity of the park and encourage skaters to use them.

5. OTHER ISSUES AND OBJECTIVES FOR CHANGE

Specific objectives for change

The following objectives for change are proposed to manage the next five year period:

- **provide a hierarchy of skate and BMX facilities**, which meets the wide range of interests of young people, and are distributed equitably across the City
- **enhance existing skate and BMX facilities** to expand their relevance to meet the needs of a broader range of users with different levels of proficiency
- **expand the provision of skate and BMX opportunities** beyond facilities, to include programming and sports development activities, and initiate a skate advisory group
- **upgrade and re-badge The Shed** as the peak skate facility in the City in order to offer programs, services and competitions for a range of age groups and skate and BMX codes
- **introduce a management plan and maintenance regime** for all skate and BMX facilities in order to manage the conditions of assets and their use, thus maximising their social and recreation benefits.

Other key issues

Other key issues apart from meeting the demand for additional skate facilities, that have arisen in the course of developing this plan are:

- **providing for BMX interests** other than as users of skate parks
- **the future of The Shed** skate facility as a regional indoor skate venue
- **sports development and programming opportunities** for skate and BMX participants
- **ongoing liaison with the industry and participants**
- the need for a greater focus on **management of existing facilities**.

These issues are explored in more detail in the following sections.

5.1 Providing for BMX

The challenge

The BMX market is not the same as the skate market. Although the detailed investigation of BMX issues was outside the brief for this project, BMX facilities are addressed here because BMX riders make up a high proportion of users of skate parks and many of the same riders use dirt jumps or tracks that already exist in the City.

There are a range of different disciplines in BMX including racing and down hill which are not addressed here. BMX may have a greater growth potential than skating, however not all BMX riders require skate parks or BMX tracks to pursue their sport. Expressed demand for BMX in Casey is estimated as similar size to the skateboarding and aggressive in-line market.

BMX use is likely to continue to be strong at skate parks and in outlying areas, and use of older BMX tracks for informal use is also likely to continue.

There are a number of BMX tracks provided around the City (14) modelled on racing tracks popular in the 1980's. These have some established use and therefore there is value in managing them for the nature of the current activity.

It would be preferable and easier to redevelop these sites rather than try to develop a range of new sites because many have established use and some legitimacy as they are mostly identified in the Melways street directory.

The provision of BMX and mountain bike activities does warrant some further investigation. Whilst a hierarchy and range of facilities to suit different disciplines of BMX may be warranted the focus in this report is to address the existing use and the management of existing facilities to ensure they are meeting the demand.

The way forward

The range of existing BMX sites could be better managed and where possible remodelled to meet current demand.

Several tracks should be retained as a trail or in a circuit format to add diversity.

Where possible Council should allow local riders to construct their own jumps (within agreed parameters) at designated BMX jumps sites. Water and soil needs to be provided on site to minimise the risk of holes being left on site, or other tracks being cannibalised for materials.

5.2 The future of The Shed

The challenge

There are issues associated with the focus of the current operation, particularly if it is to remain the primary skate facility in the City of Casey (and beyond). Major upgrades will be required to enhance the condition of the facility and its skate elements.

There is some concern about the cost of use. Concessions were provided for members and regular users. These could be considered reasonable.

The Shed is currently managed by the Salvation Army under lease. Information about the management and future of The Shed was unable to be sourced from the lessee.

Skaters interviewed for this project and who attended the community forums were concerned at the condition of the facility, its change of focus and the design of skate elements.

The Shed is currently the facility used by the highest percentage of young skaters surveyed as part of this project, and it has the potential to again be the premier skate facility in Victoria.

Council could work more closely with The Shed to promote the facility and what it offers, as well as to develop new programs.

The costs of use could be considered in the light of perceived value to users. It is reasonable to suggest that the quality of the facility and services could be improved. Then the costs would be reasonable if options for membership and other discount schemes are in place.

Potential

The indoor environment provides a unique opportunity to:

- change and modify the skate facilities and their configuration to suit the nature of the user and to provide variety
- provide supervision and a supportive environment that is conducive to learning
- run events with the surety that they will be conducted regardless of the weather
- provide relatively specialist and challenging facilities that contribute to the diversity of skate opportunities in the City - that may not have broad market appeal, but would meet the demand for competitions and add career development opportunities for older skaters
- host activities safely at night – this has great appeal for some market segments
- facilitate participation in a controlled environment which appeals to parents of young children
- target specific markets dominated by others in a less controlled environment (ie females, aggressive in-liners, BMXers, and young people under ten)
- provide outreach opportunities for young people at risk
- provide music, equipment hire, tools and assistance to make repairs/ adjustments
- provide safety equipment, coaching, and education opportunities
- source local businesses interested in retail and promotional opportunities

Management

The Salvation Army lease the facility. The lease was signed in 1999 for a 5 year period with an option of a further 5 years. A further five year period was taken up by the Salvation Army in 2004. As part of the negotiations in relation to the further term, the Council canvassed its proposals for a Performing Arts Rehearsal Centre in the immediate vicinity of the Shed. The Council subsequently defined its preference to use part of the Shed for the Rehearsal Centre. The Salvation Army agreed to forego part of the Shed to accommodate the Council's preference but requested that its lease be varied to include vacant land adjoining the northern boundary of the Shed. The purpose would be to establish a BMX track on the land and offer new programs with that facility.

Issues were raised by users of The Shed indicating a preference for The Shed to retain its focus as the pre-eminent skate facility in southern part of Melbourne. In particular, users indicated a desire for regular facility improvements and opportunities for their input to be considered in the management of the facility.

There would be considerable value for this facility to be managed in the same way as other indoor recreation facilities. This would involve Council having a greater role in overseeing the management, programs and direction of the facility.

Council should review the management arrangements for The Shed and take into account the following:

- the need to protect its viability, and to continue to deliver social and recreational benefits for Casey's young people - and economic benefits to the City
- the role of The Shed as Casey's premier skating facility, catering to a range of proficiencies including beginners, as well as high levels of proficiency and competitions
- entry fees/ memberships, the cost of the service, and building management, in light of the desire to encourage more use
- the need to renovate the interior of the facility and construct/ acquire new ramps
- the need to ensure that ramps are designed by professional skate designers
- the value of retaining a 'vert ramp'
- the need to continually check and repair ramps, develop a replacement program and move them around to suit the nature of programs and users
- the need for skaters to run programs/ clinics, demonstrations and competitions
- the need to retain scheduled times for different markets (female, BMX and younger users)
- the opportunities to serve/ target schools
- the benefits of keeping the skaters club
- providing some facilities in "Skatelite" or similar laminate surfaces
- revising management policy and focus
- reviewing lease arrangement/ contract documentation
- options for outdoor components (ie BMX dirt jumps).

5.3 Skate and BMX sports development and programming

The challenge

For adolescents, play is not only beneficial it is essential. Young children are typically catered for through the provision of children's centres and play equipment, but older children's play needs are often overlooked. Young people can be motivated by risk and challenge. They need to learn how to control fantasy and natural curiosity. They need safe places to gather, and opportunities to get involved in constructive activities during idle periods. They also need positive role models especially from within their own age groups. These measures can assist young people whose inactivity can put them at risk of poor health outcomes to be more active.

As well, young people should have the opportunity to pursue professional interests in skateboarding and BMX riding: skill development, coaching opportunities and exposure to competitions may be important in this regard. Providing structured activities where leadership, parental supervision and monitoring are available (that are attractive to young people) is a challenge for the whole community.

Sports development activities are important after the construction of facilities to ensure they meet identified needs, are utilised effectively and can respond to changes in demand.

Council does not currently undertake skate sports development activities including events, workshops, clinics and competitions.

The way forward

There are considerable advantages to providing programs and opportunities for young people to skate and ride BMX bikes. Currently, skateboarding has greater appeal to children and young people than some team sports, particularly as young ones begin their search for a sense of belonging and a new identity. Skating programs and activities may assist in developing patterns of physical activity and social behaviour that are of benefit long term, particularly if they are available in venues that can provide additional support.

Options for council to explore in relation to provision of sports development activities include:

- Involvement of council in running programs and events, especially when opening new parks, or
- Expand the role of leisure management organizations currently providing services to Council, such as the YMCA.

Some skate parks and BMX tracks in the City, such as Endeavour Hills, are close to leisure or community centres. The location of these facilities may assist to provide opportunities for skate programs as extensions to existing facilities. They also provide an opportunity to have occasional management presence or casual coaching advice. Such supportive social and physical settings may prevent some young people from making poor life choices and facilitate the development of positive warm relationships with parents/ adults that are key predictors of adolescent health.

Council's Vibe bus visits skate parks. It may be possible for Council to include BMX tracks into the bus schedule. Council may also be deliver low-key school holiday programs at its skate parks and BMX tracks, and consider extending the YMCA's contract at Endeavour Hills Leisure Centre to run after school and holiday skate activities.

Street Wise is a program funded by the Australian Sports Commission and delivered by Skate Australia. It provides a series of coaching programs for skateboarders and inline skaters. Council could facilitate this type of program being delivered in Casey or others delivering such programs at their parks.

5.4 Ongoing liaison with the industry and participants

The challenge

The bulk of skateboarders believe in freedom and individualism and are unlikely to join a club or committee of management. However, as the sport matures it is producing older participants who are more interested in having a say about how the sport develops, and may be prepared to get involved for the benefit of a new generation of participants.

The previous *Skate Strategy (1999)* identified the value of having an industry and participant group to advise about the development of skate facilities and the ongoing development of the sport, as a way of replicating the valuable structure that supports other activities. Many sports struggle to attract and retain volunteers, and this may prove true for skate sports, but without an industry group skate sports will struggle to create better channels of communication, better design processes, better management and better facilities in general.

As the public perception of the sport is not very high a skate advisory group may assist Council in advancing issues and the development of facilities, as well as providing a valuable reference point.

The way forward

The establishment of a Skate/ BMX advisory group could have a specific role:

- monitoring and identifying issues at particular parks and solutions to them
- monitoring demand, and minimising conflicts between skateboarding/ BMX bikes/ in-line skaters
- advising on the management at The Shed
- reviewing plans for new/ redevelopment of facilities
- advising skaters about local laws and safety issues
- sourcing local skaters for coaching and mentoring/ clinics and demonstrations
- increasing public relations by generating news features and reporting on Council skating initiatives, ongoing advice about safety and building our own ramps etc.
- establishing relationships with industry stakeholders (cycle/ skate shops, promoters and event organisers) to assist in the sponsorship or organisation of events
- liaising with other groups such as youth groups providing skate programs, Casey's Mobile Youth Info Centre - The Seasonal Vibe bus, and community centres that may host portable ramps etc.

