

Wyndham Skate, BMX & Bike Strategy

May 2013

Final Report



Prepared by: SGL Consulting Group Pty Ltd in association with Playce Pty Ltd



■ **ADELAIDE**
2a Mellor Street, West Beach,
South Australia 5024
Phone: +61 (0) 8 8235 0925
Fax: +61 (0) 8 8353 1067
Email: sa@sglgroup.net

■ **MELBOURNE**
Level 2/181 Fitzroy Street
St Kilda 3182
Phone: +61 (0) 3 8623 2840
Fax: +61 (0) 3 9681-3158
Email: victoria@sglgroup.net

■ **OCEAN GROVE**
PO Box 173, Ocean Grove,
Victoria 3226
Phone: +61 (0) 417 536 198
Fax: +61 (0) 3 5255 4717
Email: mking@sglgroup.net

■ **PERTH**
19 Clayton Street, East Fremantle, WA
Australia 6158
Phone: +61 (0) 407 901 636
Email: gmceill@sglgroup.net

■ **SYDNEY**
716 Lawrence Hargrave Drive, Coledale,
New South Wales 2515
Phone: +61 (0) 438 341 363
Ph/Fx: +61 (0) 2 4268 1768
Email: kshilton@sglgroup.net

www.sglgroup.net

Offices also in

■ **AUCKLAND** ■ **CHRISTCHURCH** ■ **WELLINGTON**

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Recreation Coordinator	Ken Chalmers
Acting Leisure Planning & Policy Officer	Simon Crawford
Acting Team Leader, Recreation, Planning, Policy and Programmes	Cindy Needham
Capital Works Project Officer	Saurabh Chandra
Manager Social Development	Heather Johnson
Place Manager	Craig Toussaint
Youth Services	Nicole Battle
Manager Strategic Planning	John Moore
Health Planner	Jacqui Croxon
Senior Urban Designer	Ramani Dorairaj
Arts and Cultural Development co-ordinator	Jamie Smith

Other Council Officers:

Unit Leader - Youth Services	Dianne Snowden
City Presentation, & Recreation Manager	Lois Binnie

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GLOSSARY OF TERMS

Bank: An embankment of any steepness.

Bowl: A skateboarder's answer to the empty swimming pool.

Euro Gap: A flat bank with a small platform followed by a step.

Extension: The higher section of a mini ramp or quarter pipe where there is a step up in the platform.

Fun Box: A steep quarter pipe with a deck extending to a landing with a bank on the other side.

Half Pipe: Two quarter pipes joined facing each other.

Hip: Is the junction of two ramps at an angle, and is used for transfer tricks from one ramp to another.

Hubba: Is essentially a rail that runs down a set of stairs.

Mini Ramp: Two small quarter pipes facing each other, similar to a half pipe, but with a short flat area in between.

Paint Tray: A three sided bowl resembles a paint tray.

Pyramid: A four way wedge or transition box.

Quarter Pipe: Literally, quarter of a pipe - riders air from it and perform tricks in the air or on a platform above the ramp or drop in on it to gain speed.

Snake Run: A meandering half pipe.

Spine Ramp: Two quarter pipes or mini ramps placed back to back without a platform.

Street Plaza: Is legal version of legitimate streetscape, normally lacking transitions but features lots of ledges.

Transition: Is the curved face of a ramp or bank.

Vert: Vertical.

These definitions and more are available in the Australian Skatepark Guide 2009 Edition.

EXECUTIVE SUMMARY

This Skate, BMX and Bike Strategy will guide Council's decision making to ensure skate, BMX and bike facilities meet the current and future needs of the community over the next 5-10 years.

As a rapidly growing community with an expected population of approximately 267,000 by 2021, the need to plan for the future recreational and social needs of young people is increasingly important.

In order to ensure the strategy meets the needs of the Wyndham community a range of consultation as outlined below was undertaken to identify key issues and needs in the area of skate, BMX and bike provision.

- Council Officers
- Growth Area Authority
- Public Submissions
- Key stakeholder interviews
- Two Focus Groups with Young People and the Youth Advisory Group
- Focus groups for Skaters, Scooter riders, BMX and Cyclists
- Surveys
- Discussions with Neighbouring Municipalities
- Discussions with Skate Victoria and Skate Australia

In addition to extensive consultation, the project methodology also included a review of relevant Council strategies and documents, inspection and audits of existing facilities as well as guidelines, recommendations and actions to guide the future delivery of services and infrastructure to support skate, BMX and cycling in Wyndham.

The model of provision proposed for Wyndham in the area of Skate and BMX is both a recreation model and a social model.

The survey's undertaken with young people confirmed the need and importance for young people to have spaces and activities provided for them within a community or retail setting to meet social needs as well as existing facilities located in parks to meet sporting/recreational needs.

The focus of the strategy is the provision of both models.

The strategy recommends the development of a regional skate/BMX facility designed to meet both the sporting and social needs of young people and their families.

In addition, the sporting/recreational model also advocates for the inclusion of small, local skate/BMX opportunities to be included within local play spaces where feasible as well as repair work to be undertaken as required on existing facilities.

Under the social model, the external area of the Hoppers Crossing Youth Resource Centre should be redeveloped to include skateable elements and provide a social gathering space for young people.

Future community centres should also be designed to accommodate and ensure the needs of young people are met in a relevant and meaningful way as valued members of the community through the provision of activated outdoor space.

Key recommendations for cycling include the ongoing implementation of the Bicycle Network Strategy 2011 as well as examining the specific needs of the Wyndham Warriors BMX Club and the Footscray Cycling Club.

The promotion of facilities, services and programs to support skate, BMX and bike participation is also important in fostering a healthy and active community.

Detailed recommendations and actions to support the strategy are detailed in Section 11 of this report.

The City of Wyndham is in a unique position to proactively plan new suburbs to better cater for the social and recreational needs of young people. The implementation of this strategy will ensure existing facilities continue to meet the needs of young people and that the social and recreational needs of young people are considered in future precinct planning for a more active and inclusive community.

1 INTRODUCTION

Wyndham recognises the need to plan for the provision of facilities and services that meet the needs of Wyndham's diverse community. As one of the fastest growing municipalities in Victoria, the strategic planning of facilities and services is vitally important to ensure the needs of the whole community are met. The purpose of the Skate, BMX and Bike Strategy is to establish direction in the planning, development and management of skateboarding, BMX and bike facilities.

Skateparks are used by skateboarders, free style & trick BMX riders and scooter riders. The majority of this report is focussed on these groups. Section 10 of this report is dedicated to the "Bike" component of the strategy and includes specific bike related consultation, previous research, issues and recommendations.

1.1 PURPOSE AND AIMS OF THE STUDY

The preparation of a Skate, BMX and Bike Strategy will guide Council decision making to ensure skate, BMX and bike facilities meet the current and future needs of the community over the next 5-10 years. The strategy seeks to clarify Council's development of these facilities and establish a series of actions to ensure the best outcomes for the community.

The project has the following aims:

- The future planning needs of skate, BMX and other bicycle infrastructure are identified, and a strategy is developed to provide flexible open space environments;
- The future provision of infrastructure meets the demand of Wyndham residents;
- A hierarchy of facilities is developed to assist with the planning and development of skate, BMX and bike infrastructure at a regional, municipal, district and neighbourhood level;
- The management of the inherent risk associated with the provision of skate, BMX and bike facilities is addressed;
- Facilities are strategically located, to ensure maximum benefit to each local community and efficient use of resources and materials;
- Facilities are universally designed, to provide access to all members of the Wyndham community;
- Promotion of facilities within the community is targeted to maximise participation.

Through this report, when the term skate facilities or skatepark is mentioned, please assume that these facilities are also designed and used by BMX and scooter riders. When BMX only is mentioned, please assume that this is a purpose built BMX only facility.

The report will address the needs of Skate/BMX together and the needs and interests of recreational cyclists separately in Section 10 of the report.

1.2 PROJECT AREA - WYNDHAM

The municipality of Wyndham spans 542 square kilometres and is located on a coastal plain on the western fringe of Melbourne. The City is home to a diversity of sectors: strong industrial and technology districts, retail precincts, intensive vegetable growing areas and grazing lands. Key tourism and open space attractions such as the Werribee Park Mansion, Victoria's Open Range Zoo at Werribee, the State Equestrian Centre, the Point Cook Homestead and the Point Cook RAAF Museum surround the expansive urban area.

