



Municipal Skate and BMX Strategy

City of Boroondara



VOLUME 1: The Strategy

2007



Adopted by Council on 2 April 2007

Preamble

As participation in skating and BMX pursuits continues to grow, many local governments are responding to demand by planning and developing new skate facilities. A process for developing a draft Municipal Skate and BMX Strategy for Boroondara commenced in September 2002. Following extensive consultation, a draft Municipal Skate and BMX Strategy was developed and presented to Council in August 2004. Council resolved that consideration of the draft Municipal Skate and BMX Strategy be deferred until Council had considered the Junction Skate and BMX Park Strategy. The Municipal Strategy has since undergone a further review and now includes population forecasts out to 2021. This information has assisted to identify key target areas for 5 – 24 year old skate and bike riders and to prioritise plans for further development of skate and BMX opportunities.

The draft Municipal Skate and BMX Strategy provides a comprehensive assessment of skating and BMX within Boroondara. The strategy guides Council's direction for resource allocation for the provision of facilities, maintenance programming and guiding community relationships. It also aims to identify and address issues around the provision and participation in skate and BMX activities.

Volume 1 contains the Action Plan and a summary of the research findings, consultation outcomes and site assessments detailed in Volume 2.

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Executive Summary

Skating and BMX are increasingly popular sport and recreational pastimes for many young people. Participation has grown, new hybrid sports have evolved and mainstream media coverage has increased. Sport and Recreation Victoria¹ (2001) estimated that there were 407,700 in-line skaters and 250,700 skateboarders in Victoria, 91% of participants being boys aged between 10 to 16 years of age. A study of 5-14 year olds in 2003², found that in Victoria 153,800 children (23.8%) participated in skateboarding or rollerblading and 402,300 children (62.2%) participated in bike riding as an after school leisure activity.

The sports of skating and BMX undoubtedly provide young people with an affordable, healthy, creative and popular leisure pastime. The sport provides significant benefits to participants, of which include:

- health benefits through participation in physical activity
- social benefits through interaction with friends and peers

As a result, there are now in excess of 194 skate/BMX sites in Victoria and over 750 nationally³. Development of many of these facilities is a result of positive planning and a large financial commitment from Local Governments, the community and State Government.

The City of Boroondara plays an important role in contributing to the health and well being of its residents through a vast range of sporting, recreational and leisure activities. Council's commitment to providing leisure opportunities for youth through skating facilities is displayed in the Council Plan (2006–2010)⁴. Council Strategic Objective 4 states its commitment:

“We will enhance community, family & cultural life, and facilitate or provide services that respond to community needs.”

The provision of facilities and opportunities for young people to participate in skating and BMX activity contributes to the achievement of this objective and Strategy 4.4:

“Support the community in the provision and development of leisure, culture and the arts.”

Council has sought to develop a Skate and BMX Strategy and engaged a consultant in 2002 to assist in preparing the strategy. The document has been further updated in 2006 to reflect current conditions and participation trends.

¹ Sport and Recreation Victoria (2001) The Skate Facility Guide

² Australian Bureau of Statistics (2003), Children's Participation in Cultural and Leisure Activities.

³ Source: www.skateboard.com.au (2006)

⁴ City of Boroondara Council Plan 2006 - 2010

The strategy aims to build upon previous studies such as the Boroondara Skate and BMX Facility – Skating in Boroondara: Boroondara City Council Report (1996) and the Boroondara Skate and BMX Facility Master Plan (1999). The Draft Municipal Skate and BMX Strategy aims to determine the demand for the next 10 years for skate and BMX facilities. This incorporates the needs of skateboard, inline, snake board, scooter, BMX and mountain bike rider needs (collectively skate and BMX).

The project aims to develop a strategic plan for the future development opportunities for skate and BMX facilities in the City of Boroondara. The plan will aim to cater for the growing demand for the sport in the municipality by providing public facilities that meet the current and future needs of the community.

An extensive review of the current situation, trends and considerable consultation with the community identified some significant issues to be considered. Key issues that arose and recommendations included:

- In 2001⁵ it was estimated that there were 407,700 in line skaters and 250,700 skateboarders in Victoria and many are regular participants.
- 91% of participants are boys between 10 to 16 years of age.
- There is increasing development of facilities that have variety and are flexible in design to allow for future provisions or expansion.
- There is a need for skate facilities to be located near amenities (i.e. toilets, drink taps, shade, seats, landscaping etc.). Skate parks should also be located near shops, telephone, food, drink, petrol stations (to pump up tyres) and skate and BMX retailers. Public transport access is also important.
- Many facilities have incorporated designs that allow for both street and vert activity, can accommodate skate, inline, BMX, scooters etc. Participants want all styles and levels catered for at the one facility.
- Recently there have been an increasing number of regional level parks developed. A number of Local Governments are now seeking to develop additional smaller, local level sites to accommodate the needs of skaters across each municipality. Several Local Governments are now focussing on catering for a variety of skill levels at sites.
- Skating, BMX and inline skating are creative, physical activities that contribute to the health and wellbeing of young people in the community.
- A young population is a feature of Boroondara, with 41,737 people aged between 5 and 24 years. This age range makes up 27% of the population of Boroondara. It is the 5-24 year age range that comprises the majority of skate, inline and BMX participation. With this age category representing the majority of the population who may participate in BMX or skate activity, it suggests a strong need for skate and BMX facilities in the City. According to estimates provided by the Skate Facility Guide it is likely that the number of skateboarders in the City would be approximately 9,000.

⁵ Sport and Recreation Victoria, (2001) Skate Facility Guide

- Consultation indicated that a very high skill level was required to use the Junction Skate and BMX Park.
- There were also issues with younger children and older more experienced participants in conflict at peak demand times, triggering a call for the development of separate beginner level facilities in the City of Boroondara.
- Consultation supported the development of small skate elements at a variety of parks in Boroondara, rather than duplicating larger skate and BMX facilities that are already servicing the region.
- A number of strong concerns were raised in relation to the Junction Skate and BMX Park having a negative impact on local residents. This included damage to property, trespassing on local resident's property and young people urinating on resident's fences. Displaying a code of conduct in relation to respecting local residents and supervision of the park (now in place) were also suggested
- Site assessments for the municipality indicated the potential to develop small 'satellite' facilities in addition to the inclusion of a beginner's area at the Junction Skate and BMX Park. Possible locations included:
 - Outer Circle Park – Campbell St. (Kew);
 - Koonung Creek Reserve (Balwyn North)
 - Boroondara Park (Canterbury),
 - H.A. Smith Reserve (Hawthorn East);
 - Markham/Victory Reserve (Ashburton), and
 - Junction Skate and BMX Park - northern end (Hawthorn East)
- The development of 'youth playgrounds' linking skate facilities with playgrounds or other activities such as basketball half courts has also been suggested.

As a result of this feedback a series of detailed recommendations were prepared. The recommendations were formulated around five key themes in order to guide the provision of skate, inline and BMX opportunities.

- *Developing Council's role in the development of skate and BMX opportunities*
- *Ensuring the appropriate mix and location of facilities*
- *Impact on the community*
- *Promotion and sports development*
- *Maintenance of facilities*

1 Introduction

"Skateboarding is the positive release of undirected explosive youthful energy. For pure spontaneous action, skateboarding is unequalled." – Dave Hackett, Concrete Wave (2001)

1.1 Skating and BMX

Skating encompasses skateboarding, in-line skating and more recently, but to a lesser extent scooters and snake boards. This strategy also looks at BMX and mountain bike riding but does not include standard recreational cycling. For the purposes of this report these activities will be grouped as skate and BMX.

Skating and BMX are increasingly popular sport and recreational pastimes for many young people. The growth of skating and BMX in the past ten years has been phenomenal. Participation has grown, new hybrid sports have evolved and mainstream media coverage has increased. In 2001 participation statistics⁶ estimated that there were 407,700 in-line skaters and 250,700 skateboarders in Victoria, 91% of participants being boys between 10 to 16 years of age. A further study of 5-14 year olds in 2003, found that in Victoria 153,800 children (23.8%) participated in skateboarding or rollerblading and 402,300 children (62.2%) participated in bike riding as an after school leisure activity.

The sport of skating provides young people with an affordable, healthy, creative and popular leisure pastime. The sport provides significant benefits to participants, of which include:

- health benefits through participation in physical activity
- social benefits through interaction with friends and peers

As a result, there are now in excess of 194 skate/BMX sites in Victoria and over 750 nationally⁷, an increase of 44 and 40 facilities respectively⁸ since 2003. Development of many of these facilities is a result of positive planning and a large financial commitment from Local Governments, the community and the State Government.

⁶Sport and Recreation Victoria (2001) The Skate Facility Guide

⁷www.skateboard.com.au (2006)

⁸www.sk8parx.com (2003)

1.2 Council's Role

The City of Boroondara plays an important role in contributing to the health and well being of its residents through a vast range of sporting, recreational and leisure activities. Council's commitment to providing leisure opportunities for youth through skating facilities is displayed in the corporate plan. Council Strategic Objective 4 states its commitment:

"We will enhance community, family and cultural life, and facilitate or provide services that respond to community needs."

The provision of facilities and opportunities for young people to participate in skating and BMX activity contributes to the achievement of this objective and Strategy 4.4⁹:

"Support the community in the provision and development of leisure, culture and the arts."

1.3 The Current Situation

There are three skate and BMX facilities in the City. These facilities are located at:

- Junction Skate and BMX Park, Hawthorn East
 - a regional multi-use facility that is extremely well utilised,
- Hill 'n' Dale' Reserve, Glen Iris
 - a concrete BMX track, and
- Koonung Creek Reserve, Balwyn North
 - an informal dirt bike track

The City also has an extensive shared pathway network used by pedestrians, skaters and riders for transportation or leisure.

The overall growth in the profile of skating, inline and BMX appears to be consistent in Boroondara, with the Junction facility having difficulty in coping with demand levels, particularly at peak times. As a result, Council continues to receive requests from the community for additional skate facilities, particularly in areas that have more limited access to the Junction facility.

The sport of skating and BMX provide significant issues when planning for facilities, due to the changing nature of activities undertaken. More and more facilities are being developed to accommodate the needs of a range of user groups including skateboarders, BMX and mountain bike riders, inline skaters, snake board and scooter riders.

To deal with these issues Council needs to be strategic in its approach to assessing community need and its capacity to provide opportunities in the future. As a result, Council has sought to develop a Skate and BMX Strategy and engaged a consultant to assist in preparing the strategy. The strategy aims to build upon previous studies relating to skating and BMX and to guide Council for the next ten years and to determine the demand for

⁹ City of Boroondara Council Plan 2006–2010

skate, inline and BMX facilities.

1.4 Aim of the Project

The aim of the project is to develop a strategic plan for the future development opportunities for skate and BMX facilities in the City of Boroondara. The plan will aim to cater for the growing demand for the sport in the municipality by providing public facilities that meet the current and future needs of the community.

About this document

This is Volume 1 and it summarises the key research and consultation outcomes underpinning the Skate and BMX Strategy and provides an action plan for implementation.

Volume 2 is a reference document that provides the supporting evidence for the strategy and action plan including:

- A literature review;
- Consultation outcomes;
- Demographic information;
- Current and projected participation rates, and
- Potential skate site analysis.

2 Skate and BMX

"Over the past 40 years, skateboarding has had its peaks and valleys of popularity. Poor product, issues of safety and economic recessions have all contributed to the valleys. Despite safety concerns or economic recessions, the sport endures simply because it is so much fun!" – Michael Brooke, The Concrete Wave (2001)

2.1 The Sport of Skating and BMX

The popularity of skating and BMX has experienced ebbs and flows in development, with popularity peaks appearing to occur every four or five years. However, skating and BMX appears to have adopted credibility, with an expanding market surrounding the 'sub-culture' that goes hand in hand with the sport. This includes street fashion, equipment, music and even language and style.

The freestyle nature of skating and BMX activity and the absence of coordinated sports development have seen the transformation of a variety of hybrid activities and 'styles'. To make some level of distinction between the types of users, three key market segments have been identified:

- Recreational (inline, skateboards and BMX free-stylers)
- Competitive (skateboards, BMX, and in-line hockey)
- Fitness (families and individuals)

2.2 Trends in Skating, Inline and BMX

The following highlights some of the social and leisure trends in the community that may impact on future provision leisure opportunities, including skating and BMX, in the City of Boroondara:

- There is more all night and weekend trading, resulting in different work arrangements and flexibility in shopping time. As a result, people's discretionary or 'free' time for education, leisure and socialising is often structured very differently and limits them from making long-term commitments to activities (particularly organised pursuits that are time consuming). This makes skating and bike riding a very attractive leisure option.
- Longer trading hours have also increased the number of cars moving in shopping

areas in evenings, making it difficult for skaters to undertake activity in shopping areas.

- There is a greater propensity towards time specific activity (ie. a 30 minute skating session where the participant can enter and exit in their own time, not disrupting the day's activities).
- There is increasing awareness and trepidation by service providers regarding public liability, risk management and potential litigation.
- In 2001 it was estimated¹⁰ that there are 407,700 in line skaters and 250,700 skateboarders in Victoria. Many are regular participants and 91% are boys 10 to 16 years of age.
- More purpose built facilities are resulting in older participants continuing to skate longer and even returning to skate with their children. The participation rates⁹ show that skateboarders supported by a facility are more likely to participate in skateboarding.
- The majority of time spent skating and riding is after school and at weekends. Night use has created some issues at some parks in Melbourne.
- There is increasing development of facilities that have variety and are flexible in design to allow for future provisions or expansion.
- There is a need for skate facilities to be located near amenities (i.e. toilets, drink taps, shade, seats, landscaping etc.). Skate parks should also be located near shops, telephone, food, drink, petrol stations (to pump up tyres) and skate and BMX retailers. Public transport access is also important. Skate facilities should also cater for emergency access.
- Many facilities have incorporated designs that allow for both street and vert activity, can accommodate skate, inline, BMX, scooters etc. Participants want all styles and levels catered for at the one facility.
- Recently there have been an increasing number of regional level parks developed. A number of Council's are now seeking to develop additional smaller, local level sites to accommodate the needs of skaters and bike riders across each municipality. Several Local Governments are now focussing on catering for a variety of skill levels at sites.
- There is strong support from State Government (Sport and Recreation Victoria) in planning for skate and BMX activities (i.e. through the Skate Facility Guide) and facility development grants. For example, by the year 2000, local government authorities in Victoria had constructed 81 skating facilities and over 66 new facilities were being planned, or had commenced construction across the state. Since 2000 Sport and Recreation Victoria have funded a further 80 skate based planning or park development projects at a cost of nearly \$3.5 million, over \$1million metropolitan based.
- Skaters/riders that do not have any facilities available will tend to use public facilities (schools, Council Offices, open space, shopping centres and buildings and office blocks) and other infrastructure such as paths, roads and public property. As a result, skating/BMX is a unique sport that often sees extreme, high paced activity

¹⁰ Sport and Recreation Victoria (2001) The Skate Facility Guide

in populated public spaces.