5.5 A greater focus on management of existing facilities

The challenge

The community appreciates the level of provision of skate facilities and generally have few issues about the existing skate parks. Users have made some suggestions about the condition of some existing facilities. Site observations however indicate that many of the current skate facilities do not appear to be adequately maintained. The BMX tracks do not appear to have a regular inspection and maintenance program and the current inspection service is not picking up some risk management issues and some general repairs have not been undertaken.

Some common issues affecting maintenance are evident.

- Surfaces need to be kept cleaner and free of liquid substances.
- The attachments securing metal equipment to the concrete slab need to be inspected regularly, especially when the equipment does not sit flat on the slab.
- New facilities constructed need to be checked against the original drawings and any variations need to be signed off by the City.
- The condition of concrete on precast ramps needs to be monitored, as wear is exposing aggregate.
- Suitable dirt and water needs to be provided at selected BMX tracks to enable young people to construct their own jumps and to limit the number of modifications being made to circuits.
- Berms on BMX tracks need to have a riding line maintained through them - unbroken by riders riding over the back, or holes being dug.
- There needs to be a consistent inspection and reporting process agreed with contractors. Maintenance staff need to be trained to identify risks in skate parks and in internal system needs to be devised to respond to maintenance issues.

The way forward

All skate and BMX facilities need to have regular inspections and maintenance.

Wear on grass associated with skate facilities needs to be monitored and implications addressed (as evident at Merinda Park and that may be presented at Pearcedale).

The inspection service needs to be reviewed, maintenance checklists approved by the City. Any person making the inspections should be appropriately trained.

Skate facilities, like all other assets, should have a plan, with sufficient funds allocated to ensure they can be adequately maintained over their product life cycle, upgraded to respond to product demand, and replaced when they become economically or functionally obsolete.

Appendix 1. illustrates a typical management system that needs to be put in place for skate and BMX parks.

The product life of outdoor skate facilities is short, similar to play equipment. There is likely to be a need to review components at least every five years, after which modifications, additions or redevelopment may be necessary. Cost planning needs to occur at the time of committing capital funds, prior to construction. Capital works budgets need to allow for improvements within five years and replacement/ redevelopment after five years.

An annual maintenance budget needs to be set aside to allow for cleaning, graffiti removal, minor repairs and major cyclic maintenance of all facilities, structures, fixtures and fittings. See Preliminary Cost Plan in 7.2.

5.5.1 Risk management

The principal sources of risk in skate parks are:

- built facilities not meeting user requirements
- conflict between riders (crowding and incompatible activities/ levels of proficiency)
- potential conflicts with traffic as users travel to and from parks
- inherent design problems; including poor transitions
- design in relation to specific types of use
- the condition of the skate facilities - contributing to accidents, especially surfaces, damage and substances on them
- no system for identifying and rectifying unacceptable risk
- lack of cyclic and minor maintenance programs.

Some specific issues were identified at the City's facilities and are noted in **Chapter 2: Condition and Potential of Existing Facilities**. For example Merinda Park was in relatively poor condition due to wear and tear, broken brackets attaching the ramps to the slab, damaged rails, and a substance that had contaminated the surface.

The absence of soil to refine jumps on BMX tracks has necessitated young people to dig into existing jumps. The modifications of the line of jumps and berms, as well as the condition of some surfaces warrant attention.

Appendix 1: Overview of Recommended Management Process (at the end of this report) provides a schematic view of a management process designed to address typical risk management issues.

Council must, as a matter of urgency, develop a management program for all skate and BMX facilities that includes the following.

- A regular cleaning and inspection program.
- Clear roles and responsibilities for Council, any contractor, event organiser, users and the public involved in the facility or any service provided from it.
- A cyclic maintenance and capital works program.
- A system for organising, recording, inspections, and checking and signing off maintenance and rectification works.
- Regular communication with users.
- A sport development program (e.g. clinics, demonstrations, competitions, coaching, scheduled activities).
- Training personnel for inspections, hazard reports, and rectification works.
- Codes of conduct if there are conflicts between users.
- Policies (e.g. crowd control, events, pricing, protective equipment and night use).
- A system for monitoring demand and use.

6 SUMMARY OF PROPOSED FACILITIES

6.1 Number and type of facilities

Map 2 on the following page illustrates the location of proposed facilities and the catchments served.

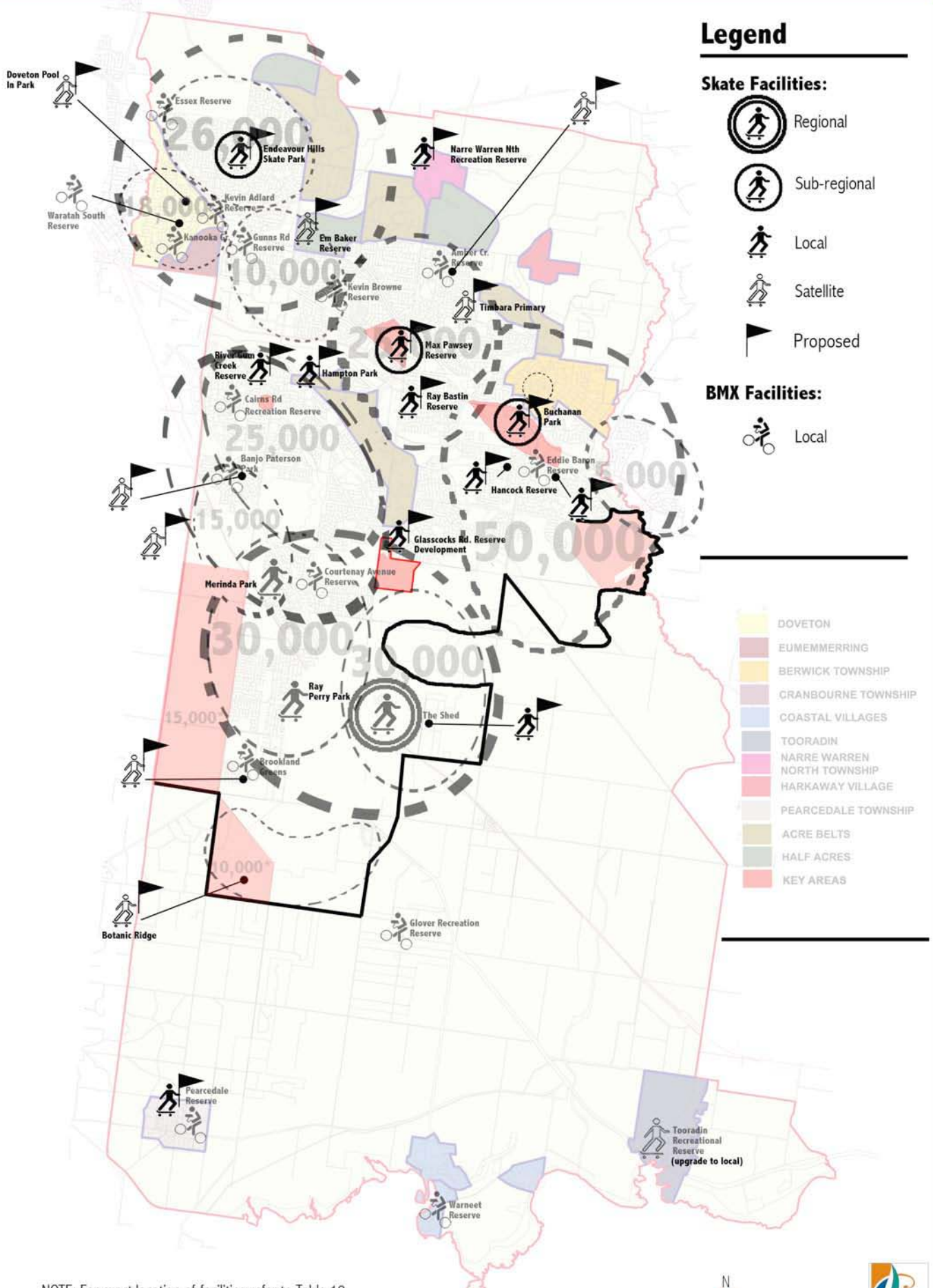
Table 10 outlines the proposed range of skate and BMX facilities in the City of Casey, and details for each.

6.2 Location and distribution of facilities

The following directions will need to be considered by Council when providing facilities.

- The type, quality and location of facilities are likely to have a large bearing on their use.
- More facilities are the best means to increase participation rates, as long as the facilities are located in appropriate areas, and are well designed and constructed. In order to meet the diversity of preferences, skill levels and the dispersed population, a diversity of skate facilities will be required.
- Casey requires several sub-regional facilities that cater for all skill levels and proficiencies. It should meet the needs of proficient skaters and enable events to be staged.
- Any new facility should be designed to have a minimal impact on the viability of The Shed.
- Survey results reinforce the need to develop The Shed facility. However, comments on accessibility issues suggest that small facilities are also required.
- Fashions change quickly in the young peoples market. Council should not assume that a facility built today could be left untouched and yet still meet the needs of young people five years on. Regular product improvements are required to keep all recreation facilities in touch with changing needs.
- A number of young people outside the municipality travel to use skate facilities. This is likely to continue even after new facilities are provided - because they will seek further challenges or try and satisfy individual preferences for design, or so as to use regional facilities that exist nearby (eg The Shed).
- Another consideration is the need for car parking at sub-regional facilities. This will be required for occasional events and due to the scale of a sub-regional park it would be expected to draw young people from most of the municipality if it is well designed and constructed.
- The site selection criteria provided in the previous *Skate Strategy (1999)* is still valid. A facility should be:
  - central to the market of young people, linked to a recreational network and accessible by public transport
  - a highly visible open space with good public surveillance, where the catchment of the surrounding park is the same as the proposed facility
  - close to, but not in, a main public area, able to be well lit, but not too close to residences (100 to 200 m)
  - adjacent to existing youth activity centres (such as a school, reserve or leisure centre) and able to host supporting facilities (eg drinking taps, toilets, shade, seating, coaching outreach services)
  - see also Chapter 4 on site selection.

Map 2: Proposed Skate Facilities



NOTE: For exact location of facilities refer to Table 10

The dashed ring with a number inside relate to areas and their population estimates.

* Population figures are estimated forecast figures.

@leisure

City of Casey

The following tables outline the proposals relating to skate and BMX facilities in the City of Casey.