The City is large and diverse. The principal areas of population are Werribee and Hoppers Crossing and Point Cook, with substantial growth occurring in Tarneit, Truganina and Wyndham Vale. Werribee South is home to one of the most significant market garden regions in the State. The city has a major industrial area at Laverton North and Little River.

Wyndham has experienced the largest and fastest growth in all Victorian local government areas and is the third fastest growing in Australia. Its estimated residential population is set to exceed 267,000 people by 2021. The estimated population as at June 2012 is 184,191 people representing a 7.1 per cent annual growth rate. (Source forecast.id, 2010)¹

1.3 BACKGROUND

The current Council BMX and Skate Facility Strategy was adopted in 2002 with many actions completed. (A review of this Strategy is included in Section 1.7.1 of this report.)

Population growth and the subsequent increased demand for a variety of recreation needs is the key driving force behind this project. Wyndham's total population is expected to reach 267,000 by 2021, and 335,000 by 2031. The location of the Urban Growth Boundary (UGB) means that Wyndham will grow to a population in excess of 400,000 by the time it is fully developed. Consequently there is a need to review and plan for the provision of skate, BMX and bike facilities in Wyndham to support community demand.

Over the past few years Wyndham City has received a number of requests and petitions for the development of new skate/BMX and cycling facilities.

1.4 CURRENT PROVISION

Wyndham currently supports three municipal level skate facilities located at Presidents Park in Wyndham Vale, Mossfiel Reserve in Hoppers Crossing which has recently been extended (2012) and Boardwalk Boulevard in Point Cook.

A newly constructed (2011) district level facility is located at Posy Newlands Reserve, Little River.

The facilities range in design; however, all are concrete structures with several ramp, pipe and rail options. The precincts are all located in existing open space.

Wyndham skate facilities are used annually by the North Western Skate League for competition and demonstrations run by YMCA Victoria. Skateboarding Australia will be commencing a skate hub program at Wyndham skate parks, having received a grant from Council. All skate facilities are publically accessible at all times.

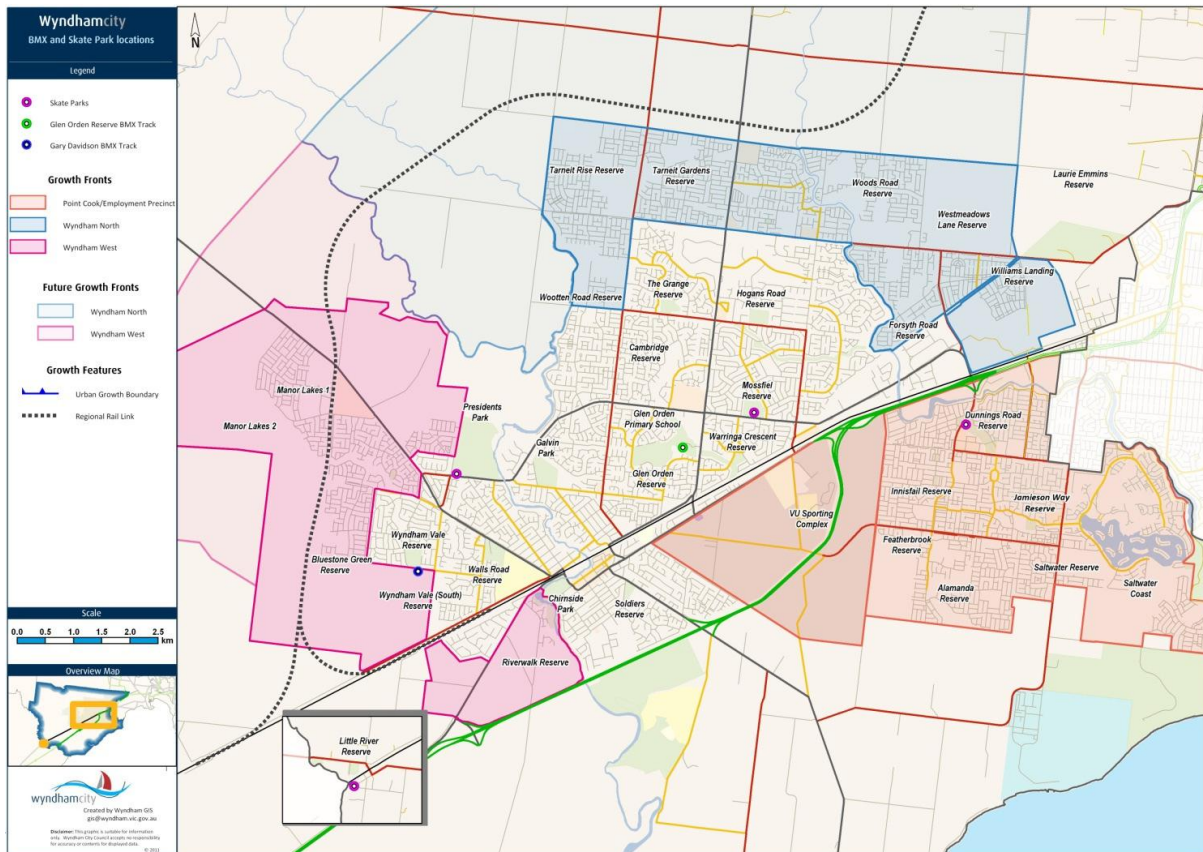
In addition to Council facilities, Wyndham also has two private indoor skate centres located in Hoppers Crossing (The ICENTER), and Laverton (Laverton Skate Centre) located just inside Wyndham's boundary. The ICENTER facilities consist of a synthetic ice skating rink and an indoor ramp park for scooters, BMX and skateboards. The Laverton Skate Centre consists of an indoor roller rink.

Wyndham has one municipal BMX facility located at Heathdale Glen Orden Reserve. This facility supports the Wyndham Warriors BMX Club which hosts training and competition at the venue.

¹ Wyndham City Council Website September 2012

Wyndham City does not currently provide cycling infrastructure such as a velodrome, criterium facility, mountain bike track or sign-marked road circuit to facilitate competitive cycling. The Footscray Cycling Club has been using the Driver Education Track at Victoria University Werribee Campus for their summer track events. The future use of this facility by the Footscray Cycling Club is currently uncertain.

Figure 1.1 below shows the current location of skateparks and BMX tracks in Wyndham.



1.5 PROJECT METHODOLOGY

The following methodology was undertaken to prepare the strategy.

- Task 1: Project Clarification
- Task 2: Previous Research and Document Review
- Task 3: Demographic Review
- Task 4: World's Best Practice
- Task 5: Skatepark Audits
- Task 6: Key Stakeholder Interviews
- Task 7: Focus Groups
- Task 8: Written Submissions
- Task 9: Site Suitability Criteria
- Task 10: Site Assessment & Ranked Matrix
- Task 11: Implementation Costing & Indicative Plans
- Task 12: Management Plans
- Task 13: Draft Plan
- Task 14: Final Report

1.6 PARTICIPATION REVIEW

As skate and BMX activities are usually undertaken as an unstructured activity it is difficult to accurately determine the current participation levels in the Wyndham area. The Exercise, Recreation and Sport Survey provides some indication of participation levels in these activities.

The National Cycling Participation Survey provides data about cycling at the National and State levels. Relevant results from these two surveys are outlined below.

1.6.1 Exercise, Recreation and Sport Survey

The **Exercise, Recreation and Sport Survey (ERASS)** is a national survey undertaken by the Australian Sports Commission which collects information on the frequency, duration, nature and type of physical activities participated in for exercise, recreation or sport by persons aged 15 years and over. It was conducted quarterly in 2010, with an annual total of 21,603 respondents across Australia.

Skateboarding is categorised within the roller sports section of the survey. Based on the revised data collated in 2010 (the latest data currently available) approximately 250,000 Victorians or 0.05% participate in roller sport activities on a regular basis. Using this benchmarked figure and the current population of Wyndham's 5 to 24 year olds (45,118) it could be assumed that there are between 2,200 and 2,500 people participating in skating activities in Wyndham on a regular basis.