- There is very low female involvement in all Skate and BMX activity. However, it is on the increase. There is a tendency for young women to attend skate facilities and events as a spectator rather than an active participant. The sport has been dominated by male participants and many role models in the media are male (particularly in BMX). More recently, coverage of women's competition at the elite level has increased. As such there is a need for role models in the sports (particularly local women that may encourage greater participation by young female skaters/riders). It is likely that women's involvement in the sport will continue to increase as it has in emerging sports like surfing.
- Socialisation is very important to participation.
- Skaters and BMX riders will travel widely to access regional facilities. Whilst having local facilities is important, many skaters and riders will regularly use a range of different facilities across the metropolitan area.
- Skating and BMX has for a long time viewed as non-mainstream, even anti-social. However, more recently the activities have been more accepted as legitimate sports with increasing television coverage (X games etc.) demonstration events and role models viewed as legitimate athletes in their own right adding to the profile of the activities. Visits to local skate parks highlights growing parental support and involvement.
- Skating now offers potential career paths whether that is at a competition level or in retail, design, promotion, manufacturing or distribution. Skaters have the potential to develop their interest into a career.
- Skating is reasonably inexpensive compared to other sports where uniform, club membership fees and coaching fees may be required.
- Skating, BMX and in-line skating are also a useful form of transport.
- Participant esteem can develop as the skills involved can be demonstrated to others. These skills can sometimes involve risks and skill that can attract attention and admiration from peers.
- Skating, BMX and in-line skating are creative, physical activities that contribute to the health and wellbeing of young people in the community.

3 Likely Demand in Boroondara

"Skateboard culture began to mesh with punk and new wave music. Images of skulls began to appear on skateboards" – Michael Brooke, Concrete Wave (2001)

3.1 Boroondara Demographic (2001 ABS Census Statistics)

The City of Boroondara is 60 square kilometres in area and has a population of 157,214¹¹. Boroondara’s population has remained relatively stagnant, with only marginal growth since 1996.

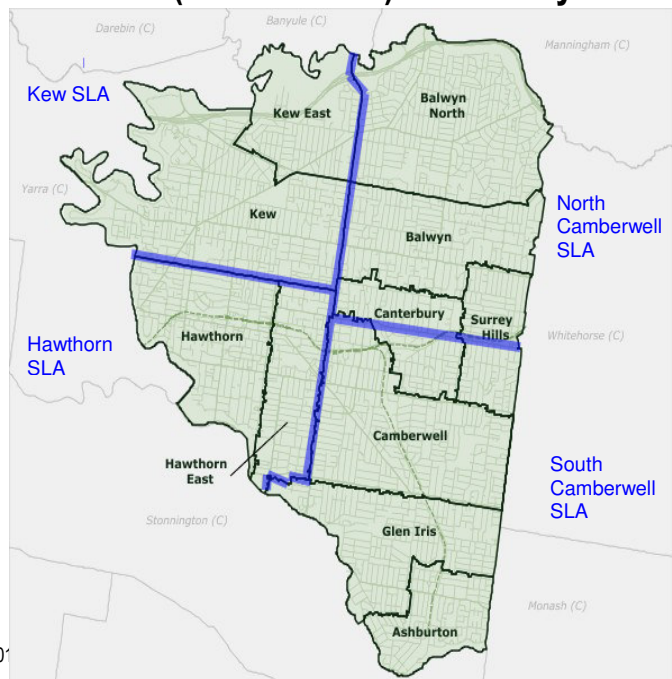
A young population is a feature of Boroondara, with 42,997 people aged between 5 and 24 years (2001 Census). This age range makes up 27% of the population of Boroondara. It is the 5-24 year age range that comprises the majority of skate, inline and BMX participation. With this age category representing the majority of the population who may participate in BMX or skate activity, it suggests a strong need for skate and BMX facilities in the City. According to estimates provided by the *Skate Facility Guide*¹² it is likely that the number of skateboarders in the City would be approximately 9,000. In addition 14,500 5–24 year olds would be bike riders¹³.

3.2 Analysis of Statistical Local Areas (2001 Census) - Summary

For the collation of the Census of Population and Housing 2001 data was divided into four Statistical Local Areas (SLA) as shown on the adjacent map:

- Camberwell North
- Camberwell South
- Hawthorn
- Kew

The suburbs of Canterbury and Surrey Hills were split along Canterbury Road.



¹¹ Australian Bureau of Statistics (2002) Census of Population and Housing 2001

¹² Sport and Recreation Victoria (2001) Skate Facility Guide

¹³ Calculated using estimates in ABS (2003) Children’s Participation in Leisure Activities 4901.1 and ASC (2004) Participation in Exercise Recreation and Sport Annual report 2004.

Map 1: Statistical Local Areas for Boroondara¹⁴

¹⁴ Map source: www.id.com.au/boroondara/forcastid, SLA Overlay: City of Boroondara, Leisure and Cultural Services

Camberwell North is an increasingly growing population that is slowly ageing. Although the proportion of overseas born residents is low in comparison to other municipalities, it is growing. The median weekly income for the population of over 15 year olds is increasing.

Camberwell South has a large population and is growing slowly over time. The median age for the population is remaining stable, as is the number of overseas born residents. The median income for the population of over 15 year olds has grown significantly over time.

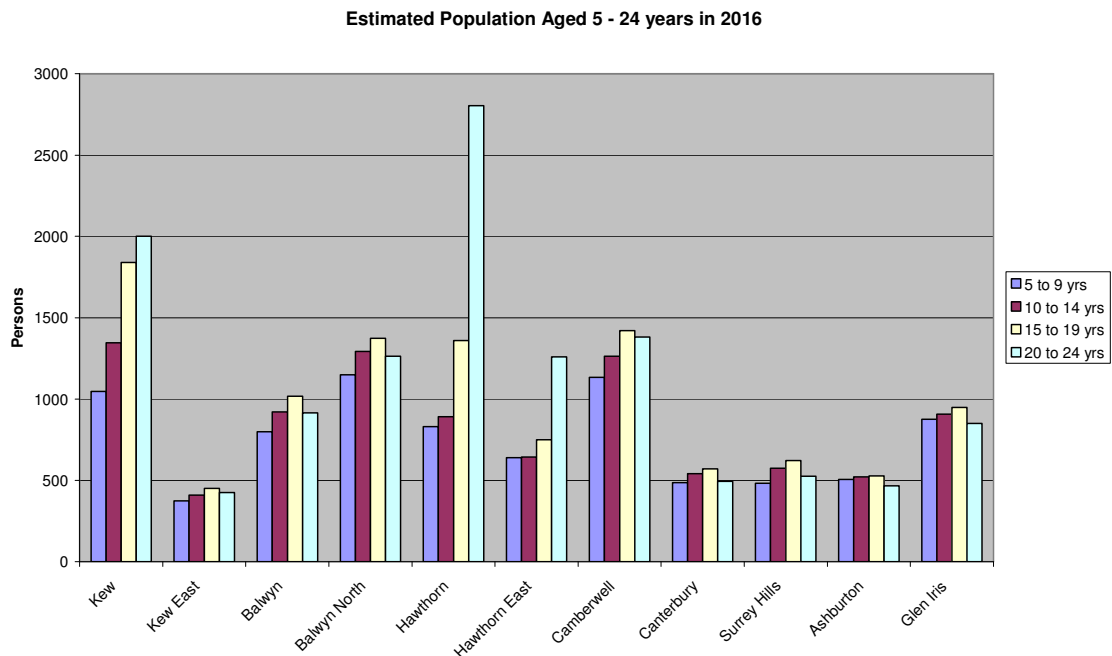
Hawthorn has a considerably lower population than that of Camberwell North and Camberwell South. Despite this smaller population, the population is growing over time. The median age for the areas population is also growing. The median weekly income for people over 15 years has grown rapidly since 1991. Hawthorn's features a high number of people in the middle age groups, particularly the 25-44 year age group.

Kew features a low population in comparison to Camberwell North, Camberwell South and Hawthorn. The population has grown moderately since 1991. The area features an ageing population. Average weekly income for individuals over 15 years has risen considerably since 1991. Kew features approximately the same number of potential skateboarders to that of Hawthorn.

In all areas, almost one third of the population is under 24 years of age, indicating it is likely that demand for skating and BMX activity will remain high.

3.3 Projected Populations – Boroondara 2006 - 2021

Since the Census of 2001, Boroondara have developed resources to further breakdown the Census data to the suburb level and make strong statistics based predictions. The following graph shows the projected population per suburb in 2016.



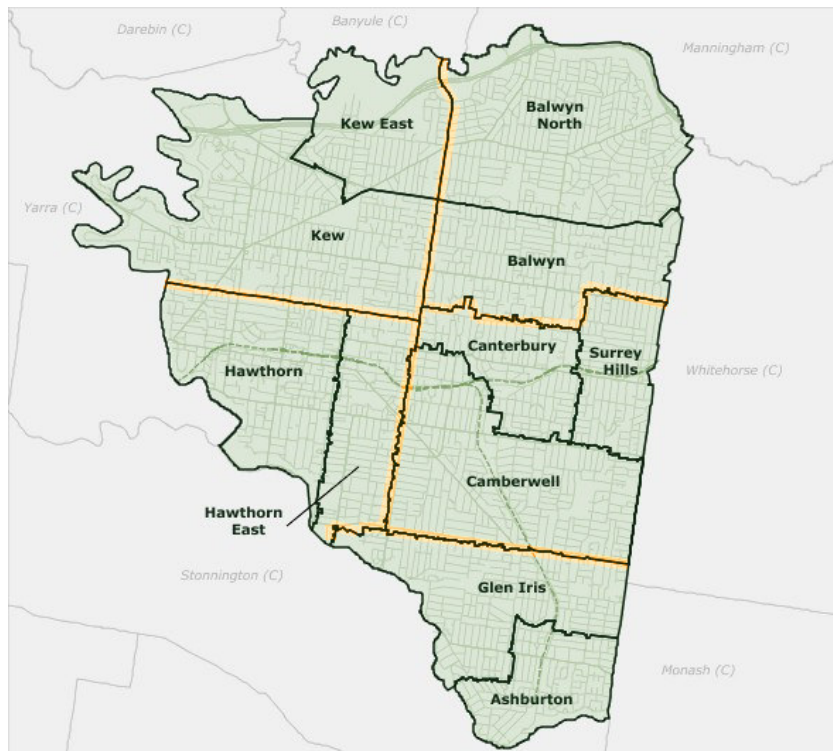
Noteworthy is the comparatively high number of 20-24 year olds in Hawthorn. This reflects the high tertiary student population studying at Swinburne University.

On the basis of these projections, beginner to intermediate level skate and BMX facilities would be recommended in Balwyn North and Camberwell due to the high number of 5-9 year olds. The age profile of Kew lends itself to a facility that caters for a wider age group of varying skill ability. Assuming a higher level of ability with age, an advanced level facility would be recommended for Hawthorn. However the needs of this group are already met by the existing Junction Skate and BMX Park in Hawthorn East.

Consultation undertaken during the initial study revealed that skate and BMX participants were willing to travel, especially the older age groups. Therefore it is logical to review the provision of skate and BMX opportunities in areas wider than the local playground.

For the purpose of strategic planning, the Census information for Boroondara has been regrouped from the Governments four statistical local areas (SLAs) into five precincts of approximately equal size and population. Refer to the following map and graph for details.

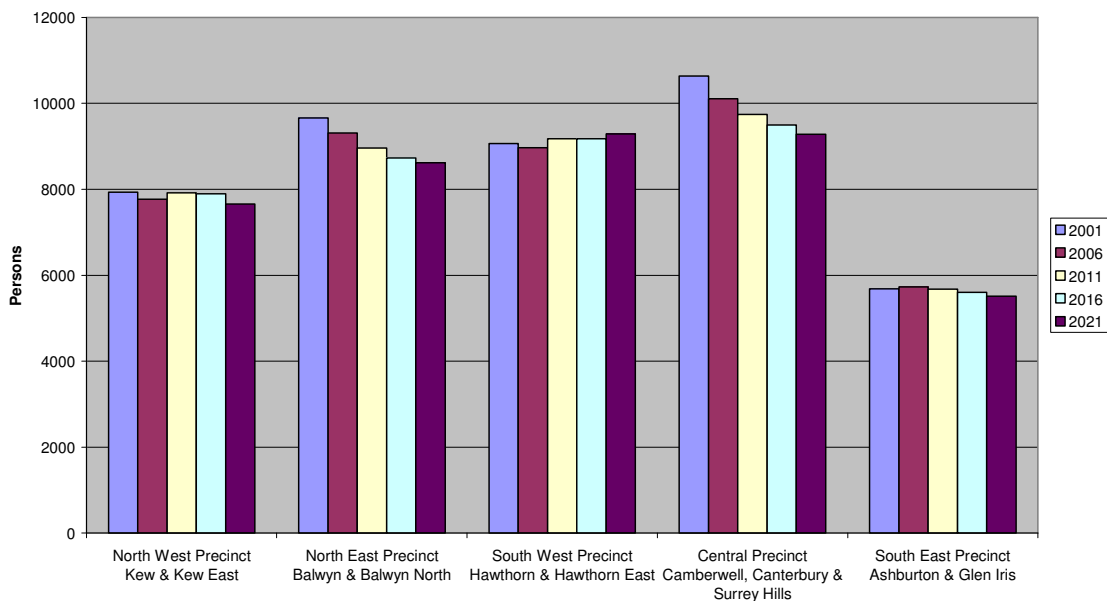
- North West Precinct: Kew and Kew East
- North East Precinct: Balwyn and Balwyn North
- South West Precinct: Hawthorn and Hawthorn East
- Central Precinct: Camberwell, Canterbury and Surrey Hills
- South East Precinct: Ashburton and Glen Iris



Map 2: Precinct Divisions for Boroondara¹⁵

¹⁵ Map source: www.id.com.au/boroondara/forecastid, SLA Overlay: City of Boroondara, Leisure and Cultural Services

5 - 24 Year Old Population Estimates by Precinct: 2001 - 2021



Population forecast data for Boroondara¹⁶ enables identification of areas that have or are predicted to have high population groups of the age traditionally involved in skate and BMX activities. By 2016 Boroondara's population is expected to reach 165,628 people, approximately 41,000 being in the key age bracket 5 – 24 years, of which 8,400 would be expected to participate in skating¹⁷ and 13,500 in bike riding¹⁸. While the number of 0-24 year olds may be remaining fairly stable or decreasing slightly over the next 15 years, the demand for Council to provide facilities that meet the needs of skate and BMX riders which are under catered for remains high.

The graph above indicates that over the next 5-15 years, based on population levels of the 5 – 24 year age group alone, the areas with the greatest demand for skate and BMX facilities will come from the Central, South-West and North-East precincts.

While estimates would suggest a much lower demand in the South East precinct, the assessment of need cannot be determined on this data alone. The demographics of neighbouring suburbs such as Ashwood (high number of young families) and access to existing facilities must be taken into consideration.