Table 10: Proposed skate facilities in Casey[21]

HIERARCHY	CODE	LOCATION	SITE	DEVELOPMENTS	DISCIPLINE/ STYLE	AGE/ PROFICIENCY	PRIORITY
Regional	Skate BMX freestyle	Cranbourne	The Shed	Redesign skate elements, refurbish, re-badge. Revise management and programming. Review lease/ contract	Street, ramps vert	Beginner/ Intermediate Advanced	I
Sub-regional	Skate and BMX freestyle	Berwick	Buchanan Park (proposed)	A sub-regional facility in the Technology Park precinct	Street-comp	Beginner/ Intermediate /advanced	1
Sub-regional	Skate and BMX freestyle	Narre Warren	Max Pawsey Reserve or in the shopping centre	A sub-regional development in the Fountain Gate Shopping Centre precinct	Street	Beginner/ Intermediate /advanced	2
Local/ future subregional	Skate BMX	Endeavour Hills	Endeavour Hills (adjacent to the Leisure Centre)	Upgrade and in future redevelop into an in-ground concrete to cater for all skill levels	Steel ramps-move to concrete	Beginner/ Intermediate	3
Local/ (future subregional if a suitable site can be found)	Skate and BMX freestyle	Hampton Park	River Gum Reserve, Hampton Park	Develop one site as a local or subregional facility	In ground concrete bowl/ street course	Beginner/ Intermediate /advanced	In progress
Local	Skate and BMX freestyle	Narre Warren	Ray Bastin	Extend to include additional beginner area (assumes a sub-regional facility in Fountain Gate Shopping Centre precinct)	Precast ramps and other street elements	Intermediate/ beginner	3
Local	Skate and BMX freestyle	Pearcedale	Recreation Reserve	Reconsider in 4 years time: ie addition of a street course	Bowl	Intermediate	3
Local	Skate and BMX freestyle	Narre Warren Sth	Glasscocks Rd Reserve	In line with the development at Casey Central town park	Skate trail/plaza	Beginner/ Intermediate /advanced	3
Local	BMX freestyle/ Skate	Merinda Park	Endeavour Drive, Cranbourne	Attend to all minor work short term and explore options relocating to the activity centre if can be funded by the developer	Street	Beginner/ Intermediate /advanced	3
Local/ Satellite	Skate	Cranbourne	Ray Perry Park	Small skate trail. Additional ramps could be added	Street	Beginner	3
Satellite upgrade to local	Skate and BMX freestyle	Tooradin	Recreation Reserve	Addition of small more advanced section	Ramps	Beginner/ Intermediate	2
Satellite	Trans-portable skate / BMX ramps	Refer to Appendix 2 and Map 2	See page over for list	Provision of transportable skate facilities on multi-use hard courts, providing options for programming - to service schools, community centres and underserved suburbs	Skate/ BMX	Beginner	2

[21] Facilities in descending order (by hierarchy

Sites identified with Council for provision of transportable skate facilities:

- Timbarra Primary (Berwick)
- Brookland Greens (Cranbourne)
- Doveton Pool in the Park (Doveton)
- Gunns Road Reserve (Endeavour Hills) (BMX)
- Em Baker Reserve (Hallam)
- Banjo Paterson Park (Lyndhurst)
- Narre Warren North Recreation Ground (Narre Warren)
- Amber Cresent Reserve (Narre Warren)
- Hancock Reserve (Berwick)
- Clyde North/ Cranbourne South (As per development)
- Botanic Ridge (As per development)

6.3.1 The proposed Berwick subregional skate park

Some further detail is provided on this park as the development of a sub-regional skate park in Berwick is the number one priority, above other outdoor skate facilities in the City.

A number of areas were investigated as possible sites for a sub-regional skate facility in Berwick. These include:

- Buchanan Park
- Angus Facey Reserve
- Timbarra Primary School
- Undeveloped park in Glasscocks Road Reserve
- Eddie Baron Reserve
- Parkland on the corner Thornley Drive and Bemersyde Drive
- Adjacent parkland to the hospital, Kangan Drive
- Parkland on the corner of Clyde Road and Kangan Drive

The two locations that were identified as the best sites for a sub-regional skate park development were:

- Adjacent parkland to the hospital, Kangan Drive
- Open space on the corner of Clyde Road and Kangan Drive

The principal advantages of these two sites were:

- close proximity to public transport (train)
- the range of services and facilities within close proximity (including medical)
- a reasonable distance from residences
- site prominence
- close to the university and fast food outlets

The two preferred sites are unlikely to be available for a skate park due to further development of the Technology precinct and land ownership issues.

The next most suitable site for a skate park in the vicinity is Buchanan Park. However a skate park is likely to impact on the historic and parkland character of the site, and the park will need to be redesigned to accommodate a skate park as well as social family recreation activities.

The two most likely sites for small satellite skate developments in Berwick are:

- Eddie Baron Reserve
- Open space on the corner of Thornley Drive and Bemersyde Drive

The principal advantages of these sites to accommodate a small satellite skate park are:

- reasonable proximity to public transport
- reasonably high visibility/ exposure
- adjacent to community facilities and an existing BMX facility (in Eddie Baron Reserve)
- close proximity to food outlets
- within walking distance of local schools
- access to toilet facilities

7. IMPLEMENTATION

7.1 Action plan

No.	Key Issue	Action
1.	**Meeting the demand for skate facilities**	1) Put in place a hierarchy of skate/ BMX facilities as per chapter 6.2 2) Identify an appropriate site in Berwick for the development of a larger, sub-regional level skate facility as a priority 3) Select the site in consultation with range of stakeholders, skaters and schools using the checklist provided 4) Design facilities in consultation with range of stakeholders, skaters and schools and as per the guidelines provided in Chapter 4. 5) Implement facility plans as per Table 10 and 11 6) Ensure new facilities cater to a wider range of user groups and proficiencies and provide adequate support facilities such as seating shade and rubbish recycling bins 7) Ensure new facilities embrace environmental sensitive design and safer design principles 8) Ensure a diversity of specific components is provided across skate parks and graded challenges within each park 9) Adopt the location and site selection process recommended in this plan, see Chapter 4.1 10) Adopt the strategies identified for progress facilities through the planning permit process, see Chapter 4.3

No.	Key Issue	Action
2.	**Providing for BMX interests other than users of skate parks**	1) Develop management principles that allow 'self management, regulation and track alterations' by riders at BMX jump sites. 2) Provide soil and water at BMX dirt jump sites to enable constant jump maintenance and improvement, and minimise risk. 3) Consider options in the redevelopment of existing skate facilities to incorporate BMX elements, and minimise conflict between bikes and other users. 4) Undertake further investigation into the provision for the broader sports of BMX and mountain biking by council

No.	Key Issue	Action
3.	**The future of The Shed Skate Facility as the prime indoor skate venue**	1) Consider opportunities for engaging skaters and commercial partners in the development of The Shed facility 2) Undertake renovations to the interior of The Shed 3) Develop a program for the continual redesign, reconfiguration and maintenance (including replacement) of all elements in The Shed 4) Support the ongoing operation and development of The Shed as Council's premier skating facility with input from a skateboard advisory group 5) Review management arrangements of The Shed and consider introducing a management arrangement under contract / agreement similar to other leisure centre operations

No.	Key Issue	Action
4.	**The value of considering skate and BMX sports development and programming opportunities**	1) Explore options to address sports development opportunities for skating and BMX 2) Determine the area(s) of Council that should be responsible for skate and BMX sports development 3) Consider the employment of at least a part time person with specific expertise in skate sports, to work with users, designer and planners and address sports development issues 4) Investigate facilitating "Street Wise" (run by Skate Australia for the Aust. Sports Commission) or other skate programs, coaching and outreach activities at skate parks throughout Casey 5) Consider including BMX tracks as destinations for the Vibe Bus to visit 6) Consider delivering low key school holiday programs at skate and BMX tracks 7) Include some after school and holiday skate activities by extending the YMCAs contract at Endeavour Hills Leisure Centre and other future sites

No.	Key Issue	Action
5.	**The value of developing an ongoing liaison with the industry and participants**	1) Initiate a Casey Skate and BMX advisory committee representing inline skateboarding and BMX riders, retailers and providers 2) Use the Advisory group to: ▪ Identify issues and solutions at particular parks ▪ Investigate demand and minimise conflict between skateboarding/ BMX/ in-line skaters ▪ Provide skaters/ riders information about local laws and safety issues ▪ Assist with the organising of events and programs ▪ Identify local skaters to become coaches/ mentors to run clinics/ demos ▪ Review plans for new/ redevelopment of facilities ▪ Make input into the management of The Shed

No.	Key Issue	Action
6.	**The need for a greater focus on management of existing facilities**	1) Prepare a management plan for all skate and BMX facilities in the City. Refer to 5.5 2) Design a system for organising and recording inspections, and checking and signing off maintenance and rectification work on skate and BMX facilities inline with that outlined in Appendix 1 3) Develop and approve maintenance checklists and ensure any person making the inspections, hazard reports and works is appropriately trained 4) Consider budget allocations for ongoing maintenance and facility improvements to existing skate facility. See Table 11 5) Prepare promotional literature indicating what skate opportunities are available where and distribute the information through youth services, website, shops and other Council outlets

7.2 Cost plan

The following table illustrates estimated probable costs for the existing facilities described in this report.[22]

Table 11: Estimated probable costs associated with existing facilities

LOCATION	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6 PLUS
The Shed	Planning and design $10,000 Maintenance (building and skate elements) $7,000	Refurbish/ redevelop $100,000 Maintenance (building and skate elements) $7,000	Maintenance (building and skate elements) $7,000	Planning and design $3,000 Maintenance (building and skate elements) $7,000	Product improvement $30,000 Maintenance (building and skate elements) $7,000	Maintenance (building and skate elements) $9,100
Pearcedale	Maintenance $7,000	Maintenance $7,000	Maintenance $7,000	Planning and design $2,000 Maintenance $7,000	Product Improvement $20,000 Maintenance $7,000	Maintenance $7,000
Ray Bastin	Maintenance $7,000	Maintenance $7,000	Maintenance $10,500 Planning and design $5,000	Maintenance $10,500 Product improvement $50,000	Maintenance $10,500	Product improvement $15,000 & Maintenance $10,500
Ray Perry Park Cranbourne	Maintenance $3,500	Maintenance $3,500	Maintenance $3,500	Maintenance $3,500	Product improvement $35,000 & Maintenance $5,900	Maintenance $5,900
Tooradin	Maintenance $2,500	Planning and design $5,000 Maintenance $2,500	Product improvement $35,000 & Maintenance $2,500	Maintenance $4,900	Maintenance $4,900	Maintenance $4,900
Endeavour Hills	Maintenance $6,000	Planning and design $10,000 Maintenance $6,000	Product improvement $150,000 Maintenance $6,000	Maintenance $16,450	Maintenance $16,450	Maintenance $16,450
Merinda Park	Maintenance $2,100	Maintenance $2,100	Maintenance $2,100	Planning and design $15,000 Maintenance $2,100	Relocation/ redevelopment $150,000 Maintenance $2,100	Maintenance $7,000
CAPITAL		**$100,000**	**$185,000**	**$50,000**	**$235,000**	**$15,000**
MAINTENANCE	**$35,100**	**$35,100**	**$38,600**	**$51,450**	**$53,850**	**$60,850**
PLANNING AND DESIGN	**$10,000**	**$15,000**	**$5000**	**$20,000**		
TOTAL	**$45,100**	**$150,100**	**$228,600**	**$121,450**	**$288,850**	**$75,850**

[22] Note: maintenance has been estimated at 7% of capital cost. Product improvement figures are only notional. Planning and design is 10% of the capital cost and inclusive of the capital cost.
This table doesn't include a cost plan for BMX facilities as these facilities require further planning and were not within the scope of this project.