Based on an assessment of existing facilities across Metropolitan Melbourne, there are significant numbers of users participating in skateboarding and BMX. Information gathered from Skate Victoria indicates that overall patronage is significant at all the skateparks and there is clear evidence that demand is strong. The new regional facility at Frankston in particular, is attracting approximately 100,000 visits a year.

BMX is categorised within the cycling section which, given the popularity in cycling makes it difficult to determine the BMX component.

The top ten physical activities in 2010, in terms of total participation rate, were walking, aerobics/fitness, swimming, **cycling**, running, golf, tennis, bushwalking, outdoor football and netball. An estimated 6.3 million persons or 35.9% of the population, participated at least once in walking for exercise, recreation or sport in 2010.

In terms of the top ten physical activities, the largest increase in total participation between 2001 and 2010 was for aerobics/fitness, increasing steadily by 110% since 2001. Participation in running, outdoor football, **cycling** and walking also increased significantly in the ten-year period. The table on the next page shows the top ten activities from 2001 to 2010.

**Table 1.1
Top Ten Physical Activities**

Activity	2001	2005	2010	% change 2001-2010
Walking	4355.9	5973.6	6281.4	44%
Aerobics/fitness	1961	2959.7	4117.6	110%
Swimming	2415.5	2311.2	2279.2	-6%
Cycling	1438.3	1646.9	2081.2	45%
Running	1084.3	1231.7	1856.7	71%
Golf	1240.2	1139.3	1177.2	-5%
Tennis	1381.8	1253.3	1050.1	-24%
Bushwalking	794.9	910.4	846.5	6%
Football (outdoor)	551.3	614.3	843.9	53%
Netball	612.4	581.2	649.5	6%

**Table 1.2
Top Ten Physical Activities Victoria**

Male		Female	
Activity	Total Participation Rate %	Activity	Total Participation Rate %
Walking	26.8	Walking	46.1
Aerobics/fitness	19.4	Aerobics/fitness	29.8
Cycling	16.9	Swimming	14.4
Running	14.9	Running	10.5
Swimming	12.6	Cycling	8.6
Golf	12.2	Yoga	7.4
Australian rules football	10.2	Netball	6.7
Tennis	7.4	Tennis	6.2
Basketball	6.7	Bushwalking	4.2
Cricket (outdoor)	6.6	Dancing	3.5

Participation in non-organised physical activity

The top ten non-organised physical activities in 2010, in terms of total participation rate, were walking, aerobics/fitness, swimming, **cycling**, running, bushwalking, golf, tennis, weight training and fishing. Almost all participation in walking, cycling, running and swimming was non-organised.

1.6.2 National Cycling Participation Survey 2011

- In a typical week around 18% of Australians ride a bicycle for transport and recreation.
- 3.6 million people ride for recreation, leisure or sport.
- 1.2 million people make at least one transport journey by bicycle each week. This includes trips to school, university, work, the shops and to visit friends and family.
- The Northern Territory, ACT and Western Australia have cycling participation rates significantly higher than the national average. Victoria is fourth highest with 19.4% of the population riding in a typical week.
- Children have the highest levels of cycling participation:
 - nearly 1/2 of all 2 to 4 year olds
 - nearly 2/3 of all 5 to 9 year olds, and
 - 1/3 of all 10 to 17 year olds ride a bicycle in a typical week.
- Men and boys are more likely to ride a bicycle than women and girls: 22% of males and 13% of females ride in a typical week.
- The gender difference is smallest for children under 10.
- All states and territories see a dramatic decrease in participation in adulthood. This is especially marked in people aged 40 and over.

Victoria

- Victorian cycling participation is similar to the Australian average.
- Around 19% of Victorian residents ride in a typical week, increasing to 29% in a month and 42% over a year.
- Cycling participation is significantly higher amongst residents of regional Victoria than in metropolitan Melbourne.
- About half of all children aged under 10 ride each week, decreasing to 9% of those aged 40 and over.
- Victoria is the only jurisdiction in Australia where the participation rate of females is higher than males in any age group. In Victoria more girls than boys aged under 10 ride a bicycle each week.
- In older age groups the gender balance returns to average. Overall about 23% of males and 16% of females ride in a typical week. The lowest rate of participation is by older women with 6% of women aged 40 and over cycling in a typical week.
- Metropolitan Victoria has a high proportion of people who cycle for transport (45% of people who cycle in a typical week). About 367,000 people cycle for transport on at least one occasion a week in Victoria.
- Just under two thirds of households in Victoria have access to a bicycle.

1.7 REVIEW OF PREVIOUS RESEARCH

A review was undertaken of previous research and relevant Council documents in order to ensure the Skate, BMX and Bike Strategy is integrated and consistent with Council's current strategic direction and policy commitments.

1.7.1 Skate/BMX Facilities Strategy 2002

In 2002, Wyndham developed a Skate/BMX Facilities Strategy. The table below lists the key recommendations from the strategy and reports on the status of the action.

Table 1.3
Skate/BMX Facilities Strategy 2002 – Action Status

Recommendations	Action Status
Skating Infrastructure Development and Provision	
<ul style="list-style-type: none"> Adopt the recommendations as set out in Appendix E of this report for the Mossfiel Skatepark. 	Completed – Mossfiel further upgraded in 2012.
<ul style="list-style-type: none"> That Council develop a range of Neighbourhood Play Concept sites as outlined in Section 4.3. 	Not implemented although Local Skatepark developed at Little River.
<ul style="list-style-type: none"> The Council develops and implements a Maintenance and Inspection Schedule using the information in Section 2.3 as a guide. 	Ongoing
<ul style="list-style-type: none"> That Council continues to liaise with the local residents, police and youth agencies to identify concerns and address issues as they arise. 	Ongoing
<ul style="list-style-type: none"> The Council consider developing a municipal level concrete street course skate facility at Presidents Park (adjacent to the existing playground), catering for beginner and immediate levels, subject to review of usage patterns and demands on the Mossfiel Skate Facility (once stage 2 is completed). 	Completed
BMX Infrastructure Development and Provision	
<ul style="list-style-type: none"> Adopt the improvement recommendations as set out in Appendix E of this report for the: <ul style="list-style-type: none"> Heathdale Glen Orden BMX Track Gary Davidson BMX Track Little River Recreation Reserve BMX Track Werribee South 	Only the Heathdale Glen Orden BMX track remains - most actions for this track have not been implemented. Outstanding actions appear below. Provide seats, bins, toilets, and drinking taps. Consider re-orienting the entrance to the track to the eastern side of the track. Provide parking in the reserve for club activities Install 2 m high fencing with provision for emergency vehicles.
<ul style="list-style-type: none"> That Council remove existing track at Ballan Road Recreation Reserve and restore the area. 	Completed

Recommendations	Action Status
<ul style="list-style-type: none"> • That Council remove existing track at You Yangs Road, Little River and restore the area. • Should the local community determine that a BMX track is preferable over a skate facility, Council should continue negotiations with Vic Track for access to land that about the Recreation Reserve. If suitable consider relocating the track to the Vic Track site to increase its visibility, improve amenity and integrate it better with existing facilities on the reserve. This needs to be done in conjunction with recommendations made in the Outdoor Sports Facilities Strategy 2012 and future plans of the sports club. 	<p>Completed</p> <p>Local level Skate/BMX facility developed at Little River.</p>
<ul style="list-style-type: none"> • That a district level BMX facility is provided in Presidents Park to complement the existing adventure playground and the skatepark recommended as part this strategy. 	<p>Not implemented</p>
<ul style="list-style-type: none"> • That a District BMX facility is provide in Point Cook and defined within the category of District Sporting provision for the purpose of the Developer Contribution for Open Space. That a district BMX facility in Point Cook be located on the proposed district level sporting reserve adjacent to the Primary School on the corner of Sneydes Rd Pt Cook Rd and in accordance with criteria outlined in Section 4.3.1 for the preferred development of BMX facilities. 	<p>Not implemented</p>
<ul style="list-style-type: none"> • That a District BMX facility is considered for Tarneit based on population projections. That if considered appropriate it be located on a reserve with other district sporting facilities, and in accordance with criteria outlined in Section 4.3.1 for the preferred development of BMX facilities. 	<p>Not implemented</p>
<ul style="list-style-type: none"> • That Council works with BMX Victoria and BMX Australia to determine standards for the development of BMX tracks in the City of Wyndham. Standards to address issues such as jump heights, clearance between jumps and fence, quality of soil to be used, track layout and general safety standards. 	<p>Not implemented</p>
<ul style="list-style-type: none"> • That Council continues to liaise with the local residents, police and youth agencies to identify concerns and address issues as they arise. 	<p>Ongoing</p>
<ul style="list-style-type: none"> • That Council develops and implements a Maintenance and Inspection Schedule using the information in Section 2.3 as a guide. 	<p>Ongoing</p>
<ul style="list-style-type: none"> • That Council identify opportunities to develop and seal trails particularly those that: <ul style="list-style-type: none"> – link communities to BMX and skate facilities – provide strategic links to existing trail networks 	<p>Ongoing</p>