¹⁶ www.id.com.au/Boroondara/forcastid/ (March 2006)

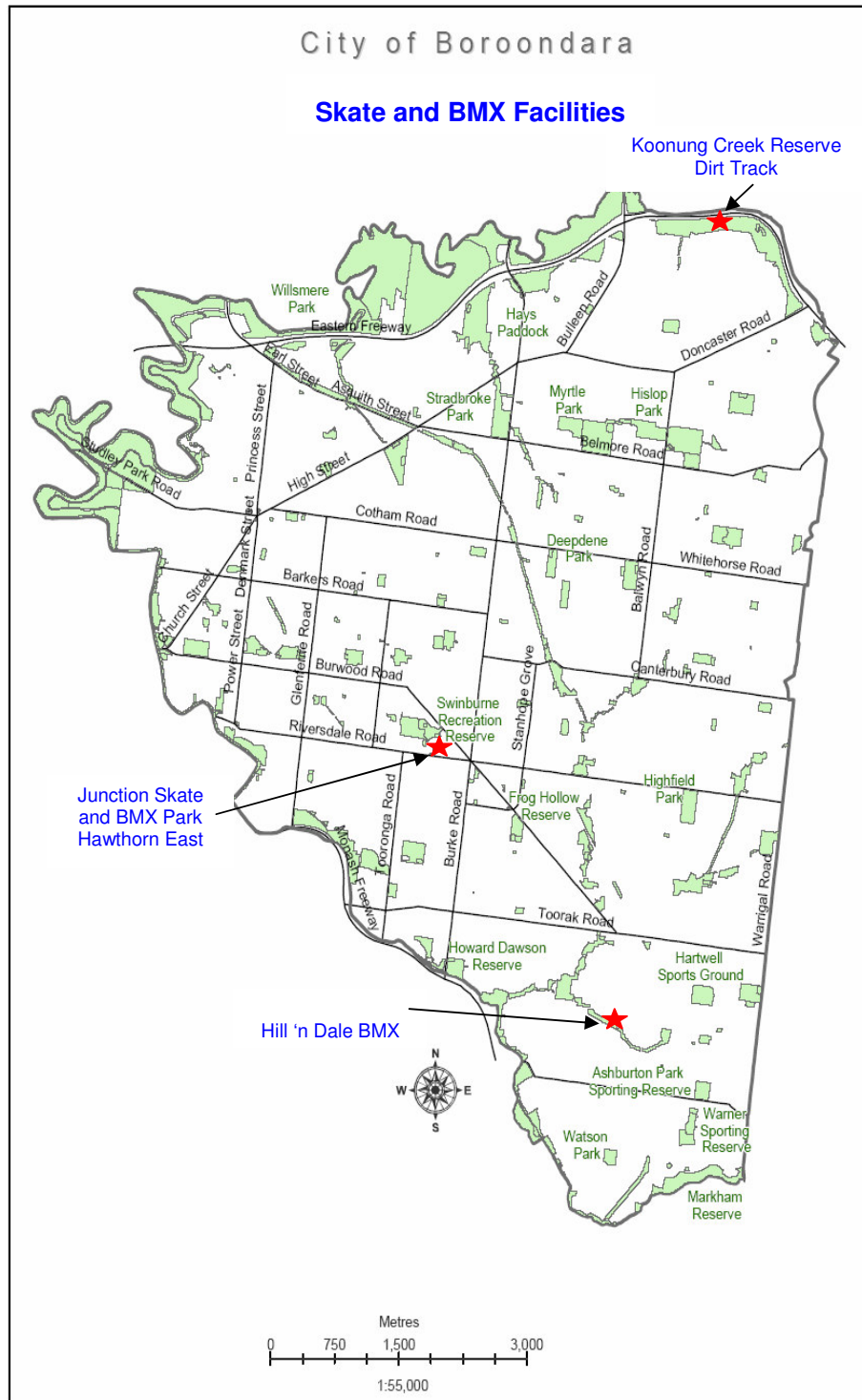
¹⁷ Calculated using a formula from the SRV (2001) Skate Facility Guide

¹⁸ Calculated using estimates in ABS (2003) Children's Participation in Leisure Activities 4901.1 and ASC (2004) Participation in Exercise Recreation and Sport Annual report 2004.

4 Existing Provision of Facilities in the Region

4.1 Facilities in Boroondara

Council already has shown a strong commitment to skating and BMX in Boroondara through its continued provision of facilities. Facilities in the municipality are as follows:



4.1.1 Facilities with a Regional Catchment

Junction Skate and BMX Park

As indicated throughout the literature review in Volume 2 of this report, Council undertook several years of detailed planning and then a subsequent development of the Junction Skate and BMX Park. The facility is located in Riversdale Road, Hawthorn East only 500 metres from the busy Camberwell Junction shopping precinct and as a result attracts very large participation from local young people, but also from skaters and riders from across metropolitan Melbourne. It is recognised as one of the premier skate facilities in Victoria.

Built on a former Council depot site (fill land), the facility incorporates a variety of concrete vert ramps, bowls and spine ramps and various grind rails, which are suitable mainly for intermediate and advanced level participants. The facility has been extensively landscaped to integrate with the setting.

Extending the site to accommodate more beginner elements to enhance the appeal to a wider age group is one of the recommendations of this strategy.

4.2 Facilities with a Local Catchment

In 2003 when the initial research for this strategy was undertaken there were two other local facilities (serving a smaller catchment or are targeted towards specific activity). These included:

North Balwyn Skate Ramp

The ramp was located in Belmore Road, North Balwyn at Gordon Barnard Reserve and adjacent to the Northern Outdoor Pool. The site encompassed a mobile steel half pipe with in excess of 1 metre of vertical drop.

The facility was in poor condition due to its age and significantly under-utilised according to anecdotal evidence from local skaters and several facility inspections. The ramp was primarily geared to advanced participants and could be quite dangerous for beginners. It has since been removed as part of the Boroondara Sports Complex redevelopment.

Hill 'N' Dale Jumps Park

When the Skate and BMX Strategy was first drafted the Hill 'N' Dale BMX Jump Park was a dirt track in poor condition. In 2005 works were completed on formalising this facility. Consisting of two strips of bumps, the facility caters for BMX and mountain bike riders of low to intermediate skill levels.

4.3 Dirt Jumps in Open Space Areas

The City of Boroondara consists of a number of open space areas that are available to the community for a range of leisure uses. However, due to the lack of dirt jumps in less developed areas, young people occasionally erect jumps in public spaces, without permission of the landowner (whether Council or otherwise). This is generally not done to deliberately inconvenience the land owner or the public, but rather in pursuit of new challenging leisure activity.

Koonung Creek Reserve

This informal dirt track facility was initially constructed by Council but is generally maintained and modified by the users, with Council filling the odd pothole that develops. Unfortunately however, due to the changing structure of the surface and the nature of the activity, dirt jumps often pose a significant threat to the safety of those who use them.

Furthermore, young people are often unaware of the impact the development has on the surroundings. In many cases, dirt jumps have a significant negative impact on the surrounding environment, neighbouring residents, other leisure participants and also the visual appeal of the park/reserve.

In the past many Councils have adopted the approach of destroying erected dirt jumps that have been found to be built of a sub-standard quality or have a negative impact on the area. Despite this continual monitoring and destruction of dirt jumps, young people continue to build new ones in their place, in lieu of any accessible facilities.

Many BMX riders indicated in the Junction Skate and BMX Park user survey that they wanted to see the creation of more dirt jumps in Boroondara. Through further consultation with riders, it was found that riders would often build their own dirt jumps in an ad hoc manner in order to participate in this activity. Officers indicated several instances of illegal construction of jumps which were later removed.

Some Local Governments have taken a different approach to addressing the issue and in some cases have supplied dirt, bobcats and water to assist in development. Alternately they were able to recommend a more appropriate site for locating dirt jumps.

Ideally, the creation of dirt jumps would be located on appropriate sites, promoted to the community, whilst removing the need to construct dirt jumps in undesirable areas. The development of the Hill 'N' Dale Jumps Park has assisted Council in addressing this issue.

4.4 Skating in Public Areas and the Street

The character of the City of Boroondara is such that it features a high proportion of urban areas that present a number of issues for skating and BMX in the City. As such participants are likely to use these built up areas (i.e. streets, schools, office blocks and shopping centres) to participate in street skating and BMX. The survey of school students indicated that a large number of young people skate in the street in their local area.

The street environments present participants with a number of new and unpredictable challenges that often cannot be replicated at purpose built skate facilities. However, it appears that more injuries are likely to occur in the street environment than at purpose built facilities, particularly in built up and heavily populated areas like shopping centres and car parks. Local traders have indicated concerns about interaction between skaters/riders and pedestrians throughout the course of this project.

Whilst there are inherent risks that go with skaters and riders interacting with pedestrians with shared use of pathways, the legitimacy of skate and BMX as a form of transport would suggest that banning such usage is not the solution. It is suggested that education regarding responsible skating and riding, effective signage, 'skater friendly' design of streets and public spaces, installing speed calming devices in high risk areas are all measures to be considered by Council to ensure the safety of participants and the general public. Council should also look to strategically position facilities to alleviate some of the risks where likelihood of collision is high.

4.5 Other Regional Facilities

There are a number of skate facilities in the region that are also likely to serve residents of Boroondara. Those within a ten-kilometre radius of the Junction Skate Park are:

- Box Hill Indoor (4kms from Junction)
- Phoenix Skatepark (Chadstone 6kms from Junction)
- SMC Indoor Mini (Melbourne, 6kms from Junction)
- Box Hill South (7kms from Junction)
- Prahran (7kms from Junction)
- Heidelberg Park (7kms from Junction)
- Bulleen Bowl (7kms from Junction)
- Riverslide (Melbourne, 8kms from Junction)
- St Kilda (9kms from Junction – *Not yet constructed*)
- Glen Waverley (10kms from Junction)
- Fitzroy Bowl (10kms from Junction)
- Elwood Bowl (10kms from Junction)

The Box Hill South facility was constructed in 2005. It is considered a regional facility and is often frequented by regular users of the Junction Skate and BMX facility. Movement from one facility to another is typical of this user group. Participants seek variety and fresh challenges. In general older skate and BMX riders are willing to travel long distances by car or public transport to source a facility that suits their needs and ability level.

Knox City Council is currently reviewing suitable locations for the installation of a new regional skate facility.

5 Consultation - 2003

***"...they (skateboarders) enjoyed the new challenges offered by the landscapes specifically designed with them in mind." –
Michael Brooke, Concrete Wave***

5.1 Introduction

As part of preparing the strategy in 2003, consultation was undertaken in order to involve Council Officers, peak bodies, Local Government Authorities and the community in establishing the future direction for skating and BMX activity in Boroondara. Information was sought and is still considered relevant, regarding a range of issues including:

- Demand for skating and BMX activity in Boroondara
- Identification of issues for Boroondara and other municipalities
- Best Practice models
- Policy directions
- Standards of facility provision across the metropolitan area
- User needs and requirements

5.2 Focus Group Meeting – Council Officers

As part of the consultation process, a focus group meeting was held with internal Council Officers to raise and discuss issues surrounding skate and proposed skate facility developments. A wide range of issues were presented by the Officers which could be used to assist undertaking the consultation process and in future planning. The following was of note:

- Officers viewed Junction Skate and BMX Park as public open space area designed for youth.
- It was raised that at Playground Consultation meetings (held throughout the municipality) residents consistently request additional development of skate facilities. There were suggestions made that skate elements could be incorporated into playground design.
- It was thought by some Officers that there was limited provision of opportunities for youth.
- In specific relation to the Junction Skate and BMX Park, it was proposed by the Officers that a very high skill level was required to use the facility. There were also issues with younger children and older more experienced participants in conflict at peak demand times. As a result, Officers were in support of additional development of beginner level facilities. Officers indicated that there was a need for beginners to be able to start somewhere else and progress their skills.
- A suggestion was made regarding the development of small skate elements at a variety of parks in the City, rather than duplicating larger skate and BMX facilities that are

already servicing the region.

- There was also a need to involve young people in planning decisions, including the design of skate facilities.
- There was a need to direct local pathways to skate facilities.
- Officers indicated some of the potential economic benefits of skating (i.e. to local retailers near the skate facilities).
- Concerns were raised about clearly determining departmental maintenance and risk management responsibilities.
- A variety of benefits in developing skate facilities were outlined by Officers. These included that skating and BMX were relatively safe/healthy activities, the developed facilities and surrounding open space contributed to the uniqueness of a community and people perceptions of well being.
- Officers raised a range of constraints to participation with the existing provision of facilities. This included poor public transport (particularly around Balwyn), meaning some young people had difficulty in accessing Junction Skate and BMX Park.
- Issues were raised regarding skater and riders in public areas, particularly in shopping precincts, and their interaction with pedestrians and traders. It was suggested that treatments to these areas could be incorporated into urban design strategies to minimise conflicts.
- Officers stated some concerns regarding young people erecting dirt BMX jumps in open space (i.e. in Koonung Creek Reserve).
- There was a need for any development of skate facilities to be compatible with other facilities at each location.
- The development of 'youth playgrounds' linking skate facilities with playgrounds or other activities such as basketball half courts has been suggested.
- Officers indicated that there were some negative community perceptions of young people and skaters. There was a need for community education about the positives of skating. There was a need for the skate strategy to be coupled with a communication strategy. There was also a need to address community safety & safety issues.
- Officers detailed a range of potential community consultation methods for the strategy.

5.3 Focus Group Meeting – Participants and Other Stakeholders

A meeting was conducted with several skaters and riders in the region (and their parents) and a representative from the Junction Skate and BMX Advisory Group. The purpose of the meeting was to detail the purpose of the strategy, discuss progress to that point and seek community feedback about relevant issues with regard to future skate and BMX opportunities. A range of issues were raised by the group and are listed below:

- The skate participants in the group raised issues about sharing facilities with BMX riders. Conflict arose between the users as a result of “Bikes taking up more space”, “Damaging coping”, “bikes needed transition areas” and “big air”. Skaters indicated that Junction has only quarter pipes and spine ramps and no half pipes and therefore is dominated by BMX riders.
- A suggestion was made that skaters and bikers have different session times or days.
- Another issue was that beginners had difficulty in using the larger parks with the older and more experienced participants dominating the park. There was a need for beginner level parks with smaller designated areas, small and shallow bowls, snake runs and fun boxes. A mix of elements was preferred. However, a comment was made that interaction with older more experienced riders is positive in that younger participants learn from the better riders.
- There was a need for sites to be well landscaped.
- The group felt that the North Balwyn vert ramp was too steep and narrow. In addition, there are more activities to do at a multi purpose skate park.
- Skaters required good surfaces; however bikers don’t need it so much.
- There is a need for good transport to facilities. Junction Skate and BMX Park is very accessible, but there is no transport to Balwyn.
- Most members supported teaming smaller skate facilities with playgrounds.
- A range of potential locations for new facilities were discussed. Warner Avenue was supported along with Hyde Park and Markham Avenue (where a new development could be clustered with a Basketball ring etc). It was felt that in Ashburton there are some issues with access, but this may be accommodated by the facility at Phoenix Park (Chadstone).
- Parents indicated that satellite sites would alleviate some issues in having to travel. Young people could access facilities locally and parents would not have to supervise.
- Young people were keen for a kiosk at Junction, more amenities (ie. drink taps and extending shade over bowl sections).
- The group was keen for a greater spread of sites, co-located with playgrounds and separate designs for skate / BMX.

5.4 Focus Group Meeting – Local Residents

Another Focus group meeting was conducted with residents from the Boroondara community. Several members lived in close proximity to the Junction site and Hill 'N' Dale Reserve or were members of the Community Garden next to Junction Skate and BMX Park. Several issues that were affecting members of the community were raised:

- Residents living in close proximity to the Junction site indicated that they believed there was a drop in participation at the facility. In addition, there was an increasing number of older youth (who were not skaters or riders) coming to the facility.
- A number of strong concerns were raised in relation to the Junction Skate and BMX Park having a negative impact on local residents. This included damage to property, trespassing on local resident's property and young people urinating on resident's fences. It was suggested that supervision at the site could alleviate some of these issues. The development of a kiosk or retail space, which could have a supervisory role, was supported by the group. Displaying a code of conduct in relation to respecting local residents was also suggested.
- Residents indicated that they are not always willing to report incidents at the Junction Skate Facility, for fear of retribution.
- Residents were keen for young people using Junction to have access to a public phone and toilets. The public phone has since been relocated to the park and a toilet was installed in June 2006.
- Skating on paths and local roads was an issue, with potential conflict with vehicles and pedestrians. Traders raised similar issues.
- It was stated that Council could work with local high schools to develop a leadership and education program for young people to outline acceptable behaviour as skaters and riders, to illustrate the potential negative impacts on residents.
- A resident made a number of comments regarding Hill 'N' Dale Park in Glen Iris. The resident believed that the scale of the dirt BMX track was suitable and did not wish to see any more development. It was suggested that this was the most visually impressive part of the park and any concrete structures would not complement the surrounding environment. In addition, the area was dog off leash, which could pose safety concerns for riders, dogs and their owners.
- Residents indicated that disused bowls clubs could be good locations for the development of additional skate facilities.
- Some residents were supportive of skate elements being clustered with other sport and recreation facilities, i.e. ovals, playgrounds etc. It was felt that because Junction was a stand alone dedicated skate and BMX facility, this contributed to problems for residents.
- Residents supported using under-utilised sports facilities for conversion to skate sites. They were not keen to negatively impact on 'passive' parks by taking away from one group to give to another.