The following table illustrates estimated probable costs for the main facilities proposed in this report.

Table 12: Estimated probable costs associated with main new facilities proposed

LOCATION	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6 PLUS
Technology Precinct/ Buchanan Park Berwick	Planning and design $25,000	Initial capital cost $250,000 Maintenance $17,500	Maintenance $17,500	Maintenance $17,500	Maintenance $17,500	Maintenance $17,500
Glasscocks Road Reserve Narre Warren Sth			Planning & Design $10,000	Initial capital cost $100,000 Maintenance $7,000	Maintenance $7,000	Maintenance $7,000
Max Pawsey Reserve/ Fountain Gate Narre Warren		Planning & Design $25,000	Initial capital cost $250,000 Maintenance $17,500	Maintenance $17,500	Maintenance $17,500	Maintenance $17,500
River Red Gum Creek Reserve (Hallam Rd) Hampton Park	Planning and design $25,000	Initial capital cost $150,000 (*$100,000 already allocated in councils FCWP.) Maintenance $17,500	Maintenance $17,500	Maintenance $17,500	Maintenance $17,500	Maintenance $17,500
CAPITAL		**$400,000**	**$250,000**	**$100,000**		
MAINTENANCE		**$35,000**	**$52,500**	**$59,500**	**$59,500**	**$59,500**
PLANNING AND DESIGN	**$50,000**	**$25,000**	**$10,000**			
TOTAL	**$50,000**	**$460,000**	**$312,500**	**$159,500**	**$59,500**	**$59,500**

The following table illustrates estimated probable costs for the transportable skate facilities described in this report.

Table 13: Estimated probable costs associated with transportable skate facilities[23]

	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6 PLUS
Transportable skate facilities		Planning $8,000 Initial capital cost $80,000 Maintenance $5,600	Planning $3,000 Initial capital cost $80,000 Maintenance $5,600	Maintenance/ Repairs $10.000	Maintenance /Repairs $10,000	Maintenance Repairs $10,000
CAPITAL		**$80,000**[24]	**$80,000**	**NIL**	**NIL**	**NIL**
MAINTENANCE		**$5,600**	**$5,600**	**$10,000**	**$10,000**	**$10,000**
PLANNING AND DESIGN		**$8,000**	**$8,000**	**NIL**	**NIL**	**NIL**
TOTAL		**$93,600**	**$93,600**	**$10,000**	**$10,000**	**$10,000**

7.2.1 Cost plan summary

The following table summarises the likely probable cost for providing the proposed facilities out lined in this report.

Table 14: Summary of estimated probable costs for provision of skate facilities

	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6 PLUS
TOTAL CAPITAL	**NIL**	**$580,000**	**$515,000**	**$150,000**	**$235,000**	**$15,000**
MAINTENANCE	**$35,100**	**$75,700**	**$96,700**	**$120,950**	**$123,350**	**$130,350**
PLANNING AND DESIGN	**$60,000**	**$48,000**	**$23,000**	**$20,000**	**NIL**	**NIL**
TOTAL	**$95,100**	**$702,700**	**$635,700**	**$290,950**	**$358,350**	**145,350**

[23] Note this does not include the cost of a slab or surface on which to place these components

[24] Cost indicates provision to four locations, identified as priorities for development. Included in the cost is equipment provided by ARD to service each of these locations estimated to cost $40,000 and estimated costs of $40,000 for provision of concrete space.

7.3 Potential sources of funds

The following Government departments and organisations have been identified as avenues for Council to explore for future grants for development of skate facilities.

Sport and Recreation Victoria Community Facility Grant

Funding grants are available from SRV[25] (Sport and Recreation Victoria) for community facility developments. Community facility developments fall into two categories: minor and major facilities.

- **Minor facilities** – include recreation planning and feasibility studies have a total project cost of less than $150,000, with a maximum grant of $50,000. Funding ratios from SRV to Outer Metropolitan municipalities (the City of Casey) is $1.5 to every $1 from the City of Casey. Local Councils if in partnership with community groups can submit a maximum of 3 applications.
- **Major facilities** – This capital funding is available for multi-purpose facilities or single purpose regional facility developments. The total project cost must be greater than $150,000, with a maximum grant of $500,000. Funding ratios from SRV to Outer Metropolitan municipalities is $1 to every $2 from the City of Casey. Local Councils are restricted to only one application for major grants.

Australian Sports Commission: "Street Wise"

Skate Australia is the National Sporting Organisation for roller sports, which includes skateboarding and inline skating. The Australian Sport Commission provides Skate Australia with funding for the development of skateboarding and in-line skating programs. Skate Australia does not provide funding for the development of skate facilities. They are concerned with programming elements of roller sports and developing the growth and participation within the sports.

No specific grants were identified under this program.

National Community Crime Prevention Program

The Australian government provides a level of funding through the National Community Crime Prevention Program; it was launched by the Prime Minister on 7 May 2004 and provides funding under three streams:

- Community Partnerships Stream - grants of up to $500,000;
- Indigenous Community Safety Stream - grants of up to $150,000; and
- Community Safety Stream - grants of up to $150,000.

There are two grants rounds each year, advertised in January and July/August.

These grants may be relevant from the point of view that skate facilities, by giving young people leisure options, reducing boredom, positive role models and enhancing health and sense of well being and therefore may reduce the likelihood of criminal activity.

[25] Funding details and information has been gathered from the Community Facilities Funding Program 2005/2006, it is assumed that similar figures will be available in subsequent years.

Department of Victorian Communities Community Support Fund

The Department of Victorian Communities provides funding for Community Support in Building Community Infrastructure

The Community Support Fund (CSF) was set up to ensure that a portion of Government revenue from electronic gaming machines in hotels is used for worthwhile projects to support Victorian communities. It addresses diverse needs in communities, particularly those experiencing social and economic disadvantage, emphasising collaborative strategies combining community, government, business and philanthropic resources. The fund supports programs addressing problem gambling, drug issues, young people and families in crisis, as well as initiatives in sport, recreation, tourism and the arts.

The CSF has a major commitment to fund community-building projects. It is currently funding a number of significant community building programs managed through government departments, as well as providing support directly to community organisations through the submissions based grants program.

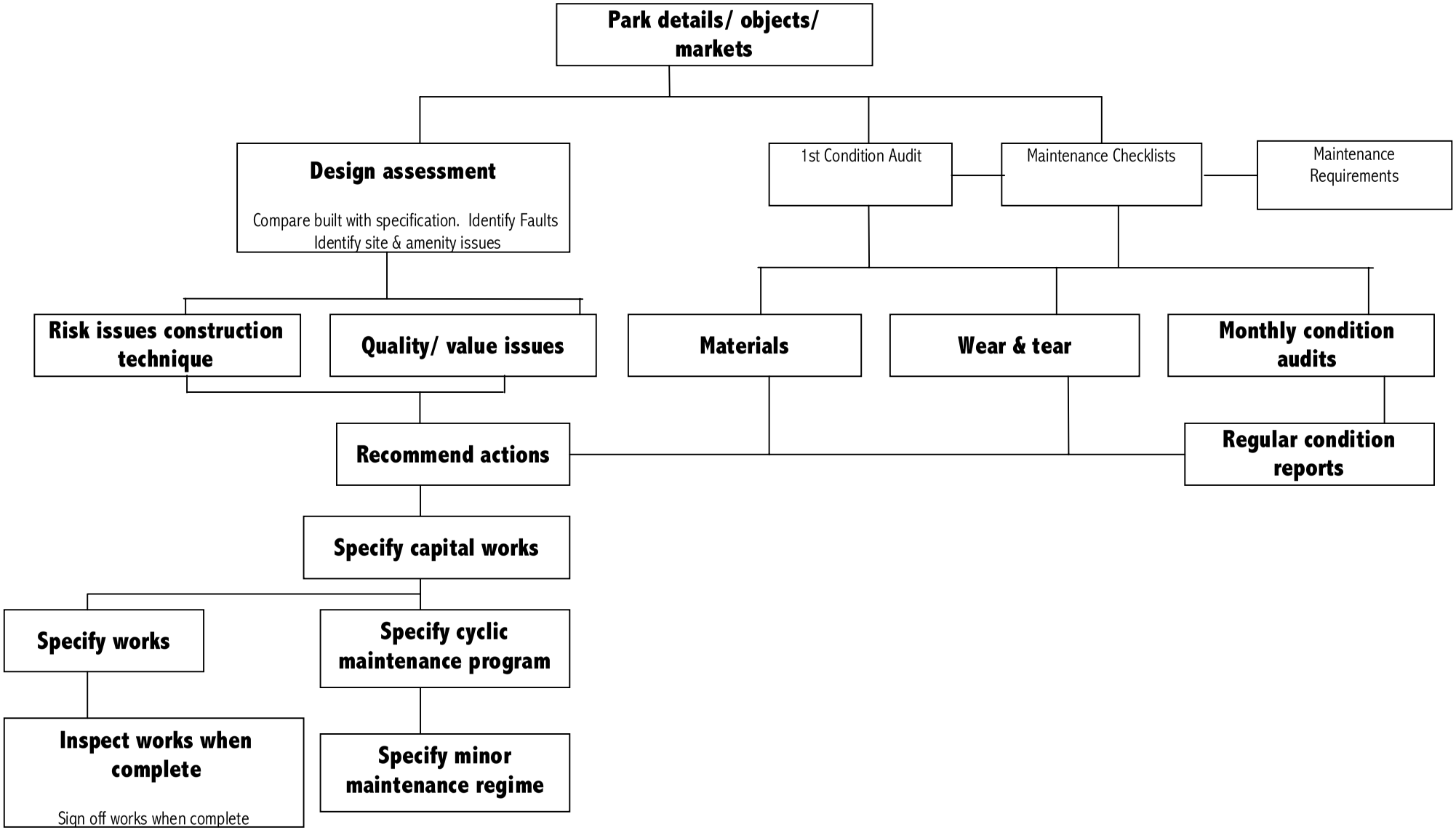
Building community infrastructure grants of up to $50,000 are available, with a ratio of $1.5 DVC to every $1 of outer metropolitan municipality (the City of Casey) contributed to the project. Grants up to $1,000,000, with a ratio of $1 DVC to every $2 of outer metropolitan municipality contributed to the project are also available.