Recommendations	Action Status
<ul style="list-style-type: none"> That Council identify parks and reserves within which pathways/trails can be provided for use by young BMX riders/families as an adjunct to existing facilities and family amenities e.g. BBQ's, picnic tables, play equipment etc. 	Not implemented
<ul style="list-style-type: none"> That Council actively discourages BMX/Skate activities along waterway reserves through the provision and promotion of formalised facilities. 	Ongoing
Development and Promotion	
<ul style="list-style-type: none"> That Council registers as a Community Partner in the Australian Sports Commission 'Street Active' program. 	Program no longer running
<ul style="list-style-type: none"> That Council work closely with the Hoppers Crossing BMX club to: <ul style="list-style-type: none"> – support fundraising endeavours – address risk management issues – increase profile of the track – increase membership levels – develop a formal agreement regarding roles and responsibilities of track maintenance and development. 	Not implemented
<ul style="list-style-type: none"> That Council work with the BMX and skate retail outlets in the City of Wyndham to: <ul style="list-style-type: none"> – actively promote skate and BMX opportunities – identify issues at existing facilities – identify development opportunities – produce a map of existing formal tracks in the municipality – discourage the use of informal tracks 	Ongoing
<ul style="list-style-type: none"> That Council encourages the use of appropriate sites/facilities for BMX activities by promoting existing facilities within the municipality. 	Ongoing
<ul style="list-style-type: none"> That Council work closely with local schools and community youth agencies, to promote existing skate and BMX facilities and the benefits of participation in outdoor activities and a healthy lifestyle. 	Ongoing

From the above, it can be seen that many of the recommendations in relation to provision for BMX riding have not been implemented. Opportunities for riding dirt jumps are currently limited to the club facility at Heathdale Glen Orden Reserve. Opportunities for freestyle BMX have been increased through the provision of facilities at Presidents Park, Wyndham Vale and Little River.

1.7.2 Bicycle Network Strategy 2011

This strategy updates the 2004 strategy and identifies priority projects for Council over the next five years as well as identifying long term projects. This strategy also assists in development of bicycle facilities in new estates. Greater detail from this strategy appears in Section 10 of this report.

The network consists of four (4) main categories distinguishing between (i) on-road/within the road reserve and (ii) off-road paths. The categories used are:

- On-road bicycle lane;
- Service road use;
- Shared path (in road reserve) – pedestrian/cyclists;
- Off-road path – parks and reserves.

Key elements of the Bicycle Network Strategy that are relevant for this project are listed below:

Bay Trail

- Support Development of Bay Trail from Hobsons Bay to Werribee South.
- Refine alignment of Bay Trail from Point Cook to Werribee South.

Skeleton Creek

- Support development of trail along Skeleton Creek.
- Development of trail as development occurs.

Werribee River

- Support Development of Trail along Werribee River.

Development Contributions

- The provision of a regional bicycle path should be included in future Precinct Structure Plans e.g., river or creek routes. The cost of these paths should be included in the development contribution rates.

Promotion/Publicity

- A bicycle trail brochure should be updated every 2-3 years by City Presentation and Recreation showing the existing off road and on road facilities and proposed main links to be constructed within the following two years.
- The bicycle trail brochure should be maintained on Council's website.

Signage

- Complete signage strategy along the various recreation paths that encompasses:
 - Signs at intersections with other trails and to identify intersecting trails, destinations and distance;
 - A consistent style of signage;
 - Signs that indicate direction and distance to major destinations/facilities nearby (e.g. sports grounds);
 - Signage including distances to public toilets and drinking water;
 - Emergency marker signage.

1.7.3 Wyndham City Plan 2011 – 2015, 2012-2013 Update

The City Plan is the foundation of the City's policy development, decision making and community accountability. It documents the City's core values, vision, mission, purpose, goals, and objectives.

The City's vision statement is clear and concise: Our people, one community, our future.

The City's mission statement is: We will create a healthy, safe, vibrant, proud and harmonious community, while respecting our environment.

Relevant Strategies for this project are included in the City Infrastructure Goals and are set out below.

Strategic Outcome

- 6.1 Plan for the timely provision of infrastructure to meet the needs of its communities.
- 6.2. Design infrastructure to best practice standards to achieve asset longevity.
- 6.3 Manage the construction of infrastructure to ensure it complies with the approved designs and specifications.
- 6.4 Manage and maintain its assets to optimise their life cycle.

The 2012-2013 Annual Plan documents the targets for the financial year 2012/13. Section 1, Sense of Community includes the following action:

- Prepare a Skate/BMX/Bike Strategy.

1.7.4 2009 Wyndham Social Infrastructure Planning 2040

This document provides a guide to the level and type of all community infrastructure in growth areas across Wyndham. It is used by Council to inform the development of Precinct Structure Plans and ensures adequate land and resources are planned for future community infrastructure needs.

In relation to the provision of Skate/BMX facilities, this document recommends provision at 1:50,000. This is consistent with Wyndham's current provision where three facilities are catering for a current population in 2011 of 167,574. The provision of a velodrome is indicated where the population reaches 500,000. There is no mention of a criterium track within this document.

Establish youth friendly spaces at a population ratio of 1:16,000 within each of the 9 Level 2 Council community centres proposed for the Wyndham North growth area:

Given the relatively close proximity of the Youth Resource Centre in Hoppers Crossing establish one additional higher order youth resource centre within the Wyndham North growth area.

Bicycle /Pedestrian Trail Infrastructure; The Wyndham City Council Planning and Open Space & Leisure units should prepare a shared pathways plan for the Wyndham North PSP area. This should also form part of any integrated transport plan prepared for the area.

A connected on and off road path network which allows for bike and pedestrian use and links key facilities in the development area (schools, parks, commercial areas, recreation facilities, cultural facilities and transport nodes). Where appropriate, paths should be through and around active and passive parks which link the facilities in the parks and connect to the main path network.

1.7.5 Wyndham City's Plan for Community Health, Wellbeing and Safety 2010-2013

Wyndham City's Plan for Community Health, Wellbeing and Safety 2010-2013 is a requirement under the Public Health and Wellbeing Act 2008, and supports the Quality Community Plan and the City Plan.

To reduce ill-health in our community and build a platform for good health, wellbeing and safety, Council will address the determinants across a broad front. The Plan does this across four strategic focus areas each with supporting Goals and Strategic Objectives. The areas of focus are:

1. People & Place
2. Promote Healthy Lives
3. Target Priorities for Health & Safety Gain
4. Lead & Partner for Future Health & Safety

The key strategy relevant to the development of the Skate, BMX and Bike Strategy is:

Promote Healthy Lifestyles

- Live Active Lives - To improve health and wellbeing through increased physical activity and social engagement.

The provision of skate/BMX and bike facilities and services will increase opportunities for residents to be physically active.

1.7.6 Cultural Diversity Policy and Action Plan 2008-2010

The Council's Cultural Diversity Policy and Action Plan (CDPAP) sets the strategic direction for Council's responsiveness to culturally and linguistically diverse (CALD) communities in Wyndham.

The outcomes expected from the CDPAP include:

- Ensuring that Council develops and delivers services that are relevant and accessible to all members of the community;
- That Council departments and functions are positioned to adapt to demographic cultural changes in the community;
- That Council is able to respond to the needs of its diverse community members; and
- That Council fosters an inclusive and welcoming municipality that celebrates cultural diversity.