5.5 Focus Group Meeting – Youth Advisory Group

A meeting was held with the Boroondara Youth Advisory Group. The group was established in April 2002 to provide advice / input to Council regarding plans and other issues that effect youth. It was established as part of Councils commitment to consultation and currently has 13 members aged 13-21 years. Questions were posed to the group about the range of issues affecting young people and in particular the need for skate and BMX opportunities. The following information was obtained:

- Issues were raised by the participants about dangers of skating in car parks.
- Participants indicated that Junction Skate and BMX Park was “a good place to hang out”, particularly during the holidays.
- Junction Skate and BMX Park needed more shade (Council indicated this issue was being addressed). The group indicated there was a need for amenities (ie. shade, drink taps, benches etc) at all sites.
- Many young skaters participate in the street around their own properties. Some skaters don’t use parks because they are intimidated by experienced and better skaters.
- Participants were seeking more clinics / beginner days to encourage people to try the sport and learn new skills.
- There was a need for Council to advertise what is available.
- One of the participants indicated a separate youth group was looking at the development of youth space, use of public space and issues associated. As a result there was a need for “youth friendly spaces”¹⁹. Young people want spaces where they are not “pushed out”, feel comfortable and are not judged. They also need spaces that are central and have close access to transport.
- Young people need places in central locations and transport. Shopping centres and McDonalds stores are popular. It was suggested that any youth spaces be located where young people already congregate ie. Universities, schools, shopping centres. Young people tend to go where more young people hang out, usually to socialise.
- Young people also indicated that they liked venues that have both indoor and outdoor areas.
- The group agreed that many young people like non-structured, non-committed leisure activity.
- The group thought that due to demand any new skate facilities would be used.
- Smaller sites were supported, as they could give a chance to beginners and particularly girls that may be intimidated by the larger parks. These sites could incorporate smaller / easier equipment.
- The group discussed the lack of participation by young women and girls. It was thought that the sport was gaining increased popularity and credibility with women (due to increased media attention, more role models and celebrities like Avril Lavigne). It was suggested however that the majority of attention was on male skating activity and that there were few female elite participants and therefore few skate shops geared to the needs of women. The group felt that Council could assist increasing participation by women by increase targeted programming and greater promotion, as well as the

¹⁹ A Draft report has been prepared and will be presented to Council at a later stage.

development of more beginner level facilities. It was also highlighted that In-line activity may be more attractive to women because of the “rolling on” action.

5.6 Interviews with Local Government Authorities

A range of telephone interviews were conducted with relevant officers from several Local Metropolitan and Outer ring Local Governments. Officers were asked a range of questions relating to their experiences with the development of skate and BMX facilities. The interviews identified that each Local Government has a different approach in dealing with the complex issues of skate and BMX facility provision. Some key themes did exist however. These included:

- Local governments that had developed Skate/BMX Strategies generally had resolved many of the issues that exist, through good planning and consultation.
- The majority of facilities receive high usage by young people.
- Skate facilities were reasonably cost effective and generated higher participation, when compared with traditional provision of sporting reserves.
- There were difficult issues in responding to resident complaints. Most people support the provision of skate and BMX facilities, but do not want it located near them.
- High profile sites were favoured, as opposed to sites out of the view of residential properties or main roads.
- There was a constant stream of requests for new facilities, even where Local Government provision was high.
- Risk management and liability issues were usually dealt with by adequate signage, and regular inspections to ensure no hazards were prevalent.
- Largely, the majority of local governments had difficulty in adequately inspecting and maintaining facilities.

5.7 Interviews with Skaters and Riders

Skaters and riders were interviewed at the Junction Skate Park in order to gather information about their needs. A total of 42 interviews were completed over a three-week period, with most interviews conducted during the school holiday period. All respondents were male and were predominantly between the ages of 11-14 and 15-18 years. Few females were present at the park at the time of interviews.

People interviewed indicated they resided in twenty-four different suburbs, with many travelling large distances to access Junction Skate and BMX Park. The largest number of skaters/ riders came from Burwood, Lilydale, Box Hill and Camberwell. The following findings were significant:

- Most skaters interviewed were from outside the Boroondara area, highlighting the quality and attractiveness of the Junction Skate and BMX Park to participants.
- Skating was the most popular leisure activity undertaken away from home. BMX/Bike riding closely followed this.
- Junction Skate and BMX Park was the place where the most number of participants

generally ride or skate. Riverside Skate Park in the City of Melbourne was also popular.

- BMX bikes and skateboards were the skating equipment owned by the most number of respondents. Many respondents indicated multi-ownership of equipment.
- Street style riding and skating was the most popular style among respondents. BMX Tricks / dirt and jumps were also popular.
- 81% of respondents have used skate facilities around Melbourne in the past 12 months.
- The majority of skate and BMX participants participate more than once a week, with skate participants participating more frequently than any other skating activity.
- Public transport (train and tram) was the most popular form of transport to Boroondara's skate facilities.
- 81% of respondents indicated a preparedness to travel more than 20 minutes to access skate facilities in Boroondara.
- Junction Skate and BMX Park was the favourite skate park of the most number of respondents. Riverside Skate Park was also popular. Size, variety, close proximity to home and the design – style of the facility were the main reason users cited in support of their favourite sites.
- Dirt jumps, a half pipe and a mini-ramp were the activities most requested by respondents to be offered locally.
- Lights were the most required improvement to skating facilities provided in the City of Boroondara. Other required improvements identified by respondents were for smoother bowls, to fix cracks and for smoother concrete / ground.
- Hawthorn was identified as being the most ideal location for one central facility in the City of Boroondara. Canterbury, Camberwell and Kew were also popular locations.
- Skaters and riders indicated a preference for ramps and street course designed facilities. Skaters / riders also liked facilities that incorporated bowls, dirt jumps and a variety / mixture of facilities.
- 71% of skaters and riders indicated that they would be prepared to pay to use skate facilities in Boroondara. 23 of the 28 respondents indicated that were prepared to pay between \$1 and \$9 to use skate facilities in Boroondara.
- Respondents indicated that more skate parks, competitions, demonstrations and more facilities were aspects that Council could address to improve skating in the City, highlighting a need for some programming of events, demonstrations and learn to skate programs to assist development of the sport.
- Comments given by respondents were generally of a positive nature with many indicating that they like the facilities at Junction Skate and BMX Park.
- The Junction Skate and BMX Park is heavily used during peak periods. However, many respondents did not know of the North Balwyn half pipe. Junction Skate Park is a well recognised facility amongst participants that attracts users from a wide region. The Junction Skate and BMX Park provides a very social atmosphere for participants, with many survey respondents indicating that they use the facility due to its good social environment and popularity.
- Despite the popularity of the Junction Skate Park, many respondents indicated that

several aspects of the facility should be improved before building further facilities in Boroondara.

- There was conflict between BMX riders and skaters (also supported in the focus group meetings). This was often due to getting in each others the way or disturbing their ability to skate / ride freely.
- Street style design facilities were the favoured Skate Park Design for both skaters and riders. BMX riders also indicated a desire for dirt jumps.
- Usage of Junction Skate Park was dominated by male participants, as is the case at many Skate Parks. Over the consultation period only two female skaters were seen participating, whereas several females were seen as spectator.
- Travel time was not a major consideration for many skaters / riders. Rather, other attributes such as the variety and quality of the facility were more important to users. Despite this, many respondents indicated that they would prefer to see facilities in their local areas.

5.8 School Survey

As part of the consultation for the project, primary and secondary school students within Boroondara were asked for their feedback and ideas to guide Council in providing better skate and BMX opportunities. The survey addressed a range of questions relating to participation in skating and BMX as well as other forms of leisure. The surveys were distributed to various age groups across a number of primary and secondary schools within the city. In total 263 surveys were completed.

- Shopping, basketball, netball, bike riding and soccer were the most popular leisure activities undertaken away from home. The popular leisure choices, particularly shopping and netball, reflect the high female involvement in the survey.
- Basketball, swimming, tennis, netball, softball and cricket were the sports with the highest participation amongst respondents.
- Scooter riding and blading were the skate activities with the highest participation among respondents. Skateboarding and BMX followed. Conversely findings from the survey undertaken of Boroondara skate park users showed that skateboarding and BMX had higher participation than scooter riding and blading. A higher response from younger participants may contribute to this result.
- On the street, at home and at the park were the locations where respondents generally ride or skate. This suggests that participation in skate activities generally takes place on a more informal basis with participants preferring to ride or skate at non-skate specific locations.
- 74% of respondents had not used any skate facilities in Boroondara in the past 12 months.
- 79% of the respondents that have used skate facilities in Boroondara in the past 12 months used the Junction Skate Park. 35% used the North Balwyn ramp.
- 22% of respondents have used other skate facilities around Melbourne during the past 12 months. Of the Melbourne facilities used Riverside and Box Hill were the most used by respondents.
- Travelling in the car with parents was the preferred travel mode to access skate facilities in Boroondara. Skating / riding and walking were also popular modes of

accessing skate facilities in Boroondara.

- 68% of respondents indicated a preparedness to travel between 3 and 15 minutes to access a skate facility in Boroondara, while 14% are prepared to travel over 20 minutes. This highlights that although most prefer facilities to be in close proximity, a reasonably high percentage of users are willing to travel longer distances to access facilities.
- Respondents indicated that the best aspects of skate facilities in Boroondara were that they are fun, clean, and close.
- Respondents indicated that the worst aspects of skate facilities in Boroondara are that the facilities are crowded, there are not enough facilities and facilities are too small.
- Junction Skate and BMX Park in Hawthorn East was the overwhelming favourite skate facility in Melbourne. Reasons cited were that the facility is considered close and the facility is also considered 'cool and fun'.
- Safety was the most important issue when choosing a venue to ride / skate. Location, closeness, fun and not crowded was also important.
- Respondents indicated the need to offer skate activities that could be undertaken on ice. These included ice-skating and ice-hockey, as well as the need for an ice-rink. The expressed need for facility that can cater for skating activities on ice could be likely due to the high participation levels in rollerblading and roller skating style activities.
- Respondents indicated that Boroondara needed bigger skate facilities, more parks and more ramps.
- Kew, Balwyn, North Balwyn and Hawthorn were the preferred locations for any new skate facilities in Boroondara. These locations were also the predominant residential locations of the respondents, demonstrating the preference for facilities close to home.
- Only 17% of respondents indicated that they would be prepared to pay to use skate facilities in Boroondara.

5.9 Has the situation changed since 2003?

Comments made in 2003 are consistent with those related to Council officers in 2006. The main differences are listed below:

- The Balwyn North Ramp has been removed;
- Council has engaged the services of the YMCA to provide attendants at the skate park to encourage safe and appropriate use of the facility, provide first aid assistance and to ensure the park is operated to a high standard. This has proved to be a valuable service.
- Telstra have relocated a telephone to the Riversdale Road end of the park to enable quick emergency access when the park is unattended.
- The informal dirt track at Hill 'n Dale Reserve has been developed into a series of concrete jumps for beginner to intermediate skill levels.
- A remote controlled camera has been installed for added security of the Junction Skate and BMX Park, in particular to detect graffiti offenders.
- An automated toilet was installed at the Junction Skate and BMX Park in June 2006.
- Council Officers together with park users, management and the Junction Skate and BMX Advisory Group are developing a "Park Etiquette" to guide facility users, especially beginners in the safe and appropriate ways to use the park and local area.

- The Playground Strategy (2005) has been developed. Of particular relevance to the Skate and BMX Strategy are the following recommendations:
 - The inclusion of a good bike/wheelchair/'Grand Prix' track sited close to the playground at HA Smith Reserve;
 - Consider adding one more imaginative play section at the junior end of the Hyde Park playground;
 - Consider the Koonung Creek Reserve as a potential location for a small, low key, localised BMX track; and
 - Upgrade the Markham/Victory Reserve playgrounds from a local to a Regional playground, incorporating play opportunities and equipment for all ages.

Recorded Participation in 2005

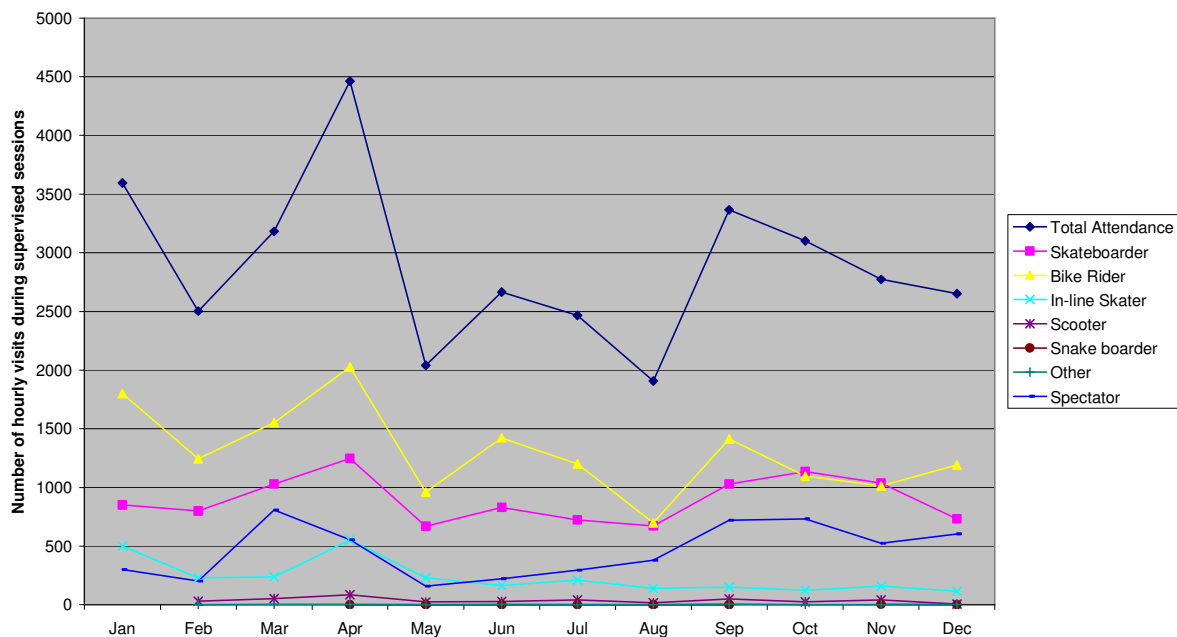
Since late 2004 Council have contracted the YMCA to manage the supervision of the Junction Skate and BMX Park, typically during the following hours:

Park Attendant Hours 2005

	SUMMER (School Term)	WINTER (School Term)	SCHOOL HOLIDAYS
Mon - Fri	4pm – 6pm	3.30pm – 5.30pm	11am – 4pm
Sat, Sun	11am – 4pm	11am – 4pm	11am – 4pm

The graph below represents the number of persons present at the Junction Skate and BMX Park at the hourly count when the park is supervised. Attendances outside of the supervised times are not included in the data collected.

Junction Skate & BMX Park Supervised Attendance 2005



Noticeable trends include:

- The number of participants using the Junction Skate and BMX Park remains high even with the installation of a regional facility by the City of Whitehorse at Box Hill South;

- A noticeable drop in the number of skaters, most likely due to the overwhelming nature of the bike riders;
- Mountain bike riding has increased in popularity, and
- An increase in the number of spectators, mainly parents supervising young children.