Our Community.com.au

Our Community provides sources of funding for Councils through the Easy Grants Newsletter and Database. Government departments have the ability subscribe to our Gold Easy Grants newsletter.

Our Community identifies all the latest new and recurring Federal and State Government, philanthropic and corporate grants. Subscription is $45 (members) and $330 (non members).

APPENDIX 1: OVERVIEW OF RECOMMENDED MANAGEMENT PROCESS



APPENDIX 2. TRANSPORTABLE SKATE FACILITIES

Transportable skate facilities will ensure a basic level of provision in areas not serviced by permanent skate or BMX facilities. These will enable provision of satellite skate facilities to serve younger skaters, more remote residents and those with a relatively low level of proficiency at a considerably lower level of investment than in ground permanent facilities. Also these may be placed on existing sealed areas or disused sports courts, or concrete slabs, that may in the advent of a downturn in demand be used for other hard court sports and casual recreation activities.

Transportable facilities may be best provided in association with a management presence, such as at a community centre or sports club. They will assist Council with the ability to gauge demand and determine whether provision of a permanent facility is warranted in these areas.

A2-1. Possible locations of transportable skate facilities

The following sites have been identified in consultation with Council officers as locations suitable for transportable skate facilities.

Table 15. Proposed locations of transportable skate facilities

Suburb	Location
Berwick	Eddie Baron Reserve, Timbarra Primary
Cranbourne	Brookland Greens
Doveton	Doveton Pool in the Park
Endeavour Hills	Gunns Road Reserve
Hallam	Em Baker Reserve
Lyndhurst	Banjo Paterson Park
Narre Warren	Narre Warren North Recreation Ground
	Amber Crescent Reserve
Berwick	Hancock Reserve[26]
Clyde North/ Cranbourne South	Site yet to be determined
Botanic Ridge	Site yet to be determined

[26] Reserve not yet developed

The following table identifies the key attributes associated with each location proposed for transportable skate facilities

Table 16: Features at proposed sites for transportable facilities

LOCATION	Toilets	Paths	Close to food and beverage	Close to public transport	Metres from houses	Car parking	Prominence/ Exposure	Size	Existing play facilities	Close to schools	Close to sport	Suitable paved area for portable ramps
Eddie Baron Reserve	✓		✓	Bus	250m	✓	Main Road	Regional sized park	✓	✓		Car park area
Banjo Paterson Reserve		✓		Proposed railway station, currently about 1 km	100- 200m	✓	New estate	Regional sized park	✓	✓	✓	Car park or possibly school courts
Brookland Green					100- 200m	✓	New estate	Large narrow strip of land	✓		✓	Paved half court area
Doveton Pool in the Park	✓		✓	Bus	50- 100m	✓	Established facility	Large grass area, in the Swimming pool complex	✓	✓	✓	Paved half court area
Gunns Road Reserve	✓	✓		Bus (250m)	50m	✓	Regional Park	Regional size park	✓	✓		Car park area
Em Barker Reserve		✓		Bus	50- 100m	✓	Little prominence as site is quite removed	Large space adjacent to park	✓			Paved half court area
Timbarra Primary	✓	✓	✓	Bus	200m	✓	Main Road	Large school grounds	✓	✓	✓	Schools Basketball courts or possibly car park
Amber Crescent Reserve		✓		Bus (250m)	50- 100m	✓	Little prominence as site is quite removed	District sized park	✓			Paved half court area
Narre Warren Nth Recreation Reserve	✓	✓		Bus	100m	✓	Rural area	School grounds and hall, large open space adjoining	✓	✓	✓	Car park or possibly school

A number of proposed locations for use of transportable skate facilities for satellite skate venues have been discussed with staff. These are outlined below:

Eddie Baron Reserve

- The Reserve is in close proximity to schools and shops.
- The Reserve already has a BMX track, two playgrounds and a community centre. Providing transportable skate facilities could create more of a youth hub at the reserve.

Banjo Paterson Reserve

- The Reserve has potential to co-locate a skate facility with the existing BMX track. There may be an opportunity to site transportable skate facilities on the school's paved area or the small car park.
- At the rear of the primary school there is a large area of land that backs onto the park. This area would be most suitable for a future skate facility.
- A railway station is proposed only a short distance from the reserve, which will provide good access for younger participants.

Brookland Greens

- The Reserve is set in a new estate, with the Amstel Golf Course site adjacent.
- Space for transportable skate facilities are limited to a half court basketball area.
- Council has recently constructed a dirt jump BMX facility in response to community demand in the local area.

Doveton Pool in the Park

- The Pool in the Park is an established facility in Doveton managed by the YMCA. The benefits of this site are that the pool is being promoted as a youth activity area and ramps would add to this focus. There are also opportunities for skate programs run through the YMCA on this site.
- The disadvantages of this site are that there is limited space for transportable skate facilities in the enclosure. The car park is not ideal as it has a slope and the half court area inside the facility is a small space.

Gunns Road Reserve

- The reserve has good access from a path network and is presently the site of a BMX track.
- The car park is the only location that would be suitable for transportable skate facilities at present.
- An opportunity exists for the youth centre to hold programming activities using these transportable skate facilities.

Em Barker Reserve

- The Reserve is set back from a main road in a residential area and is not an ideal location for exposure and general surveillance.
- The sealed space is limited to a small half court area with a single path for access.

Timbarra Primary

- The Timbarra Primary School is a good central and relative prominent area that would be an ideal location for young people.
- The school grounds and the surrounding car parks have suitable paved space for provision of transportable skate facilities.
- There has been no discussion with Timbarra Primary School to date as to the compliance of use of the school grounds or car park for the provision of transportable skate facilities.

Amber Crescent Reserve

- The reserve is located on an access trail along the rear of housing. There is a local level path network to service skaters.
- There is a small half court basketball area that is the only paved surface on the reserve.
- The site's location is some distance from shops and toilets.
- It was suggested that there was a BMX track at the reserve. It is not in use.

Narre Warren Nth Recreation Reserve

- The site serves a small community. Transportable skate facilities could be provided in the vicinity or in the primary school, or the community centre with a car park. Presently the school's basketball court is the only paved space.
- Opposite the community centre is a large open space that has potential for the placement of the transportable skate facilities.

A2-2. Transportable skate facility suppliers

As with the supply of permanent skate facilities, Australia is a very small market for transportable skate facilities. As of August 2005 suppliers in Australia include:

- ARD (Australian Ramp Design)
- Rhino Skatepark Systems
- Skateramps Australia
- Skramp

There are international suppliers that will ship ramps to Australia.

There are options of purchasing anything from small-scale pieces to large parks as used in the X-games. Some transportable skate facilities also have the option of being bolted into place to resemble a permanent facility.

Several types of ramps may be suitable for the locations identified in this report. Purchasing several different styles of ramps for different locations may be desirable to introduce diversity. This would also provide different types of equipment that could be used to complement one another to form a park. Council could initially purchase several different ramps as a means of assessing the performance of each piece of equipment.

Refer to the table 13 for a comparison between types.

A2-3. What can be supplied

Australian Ramp Design (ARD)

ARD supply various small scale pieces of equipment such as rails ($250*), 4 feet quarter pipes ($2,200*) and manual pad/ fun box ($2,500*), through to large extensive parks that cost between $70,000 and $100,000* (including design, fabrication, delivery and installation costs). ARD produce the ramps for major contests such as the Globe World Cup.

Figure 12. Four Foot Quarter Pipe

Figure 13. Manual Pad/ Fun Box

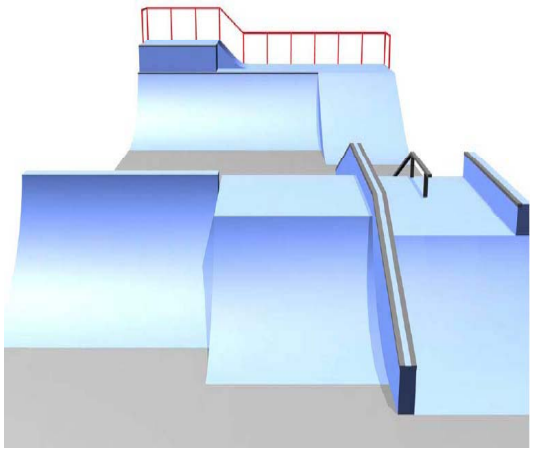
Figure 14. Wedge

Figure 15. Rails

* As at November 2005

Figure 16. Four Foot Flat Bank

Figure 17. ARD transportable layout



Rhino Skatepark Systems

Rhino Skatepark Systems provide various combinations of skate elements that can be made to specification. The ramps are designed so that they may be bolted down, resembling a permanent facility. The price of a set of components ranges from $44,000, through to $240,000.

They also provide smaller scale ramps that are tailored more for use in private yards..