The CDPAP is underpinned by the recognition that:

- Wyndham is a culturally diverse community;
- Diversity considerations are a whole-of-organisation responsibility;
- Diversity issues need to be considered as part of Council's ongoing services and core activities; and
- Council services need to be focussed on access and inclusion.

The policy reflects the Victorian Multicultural Commission's recommended framework for local government's responses to cultural diversity. This framework is based on the four pillars of:

- Access;
- Service delivery;
- Support to ethnic communities; and
- Recognition and respect.

There are four key priority areas within this plan outlined on the next page.

Key Priority Area 1: Access

Objective:

- To ensure that CALD communities have the same opportunities to access and knowledge about Council services and information (including opportunities to participate in Council's consultation processes and events), as the rest of the community.

Key Priority Area 2: Service Delivery

Objective:

- To ensure that all Council services, where relevant, are designed and delivered to be inclusive of the needs of CALD communities.

Key Priority Area 3: Support

Objective:

- To ensure that Council provides support to CALD communities, commensurate with their needs within the local community.

Key Priority Area 4: Recognition and Respect

Objective:

- To ensure that recognition and respect is accorded to culturally and linguistically diverse community members through Council and civic events, festivals and programs;
- To raise awareness of Wyndham's cultural diversity and the positive contribution of culturally and linguistically diverse community members.

1.7.7 Disability Action Plan 2011

The Disability Action Plan has been developed to guide Wyndham City in its ongoing efforts to build diverse, inclusive, well designed and accessible local communities. Removing barriers to improve community access for people living with disability will improve access for the whole community. Wyndham City has a key role in planning, developing and providing physical and social infrastructure for the municipality. Wyndham City is committed to providing opportunities for people living with disability to fully participate in their community.

The two actions of relevance to the development of the Skate, BMX and Bike Strategy are listed below.

Outcome 3: Promoting Inclusion and Participation in the Community

- 3.5. Ensure that access criteria is incorporated into design briefs, and included in concept plans of major works and redevelopments of public facilities to achieve maximum usability, to "best practice" where practical (e.g. Community centres, open space etc.).
- 3.16. Development of strategies and activities that increase the inclusion of young people with disability.

2 WYNDHAM DEMOGRAPHICS

The estimated population as at June 2012 is 184,191 people representing a 7.1 per cent annual growth rate. (Source forecast.id, 2010) Wyndham has experienced the largest and fastest growth in all Victorian local government areas and is the third fastest growing in Australia. Its estimated residential population is set to exceed 267,000 people by 2021.

2.1 DEMOGRAPHIC PROFILE

A review of relevant ABS statistics for 2011 produced for the Wyndham Council by ID Consulting has been completed and is summarised on the following pages:

2.1.1 Age Structure

As skate, BMX and cycling facilities are used primarily by young people and those in their active years, understanding the age profile of the community is important.

The table below details the age profile of the existing Wyndham population based on 2011 and 2006 ABS.

**Table 2.1
Age Profile Wyndham**

Wyndham City Service age group (years)	2011			2006			Change 2006 to 2011
	Number	%	Greater Melbourne %	Number	%	Greater Melbourne %	
Babies and pre-schoolers (0 to 4)	14,919	9.2	6.5	9,212	8.2	6.3	+5,707
Primary schoolers (5 to 11)	16,743	10.4	8.4	12,525	11.1	8.8	+4,218
Secondary schoolers (12 to 17)	13,234	8.2	7.3	10,604	9.4	7.8	+2,630
Tertiary education & independence (18 to 24)	15,141	9.4	10.1	10,573	9.4	10.1	+4,568
Young workforce (25 to 34)	29,789	18.4	15.4	18,173	16.1	14.8	+11,616
Parents and homebuilders (35 to 49)	38,035	23.5	22.0	27,746	24.6	22.7	+10,289
Older workers & pre-retirees (50 to 59)	16,648	10.3	12.1	12,410	11.0	12.2	+4,238

Wyndham City Service age group (years)	2011			2006			Change 2006 to 2011
	Number	%	Greater Melbourne %	Number	%	Greater Melbourne %	
Empty nesters and retirees (60 to 69)	10,061	6.2	9.0	6,282	5.6	8.1	+3,779
Seniors (70 to 84)	5,906	3.7	7.4	4,456	4.0	7.6	+1,450
Frail aged (85 and over)	1,098	0.7	1.8	711	0.6	1.6	+387
Total population	161,574	100.0	100.0	112,692	100.0	100.0	+48,882

Source: Australian Bureau of Statistics, Census of Population and Housing 2006 and 2011.
Compiled and presented by id, the population experts.

Analysis of the five year age groups of Wyndham City in 2011 compared to Greater Melbourne shows that there was a higher proportion of people in the younger age groups (under 15) and a lower proportion of people in the older age groups (65+).

Overall, 23.7% of the population was aged between 0 and 15, and 6.8% were aged 65 years and over, compared with 18.5% and 13.1% respectively for Greater Melbourne.

The major differences between the age structure of Wyndham City and Greater Melbourne were:

A *larger* percentage of persons aged 0 to 4 (9.2% compared to 6.5%)

A *larger* percentage of persons aged 30 to 34 (9.7% compared to 7.5%)

A *larger* percentage of persons aged 5 to 9 (7.6% compared to 6.0%)

A *larger* percentage of persons aged 35 to 39 (8.9% compared to 7.5%)

From 2006 to 2011, Wyndham City's population increased by 48,882 people (43.4%). This represents an average annual population change of 7.47% per year over the period.

The largest changes in age structure in this area between 2006 and 2011 were in the age groups:

25 to 29 (+5,840 persons)

30 to 34 (+5,776 persons)

0 to 4 (+5,707 persons)

35 to 39 (+4,232 persons)²

² Forecast ID. Wyndham City Council Website September 2012

2.1.2 Future Growth Projections – Wyndham City

The table below details the estimated population projections for the Wyndham City Council between 2006 and 2031.

Wyndham's areas	Forecast year						Change between 2006 and 2031	
	2006	2011	2016	2021	2026	2031	number	Avg. annual % change
Wyndham	116,330	172,101	223,323	266,899	302,907	334,676	218,346	4.32
Hoppers Crossing	39,051	38,557	37,530	37,042	36,917	37,066	-1,985	-0.21
Little River	835	825	847	879	910	948	113	0.51
Mambourin	4	4	4	844	6,045	11,651	11,647	37.59
Mount Cottrell - Quandong	253	249	253	260	1,169	7,616	7,363	14.59
Point Cook	14,735	36,235	56,253	59,838	58,189	56,282	41,547	5.51
Tarneit	7,613	23,391	34,146	43,803	56,991	70,914	63,301	9.34
Truganina	2,958	10,125	17,904	27,097	31,495	31,400	28,442	9.91
Werribee	37,794	39,278	42,168	52,151	59,338	60,140	22,346	1.88
Werribee South	1,768	1,799	2,246	2,422	2,411	2,427	659	1.28
Williams Landing-Laverton North	512	3,231	7,380	9,909	9,884	9,534	9,022	12.41
Wyndham Vale	10,807	18,407	24,592	32,654	39,558	46,698	35,891	6.03

In 2031, the population of Wyndham will be 334,676, an increase of 218,346 persons (187.70%) from 2006. This represents an average annual growth rate of 4.32%.

Population numbers in forecast.id for the 2006 base year are derived on Estimated Resident Population from the Australian Bureau of Statistics. These differ from (and are usually higher than) Census counts as they factor in population missed by the Census, and population overseas on Census night. They are generally considered a more accurate measure of population size than Census counts.³

³ Forecast ID. Wyndham City Council Website September 2012

3 COMMUNITY & STAKEHOLDER CONSULTATION- SKATE/BMX/SCOOTER

3.1 INTRODUCTION

As part of the development of the strategy, the following community consultation has been completed to identify key issues and needs to guide the future development and programming priorities for Wyndham in the area of skate and BMX provision. Council Officers and other key stakeholder were also consulted. Specific cycling and BMX racing consultation has been included in Section 10.