6 Future Provision of Skating and BMX Opportunities

"Skateboarding to me means freedom, an outlet for any sort of stress and responsibilities. It's my way of expressing myself." – Tony Hawk, Concrete Wave (2001)

6.1 Site Assessments

As part of the 2003 study, investigation was undertaken to determine the suitability of sites for potential provision of facilities to meet any identified gaps. To enable an equitable and thorough assessment of each site, a criterion was developed. The criteria were modified from that set out in the *Skate Facility Guide* to accommodate a range of localised issues. In 2006 a review of the criteria and suitable sites was undertaken (refer to Skate and BMX Strategy Volume 2). A working group of Council Officers considered the suitability of parks in each of the 5 precincts and developed a list of sites for review. Taking into account more recent strategic planning initiatives such as the Playground Strategy (2005) and various Master Plans, the site assessments were repeated and the following additional locations included in the study as indicated in the following table:

PRECINCT	LOCATION	Assessed in 2004	Assessed in 2006
North West	Hyde Park (Kew East)	✓	✓
	Outer Circle Park – Campbell St (Kew)		✓
	Victoria Park (Kew)		✓
North East	Koonung Creek Reserve – Carron St. (Balwyn North)	✓	✓
	Gordon Barnard Reserve (Balwyn North)	✓	✓
	Greythorn Park (Balwyn North)	✓	✓
Central	Boroondara Park (Canterbury)		✓
South West	Grace Park (Hawthorn)		✓
	Junction Skate & BMX Park (Hawthorn East)	✓	✓
	Patterson Reserve (Hawthorn East)	✓	✓
South East	HA Smith Reserve (Hawthorn East)	✓	✓
	Ashburton Park (Ashburton)	✓	✓
	Warner Reserve (Ashburton)	✓	✓
	Markham Victory Reserve (Ashburton)	✓	✓

The locations assessed in 2006 as shown on the map on the next page. The tables that follow list the evaluation criteria and a summary of the site assessments. Refer to Volume 2 for a detailed assessment of each site.

Table 1 Assessment Summary	NORTH WEST PRECINCT Kew and East Kew			NORTH EAST PRECINCT Balwyn & Balwyn North			CENTRAL PRECINCT Camberwell Cant, SH	SOUTH WEST PRECINCT Hawthorn & Hawthorn East				SOUTH EAST PRECINCT Ashburton & Glen Iris		
CRITERIA	Hyde Park	Outer Circle Park - Campbell St.	Victoria Park	Koonung Ck Reserve	Gordon Barnard Reserve	Greythorn Park	Boroondara Park	Grace Park	Junction Skate & BMX Park	Patterson Reserve	HA Smith Reserve	Ashburton Park	Warner Reserve	Markham / Victory
Site is scored against the following criteria with 1 being lowest (least compliance) to 5 the highest match to the criteria.														
PLANNING														
Appropriate planning scheme zone without overlays / constraints that would inhibit development	2	4	3	4	2	5	4	1	5	2	2	2	2	4
Adjacent playground classification	Local	Local	Regional (proposed)	District (proposed)	Local	District	Regional (proposed)	Local	NA	Local (proposed)	District	Local	Local	Regional (proposed)
Skate/BMX development recommended in Playground Strategy or area Master Plan	3	4	2	4	2	5	2	3	5	2	5	2	2	4
SITE / INFRASTRUCTURE														
Site topography / soil structure suited to skate/BMX development	3	4	2	4	2	3	2	5	2	4	3	5	5	4
Car Park facilities	3	3	4	4	2	3	4	3	3	2	2	2	2	3
Amenities in close proximity (toilets, water, phone)	3	1	4	1	3	3	3	3	5	4	2	2	2	2
Disability Access to spectator &/or activity area	2	3	3	2	3	4	2	2	4	2	1	2	2	3
Ability for site to be accessed by emergency services	3	3	4	4	3	3	3	3	5	4	3	3	3	3
Suitable shelter, seating and shade	3	2	4	3	4	4	3	4	4	2	4	3	3	3
Low Safety / Risk management issues at site.	3	3	3	4	2	3	3	3	4	2	3	3	1	3

Table 1 Assessment Summary	NORTH WEST PRECINCT Kew and East Kew			NORTH EAST PRECINCT Balwyn & Balwyn North			CENTRAL PRECINCT Camberwell Cant, SH	SOUTH WEST PRECINCT Hawthorn & Hawthorn East				SOUTH EAST PRECINCT Ashburton & Glen Iris		
CRITERIA	Hyde Park	Outer Circle Park - Campbell St.	Victoria Park	Koonung Ck Reserve	Gordon Barnard Reserve	Greythorn Park	Boroondara Park	Grace Park	Junction Skate & BMX Park	Patterson Reserve	HA Smith Reserve	Ashburton Park	Warner Reserve	Markham / Victory
Site is scored against the following criteria with 1 being lowest (least compliance) to 5 the highest match to the criteria.														
SUITABILITY OF LOCATION														
Existing facilities at the site are consistent with skate/BMX development	4	4	4	5	4	4	4	4	5	2	3	3	2	4
Easy access to public transport	5	5	5	3	3	3	4	3	5	3	4	4	3	3
Site within linked park precinct	5	5	3	5	4	0	5	2	2	3	3	2	2	5
Potential to link with existing playground	4	4	2	2	2	3	4	3	2	1	4	2	2	4
Potential to link with existing skate park, BMX track and/or bike path	3	3	2	4	0	0	3	0	4	5	5	1	1	3
Area near where young people normally congregate	5	3	4	5	2	3	4	4	5	3	4	4	3	2
Low potential to cause conflict with other area users	4	4	2	4	2	4	3	2	4	3	3	2	2	5
IMPACT														
Minimal impact on amenity of local residents (noise, parking issues)	2	3	3	4	2	4	3	4	3	3	4	2	2	4
Environment, aesthetic and landscape values consistent with skate development	4	4	2	3	1	3	3	1	5	3	4	1	1	4
Construction would have minimal impact on the environment	2	4	1	4	1	3	3	1	4	2	2	1	1	4
Minimal access / egress issues	3	3	3	4	3	3	2	2	1	3	4	3	3	3

Table 1 Assessment Summary	NORTH WEST PRECINCT Kew and East Kew			NORTH EAST PRECINCT Balwyn & Balwyn North			CENTRAL PRECINCT Camberwell Cant, SH	SOUTH WEST PRECINCT Hawthorn & Hawthorn East				SOUTH EAST PRECINCT Ashburton & Glen Iris		
CRITERIA	Hyde Park	Outer Circle Park - Campbell St.	Victoria Park	Koonung Ck Reserve	Gordon Barnard Reserve	Greythorn Park	Boroondara Park	Grace Park	Junction Skate & BMX Park	Patterson Reserve	HA Smith Reserve	Ashburton Park	Warner Reserve	Markham / Victory
Site is scored against the following criteria with 1 being lowest (least compliance) to 5 the highest match to the criteria.														
ADDITIONAL SERVICES														
Easy access to shops (food, drink)	3	2	5	2	4	3	4	4	3	2	2	3	4	2
Proximity to bike/ skate shops (equipment, repairs)	3	5	4	1	3	1	3	1	5	1	1	3	2	1
PARTICIPATION														
Projected demographic profiling supports sustained demand for skate/BMX opportunities by youth	3	3	3	4	4	4	5	3	3	3	3	2	2	2
Site has potential to cater for both skate and BMX riders	3	4	3	5	2	3	4	2	5	4	3	1	1	5
Total Score	78	83	75	85	60	74	80	63	93	65	74	58	53	80
RECOMMENDATIONS	Site is suitable for the addition of some skate elements but is not the preferred location.	Recommend the development of a junior satellite skate/BMX facility to compliment the existing playground	Site not supported	Recommend the development of a skate facility in conjunction with improvements to the existing dirt bike track	Site is not supported	A skateable concrete area is planned for this site in 06/07.	Recommend for the development of a junior satellite skate/BMX facility to compliment the existing playground	Site not supported	Recommend the development of a plaza style beginner area to compliment the existing skate facility.	Site not supported	Recommend the development of a junior satellite skate/BMX facility to compliment the existing playground	Site not supported	Site not supported	Recommend the development of a junior satellite skate/BMX facility to compliment the existing playground

All the sites inspected had their own distinct features that make them a potential option for development (details in Volume 2). However, any new facilities built in Boroondara should seek to complement the existing facility at Junction Skate and BMX Park and service local areas (precincts).

NORTH WEST PRECINCT (Kew and East Kew)

6.1.1 Hyde Park, Kew



Hyde Park has access to the Yarra Trail linear path to the north and the Outer Circle trail in the south. Positives aspects noted on the evaluation visit were:

- The site is linked to the trails network and 5 different bus routes travel past Hyde Park.
- The natural topography of the area lends itself to a variety of sloping and flat skate elements.
- The site has good access for emergency services.
- The site has good visual access for security, promotion and safety.
- The site supplies suitable shade due to the amount of trees on the potential site.
- There is street parking next to the park, which is at street level and therefore provides disability access.
- The park does have space for expansion.

Negative aspects noted during the evaluation were:

- Whilst shops are within 500m, amenities, skate and BMX retailers and a petrol station are quite a distance away (in Kew).
- Dwellings are close to the park and therefore may be impacted by increased activity in this area.

Hyde Park has potential, but only for a small development. Incorporation of skate/BMX facilities would improve its appeal as a youth playground.



6.1.2 Outer Circle Park – Campbell Street, Kew



The Campbell Street playground area is part of the series of parks forming the Outer Circle. Linking these parks is the Anniversary Trail bike path. Assessment of the area noted the following positive aspects:

- It is a large open space area situated away from adjacent residents, yet near enough to benefit from the passive surveillance.
- The park is readily accessible along the bike path or quiet local streets.
- The park is close to public transport. Approximately 10 different bus routes pass within 500m.
- Junior skate/BMX facilities could be linked to the playground area with minimal impact on local residents.
- The expanse of open space allows flexibility in design and location of additional activities.

Negative aspects noted during the evaluation were:

- Shops and amenities are quite a distance away.
- There is very little shade in the playground area.
- While there are clear lines of sight from the bike track, visual surveillance from the road and houses above is partially obscured by trees and bushes.

6.1.3 Victoria Park, Kew



Victoria Park is a large recreation hub, home to tennis, croquet, summer and winter sports. It has two playground areas and barbeque facilities.

Positive aspects noted during the inspection were:

- Good access for emergency services.
- Good visual access from within the park for security, promotion and safety.
- Ample shade from trees and shelter under the gazebo.
- Parking is available within the park and in the adjacent streets.
- Amenities, phone and drinking taps are available within the park.
- Shops are within a short walk or ride.
- The site is linked to the bike trails network plus tram and bus routes are close to the park.

Negative aspects noted during the inspection were:

- The sloping topography of the park does not suit construction of skate facilities.
- Disability access other than on the paved areas would be difficult.
- Dwellings face onto Victoria Park and may be inconvenience by any additional activity in this already busy recreational area.
- The area is a busy hub and there is potential for conflict between park users.
- The general ambience and historical feel to Victoria Park is not consistent with a skate/BMX facility.
- A Master Plan has been developed, however skate/BMX activities have not been proposed. Hence a redesign would be required.

NORTH EAST PRECINCT (Balwyn and Balwyn North)

6.1.4 Koonung Creek Reserve (Carron St), Balwyn North



Koonung Creek Reserve is a large elongated park located in Balwyn North to the south of the Eastern Freeway. It is a quiet reserve that is not prominently visible other than from the bike path on the northern edge and the adjacent neighbours. At the eastern end of the reserve is a local playground that has been recommended for upgrading to a district sized facility potentially with a low key, localised BMX track. Further to the west in the Carron Street region is a popular dirt bike track, the section reviewed in the 2006 study. From the assessment, the following positive aspects were noted.

- The site has an established youth bike culture and provides a challenging alternative for junior cyclists travelling on the adjacent major bike path.
- The site has some shelter at the former Guides hall and shade under surrounding trees.
- The park is at a bus stop which links to tram and bus routes on Doncaster Road.
- Koonung Creek Reserve has some signage from the main road and is visible from the nearby streets.



However, the following negative aspects were noted:

- The nearest shops are a significant distance (1km) away from the reserve.
- Car parking is limited to the street.
- The site is close to residential homes and is likely to be of some disturbance to local residents.
- A skate development may also have effect on the aesthetic and environmental surroundings as the reserve is in a quiet reserve that features many trees.

It is recommended that consideration be given to developing the bike track and incorporating a skate facility that would meet the needs of youth in the northern part of Boroondara.

6.1.5 Gordon Barnard Reserve, Balwyn North



Gordon Barnard Reserve was the former site of a vertical ramp. The area it stood on is now part of the Boroondara Sports Complex. Other areas within this high activity area have been considered in the course of this review and the proposed Master Plan. However demand for space is critical and alternate sites should be considered in preference to the Gordon Barnard Reserve.

The positive aspects noted during the evaluation visit were as follows:

- The site has good access for emergency vehicles.
- The site has amenities and food available at the Boroondara Sports Complex.
- The site has a large car park and several smaller parking areas to service the many sporting activities operating from the reserve and to provide good disability access.
- The high level of activity in this area provides good visual access for security, safety and promotion.
- Participants can access the reserve using the bus along Balwyn or Belmore Roads.

The negative aspects that were noted during the evaluation process were:

- The limited amount of open space remaining following construction of the Boroondara Sports Complex leaves little available space to incorporate a skate/BMX facility and associated parking. Space available is either in secluded areas or on embankments not suited to skateable sites.
- The high traffic movements in the area could be a safety risk to young people riding their bikes/skateboards to the reserve.
- The nearest bike shop is a significant distance (2km) away from the reserve.



6.1.6 Greythorn Park, Balwyn North



Greythorn Park is currently being redeveloped. The next stage of the Master Plan is to incorporate a hard court activity area (including basketball and netball rings plus a rebound wall). While this is not considered to be a formal skate facility, the multi-purpose area will provide beginners with a concrete surface to learn basic skate and BMX skills.

CENTRAL PRECINCT (Camberwell, Canterbury, Surrey Hills)

6.1.7 Boroondara Park, Canterbury



Boroondara Park was not considered in the 2003 study. A recent review of projected 5-24 year old populations for each precinct revealed a gap in provision of skate / BMX opportunities in the Central Precinct (Camberwell, Canterbury and Surrey Hills). This area has the highest population in the target age bracket. Intermediate and advanced skaters/BMX riders can easily access the Junction Skate and BMX Park; however there is a gap in provision of beginner facilities in this area. Boroondara Park was the only park in this precinct considered suitable for the inclusion of skate/BMX facilities.

Positive aspects of Boroondara Park include:

- The location on Canterbury Road is central on the Outer Circle system of parks and is readily accessed by the Anniversary Trail bike path, bus or train (250m).
- Emergency services and shops are very close.
- Trees throughout the park provide shade and shelter.
- Shops are located close by and toilets are available at the nearby railway station.
- The size and flexibility of the site provides opportunity to accommodate different styles of facilities, such as a hard surfaced area/track suited to young beginners that would compliment the existing playground. Alternately in the area adjacent to the Scout Hall and tennis courts a 'youth playground' atmosphere could be created by developing a multi-use area to challenge older children and beginner youth.
- Evidence of off-path bike tracks indicates an interest by local youth to participate in BMX type activities in this area.
- Residential properties are distanced from potential development areas and would not be affected greatly.

Negative aspects that were noted:

- Access from the station via the cobblestone laneway would be difficult for skateboarders.
- To access a bike shop or petrol station would require a 2km walk or ride to Camberwell Junction.
- Other than trees the site does not have any shelter.
- Passive surveillance is mainly reliant on park users as residential houses back on to the park and have restricted lines of sight.
- Beyond the car park and sealed pathways, access by emergency vehicles could be difficult.