Figure 18. Rhino transportable layout 1

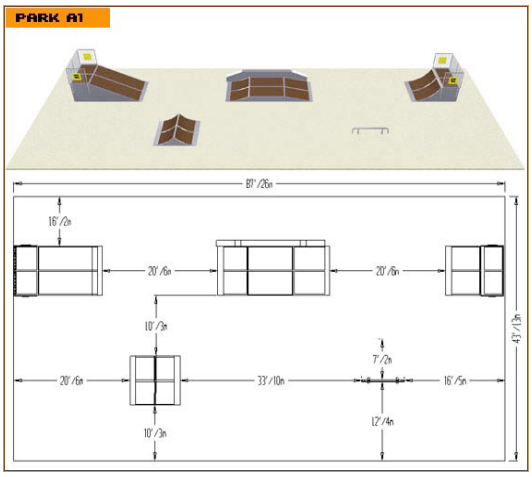


Figure 19. Rhino transportable layout 2

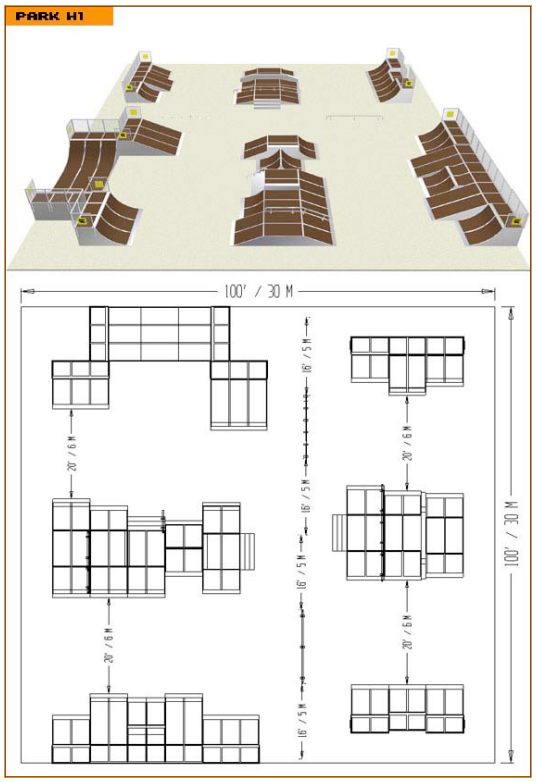
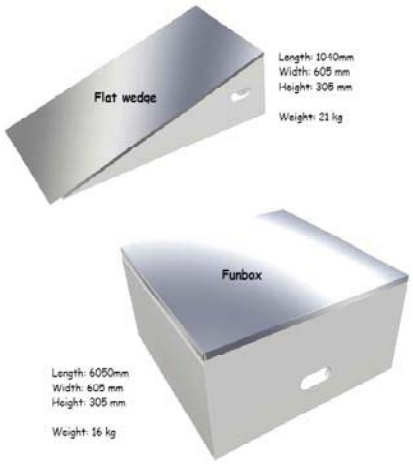


Figure 20. Rhino trix-ramps



Australian Skateramps

Australian Skateramps offer a mobile fun box as an alternative to the mobile half pipe. This retails for about $23,000* excluding any slab or surface required under the equipment.

Figure 21. Aust. Skateramps Mobile Fun Box

Figure 22. Aust. Skateramps Mobile Fun Box

* As at November 2005

Skramp

Skramp is a small-scale supplier/ manufacturer of skate products. The ramps are tailored for use around the home or backyard though they could be used to complement a larger facility. Prices range from $100 - $400*, depending on the number of pieces of equipment purchased.

Figure 23. Skramp launch ramp

Figure 24. Skramp rail

Figure 25. Skramp Fun box

Note: Prices may be subject to GST and are based on quoted prices from the supplier in 2005. They do not include the surface on which the equipment may be placed, and should only be used as a guide.

Council needs to have an independent skate professional or planner to inspect the ramps prior to ordering.

The following table indicates some features of transportable skate facilities available in Australia. This does not include the large concrete facilities that are transportable such as those supplied in Ray Bastin Reserve by BCP.

Table 17: Transportable skate facilities, product comparison

Product	Maintenance	Materials	Size	Durability	Warranty
ARD (ARD ramp surface)	ARD surface is said to be able to sustain high use by skateboarders and BMX riders. If the ARD surface is damaged it is easy to replace	The components have galvanised steel supports and two/three layers of the ARD surface	Depend on specific ramps	ARD surface is waterproof	Not disclosed
Rhino Skatepark Systems	The website identifies the composite structure to be maintenance free	Composite materials. Rhinotop® skate surface (high pressure laminate). Rhinex® substrate (glass fibre reinforced foamed polypropylene). Rhinolene® (ultra stiff foamed propylene sandwich panel). Hot galvanised steel. Zinc-nickel treated screws and copper press treated struts	Will depend on the selected ramps	Low "Burn Factor" Waterproof. Stays cooler than steel. (Used in ESPN, X-games, etc.). Impact and gouge resistant (RHINO-top ®). Glass fibre reinforced substrate	5-year warranty on the product specifications
Skateramps Australia	Pivoting points are pre packed with long life grease, and are Vesconite bushed. Axles are Independent Rubber Recoil and are maintenance free. Deterioration of wheels and tyres are as per normal usage. Hydraulic Power PAC is a sealed unit and does not require attention unless leaks occur. Heavy-duty battery is a deep cycle 460 amp unit and will need periodic charging	The surface sheet is 3mm MS steel welded from the underside	These are eight metres long when set up. 5000m wide and 650mm high	Other Councils identified that the mobile fun box is durable to withstand low level use	The unit is guaranteed for five years against failure of materials and poor workmanship subject to: fair wear and tear
Skramp		Combination of metal framework and plywood, with some jumps using the ARD surface	The launch ramps is 500mm x 800mm x 200mm high .The grind rail is 250mm to 350mm high. The fun box is 1.2m x 400 x 200mm high	It is suggested that this product is only suitable for low level use and would not be durable enough to cater for large crowds	

Further considerations

Once a site has been selected and the elements have been identified to suit the site, some consideration needs to be given to the following:

- design: exact layout of equipment
- the weight of equipment/ how they will be transported and moved into position
- whether they will be bolted down or otherwise secured, or whether they are taken and stored inside.
- The cost of laying a new slab or the appropriateness of the existing surface on which they are to be placed.

A2.4.Transportable skate facilities used by other Councils

Several Councils have explored using transportable skate facilities. The following points were identified through discussions with those Councils:

Warringah Council (NSW)

What they have:

- portable ramps from the Livid festival in Sydney. They modified them so they fit on the back of a truck
- purchased a couple of "Skramp" product to complement larger ramps
- provided a few different elements for skaters.

Where they have been sited:

- Council has a lot of basketball and netball courts
- They have provided them at four sites

What they are used for:

- the Council has a limited number of skate facilities
- the equipment is used primarily for holiday program activities
- Council has run night activities on lit basketball and netball courts, in the summer months
- During the running of "learn to skate" days
- local shops get involved with promotional materials, to get young people to skate.

Core market:

- generally the younger children are intimidated by bigger skate facilities
- beginner to intermediate skaters
- has had 60 kids to one of the sessions.

Issues/ comments:

- generally the *Skramp* product is quite durable (even though it has experienced a lot of traffic)
- the ramps acquired from the Livid festival were not in very good condition, and currently require maintenance work.

Who is using the equipment:

- predominately skate boarders, although inline and BMX riders use the equipment.

How they use them:

- a mini bus is used to transport the equipment to and from other locations
- activities are run under supervision.

Nth Sydney Council (NSW)

Nth Sydney Council are in a similar position to the City of Casey with respect to transportable skate facilities, in that they are looking for an alternative to their transportable half pipe. Nth Sydney doesn't have the same level of permanent facilities and have been exploring various options for skaters.

They have found that many skaters weren't happy with the previous mobile ramps due to the transitions being poor.

Issues/ comments:

- many other options proved are too advanced
- the general consensus was that skaters didn't want mobile facilities
- the Council are proposing a permanent facility instead of portable elements

Hindmarsh Shire (portable fun box)

What they have:

- permanent facilities in the Shire
- the portable fun box will be used as an additional element to add to established skate parks.

Where they go:

- the portable fun box is used on a rotation basis across the existing sites
- the ramp is left at one location for a few weeks, and then it is moved onto another location.

What they are used for:

- the equipment is really only used to provide additional elements to permanent skate facilities
- the fun-box hasn't been used for events or by schools.

Core market:

- mostly young people, aged 10-11 yrs use the facilities.

Issues/ comments:

- ensuring correct signage has been the number one priority, with respect to liability
- the only issue that Hindmarsh identified was that the surface of the ramps have began deteriorate, thus $1000 has been allocated in the Councils next budget to re-paint the surface.

Requirements:

- the fun-box requires a flat even surface in order for the transition to be flush with the concrete.

APPENDIX 3. EXCERPTS FROM SAFER DESIGN GUIDELINES[27]

Element 4: parks and open space

Objective 4.1

To maximise natural surveillance of parks and open spaces, and to encourage use and support people's perceptions of safety.

4.1.1 – Ensure that parks, public open spaces or play areas are visible from neighbouring streets, houses, schools and other buildings.

4.1.2 – Buildings with active frontages should be located and designed to overlook public open spaces and parks.

4.1.3 – Public open spaces, parks and playgrounds should have active frontages on at least three sides to provide natural surveillance. Parks and other public open spaces should be bounded on at least three sides, and preferably four sides, by streets with active building frontages that provide good surveillance and sightlines deep into the park.

4.1.4 – New subdivision layouts should avoid rear fences backing onto public open space and parks.

4.1.5 – Avoid cut-off dead spaces or isolated pockets of land within a park that cannot be overlooked. Instead, convert these areas into new residential lots that can overlook the park.

4.1.6 – Locate children's play areas where they are clearly visible from surrounding properties and streets. Install see-through fencing to control access and prevent children from roaming while still providing visibility from the street and surrounding areas.

Objective 4.2

To encourage the use of parks and open space by a range of users at all times of the day to improve the quality of life for the community and improve perceptions of safety in public places.

4.2.1 – Provide comfortable places with well-placed seating, good shade and interesting views. These areas are important for encouraging people, particularly the elderly, to use and enjoy public spaces.

4.2.2 – Design and position elements such as public furniture, lighting, drinking fountains, public information, public toilets, and play equipment to encourage the informal use of parks.

4.2.3 – Provide generous seating opportunities throughout all public open space that is carefully positioned to attract and support its use.

Lighting

Objective 4.3

To ensure lighting is carefully integrated to further enhance visibility and natural surveillance of parks and open spaces. (See element 9)

[27] 'Safer Design Guidelines for Victoria" Department of Sustainability and The Environment June 2005.

Landscaping

Objective 4.4

To ensure landscaping maintains sightlines of paths in parks and open spaces and allows for natural surveillance.

4.4.1 – Where possible, park planting and topography should not block views of paths and open spaces from surrounding streets and houses.

4.4.2 – Where landscaping is provided in public open spaces or in adjacent streets or parks, ensure trees or vegetation do not block the field of vision between 0.7 metres and 2.4 metres above ground level.