- Council Officers
- Growth Area Authority
- Public Submissions
- Key stakeholder interviews
- Two Focus Groups with Young People and the Youth Advisory Group,
- Focus groups for Skaters, Scooter riders, BMX and Cyclists
- Surveys
- Discussions with Neighbouring Municipalities
- Discussions with Skate Victoria and Skate Australia

3.2 SUMMARY OF KEY ISSUES

The following provides a summary of the key issues identified during the consultation.

3.2.1 Council Officers

Strategic Planning

- Strategic Planning Officers currently identify active and passive open space areas in precinct structure plans and rely on City Presentation and Recreation Department to provide detail in relation to how the space is to be used and developed. Currently, of the net developable area, they are allocating 7% to active and 3% to passive open space whereas the Growth Area Authority provides for 6% active and 4% passive.
- The Wyndham Social Infrastructure Planning 2040 document does not provide specific detail in relation to bike paths and trails, however when reviewing PSP's they work to Bicycle Network Victoria Guidelines.
- Strategic Planning Officers are open to further consideration for youth spaces within key activity areas and planning central activity spaces to facilitate the needs of young people.
- It would be positive to include skateable elements in areas other than skateparks, such as bench seating, edging, etc. as young people like to skate in a range of locations.

Family and Children's Services

- There is limited play and facility provision for children 8-12 years old.
- The current skate/BMX facilities cater well for older children.

- There is a hesitance from children under 12 years to use the skateparks because of the reception they receive from the older kids.
- More emphasis needs to be on “place making” for the whole family
- Skateparks need other elements to draw families and other users into the space.
- There is a purpose built playground for 8-12 year olds at Alamanda Estate in Point Cook. There is potential to naturally extend this park to include scooter activities. Families are already travelling to get to this park because of the age group it caters for.
- Stockland (property developers) are investigating Point Cook and are looking at a town centre design that accommodates the needs of young people.
- Other community centres across Wyndham also need to accommodate young people more effectively.
- Many community agencies and schools in Wyndham are reporting that there is limited provision for 8-12 year olds and, as a result, further research is being done to extend the early years plan to include 8-12 year olds.

City Presentation & Recreation

City Presentation and Recreation Officers made specific comments in relation to the BMX facility at Glen Orden Reserve as well as recreational cycling tracks. These have been included in Section 10 of this report which is focused on cycling.

3.2.2 Growth Area Authority (GAA)

- The GAA is working closely with Wyndham on the Wyndham Social Infrastructure Planning Framework which is the guide for developing each of their Precinct structure plans. (Skate Facility 1:50,000)
- It would be beneficial to have more clarity on the siting and considerations of youth related infrastructure for future developments
- There is a need to inform developers on what constitutes a youth space or area that can then inform the more detailed layout and design of these spaces.
- The GAA welcomed the opportunity to potentially shape the PSPs of Wyndham to include more specific information related to youth spaces as well as Skate/BMX facilities.

3.2.3 Public Submissions

An internal focus group was held with Council Officers that had some involvement with the skate and BMX facilities. The following provides a summary of the key issues identified.

Corpus Christi Primary School Werribee

In June 2010, a Year 5/6 class from Corpus Christi Primary School presented a submission to Council indicating a desire to have a Skatepark developed on the Watton Street side of the Werribee River. The submission researched demographics of the young people in the area as well as explored components that the students would like to see in a new skate facility. The submission also highlighted the need for young people to be able to access the skatepark independently.

Les Cameron – Resident in Wyndham Vale

This email submission on 10 February 2012 is from a resident who is concerned at the loss of the BMX track in Blackforest Road, Wyndham Vale. He is concerned that the BMX track has been removed and in its place football and cricket facilities have been provided when there are already these facilities located across the road. He is concerned about the lack of options for young people not interested in cricket or football.

Shona Vassale – Resident in Werribee South

This submission was received by Council on 8 November 2011 and contained a request for skate facilities on the Werribee South foreshore. The proposal was supported by signatures from 55 local residents.

Ceri Kerr - Resident

This resident has a child who is a member of the Wyndham Warriors BMX Club in Hoppers Crossing and has excelled in the sport. He has competed and finished in the finals of the Victorian State Titles and Australian National Championships. The club is very successful with many Australian, State and Regional champions.

The resident is concerned about the lack of facilities at the track. There is very limited access to the track off Derimut Road and there are no clubrooms, toilets or power at the track.

Kirsty Dams – Resident

This resident, whose submission was received on 13 June 2012, is concerned about the skate ramp/bowl on Boardwalk Boulevard in Point Cook. It is covered in graffiti and swear words and there is glass and rubbish everywhere.

The size of the bowl means that younger children can't use it. The resident suggests that Council build a nice big ramp (suitable for smaller children, right up to teenagers) right next to the Point Cook bowl. The submission mentions facilities in Altona as a good example of provision for younger and older children.

The resident suggests that if facilities are made more family friendly, families would utilise them more, provide supervision from visiting adults and it would eradicate a lot of the graffiti, drinking and littering done by the older kids.

3.2.4 Skate/ BMX Workshop

A workshop was held at the Point Cook Community Centre on 18 June 2012 with two attendees present to discuss Skate and four to discuss BMX.

- (i) Discussion about the Skateparks in Wyndham

Point Cook Skatepark

Positive Aspects of the Facility

- Challenging
- Attractive for International Skaters
- Close to Point Cook Shopping Centre

Negative Aspects

- Little use is made of the facility
- Too hard for beginners, juniors
- Barely used by skaters
- Limited street skating opportunities
- Needs to be deeper
- Design limits use
- Lots of graffiti and litter
-

Presidents Park Skatepark – Wyndham Vale

Positive Aspects of the Facility

-
- Facility is the most used for street
- Facility is well used
- Good for what it is.

Negative Aspects

- Can be too busy
- Potential conflict between beginners and others
- Facility design is criss cross

Hoppers Crossing Skatepark – Mossfiel Reserve

•

Positive Aspects

- Recent redevelopment is great
- Good place for young kids to develop skills
- Old ramp is fine

Negative Aspects

- Fun boxes are low
- Some coping damage
- Landing spot too small

Little River Skatepark

Positive Aspects

- Good for Little River
- Fun – good for beginners
- Looks arty

Negative Aspects

- None mentioned

General Comments

- The provision of facilities and components to suit a range of competency levels within one facility is desirable.
- Single large scale regional facilities are popular and skaters/BMX riders are prepared to travel.
- Managed facilities assist in education about skatepark etiquette.
- Toilet facilities are important.

BMX

Representatives from Cycling Victoria attended the workshop to express interest in the development of a State Level BMX facility. This has been discussed in the Key Stakeholders section of this report under Section 10.

Three representatives from Wyndham Warriors BMX Club attended to discuss the specific needs of the club. This has been discussed in Section 10 of this report.

3.2.5 Youth Advisory Group Workshop

A workshop was held with the Youth Advisory Group based at the Hoppers Crossing Youth Centre on 26 June 2012. This workshop discussed existing skateparks, the use young people make of public spaces, the issues they currently face and ideas to improve future spaces.

Skateparks

- Presidents Park is a good facility but too isolated and difficult to get to by public transport
- No one uses Point Cook bowl as the bowl is too deep. The facility needs smaller components
- Hoppers Crossing - Mossfiel Reserve is very accessible and popular with young people
- Scooter users find it difficult with other users/clashes
- Consider a beginner area for scooters
- Create a skate space then decorate with graffiti

Current Venues Used and Issues

- Many young people generally hang out at the Plaza, however they are told to move on regularly by security guards at the Plaza
- The Plaza is both warm in winter and cool in summer
- Daytona games etc. are cheap
- When the young people gather in groups of over 5-6 people they are told that they are loitering and too large a group
- Movies too expensive so we just hang out
- Nowhere else to go
- Going to pool is cheap activity to do
- Altona beach in summer
- Public transport is critical. Young people will go where they can access
- Libby's coffee shop in Werribee was a fun place to hang out. (This coffee shop is now closed.)