SOUTH WEST PRECINCT (Hawthorn and Hawthorn East)

6.1.8 Grace Park, Hawthorn



Grace Park Reserve in Hawthorn is a large open recreation reserve that possesses opportunities for a variety of leisure activities. The site is located off Power Road, but is situated in a quiet neighbourhood area.

Positive aspects noted were:

- The site features space for any developments. Despite its size, the site is set out such so that all the recreational and sporting activities are located to one side of the reserve, with some area that may be appropriate for development of a skate facility. The other side is a peaceful open space area that may not be complemented by a skate facility development.
- The park is already a recreational and leisure hub, with many activities catered for. The park consists of a tennis club, playground, tennis wall, basketball ring, bike track and a large open space area. The park also features a noticeable bird life and good aesthetic environment.
- Grace Park features a number of park/garden features that can be enjoyed by local residents.
- The site is accessible for emergency vehicles.
- The reserve is all flat land and would be ideal for development.
- The site is highly visible from the roadside, and can be seen by other reserve users and neighbouring residents.
- The site has good access from public transport with a train station situated behind the reserve.
- The reserve has car parking along the road (but may be difficult to park during peak hours).
- Shops are located out on Power Road and Glenferrie Road, about 500 metres from the reserve.

The negative aspects of the Grace Park Reserve include:

- Development of a skate facility in this area may not complement the aesthetics of the site and the area.
- Opportunity for development may be constrained by the heritage overlay on the park.
- The site does not have much shelter or shade, apart from the trees.
- Neighbouring residents are in close proximity to the site, making it potentially an unwelcome development to the reserve.
- Directional signage for the facility was limited, with the reserve difficult to find from the main road.

6.1.9 Junction Skate & BMX Park, Hawthorn East



Junction Skate and BMX Park is located on Riversdale Road near Camberwell Junction. The park is one of Victoria's most innovative designs, particularly considering some of the site constraints. The site was former landfill and the Council Depot. The positive aspects noted from the site during an evaluation visit were as follows:

- Easy access to public transport. The tram line is next to the facility and the train is within a kilometre.
- Ability to be accessed by emergency services. The site is situated next to the road and there is also access to the site from the rear.
- The facility is supervised after school, weekends and an extended service is offered during school holidays.
- Amenities (toilet, water) are located on site.
- The site has shade sails for shelter from the rain.
- Camberwell shopping precinct is located within a few minutes walk.
- Visual access (for security, safety and promotion) from the road is good.
- Car parking access is adequate in local streets and there is car parking at the rear. The only issue with car parking is in Riversdale Road with some parking restrictions.
- Disability access is good, with access to nearly all areas (except in areas where there are stairs to the skate areas).
- The size of the site only allows for expansion on the northern side.
- Impact on aesthetic and landscape values is not significant, as the site has been constructed and landscaped to suit the surrounding area.

- The proximity to bike and skate shops is good with the Camberwell Shopping precinct only a few minutes walk away.
- The site has a good range of directional signage for all users.

The negative aspects noted from the site evaluation include:

- The site is situated in close proximity to the busy Camberwell Junction intersection. It is located on Riversdale Road, which receives high volumes of vehicle traffic daily.
- There is some impact on local residents.
- The proximity of a petrol station (for inflating bike tyres) is at least a five to ten minute walk/ride.
- Expansion of the site is likely to attract more users, which may impact on the neighbouring residents more significantly.

The Junction Skate and BMX Park has an established reputation as one of the premier skate parks in Victoria. The addition of a junior facility at the rear of the existing park would create a regional facility that caters for all ages and abilities. The supporting infrastructure is already in place; however estimated construction costs at this former landfill site are high in comparison to other sites proposed. While providing separate facilities for beginners will decrease conflict amongst park users, the additional people and traffic that the facility would attract may affect the amenity of local residents.

6.1.10 Patterson Reserve, Hawthorn



Patterson Reserve located off Auburn Road in Hawthorn East is a medium size open space area situated in front of the synthetic hockey field. The space possesses space for development and has plenty of carparking on Auburn Road. During the assessment positive attributes noted were:

- Emergency service vehicles can easily access the site.
- The site is located nearby primary and secondary schools and has a bike track that passes the facility.

- It is located nearby shops at Tooronga Village Shopping Centre, which is 500 metres from the site.
- The nearest petrol station is only 100 metres from the site.
- The site features ample parking along Auburn Road (However, it may be more difficult during peak hockey times).
- The site is large enough to be further developed, if required.
- The aesthetics of the site would not be impacted by a skate development. Hockey and soccer fields are also located within this linked park system.
- Public transport is in close proximity with trams and a train station within close proximity.
- The nearest toilets are located at the petrol station (100 metres from the site), or at Tooronga Village shopping centre.
- The topography of the land is ideal for development.
- The reserve has the ability to be flood lit. There are few homes nearby the site and the hockey field already has lighting and plays night games at that field.

Negative attributes noted were:

- The site is not located nearby a skate / bike shop.
- The site has low visibility from the road due to the large trees that block visibility.
- Despite the trees, the site has very little shelter or shade.
- The close proximity of the site to Junction Park in Camberwell may suggest that the two facilities would compete against each other for usage, unless they were offering significantly different attributes.

The incorporation of a beginner facility would be better suited to the adjacent HA Smith Reserve where there is a playground and it is easily accessed by local residents. Patterson Reserve is in a predominantly commercial area, dominated after school and weekends by participants of the hockey complex.

6.1.11 H.A. Smith Reserve, Hawthorn



HA Smith Reserve is a large open space reserve that caters for many recreational and leisure activities. It is located adjacent to Glenferrie Road. The reserve is frequently used by various user groups and is in prime location with public transport (trams and buses frequently pass by the reserve). It is also within close proximity to several schools.

The reserve consists of a large open space area that accommodates sports such as soccer and cricket, a playground, fitness / exercise course (consisting of various obstacles), a velodrome and the Gardiners Creek bike track that runs beside the reserve.

The following positive aspects were noted when assessing the potential skate development site against the criteria:

- It is in close proximity to public transport (trams and buses).
- Due to the number of activities held at the site, it is envisaged that a skate facility development would complement.
- The bike path that passes through the reserve would also present skaters and riders excellent access to the facility.
- Due to the noise that is created by the passing traffic on the busy Glenferrie Road, and the passing traffic on the South Eastern Freeway that passes over the reserve, any noise created by a skate development is not likely to impact on neighbouring residents.
- The site is located next to toilet facilities and is not far from a public phone.
- The reserve is highly visible from Glenferrie Road and due to the reserve's usage; any skate development would be in constant sight by the reserve's users and passing cyclists.
- Glenferrie Road has several food and beverage shops that could be easily accessed by skate park users. The reserve also has water taps.
- HA Smith Reserve is well signed from the road and has signage of activities located within the reserve.
- Emergency vehicles are able to park their vehicles in Gardiner St, situated above the site; however bollards prevent vehicles from driving on the reserve.

- Shade exists at the 'district' playground in the form of a shade cloth and from the trees around the reserve. Shelter exists at the toilet block.
- Car parking exists on Gardiner road, above the reserve and at Kooyong Park (next to HA Smith Reserve), where there are several parking spaces.

The following negative aspects were noted:

- The site has an ability to be flood lit, although this may have some effect on neighbouring residents. There is some lighting already present along the bike trail.
- Petrol stations can be found further up Glenferrie Road, but are a reasonable distance from the reserve.
- The site next to the playground is not large and would not enable much expansion.

While the nearby Junction Skate and BMX Park adequately caters for intermediate to advanced participants, HA Smith Reserve would be an ideal site for a beginner skate/BMX facility. The Playground Strategy (2005) recommends the inclusion of a good bike/wheelchair/'Grand Prix' track sited close to the playground at HA Smith Reserve.

SOUTH EAST PRECINCT (Ashburton and Glen Iris)

6.1.12 Ashburton Park, Ashburton



Ashburton Park was another potential site that was assessed. The positive aspects noted for this site were:

- The site is easily accessed by train or bus and links with the Anniversary Trail bike path near the station.
- A bike shop and food outlets are located within 500m.

- The site has good access for emergency services.
- The site has close amenities in the club rooms (when open).
- The site is set around residential dwellings and at road level so the site would be good in terms of security, safety and promotion.
- The site has a medium size flat car park. As such, disability access is good.
- The site does allow for expansion if the following was addressed: the Scout Hall may need to be removed; and the existing ovals may need to be reconfigured.

The negative aspects noted for the site during the evaluation visit were:

- Limited shelter or shade.
- The site is surrounded by residential dwellings, which may impact on residents.
- The development of the site could significantly impact on the aesthetic and landscape values of the site, due to the nature of the park.

6.1.13 Warner Reserve, Ashburton



The site is situated on flat land and has a high degree of existing use for soccer and cricket. The positive aspects of this potential site are as follows:

- The site has good ability to be accessed by emergency services.
- Amenities are very close as Ashburton Pool and Recreation Centre is behind the reserve.
- The site is not situated on a busy road or near a busy intersection.
- The potential site offers a medium size car park and there are no restrictions for disability access.
- The site is within 10 minutes walk of the busy Ashburton Shopping Precinct.
- The site does allow for expansion but you would need to reconfigure the soccer ovals. This could result in having to relocate some existing team sport.
- There is a bike shop within 10 minutes walk (Ashburton Cycles).

The negative aspects noted for the site during the site evaluation are:

- The site is set behind the Craig Family Centre, the Ashburton Aquatic and Leisure Centre and is situated above road level. As a result visual access for security, safety and promotion is poor.
- There are few trees for shelter or shade.
- The site has a row of houses on the western boundary which could pose some issues.
- Site development would impact on the soccer facilities at the site.

6.1.14 Markham / Victory Reserve, Ashburton



Markham and Victory Reserves are located in Ashburton/ Malvern East off Warrigal Road. The reserve features large areas of open space that would be ideal for development. The land slopes down to Gardiners Creek.

The reserve is set in a quiet neighbourhood area and receives local community use. The linked reserves feature a playground, cricket oval, cricket nets and large open space areas. The Malvern Valley Golf Course is at the south of the site. During the assessment of Markham / Victory Reserve, the following positive attributes were noted:

- The size of the site would allow for expansion or large developments.
- Public transport is accessible by bus. Train access and connection to the Anniversary bike path is approximately 900m from the site.
- A phone is located next to the park in the case of emergencies.
- Petrol stations are located along Warrigal Road some 300 metres from the site and a bike shop is located at the Ashburton Shops.
- Although residents are reasonably close to the facility, the size and undulating landscape, as well as the way the houses are set back from the road would enable any development to not significantly impact on residents.
- A local bike path is located on the northern boundary of the reserve with plans to extend the Gardiners Creek Trail to join the path on the Monash side of Warrigal Road. This would further increase the number of family groups accessing the area.

The following negative attributes were noted:

- The layout of the current site offers restricted opportunities for car parking. Parking is available on the reserve side only. Scope exists for increase parking with a redesign of the area.
- Access to food and drink requires a reasonable walk or ride to the nearest shops.
- A skate development may have some negative impacts on the aesthetics of the reserve (in a quiet area and located adjacent to the golf course).
- Although the site is open, the slope of the land makes visibility difficult in the lower reaches of the park.
- The bollards located around the facility make it difficult for emergency vehicles to access the site.
- The pavilion located next to the cricket ground provides the only toilet facilities (when open). It also is the only shelter or shade apart from boundary trees on the open reserve.

The Playground Strategy (2005) has recommended that the playground be upgraded from a local to a Regional playground, incorporating play opportunities and equipment for all ages. The incorporation of a junior skate/BMX facility presents opportunity for development of an all ages play space. That would compliment rather than compete with the Phoenix Skate Park in Chadstone. The latter caters for the intermediate to advanced skate and BMX riders.

6.2 Summary

Following extensive research, consultation and site analysis the following sites have been recommended for consideration as beginner satellite facilities to meet the needs of beginner and less experienced skate, skateboard and BMX riders.

North West Precinct

- Hyde Park in Kew has significant potential, but only for a small development that would compliment the existing basketball and rebound wall facilities.
- The Outer Circle Park near Campbell Street in Kew is the preferred option in this precinct. It offers greater flexibility, location and lower impact on the amenity of local residents.

North East Precinct

- A skateable pathway is to be included in the hard surface area proposed for Greythorn Park in 2006/2007. This will provide a very basic learning area for young participants.
- Koonung Creek Reserve has been identified as a potential site for a 'youth playground' combining beginner skate/BMX elements with the existing dirt bike track. The size of this location offers the flexibility of further expansion to develop a district facility that could cater for all abilities, if the need is established.

Central Precinct

- This precinct has the highest projected youth population. While advanced skate and BMX riders can access the Junction Skate and BMX Park there is a need for junior facilities. Other parks in this precinct were considered but only Boroondara Park was recommended for evaluation.
- Boroondara Park is a suitable site due to its size, location on the Outer Circle and Anniversary Trail and access to amenities and public transport.

South West Precinct

- The addition of a junior 'plaza style' facility would greatly enhance the Junction Skate & BMX Park, providing a range of skating elements and a separate area for beginners to develop their skills prior to attempting them on the advanced activity area that currently exists
- Despite not rating the highest for this precinct, the HA Smith Reserve appears to be an ideal site overall. The nature of the HA Smith Reserve is such that it is set up as a recreational hub, accommodating many different user groups and is well serviced and easily accessed.

South East Precinct

- Markham Victory Reserve is recommended for the development of skate facilities in the South East Precinct. It has scope for expansion and is linked to the Glen Iris and Ashburton area by the Gardiners Creek and Anniversary bike trails. It is proposed that the revised Master Plan for this area incorporate beginner skate elements that would compliment the BMX Park at Hill 'n' Dale and the more advanced Phoenix Skate Park in Chadstone.

In summary, all the sites recommended have their own distinct features that make them potential sites for the development of a suite of satellite facilities that vary in style and degree of difficulty. Satellite facilities should cater for beginners, taking them to the stage where they are sufficiently skilled to safely move on to the more advanced Junction Skate and BMX Park.

7 Skate and BMX Action Plan

"The problem of finding places to skate safely and without the interference of cops and angry drivers, pedestrians and property owners has been a recurring theme in the history of skateboarding." – Michael Brooke, Concrete Wave (2001)

A range of important issues have been raised and analysed during the course of the project which assists in developing recommendations to guide the future provision of skating opportunities in Boroondara. Major issues have included:

- Developing Council's role in the provision of skate and BMX opportunities
- Ensuring the appropriate mix and location of facilities
- Impact on the community
- Promotion and sports development
- Maintenance of facilities

Many of the issues have been explored with the community through the 2003 consultation process.

The following section provides a summary of these issues, gathered throughout the course of the project and seeks to develop workable recommendations for Council to develop a plan for skate and BMX provision in the next ten years.

7.1 Developing Council's Role in the Provision of Skate and BMX Opportunities

KEY ISSUE: Skate parks are becoming increasingly recognised alongside playgrounds as places of enjoyment for young people – "youth playgrounds".

One of Council's key roles is to provide recreation and opportunities that best service the needs of the City's population and that contribute to people's health and well being. Public parks and open space areas offer an opportunity for Council to fulfil this role through provision of opportunities for young people. Skate parks are increasingly being recognised as a major venue for recreational opportunities for young people. Council has already made a strong commitment to developing skate opportunities for residents, through the provision of a high quality regional skate and BMX facility at the Junction facility along with the BMX facility at Hill 'n Dale Reserve. These developments currently cater for the majority of advanced and intermediate requirements in the City.