4.4.3 – There should be at least one safe through-route in all parks, with frequent 'escape routes' linking the through-route to surrounding streets and car parks.

4.4.4 – Tall shrubs can provide hiding places and should not be planted close to paths or fences.

4.4.5 – Ensure vegetation does not obscure lighting, either during its growth phase or at maturity.

Element 5: walking and cycling paths

Objective 5.1

To co-locate pedestrian, cycle and vehicle movement routes, where practical, to maximise activity and natural surveillance opportunities.

5.1.1 – When designing new areas or undertaking a safety audit of existing areas, co-locate movement routes to increase natural surveillance.

Objective 5.2

To provide convenient paths with generous proportions, to encourage walking and cycling and promote natural surveillance.

5.2.1 – Provide pedestrian/cycle crossing points of busy roads along direct, desirable routes to schools, parks, shopping centres and public transport stops. Avoid inconvenient locations for these street crossings. Evidence suggests that people often seek a direct route to their destination even where this involves informal crossings of busy roads. The simple provision of a marked street crossing positioned at a direct desire line for vehicular traffic movement is no guarantee of its use. Crossings should be positioned, where possible, to meet pedestrian and cycle desire lines of movement.

5.2.2 – Ensure pedestrian circulation routes are not compromised or interrupted by traffic calming devices. Roundabouts present specific problems for ease of pedestrian movement. Designed to ease vehicle traffic flow, they can feed a flow of gap-free traffic 'downwind' of the roundabout, which reduces the ability for safe, informal street crossings by pedestrians. Providing a median in the centre of the road provides pedestrians with the opportunity to cross more safely.

5.2.3 – Ensure that paths are a minimum of 1.2 metres wide to allow pedestrians to walk two abreast.

5.2.4 – Ensure that continuous accessible paths of travel requirements are met (Australian Standard 1428).

Objective 5.3

To maintain long sightlines along paths and into adjacent spaces, to maximise visibility.

5.3.1 – Provide clear sightlines along pedestrian/cycle routes to assist navigation and provide visibility of potential hazards such as people or cars entering or crossing the path. Pedestrians and cyclists need to be clear about where they can move.

5.3.2 – Locate paths to permit views of activity, as well as for safety and security.

5.3.3 – Avoid dense shrubbery around pedestrian routes and set plants well back from paths.

5.3.4 – Eliminate all potential entrapment spots within a reasonable distance (30 metres) of commonly used pedestrian paths.

5.3.5 – Use lighting to ensure visibility is extended into the evening (See Element 9 – Lighting)

5.3.6 – Physically integrate pedestrian/cycle paths and crossings into surrounding areas to avoid predictability of movement, fixed paths or routes that offer no choice to pedestrians. A potential offender will be able to predict where a person is going to end up. This can turn path users into potential crime targets. For example, pedestrian tunnels, narrow passageways, pedestrian bridges, moving escalators and staircases all serve as effective predictors of a user's route. Such 'movement predictors' are of particular concern when they are isolated or terminate in entrapment spots.

5.3.7 – Identify the safety implications of places where movement options are limited such as pedestrian bridges, enclosed pathways and stairways. Develop solutions to reduce vulnerability, such as increasing visibility, lighting and adjacent activity at these places. A safety audit carried out by groups of local users, facilitated by an experienced safety expert, is one of the most effective means of identifying these patterns of heightened physical risk.

Element 9: lighting

Objective 9.1

To position lighting appropriately, to improve visibility for pedestrians and cyclists and enhance natural surveillance opportunities.

9.1.1 – Lighting should be positioned along streets and paths, and at public transport stops and public facilities that are likely to be used at night. This will assist in providing safe routes for pedestrians, cyclists and vehicles.

9.1.2 – Illuminate urban public space used at night, including building entrances, exits and other main pedestrian routes of travel.

9.1.3 – Avoid placing bollards with integrated lighting close to pathways, as it is difficult for pedestrians to see beyond them into the distance due to the blinding effect of low-level lights.

9.1.4 – Areas not intended for night-time use should not be lit and/or closed off.

9.1.5 – Lighting should be well integrated with signage, landscaping and other public space elements in order to maximise safety.

Objective 9.2

To ensure lighting intensity and direction is appropriate and improves visibility and surveillance of the public environment at night.

9.2.1 – Path and street lighting should, as a minimum, meet Australian Standard 1158.1.

9.2.2 – All lighting should be directed downwards to illuminate the immediate surrounds. Lights should not be placed at eye level because they prevent pedestrians and cyclists from seeing beyond the light source.

9.2.3 – Areas intended for night-time use should provide adequate lighting levels so that people are able to recognise an approaching person's face 10 to 15 metres away.

9.2.4 – Bulb strengths of no greater than 120 watts are recommended as stronger light sources produce deep shadows and can reduce local visibility and surveillance.

9.2.5 – Avoid extreme contrasts between light and dark surfaces as the resulting glare reduces visibility.

9.2.6 – Avoid over-lighting of an area as this creates the impression that adjacent places are under-lit. In isolated areas of high illumination, background surfaces appear darker which can reduce surveillance. Interior lighting of public transport shelters should not be so bright as to reduce the ability to see into darker surrounding spaces.

9.2.7 – In retail and commercial areas, lighting levels should be higher than surrounding areas. Consider the use of surveillance equipment in vulnerable areas where 'informal surveillance' is unlikely or not possible, such as service areas and loading bays.

9.2.8 – Ensure paths and areas intended for night use are lit to the same level as surrounding streets, to indicate they are safe routes.

9.2.9 – Parks and gardens attract less use after dark, which means that lower performing light sources are justified. Yellow lamps and old 'mercury vapour' lights should be replaced with new blue-white lamps that offer good rendition of greens and browns.

Objective 9.3

To ensure the quality of light enhances people's visibility to see at night and enhances public safety.

9.3.1 – Use white light in areas with the greatest pedestrian activity. White light eliminates a distortion of the relative size of objects against their background, which occurs when 'yellow' or sodium generated light is used. White light also gives good colour rendition at night by allowing the eye to register the true colour of an object. Both these qualities assist people's natural ability to see at night, assess their safety and act accordingly.

Objective 9.4

To ensure lighting is easily maintained and minimises potential for wilful damage.

9.4.1 – Lighting should be at a height that prevents vandalism. Where lighting is used at a lower level, vandal-proof fittings should be used.

APPENDIX 4. CHECKLIST: OTHER CONSIDERATIONS WHEN PLANNING AND DESIGNING SKATE/ BMX FACILITIES

- ☑ **Funding and Allocation:** Are there allocated funds for a sufficient skate/BMX facility that is adequately supported by ancillary elements?
- ☑ **Community Consultation:** Have the community being consulted on what type of space they would like?
- ☑ **Target Users:** Have all target users been considered (BMX riders, Inline- skaters, Skateboarders, parents and female participants)? Have the needs of spectators been considered in the planning and design ?
- ☑ **Image and Public Perception:** Have the community been informed on the positives and potential negative impacts of skate/BMX parks?
- ☑ **Alternatives sites:** Have other sites been considered in the site selection process?
- ☑ **Accessibility:** Is the potential site accessible for users by public transport , foot, bicycle, car etc.?
- ☑ **Community Hubs:** Is the chosen site well situated to local food and beverage outlets. community facilities, a main road, other recreational facilities (i.e. sports fields)?
- ☑ **Community Input:** Have adjoining residents, business owners, users of the park, schools, etc. been consulted during the site selection stage?
- ☑ **Visibility:** Is the site clearly visible from main roads, local businesses, residential dwellings?
- ☑ **Existing Skate/BMX Facilities**: Is the site likely to complement rather than duplicate of well other facilities for the case code?
- ☑ **Skate/BMX Park Elements:** Are elements challenging for a variety of skill levels?
- ☑ **Mix of Elements:** What are the elements of the facility and do they reflect the potential users' ideas and skill levels?
- ☑ **Landscape Amenity:** Does the design include ancillary facilities such as rubbish bins, seating, drinking fountain, paths, landscaping, shade structures, (and car parks, and toilets if a subregional facility)?
- ☑ **Safer by Design:** Has the design considered safety of users, spectators and nearby/adjoining land uses?
- ☑ **Signage:** Has signage been located in a highly visible area of the park?
- ☑ **Lighting:** Will the facility be lit at night? If so until what time?
- ☑ **Risk Assessment:** Has a risk assessment of design been undertaken before construction and acceptable standards and guidelines been considered?
- ☑ **Management:** Has a management plan been prepared to ensure the facility remains a safe, enjoyable environment for users and spectators? Who will be managing the facility (private – user pays, Council – free to access, etc.)?
- ☑ **Skate Committee**: Has a committee been formed to manage, report and notify Council of issues and concerns associated with the facility?
- ☑ **SEQ Skate/BMX Facility Officer:** Has an officer being appointed?
- ☑ **Marketing and Programming Initiatives:** Have skate demos and regular competitions events and carnivals been considered at the park?

APPENDIX 5. PUBLIC SUBMISSIONS

The issues raised following the release of the Draft Skate Strategy for public review can be found in the table below:

Table 18: Skate and BMX submissions

Skate submissions

KEY ISSUES RAISED IN SUBMISSION	DISCUSSION	CHANGES TO FINAL REPORT
Place skate park in playground a Anchorage Road, Blind Bight (1)	An upgrade of the Tooradin facility and the development at Pearcedale is considered enough to serve the surrounding townships. The demand for a skate park has been expressed previously.	It would be difficult to provide viable facilities in Blind Bight other than those recommended ie transportable skate elements because of the small population.
The Shed facilities need to be upgraded (2) (also responded to comments made in report: week nights not feasible; decline in comps & demos may be due to insurance costs; lack of funds mean can only maintain, not modernise)	Major upgrade will be required to enhance the condition of the facility and the skate elements.	No change.
The Shed is only open at weekends (3)	There is a need to revise the management policy and focus and also the need to retain scheduled times for different markets.	There is demand for one indoor regional facility to be open 7 days. Possible look at opening hours.
Upgrade facilities at The Shed – needs better lighting, ramps & PA system (8)	Major upgrade will be required to enhance the condition of the facility and the skate elements.	No change to the strategy is recommended.
The Shed isn't localised enough (10)	The Shed could be managed to offer a range of services for local and regional users.	The strategy identifies the need for a number of district, local and satellite facilities to complement The Shed, which is intended to cater for a wide range of age groups, disciplines and skill levels.
Salvation Army is lacking sound knowledge & skills in skate sport development (10)	There would be considerable value for this facility to be managed in the same way as other indoor recreation facilities; this would involve Council having a greater role in overseeing the management, programs and the direction of the facility. It is proposed that Council review the management arrangement for The Shed.	No change to the strategy is recommended.