Possible Spaces and Activities

- Somewhere to sit and talk with friends out of the cold
- Place to charge phone
- Outdoor movies would be good
- Free Wifi would be good
- Community centre not inviting to use. Library staff *tell* some young people off for being too noisy
- Fussball table would be good
- Put in power at skatepark
- Fitness stations good
- Sun shelter/wind break to make sure we are comfortable
- Signs for skateparks designed by young people
- Perhaps a central space with a regular bus to the venue
- Music and bands good
- Young people want to own their graffiti mural
- Lots of variety or else we will get bored

3.3 COMMUNITY SURVEY SUMMARIES

Two surveys were undertaken in June/July 2012. The first survey was to determine residents view about current skate, BMX, bicycle and scooter facility provision and use. The second survey was undertaken to determine young people's thoughts in relation to youth spaces and places. Full details of survey responses can be found in Appendix 1 with a summary of key results from each survey outlined below.

3.3.1 Skate and BMX, Bicycle and Scooter Survey

The following provides a summary of the survey responses for the Skate and BMX, Bicycle and Scooter Survey. 81 residents completed the survey. Full details of survey responses can be found in Appendix 1.

- Almost 80% of respondents were male with 20% being female.
- Most of the respondents came from Werribee 33.8% and Hoppers Crossing 27.5%.
- Almost half of the survey respondents, 45% skate/ride daily with 30.8% skating or riding 2-3 times per week.
- The most popular location to skate/ride is on the street with 25.6% of respondents indicating this. The next most popular venue was skateparks with 20.5%.
- Hoppers Crossing Skatepark is the most used skatepark with 46.55% of respondents choosing this facility. Presidents Park Skatepark was the next most popular with 36.21% of respondents.
- Just under half of the respondents 44.29% are using skateparks more than once a week.
- Over half of respondents (51.4%) spend more than 2 hours at the facilities indicating the need for support facilities such as toilets, shade and drink fountains due to the time spent. 24.3% of respondents spend 1-2 hours at skateparks.
- Almost half of respondents get to Skate/BMX/Bike facilities by skating or riding 48.21%.

- 41.51% of respondents go to Skate/BMX/Bike facilities with two or more friends indicating the social nature of the activity.
- The provision of a clearly defined beginner's area is the most important feature to be provided in future facilities, followed by feature bowls, park style obstacles (fun boxes etc.), Mini ramps, street obstacles, BMX track and vert ramps.
- Hoppers Crossing Skatepark (Mossfiel Reserve) is the favourite skatepark of 29.91% of respondents followed by Presidents Park Skatepark with 19.66%.

3.3.2 Places and Spaces Survey

A second survey was undertaken to gain young people's views about youth friendly spaces and places, with 97 young people completing the survey.

The following provides a summary of the key results of the Spaces and Places for Young People Survey.

- 58.5% of respondents were female and 41.5% were male.
- Werribee residents made up 37.8% of the respondents followed by Hoppers Crossing with 27.6%.
- The activity most enjoyed by young people is hanging out with friends at their home or yours, 18.8%, followed by going to the movies 12.41%, hanging out with friends at shopping centres/community facilities 12.06% and using the internet 11.35%.
- Movies nights are the preferred activity for young people with 21.2% indicating that this is an activity they would like to do more of if they could.
- The most popular place currently enjoyed by young people is internal shopping centres with 22.05% indicating this is their most preferred place, closely followed by cinemas with 19.77% of respondents.
- An outdoor cinema is the facility that most young people would potentially use if it was available in Wyndham with 19.33% choosing this facility.
- When asked about their likelihood to travel to facilities, the highest response 36.7% was received for travelling up to 30 minutes to go to a large space with lots of different facilities and regular local events and programs to enjoy – this was selected as likely. The very likely and likely responses were equally received 27.3% for travelling over 30 minutes for regional facilities. This shows young people are prepared to travel and spend time getting to larger/regional facilities and events.
- 13.76% of young people identified that not having any one to go with was the main issue preventing them accessing public spaces.

3.4 SKATEBOARDING AUSTRALIA

- Skateboarding Australia (SbA) promotes the growth and development of skateboarding in Australia and its role is to develop skateboarding at all levels and to increase opportunities for skateboarders.
- SbA, along with valued support from the Australian skateboard industry, is increasing overall awareness and participation opportunities for skateboarders in Australia through the delivery of regular, high quality and professionally managed events.

- Skateboarding Australia's emphasis is on the "Activation" of skate facilities and on ensuring provision is sustainable and ongoing.
- There is a need for greater diversity within what is being provided. Many facility developments do not service entry level participants.
- SbA endeavours to deliver the best outcome for skateboarding throughout the country and have been heavily involved with strategic planning and community based outcomes to see greater facility activation and mentorship through structured & supervised skate activity whilst empowering the community with the necessary resources.
- Upon much research and review, SbA sees the HUB model as the best approach aligned with Council support in each municipality. A Hub is a central location that brings together a range of key existing skateboarding stakeholders within the community to achieve collective outcomes based on localised needs. SbA has applied for funding from Sport & Recreation Victoria which, if successful, would help support the financial aiding of the program.
- SbA has a commitment to grow "Hubs" Australia wide where there is a LGA shared commitment to be proactive in the management and use of Skate/BMX facilities.
- SbA would welcome the opportunity to establish a working relationship with Wyndham City and have them partner in the future with a Skateboarding Australia. There is a small amount of funding available from Skateboarding Australia to support this.
- SbA have received a grant from Wyndham City to develop a hub program this year.

3.5 VICTORIAN SKATEBOARDING ASSOCIATION

- The Victorian Skateboarding Association Inc. (VSA) is recognised by the Victorian State Government as the Peak Body for Skateboarding in Victoria, however it is not affiliated with Skateboarding Australia.
- VSA's aim is to foster, encourage and promote the sport of skateboarding throughout Victoria. The VSA achieves this by partnering with education providers, government, businesses and other organisations to provide opportunities for people to participate in skateboarding.
- The VSA develops resources, networks and policies that assist partners to provide skate-related programs and facilities. The VSA provides its members with industry knowledge and information about upcoming events and programs.
- VSA's current focus is on how skate/BMX facilities are managed and programmed in order to make them a more inclusive community facility. It should be noted that some of the staff of VSA have a direct connection with the YMCA.

- The YMCA co-ordinates the North Western League Series with participants from Wyndham being involved and events held in Hoppers Crossing. The goals of the series are as follows:
 - Provide opportunities for pathways and progression for young people (more than just a one off event)
 - Provide a safe and welcoming environment for all
 - Provide opportunities for young people to showcase and celebrate each other's talents in a public environment
 - Provide training and personal development opportunities for young people to be involved in the series
 - Develop a solid following for the series including parents and competitors
 - Encourage ongoing participation and commitment to the series

- In the past many skate/BMX facilities have been developed with a mentality of "build it and leave it." This approach in some instances has led to undesirable behaviour and facilities that have not been adequately maintained. Some Councils are still building facilities' and negating their duty to look after patrons.

- Patron management is deficient in many facilities across the state. This is the area that Skate Boarding Victoria would like to see improved.

- Patron management and programs enhance the experience for all users and assist in making spaces more inclusive.

- There is a need to provide ways to introduce participants to the sport in a safe manner and provide a pathway as their skill level increases. There is a need to look at ways to attract the non "hard core" skater/BMX rider to these facilities.

- One option could be to create clubs around skate facilities to encourage ownership and custodianship of the facilities in the same way as other sporting clubs do.

- During the 2011 North Western League Series, of which Wyndham was a part, there were 2,319 people who attended as a competitor, spectator or volunteer. The series saw 305 skateboarders and 175 BMX riders compete throughout the 12 NWL events. At the Hoppers Crossing event, there were 29 competitors in Skate and 9 in BMX.

- VSA and the YMCA are interested in having further discussions with Wyndham to assist Council in improving the experience for users of the Skate/BMX facilities.

3.6 NEIGHBOURING MUNICIPALITIES

From the survey of young people undertaken as part of this project, it is clear that young people are prepared to travel to larger regional facilities to participate in skate/BMX activities. An understanding of what is available in surrounding municipalities is therefore useful as there may be facilities that Wyndham young people are attracted too. It should be noted however that the accessibility of such facilities is a key indicator of whether or not a facility is used.

Of the facilities provided by neighbouring councils, Wyndham young people indicated that they use the Newport Skatepark, Hobsons Bay City Council's Regional Skate Facility and the new waterfront facility at Geelong.