However, the community has indicated through the consultation process that more sites for beginner level participants are required and that some people have difficulty accessing a centralised site in Hawthorn East. In addition, the City continues to have a significant number of young people that are likely to be seeking recreational opportunities. As a result, there appears to be demand for additional skating and BMX opportunities.

The development of this project has identified some opportunities for Council to combine skate parks with playgrounds and other facilities to form youth precincts. These precincts or "youth playgrounds" provide opportunity for a cross range of age groups to recreate in the same area. In many instances skate parks can be integrated into the makeup of playgrounds and open space areas to maximise the use of recreational areas, which is also in line with Council's direction.

Council should seek to develop these areas in consultation with young people, providing equipment that combines activities such as basketball rings, skate/ BMX elements and social areas. Effective planning for the introduction of satellite facilities should ensure an increased use of public spaces, whilst minimal impact on the environment and surrounds.

Recommendation 1	Strategic Actions	Responsibility	Priority	Timeframe	Resource Implication
<p>That Council support the ongoing development of skating and BMX opportunities through:</p> <p>a) Planned provision of a range of quality facilities that cater for the whole community;</p> <p>b) Positive promotion of the sport to the wider community.</p> <p>c) Facilitating safe skating which does not impact on residents and traders.</p> <p>d) Consultation with skaters/ riders and the wider community.</p>	<p>a) Provide a range of diverse opportunities to support the following target markets:</p> <ul style="list-style-type: none"> • Recreational (inline, skateboards and BMX free-stylers) • Competitive (skateboards, BMX, and in-line skating) • Fitness (families and individuals) 	<p>Leisure & Cultural Services and City Works</p>	<p>High</p> <p>Low</p> <p>Low</p>	<p>Ongoing</p>	
	<p>b) Open access to public skate and BMX facilities continue to be encouraged.</p>	<p>Leisure & Cultural Services</p>	<p>High</p>	<p>Ongoing</p>	
	<p>c) Continue to recognise and develop Junction Skate and BMX Park as the City's premier regional facility.</p> <p>This may be further consolidated by the development of additional beginner level skate elements on site (see <i>Recommendation 2</i>)</p>	<p>Leisure & Cultural Services</p>	<p>High</p>	<p>Ongoing</p>	

Recommendation 1	Strategic Actions	Responsibility	Priority	Timeframe	Resource Implication
	<p>d) That Council positively promote the inclusion of skate facilities as “youth playgrounds” at public parks and in conjunction with playgrounds, bike paths, youth activity areas such as half court basketball, rebound walls and social areas.</p>	<p>Leisure and Cultural Services, Parks & Gardens and Strategic Planning</p>	<p>High</p>	<p>Ongoing</p>	
	<p>e) Undertake consultation with residents, skate/BMX participants, neighbourhood houses, sporting groups and other organisations that may be impacted upon or able to assist in the development of any new facilities. This will ensure that the most appropriate design will be achieved that best meets the needs of the local community.</p> <p>As per the Junction Skate and BMX Park Advisory Committees may be developed to assist in the management of “youth playgrounds”.</p>	<p>Leisure and Cultural Services / City Works</p>	<p>High</p>	<p>Ongoing</p>	

7.2 Ensuring the Appropriate Mix and Location of Facilities

KEY ISSUES: Smaller satellite sites are likely to best cater for beginner level participants and those without access to a facility nearby. Development of smaller satellite facilities in areas that are not currently serviced by a facility is likely to encourage greater participation in skate and BMX.

Existing facilities in Boroondara include the Junction Skate and BMX Park in Hawthorn East, the Hill 'n' Dale BMX facility in Glen Iris and an informal dirt track at Koonung Creek Reserve in North Balwyn. Junction Skate and BMX Park is a regional facility that is recognised as one of the premium facilities in the metropolitan region. It primarily caters for intermediate to advanced level skaters and bike riders. It is most likely that the smaller 'BMX only' facilities currently service local needs only.

During the consultation, Council Officers and residents supported development of more facilities. The addition of a beginners area at the Junction Skate and BMX Park together with the development of smaller 'satellite' facilities in areas that are under serviced, were favoured.

Junction Skate and BMX Park appears to be catering for regional skating and BMX requirements (particularly for intermediate to advanced participants). Council Officers indicated a desire to not replicate a facility of a similar regional scale as Junction Skate and BMX Park. This is due to the high cost of building such a facility, a lack of available land in appropriate locations in the City and the additional resources required to manage and maintain facilities of this scale. In the most recent study however, it was noted that Koonung Creek Reserve has the capacity for a moderate sized facility that could meet the needs of more advanced skate and BMX participants unable to conveniently access the Junction facility.

Therefore, it is recommended that based on Council's role of providing opportunities for the entire community; Council should seek to complement the existing facilities in the City by developing beginner facilities at the Junction Skate and BMX Park and smaller 'satellite' facilities that cater primarily for local beginner level participants. The option of future expansion at Koonung Creek Reserve to cater for the advanced need in the northern precincts should be taken into account when planning a facility at this location.

It was identified that during the consultation with skate and BMX participants at Junction Skate and BMX Park that many users of that facility lived outside of the municipality. This can most likely be attributed to the high quality and accessible location of the facility. However, the future development of smaller satellite sites seeks to provide greater opportunities for skate participants on a localised level and would therefore attract a high number of users from within the City's boundaries. These smaller satellite sites present an opportunity for beginner to intermediate level skaters to participate and develop their skills without having to avoid or cause disturbance to the more advanced skaters. These sites may be complemented by regional sites that exist or may be developed in neighbouring municipalities.

It is envisaged that these 'satellite sites' would consist of a plaza style areas, sympathetic to the park/reserve, containing a small number of elements of beginner to intermediate standard (as appropriate for the area) i.e. Grind rail, fun box, quarter pipe. The satellite facilities be designed to compliment existing children's playgrounds and developed as youth playgrounds. These spaces could also be developed adjacent to the City's trail network. The satellite facilities will enable participants to improve their skating and BMX skills, enabling them to have a more enjoyable experience when progressing to a more advanced level sites such as Junction Skate and BMX Park. In addition, as they are of a smaller scale and linked with other facilities in parks, they will provide more opportunity for family oriented recreation and minimise impact on local residents.

This strategy has identified the areas that are likely to have the greatest demand for skating and BMX facilities. The results from the interviews undertaken with skate participants, focus group meetings and surveys of local school students and a more recent review indicated that Kew, North Balwyn, Canterbury, Ashburton, Hawthorn and Hawthorn East as locations for additional facilities to service unmet demand. It is envisaged that the provision of skate facilities in these areas would ensure a good geographic spread of facilities that would cater for the localised demand.

The demographic profile and population forecasts for the municipality indicated that Kew has the largest proportion of people in the 0-24 year age groups. Hawthorn, Camberwell and Balwyn North are forecast to have only slightly lower youth populations which suggests ongoing demand for skate and BMX facilities will be high. Intermediate to advanced skaters are catered for by the Junction Skate and BMX Park, however beginner level participants would seek a suitable facility. Residents in Balwyn/Balwyn North have limited access to facilities; young people are likely to be seeking skate and BMX opportunities in their local area to cater for the range of abilities. Site analysis undertaken throughout the course of the project has indicated a range of suitable sites for potential development of skate and BMX facilities, the preferred option being Koonung Creek Reserve.

Recommendation 2	Strategic Actions	Responsibility	Priority	Timeframe	Resource Implication
<p>That Council plan and develop a range of skate and BMX facilities across the municipality to cater for identified community needs.</p>	<p>a) That Council seek to develop smaller satellite <i>beginner level</i> facilities in areas that are under-serviced. These facilities will expand participation opportunities for younger and less experienced participants.</p> <p>Sites identified during this project to have potential to include beginner skate and BMX activity areas include:</p> <ul style="list-style-type: none"> • Outer Circle Park (Campbell St.) in Kew; • Koonung Creek Reserve in North Balwyn; • HA Smith Reserve in Hawthorn; • Junction skate and BMX Park in Hawthorn East; • Markham/Victory Reserve in Ashburton, and • Boroondara Park in Canterbury 	<p>Leisure & Cultural Services and City Works</p>	<p>High</p>	<p>Planning and development of potential new facilities in the next six years.</p>	<p>\$100,000* each year over 6 years, reviewed annually (with additional funding sought from SRV)</p> <p>* Note this amount is for skate elements alone, additional resources would be required if supporting amenities are needed. (refer 2b)</p> <p>There may also be additional costs due to geotechnical requirements of fill sites such as the Junction Skate and BMX Park and Markham Reserve.</p>

Recommendation 2	Strategic Actions	Responsibility	Priority	Timeframe	Resource Implication
	b) That the plan for any proposed satellite facilities budget for the provision of landscaping and amenities (including toilet, drink and phone) at or nearby the skate facility,	Leisure & Cultural Services and City Works	High	Ongoing	<p>\$150,000* each year over 6 years, reviewed annually.</p> <p>* This amount is an average figure as the existing amenities vary between locations.</p>
	c) Ensure that any proposal for new satellite facilities be designed to integrate with the existing environment and facilities.	Leisure & Cultural Services and Parks & Gardens	High	Ongoing	
	d) Undertake consultation with residents, skate/BMX participants, neighbourhood houses, sporting groups and other organisations that may be impacted upon or able to assist in the development of any new facilities. This will ensure that the most appropriate design will be achieved that best meets the needs of the local community.	Leisure & Cultural Services	High	Ongoing	

Recommendation 2	Strategic Actions	Responsibility	Priority	Timeframe	Resource Implication
	e) Ensure that any urban design planning in close proximity to skate parks considers the needs of skaters to reduce negative impacts on residents and traders.	Leisure & Cultural Services and Strategic Planning	High	Ongoing	
	f) That Council seek to integrate skate/ BMX elements into the existing trails network, in suitable locations.	Leisure & Cultural Services and City Works	High	Ongoing	
	g) Use strategic site selection criteria for the development of any new facilities ²⁰ .	Leisure & Cultural Services, Parks & Gardens and Strategic Planning	High	Ongoing	

²⁰ in line with the consultants site assessment criteria that was used in the development of this strategy.

7.3 Impact on the Community

KEY ISSUES: More visible areas chosen for skate facilities provide participants with added security and greater access to public transport. However, the introduction of facilities in prominent locations can sometimes lead to pedestrian and traffic conflict, as well as impacting on local residents, traders and shoppers.

Although skating and riding in public spaces presents some issues relating to how participants interact with pedestrians, infrastructure and vehicles, skating and BMX is a legitimate form of transport that requires innovative approaches to managing how all parties can interact in public areas.

The development of skate facilities in built up areas has proven to be a difficult process in most municipalities. Whilst the community generally supports the development of skating and BMX facilities, many residents strongly object to having them developed in *their* area. Council has the difficult task of balancing its obligation to young people to have access to opportunities for participation in physical activity and satisfying the needs and concerns of residents who may be impacted by any development.

This has also been the case in Boroondara. The development of the Junction Skate and BMX Park was carefully planned over several years with extensive consultation with local residents. A range of measures were put in place to minimise the impact on the surrounding community. This included the establishment of a Skate and BMX Advisory Group to assist Council in the planning and management of skate and BMX in the City.

However, whilst Council has implemented several innovative strategies, a number of concerns were raised during the 2003 consultation process by members of the Community Gardens and residents near to the Junction Skate and BMX Park. These related mainly to inappropriate and threatening behaviour of Junction Skate and BMX Park users (and non- users), damage to property, trespassing etc.

Ongoing community development measures are required to monitor and minimise impact on the community and to allow participants to continue to enjoy the sport. Several strategies have been implemented or are proposed including:

Promotion

It is important that skating and BMX present a positive image in the wider community and the activities seen as legitimate forms of recreation. Greater understanding by the community about skating and BMX should be developed, promoting the activities are mainstream and beneficial, as opposed to commonly held misconceptions about skating being anti social and linked to a range of undesirable behaviour (ie. drug use, vandalism, violence etc). Skate and BMX could be promoted through schools, coaching clinics and events held at the skate and BMX facilities.

Education

Skaters and bike riders often use road and pathway networks to access skate facilities; however, this can pose a risk for skaters/BMX riders and pedestrians.

- Increased presence at the site and schools by Youth Outreach Workers, whereby young people may be counselled on responsible use of public spaces, respect for others and safe access / egress from the park.
- Education regarding the safe and lawful ways to access skate and BMX facilities through park and school based programs, coaching clinics and promotional material, including signage and reminders from staff that Victorian Road Rules implemented on 1 December 1999, require:
“... that skateboarders, in-line skates and other wheeled recreation devices must give way to pedestrians on footpaths. Skating is permitted on streets with no centre line marking where a speed limit not exceeding 60kph applies (ie. most local roads). Cyclists are prohibited from riding their bicycles on footpaths unless the rider is under 12 years of age.”

Safe and Convenient Access / Egress

Despite the difficulties faced by pedestrians, motorists, shoppers and traders, skaters and bike riders also face difficulties. Skate park users may be inhibited in their movements due to pedestrian and vehicle congestion. These difficulties are the result of a number of factors, including few appropriate paths to use in some areas, increased street trading and el fresco dining.

- Signage indicating access routes, ‘skater friendly’ design of streets and public spaces, installing speed calming devices²¹ in high risk areas etc. are all measures to be considered by Council to ensure the safety of participants and the general public. Involving skaters and riders in planning

²¹ Speed calming devices may include such measures as sensitive pavement treatments that seek to slow skaters down whilst manoeuvring through high populated areas, where accidents are more likely to occur.

can also assist. In addition, the strategic placement of skate facilities may alleviate problems associated with skaters in some areas where risk of collision is high.

Damage to infrastructure

Another issue raised throughout the project was in relation to damage incurred to urban infrastructure including graffiti; damage to public property; injury by collisions; increased risk affecting insurance premiums. It is important to note that damage to public property and graffiti in particular are general problems and should not be directly attributed to skate and BMX riders.

Street environments offer new, interesting and often unpredictable challenges that may not be provided at purpose built facilities. Although skating and riding in public spaces presents some issues relating to how participants interact with pedestrians, infrastructure and vehicles, skating and BMX is a legitimate form of transport that requires innovative approaches to managing how all parties can interact in public areas such as shopping centres. Prohibiting access to these areas does not appear to be an effective solution, rather Council needs to be aware of the potential impacts that skating has on local businesses and the community when developing new skate facilities in or near built up areas or shopping centres.

Trader – Park User Relationships

Despite the difficulties that traders have in dealing with the issues that skaters and bike riders present, they (skaters) do present a market for traders that accommodate for the specific needs of this group. Almost all skate parks in Victoria are not serviced by food or drink facilities, and many do not have skate shops that provide skate equipment for participants nearby. Therefore, traders have an opportunity to cater for the needs of this market. This has been the case at Junction Skate and BMX Park as many of the participants regularly purchase food, drink and skate equipment from local shops around Burke and Riversdale Roads.

Lighting

Another issue addressed in the study was the use of lighting at skate facilities. Whilst, this provides participants with a greater ability to skate for longer periods, it does create some amenity issues for local residents. It also adds a significant cost for Council to install and maintain. Therefore, the use of existing lights at the Junction Skate and BMX Park or the installation of flood lights at any of the proposed satellite sites is not recommended.