KEY ISSUES RAISED IN SUBMISSION	DISCUSSION	CHANGES TO FINAL REPORT
Ray Bastin Reserve not highly rated by skaters (3)	An upgrade of Ray Bastin Reserve is proposed to better cater for beginner level participants whilst the development of a subregional skate facility within the Fountain Gate Shopping Centre precinct will cater for all skill levels.	No change to the strategy is required.
Keep parks away from shopping centres – like Fountain Gate – as skaters will go there after finishing at the park (9)	The identification of the Fountain Gate Shopping Centre Precinct / Max Pawsey within the Draft Skate Strategy (2006) as a potential location for a sub-regional skate facility was largely as a result of the following positive features: * Its centralised location to several areas within the northern part of the City and excellent public transport to and from the site assists skaters with access. * Its capacity to cater for a sub-regional skate park and ancillary elements (ie. sufficient space exists to cater for such a sized facility). * Its high visibility from the Princes Highway and Magid Drive, and from the existing recreation facilities at Max Pawsey reserve, improves the casual surveillance and safety for users. * Its co-location with other recreation and community facilities makes it more appealing for users and minimises the duplication of services (ie. amenities, access roads, car parking etc) * The considerable distance of the site from residential dwellings minimises the potential impact of noise and disturbance on residents. The state Government's Skate Facility Guide (2001) highlights a preference for skate facilities to be co-located / partnered with existing shopping centres and/or sport or recreation facilities. Officers consider that the development of a skate facility within relatively close proximity to the shopping centre may actually encourage skaters to participate in these areas away form the shopping centre area and thus decrease any impact on shoppers.	No change to the strategy is recommended.
Endeavour Hills Skate Park needs to be upgraded to be a "proper park" & include water, shade, better jumps etc (4, 28)	Proposed upgrade with a future redevelopment into an in-ground concrete skate facility. No additional regional facilities are proposed. The hierarchies have been determined on the basis of population served with a number of subregional skate facilities proposed in the northern part of the City, including Max Pawsey Reserve, to complement the existing regional skate facility at The Shed in Cranbourne.	No change to the strategy is required.

KEY ISSUES RAISED IN SUBMISSION	DISCUSSION	CHANGES TO FINAL REPORT
Kicker boxes at end of every box in skate parks should be removed – make skaters lazy (5)	The project brief did not specify a requirement for detailed design. This will be considered in the planning of individual skate facilities.	No change to the strategy is required.
Narre Warren Nth should have regional facility – is more central than Cranbourne (6)	No additional regional facilities are proposed. Narre Warren, Berwick and Endeavour Hills – are chosen for sub-regional facilities, based on the need to provide a quality skate facility for high population areas within the northern part of the city to complement the existing regional indoor facility at The Shed in Cranbourne (located in the southern part of the city).	No change to the strategy is recommended.
Please put a skate park in Narre Warren (16)	The plan proposes skate facilities for Narre Warren including an upgrade of Ray Bastin Reserve, an additional facility in the Max Pawsey Reserve, and a new facility at Glasscocks Road Reserve, Narre Warren South. The development of additional skate facilities in the area is considered to be sufficient for the area's population.	No change to the strategy is recommended.
Change Max Pawsey Reserve from priority 2 to 1 and make it a regional facility (6)	No additional regional facilities are proposed. The hierarchies have been determined on the basis of population served with a number of subregional skate facilities proposed in the northern part of the City, including Max Pawsey Reserve, to complement the existing regional skate facility at The Shed in Cranbourne.	(Based on the existence of a skate facility at Ray Bastin Reserve and there being no skate facility currently at Max Pawsey Reserve, it is appropriate that Max Pawsey Reserve is given a higher priority.)
At very least make sub-regional facilities at Max Pawsey, Timbarra & Narre Warren Nth (6)	The proposed skate park at Max Pawsey Reserve is a sub regional facility, with the others: local and satellite. Population estimates and growth dictate the proposed hierarchy and development sites, thus it would not seem to be feasible to locate sub-regional facilities at Timbarra and Narre Warren North.	No change to the strategy is recommended.
Skate park needed behind Timbarra Primary School as Narre Warren is too far away (7)	The type, quality and location of facilities is likely to have a large bearing on their use. The Timbarra Primary School site has been identified as a potential site to accommodate transportable skate facilities, which will serve as a means of gauging demand for a more permanent facility.	No change to the strategy is recommended.

KEY ISSUES RAISED IN SUBMISSION	DISCUSSION	CHANGES TO FINAL REPORT
Consider skate park in Berwick South (22)	The development of a sub-regional skate facility at Buchanan Park in Berwick and a local skate facility at Glasscocks Road Reserve in Narre Warren South in addition to the proposed transportable skate facilities is considered to be adequate for the needs of the population of Berwick South.	No change to the strategy is recommended.
Provide more local parks rather than focussing energy on a regional facility (10)	There is a need to provide for a range of facilities at different hierarchies to serve the needs of the foundation level of the sport as well as the social participation and competitive level. It is also important to have graded challenges to suit a range of ages in the one park. Small local parks can't have the degree of challenge and social opportunities the large ones present – but they provide important opportunities close to home. Concentrating on providing local facilities as opposed to developing a regional facility will mean that the range of elements will not be available and the wider market will not be serviced.	The strategy tries to achieve a balance between diversity and viable distribution. No change is recommended.
Kirsty Lottkowitz is a good spot for a local park (10)	This reserve was not considered suitable for the siting of a skate facility as it has been identified for other purposes in the Narre Warren & Environs Recreation Facilities Study.	No change to the strategy is recommended.
Need skate facilities in Doveton (11)	The future upgrade of the existing skate park in Endeavour Hills as well as the introduction of transportable skate facilities at Doveton Pool in the Park is considered to be adequate for the area in the short term. Permanent skate facilities may be considered in the future should the introduction of transportable skate facilities highlight demand beyond proposed provision. There is a possibility of developing a local skate facility in the Doveton area similar to the one located at Ray Perry Park in Cranbourne which will be further explored though the Doveton Eumemmerring Neighbourhood Renewal Program.	The transportable facilities will gauge demand and determine whether the development of a permanent facility is feasible.
Need facilities close to train stations so parents don't need to drive children all the time (12)	The site criteria should be central to the market of young people, linked to a recreational network and accessible by public transport. The proximity to train stations where considered the principal advantages when proposing sites in the Berwick region.	The strategy recommends siting adjacent to trains stations where possible.

KEY ISSUES RAISED IN SUBMISSION	DISCUSSION	CHANGES TO FINAL REPORT
Please put skate park in Churchill Park (15)	This locality is a National Park and managed by Parks Victoria. Therefore may not suitable for a skate park. Demand for a skate park in the area is catered for at Endeavour Hills.	No change to the strategy is recommended.
Need more skate facilities north of the highway – Cranbourne has enough (17)	A facility in Berwick is proposed as well as upgrades to the Endeavour Hills facility; with transportable ramps to service the Timbarra Primary school and Narre Warren Nth Recreation Reserve, with potential to add supplementary facilities at these sites. The recommended provision of subregional, local and satellite skate facilities is considered to be adequate for the needs of the population.	No change to the strategy is recommended.
Make skate parks safer for users. Glass and rocks make skaters hurt themselves (18)	The plan makes recommendations about improved management and inspections.	No change to the strategy is recommended.
Please put skate park back in Timbarra & fix toilets there (19)	Proposed is a transportable facility at the Timbarra Primary School to serve as a means of gauging demand in the area, with the potential of developing a more permanent site if demand is proven.	No change to the strategy is recommended.
Buchanan Park not a great spot for a skate park – is non residential which isn't really safe & is well-known for undesirable adult behaviour (21)	The Strategy identified that ideally sub-regional skate parks should be located in highly prominent sites such as adjacent to a shopping centre / precinct and/or relatively close to a railway station or other public transport options. Provision of lighting and associated support services such a picnic facilities, toilets and shelter, shade, car parking and drinking water were also considered to be desirable elements for a sub-regional skate park site. The Strategy investigated a number of possible sites for a sub-regional skate facility in Berwick. However, the Technology Precinct was identified as the preferred location due to the following advantages: * Close proximity to public transport (train) * Range of services and facilities within close proximity (including medical) * Located a reasonable distance from residences (ie sufficient buffer to noise) * prominence of the site: and * close proximity to Monash University and Chisholm Institute of TAFE, as well as food and drink outlets. Following an investigation into a number of sites within this precinct, Buchanan Park has been identified as being most suitable. Some support has been provided through the public exhibition period for a skate park to be located at this site.	No change to the strategy is recommended.

	The development of a sub-regional skate park at Buchanan Park is likely to increase the park's usage and have a positive impact on safety for users through increased casual surveillance.	
To build a regional skate park to cater for the large and growing youth population (29)	Casey's existing regional skate facility, The Shed, is proposed for an upgrade and is proposed to be supported by a number of subregional, local and satellite (transportable) skate facilities.	No change to the strategy is recommended.

BMX submissions

KEY ISSUES RAISED IN SUBMISSION	DISCUSSION	CHANGES TO FINAL REPORT
Request for BMX tracks in Cranbourne (23)	A detailed review of BMX facilities was outside the scope of the project. However, Council will be undertaking a further assessment of the needs for BMX.	A detailed review of BMX facilities was outside the scope of the project. Council is conducting a more detailed review of BMX facilities.
Create a BMX club in Casey (24)	A detailed review of BMX facilities was outside the scope of the project. However, Council will be undertaking a further assessment of the needs for BMX.	A detailed review of BMX facilities was outside the scope of the project. Council is undertaking a further assessment.
BMX dirt jump & racing facilities for competitions needed in Casey (25)	A detailed review of BMX facilities was outside the scope of the project. However, Council will be undertaking a further assessment of the needs for BMX.	A detailed review of BMX facilities was outside the scope of the project. Council is undertaking a further assessment.
Build a pocket bike track near Narre Warren (26)	A detailed review of BMX facilities was outside the scope of the project. However, Council will be undertaking a further assessment of the needs for BMX.	A detailed review of BMX facilities was outside the scope of the project. Council is undertaking a further assessment.

*** Please note that the number at the end of each submission comment in brackets refers to the submission the comment came from. ***