Recommendation 3	Strategic Actions	Responsibility	Priority	Timeframe	Resource Implication
<p>That Council continue to plan facilities that minimise impact on local residents and work with the community, traders, skaters and riders to minimise conflict in built up areas (ie. Shopping precincts, sports facilities and car parks).</p>	<p>a) Council to reinvestigate the feasibility of establishing a kiosk or other vendor on site at Junction Skate and BMX Park if new opportunities arise and following the inclusion of beginner facilities.</p>	<p>Leisure & Cultural Services and Family/Youth Services</p>	<p>Medium</p>	<p>Ongoing with further revision following the installation of beginner facilities</p>	<p>\$5,000</p>
	<p>b) Council continue to educate skaters about responsible use of skate facilities.</p>	<p>Leisure & Cultural Services and Family/Youth Services</p>	<p>High</p>	<p>Ongoing</p>	
	<p>c) Establish an annual educational forum with skaters, riders, police and the wider community to encourage responsible use of facilities and streets. This could be held at skate facilities in the City.</p>	<p>Leisure & Cultural Services and Family/Youth Services</p>	<p>Medium</p>	<p>Ongoing</p>	<p>\$1,000 per annum</p>
	<p>d) That skaters and riders be further educated through increased promotion to be aware of motorists, pedestrians and shoppers as they travel to and from facilities. This could be achieved through:</p> <ul style="list-style-type: none"> • Signage at skate facilities; • Consultation with skaters; • Signs on footpaths; 	<p>Leisure & Cultural Services and Family/Youth Services</p>	<p>Medium</p>	<p>Ongoing</p>	

	<ul style="list-style-type: none"> Split lines on footpaths to separate pedestrians and skaters / riders. 				
	<p>e) That pedestrians, shoppers and motorists be further educated through increased promotion to be aware of skaters and riders. This could be achieved through:</p> <ul style="list-style-type: none"> Consultation with shop owners; Handouts or brochures; Media release to local papers; Article on the Council website; Markings on the footpaths to identify that footpaths are frequently used by skaters and riders; Signage on footpaths and roads; Local advertising campaign towards awareness of skaters and riders. 	Leisure & Cultural Services and Family/Youth Services	Medium	Ongoing	\$2500 per annum
	<p>f) Promote trail routes to skate facilities that redirect users from skating and riding in heavily populated areas (ie. Shopping centres and carparks). This could be achieved through the use of existing publications and fact sheets.</p>	Leisure & Cultural Services and Family/Youth Services	Medium	Ongoing	

	<p>g) Council develop and promote a code of conduct / guide to park use. The code would address issues including:</p> <ul style="list-style-type: none"> • Minimising the impact on local residents; • Safe use of the park (observance of traffic flow patterns etc.); • Acceptable behaviour; • Respect for neighbours and each other; • Hours of use, and • Safe and lawful access/egress. <p>This is to be displayed at the Junction Skate and BMX Park and any newly developed facilities.</p> <p>In addition, the code/users guide could be promoted in local schools, instructing children how to use the park and access paths.</p>	<p>Leisure & Cultural Services and Family/Youth Services</p>	<p>Medium</p>	<p>2007</p>	<p>\$5,000</p>
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7.4 Sports Development and Promotion

KEY ISSUES: Consultation with skaters and riders at Junction Skate Park highlighted their desire to have demonstrations and competitions held at skate facilities in the City of Boroondara.

Although the sport has grown in popularity, male participants predominantly undertake the sport.

The sport of skating has experienced ebbs and flows in participation since the 1970's. However, more recently with better and more facility development and increased television and media exposure, participation has grown. In addition, changing trends in the way people participate in leisure (with increased demand for low cost, non-structured activities) has resulted in an increased popularity in sports like skate and BMX, that are largely unstructured and do not require specific time commitments.

Skate and BMX participation provides numerous benefits for participants through participation in physical activity and socialising with peers. Council can continue to facilitate increased participation and contribute to the health and well being of young people through increased promotional activities, encouraging participation.

Promoting the sport to potential skate and BMX participants can be difficult and as such, Council needs to be innovative to promote locally in line with available resources. Consultation with skaters and riders at Junction Skate and BMX Park highlighted their desire to have increased demonstrations and competitions in the City of Boroondara. Competitions and demonstrations can provide young participants with added enthusiasm towards the sport. It provides opportunity to meet role models and develop skills. Council could facilitate local businesses or interested groups to undertake events and assist with planning.

Although the sport has grown in popularity, male participants dominate. During interviews with skaters there appeared to be few females that were actively participating, although several young women were involved as spectators. There are opportunities for Council to encourage greater participation by women. However challenges exist including:

- Skating and BMX are not traditionally sports undertaken by females.
- Currently males are the predominant participants at major skate parks such as the Junction facility, meaning women that are beginner level may face barriers that inhibit participation.
- There is a lack of female role models in the sport. While the skate/BMX may not appear to be appealing to many women, media attention on elite female skaters does appear to be growing and with it female interest in this sport.
- The need to actively promote the sport to the female target group. The introduction of beginner level satellite sites is a positive step towards increased female participation. Sites that are in a familiar, unthreatening environment are more likely to attract female usage. This could be coupled with coaching sessions during quiet, off peak times at the Junction Skate and BMX Park. Staff currently employed as Attendants at the park hold skate/BMX coaching qualifications that could be utilised.

Recommendation 4	Strategic Actions	Responsibility	Priority	Timeframe	Resource Implication
<p>Council seek to increase participation in skate and BMX through development of the sport and promotion.</p>	<p>a) Promote the benefits of skating and BMX to the wider community through a variety of means, including:</p> <ul style="list-style-type: none"> • Council’s website; • Community groups; • Media releases in the local paper; • Primary and secondary schools in the city; and • Newsletters. <p>This could include messages that promote positive local role models in the sports and the availability of quality facilities throughout the City.</p>	<p>Leisure & Cultural Services and Family/Youth Services</p>	<p>Medium</p>	<p>Ongoing</p>	<p>\$1,000 per annum</p>
	<p>b) Council facilitate local business and community groups to attract professional skaters and riders to conduct demonstrations/ programs at skate facilities in the municipality.</p>	<p>Leisure & Cultural Services, Family/Youth Services and Economic Development</p>	<p>Low</p>	<p>Annual</p>	<p>\$1,000 per annum</p>
	<p>c) Council explore the opportunity to hold competitions at skate facilities in the municipality. These could be run by Council or by other organisations.</p>	<p>Leisure & Cultural Services and Family/Youth Services</p>	<p>Low</p>	<p>Annual</p>	<p>\$1,000 per annum</p>
	<p>d) Specifically target under-served segments in the community (including</p>	<p>Leisure & Cultural Services and</p>	<p>High</p>	<p>Ongoing</p>	<p>\$1,000 per annum</p>

	beginners and women) to increase participation.	Family/Youth Services			
	e) Council develop information/ fact sheets/ signage to inform the community about the location of skate parks in Boroondara and in neighbouring municipalities. Also provide information about safety tips, interacting with the community and transport links to sites.	Leisure & Cultural Services and Family/Youth Services	Medium	Ongoing	Costed above

7.5 Maintenance

KEY ISSUES: Planned and regular maintenance programs are vital at skate parks to preserve facilities and promote community ownership.

Skate facilities by nature receive high-impact use on a regular basis. As such skate facilities are generally prone to damage, vandalism, graffiti and litter. In addition, most facilities are not covered and as a result are susceptible to weather elements. This requires diligent maintenance regimes to ensure surfaces are clean and free of obstructions to mitigate against potential risk to users. In addition, maintenance costs are usually the responsibility of Council as there are no recurrent funding programs available (from Sport and Recreation Victoria or any other agencies).

Council's current management plan for the Junction Skate and BMX Park and Hill 'n' Dale is of the highest standard. The facility is excellently maintained and the asset preserved. This is largely due to the Council's commitment and the regular inspections that occur. Any development of new facilities would require a similar regime and there would need to be allocations made in Council's operating budgets.

Graffiti continues to be a problem in Boroondara. Despite the excellent maintenance standards that are adopted by Council, visitors to the Junction Skate and BMX Park (not necessarily users) continue to graffiti. In the past Council has chosen to continually paint over any visible graffiti at Junction Park, however, skate participants identified in the consultation that this sometimes makes the surface slippery and difficult to skate on. As new products become available, this issue may be addressed more effectively, but it is important that any graffiti is removed promptly.

The sight of graffiti and vandalism at public facilities has significant issues in relation to the appearance of the facility and pride and ownership by users and the wider community. In addition, graffiti and vandalism appears to increase when not treated for lengthy periods. Whilst there is no clear solution to this problem, experience would show that greater consultation is needed between Council, authorities and participants to address this problem. The experience of the consultants has shown that whilst clearing the graffiti from the surface provides a cleaner and sightlier appearance for the public, the graffiti generally returns. Therefore it is important that users feel a sense of ownership for the site and its appearance. Positive impacts of a well-maintained facility include:

- Skaters are more likely to be proud of and cause less damage to a facility if it looks clean and is well maintained.
- Skaters take more ownership of the facility, encouraging responsible use.
- Parents look more favourably on the facility and the area and are more likely to encourage their children to participate at the facility.
- Park furniture is another issue that was raised during the study. On occasions safety rails and bins have been used to provide added excitement and challenge for participants. As this presents a major risk to participants, it is recommended that the maintenance department conduct a review of the type and use of furniture at skate sites in the City. Development of future sites should take into consideration potential issues that may arise in relation to the use of furniture at skate sites.
- Interestingly the consultation with Boroondara's skate facility users and school children revealed that 71% of skate facility users were prepared to pay to use facilities in the city. 23 of the 28 respondents indicated that they were prepared to pay between \$1 and \$9 per session. As the majority of participants interviewed whilst using the skate facilities were from outside the city it would suggest that there is an opportunity for Council to recoup some of the costs associated with operating the facility. However, charging for use of the city's facilities presents several issues, not least, the need for staff at the facility to monitor these charges. Other facilities in Melbourne have adopted such practices and not been successful in recouping substantial revenue. As such, it is recommended that prior to any fees being placed on participants for use of the facilities, a detailed feasibility study be undertaken to ensure viability.
- Therefore, it is important that Council not only continue its management plan at Junction and BMX Skate Park, but make provisions for ongoing maintenance of newly developed sites in the City.

Recommendation 5	Strategic Actions	Responsibility	Priority	Timeframe	Resource Implication
<p>That Council maintain existing and future skate facilities to a high quality.</p>	<p>a) Council continue with its current maintenance program at Junction Skate and BMX Park and Hill 'n' Dale.</p>	<p>City Works</p>	<p>High</p>	<p>Ongoing</p>	<p>\$10,000 per annum To be reviewed annually taking into account any new facilities developed.</p>
	<p>b) Council conduct regular maintenance at new skate and BMX sites that are developed in the city, in-line with Councils current maintenance regime.</p> <p>In addition, Council allocate an annual budget for maintenance of newly developed skate and BMX facilities.</p>	<p>City Works</p>	<p>Medium</p>	<p>Ongoing</p>	<p>\$20,000 per annum To be reviewed annually taking into account any new facilities developed.</p>

	c) Council investigate the impact of the paint used at Junction Skate and BMX Park on the surface with relation to slipperiness and ease of participation, and implement new treatments as products become available.	Leisure and Cultural Services/ City Works	High	Ongoing	Costed in Maintenance program above
	d) Council conduct an assessment of the furniture at skate sites in the city, with emphasis on suitability.	Parks & Gardens, City Works and Leisure & Cultural Services	Medium	Ongoing	Nil

8 Glossary of Terms

The following terms have been extracted from the following international references:

www.sk8uk.co.uk/skateguide/dictionary Accessed 27 February 2007

www.bmx.cc Accessed 27 February 2007

AIR To leave the ground/ramp and jump.

AXLE The metal rod running through the hanger, which you screw your wheels onto. Through time they may be known to 'slip'. This causes one wheel to be tight and the other loose. Tapping on the tight side will knock the axle back into place.

BANK An elevated surface. A common urban form of ramp.

BASEPLATE The flat part of the truck that fixes to the board via four drilled holes for truck bolts. Also has an area to attach a pivot cup and kingpin, ready to attach the rest of the truck.

BMX Bicycle Motocross- bicycle racing. The term BMX started out as meaning bike racing, but its meaning has grown. It represents the type of bike ridden by probably everybody who is reading this right now. It can also stand for almost any aspect of bike stunt riding, it's a free word that can represent anything you want it to.

BEARING The part of the board that bears the friction of movement. There should be two contained within each wheel.

BOARD Main platform area of a skateboard. Prone to snapping with incorrect landing of skateboarding tricks. (See 'Deck')

COMP Short for competition.

COPING Metal piping running along the top edge of ramps. Provides a longer life to the ramp plus aids to the range of skateboarding tricks by providing a grindable edge.

CURB What coping is to ramps, is what curbs are to streets. One of the most used and abused objects on the street for skating. Painted curbs provide a smooth grindable edge, though most can be made this way by applying common candle wax.

DECK Main platform area of a skateboard.

DROPIN As the name suggests. Place your tail on the platform of a ramp with your wheels hanging over the edge ready to drop into the ramp. With your weight on the tail, gradually move your weight forward till you end up riding down the ramp.

FLATBOTTOM The flat surface of a ramp in between the transitions.

FREESTYLE (Skate) An area of skating that has now become part of street and vert skating. Used to be performed on low riding skinny boards. Tricks consisted of numerous balancing tricks, flips and shove-its.

FREESTYLE (BMX) bicycle stunts, BMX tricks, riding a bike anyway that you want to ride it, doing tricks for fun, progressing to new levels of excitement

FUNBOX Usually the highlight of an artificial street course. A platform object with **GRIND** Moving along the edge or on top of an object with the axles of both truck.

HANDRAIL Common urban feature, used for holding onto while travelling up and down stairs, though used by skaters for a whole range of tricks.

HANGER Part of the truck. This is the part that gets most abuse. When you grind, you are grinding along the top of the hanger. Contained inside the hanger is the axle.

HEELFLIP Flipping the board with your heel. Your front foot should move up and across the board flipping it in the opposite direction of a kickflip.

HELMET Protective equipment for your head. Nearly always used in vert skateboarding.

HIP When two ramps are placed together so that one is at a slight angle to the other, the part at which the ramps join is called the hip.

LIP The top part of a ramp which the rider or skater takes off from.

MINIRAMP A ramp (two transitioned banks facing each other with flat bottom and platforms) that does not have any vert. Usually around 6 feet in height.

PADS Protective equipment for the knees and elbows. These are mainly used by vert skaters or for competitions with insurance worries. See Rector.

PLATFORM An elevated flat surface.

PLAZA A skatepark designed around objects you would find in the street.

QUARTERPIPE Basically one side of a mini-ramp or vert ramp, yet usually with less width and found on street area's at skateparks. Often used for gaining speed on a street course or practising ramp tricks.

ROLLIN To skate along the platform of a ramp, over the lip and down onto the transitions. The part of a ramp that curves onto the platform is also called a roll-in,

because of the purpose it serves.

SKATEPARK A place dedicated to skateboarding of artificial means.

SLAM Its basically another word for falling off your board and hurting yourself.

SNAKEBOARD This is a brand name but generally refers to a street board with pivoting footplates.

SPINE Type of ramp which consists of two launch ramps sitting back to back with each other and meeting at a point with a small deck or two pieces of coping between them. The point of connection, the upside down 'V' shape is called the spine.

STREET "Real Street" is skating or bike riding on natural terrain found in cities, including curbs, handrails, gaps, broken glass, bums, ledges, pretty much anything. In contests street usually refers to the entire ramp course, including jump boxes, pyramids, rails, various quarter pipes, and whatever else is there to be ridden on.

TRANSITION Part of a bank/ramp that inclines in an upward direction.

TRICK A feat performed on your bike (or board), usually involving manoeuvring into a stunt

TRUCK Fixes to the board, and the wheels fit to the truck. Two needed (a pair) per skateboard. A complete truck is made up of a baseplate, hanger, axle, kingpin, cushions, 2 special washers and 2 bolts for the axles

VERT Part of an inclined surface that is vertical in gradient.

WALLRIDE The act of skating up a vertical wall.

WRISTGUARD Protective equipment for the wrist. A type of glove containing a plastic/metal splint running along the underside of the wrist onto the palm of the hand.

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