3.6.1 Hobsons Bay City Council

- The Council employs a permanent full time Skate Development Officer who holds regular clinics for beginners and those that wish to improve their skateboarding skills & techniques. The clinics are free of charge and bookings are not required.
- Hobsons Bay Council also runs their own series of events for Skate, BMX and Scooters.
- The following facilities are provided:
 - **HD Graham Reserve Skatepark and BMX Track**, Queen Street, Altona Meadows – primarily street and a dirt BMX track with 4 runs of varying elements – high maintenance.
 - **Newport Skatepark**, Newport Park, Corner Douglas Parade and North Road, Newport – regional major facility – developed in 2005 comprising a large bowl and support facilities, shelter drink taps.
 - **Cherry Lake Skatepark**, Cherry Lake, Millers Road, Altona - Newest developed in entry level targeting little scooter 5 x 5 m.
 - **Laverton Skatepark**, McCormack Park, Corner Bladen and Jennings Street, Laverton – Redeveloped two years ago – linear street as well as a bowl.
 - **Spotswood Vertical Skate Ramp**, McCormack Park, Corner Bladen and Jennings Street, Laverton. Master plan being undertaken at this reserve this year which will include an assessment of this facility.
- Comben Reserve, Altona Meadows - Feasibility of developing a skate facility at this reserve is to be undertaken in the next few years.
- Council is very proactive with maintenance and graffiti removal with removal of all graffiti at each facility undertaken every Monday and Friday so that the facilities always present well.

3.6.2 Melton City Council

Melton City Council provides a range of skate/BMX facilities across the City.

- **Caroline Springs Skatepark**, 3 -7 The Parade, Caroline Springs, is a significant regional level facility offering plaza style experience.
- **Taylors Hill Skatepark**, cnr Calder Park Drive and Omarama Way, Taylors Hill opened in mid July 2012 and is located adjacent to the Youth Centre offering skate bowls for more experienced skaters as well as some entry level components.
- **Cambrian Way Skate Park**, 56 Cambrian Way, Melton West, small plaza skate facility for beginners to intermediate level skaters.

- **Melton Recreation Reserve**, Reserve Road, Melton provides a half pipe and some street style components.
- **Eynesbury Discovery Centre Skate Park**, 497 – 481 Eynesbury Road, Eynesbury is a small, low level open bowl for beginner to intermediate skaters.
- **Hillside Recreation Reserve Skate Park**, Royal Cres, Hillside, provides a small, localised park style course for beginner to intermediate skaters.
- **Ian Cowie Recreation Reserve Skate Park**, 27 – 123 Westcott Parade, Rockbank comprising a small, park style obstacles including rails and ledges suitable for beginners.
- **Blackwood Drive Reserve** Blackwood Drive, Melton and **Diggers Rest Recreation Reserve**, 48 - 68 Plumpton Road, Diggers Rest, both provide dirt jump track for BMX for casual use. There is no BMX club based in Melton.

Future plans include the provision of a District level skate facility to be located at the Burnside Heights Recreation in Burnside. Designs for this facility will be developed in the 2012/2013 financial year with construction expected within the next five years.

Melton City does not have a specific Skate/BMX strategy rather provision and planning for these facilities is included within other strategies such as the Leisure Strategy as well as Reserve specific master plans.

3.6.3 City of Greater Geelong

The City of Greater Geelong has extensive provision of skate/BMX facilities across the City with fifteen skate facilities and seven BMX facilities. Given this, there are no plans to increase provision at this stage; rather the focus is on effective maintenance and utilisation of existing facilities.

The location and type of facility provision is outlined below:

- **Barwon Heads Skatepark**, Barwon Heads Village Park, cnr. Sheepwash Rd & Barwon Heads Rd – is a plaza style course with a dog bone shaped bowl. The plaza incorporates a stair set, rails, ledges, hubbas and banks into its design. The dog bone shaped bowl has a 3ft shallow end that leads through a half pipe before entering the 10ft vert bowl.
- **Clifton Springs Skatepark**, Jetty Rd Reserve, Clifton Springs, is a concrete street course that offers all the typical features including ramps, quarter pipes, fun boxes of various sizes, hubba, rails and ledges.
- **Corio Bowl**, Fountain of Friendship Park, Access Rd (off Anakie Rd) offers three separate areas for both skaters and BMX riders alike. The park includes a 10ft keyhole bowl, and two different size paint tray bowls.

- **Hamlyn Heights Skatepark**, is a concrete street course that includes a bank with a top block at one end and a quarter pipe at the other. The centre of the park contains a number of ledges and rails on varying levels as well as a small pyramid.
- **Lara Skatepark**, Austin Park, Station Lake Rd, Lara is a metal construction on a concrete base. This open street course includes banks and quarter pipes at each end with a combined fun box / pyramid with a grind rail located in the centre. One end quarter pipe has a three level extension on the transition face.
- **John Hansen Memorial Skatepark**, Leopold Memorial Park, Melaluka Rd & Bellarine Highway, Leopold is a small full concrete street course for skaters of all abilities. It has long runs and open space which provides a learning environment for beginners as well as those wanting to practice freestyle tricks.
- **Norlane Skatepark**, Windsor Park, Rose Ave, Norlane, is a combination of an older style park with brick and concrete structures on a bitumen base and a newer all concrete street course. The older park features four double-sided quarter pipes in each corner. This double-sided design creates a 90° hip between the two ramps. A pyramid/fun box combination separated by a hubba rail as well as a small spine ramp is located in the centre of the older section. The newer section of park features a long bank at one end with a mini and wide quarter at the other.
- **Ocean Grove Skatepark**, Shell Rd Reserve, Shell Rd & Mirrabooka Ln, Ocean Grove. This course offers a combination of a bowl and simple street course. The bowl section comprises a circular and box bowl with a middle section that links the two. The depth of the bowl ranges from 5 to 8 feet. The simple street course consists of ramps, boxes, ledges and rails. Its straight clear lines mean this course caters for even the most inexperienced skaters.
- **Portarlington Skatepark**, W.G. Little Reserve, Cnr Newcombe and Fischer Sts, Portarlington. This full concrete street course consists of a mini ramp/bowl at one end of the course and a quarter pipe with various extensions at the other. A large pyramid with a spine ramp and raised ledge is situated in the middle of the park. A variety of different boxes and rails are positioned throughout the park.
- **Rosewall Skatepark**, Connections Park, off Kilpatrick Crt, Rosewall is a newly constructed concrete street course consisting of a small quarter pipe with a flat landing at one end. The park also includes a small spine ramp, rails, and multi-level blocks.
- **St Leonards Skatepark**, McLeod St, St. Leonards is a very small, simple park consists solely of two small blocks and two rails on a bitumen surface. The quarter pipe is currently closed for use.
- **Sparrow Park Learn to Skatepark**, - Sparrow Park, Hope Street, Geelong West is a Junior Learn to Skate Area designed to introduce young children to skating. The facility consists of gentle sloping ramps, low rails and ledges.

- **Waurm Ponds Skatepark**, Waurm Ponds Valley Parklands, Pioneer Rd, Waurm Ponds offers facilities to cater for all abilities. The bitumen beginners' area allows for the development of the riders skills on the low rails. The intermediate areas offer riders a concrete street course consisting of a number of quarter pipes with various extension levels, a pyramid, and a number of hubbas. For the more advanced riders, the Park's bowl area offers a variety of challenges including a horseshoe snake run. The park also offers a 9ft full metal vert ramp as well as a smaller half pipe with a spine ramp in the middle.
- **Whittington Mini Ramp**, Grinter Reserve, Coppards Rd, Whittington is a small 5ft mini ramp which is perfect for beginners. Its full concrete surface with steel coping is suitable to grind on or do aerial tricks.
- **Youth Activities Area Waterfront**, Western Beach Rd, Geelong Waterfront is Geelong's Regional skating venue. This 'Barcelona style plaza' combines great facilities and 'cutting edge design'. The large plaza style layout caters for all abilities. There are a number of blocks, stairs, ledges, hubbas, and wedges suitable for experienced plaza skaters.
- **Belmont BMX Track**, South Barwon Reserve, Barwon Heads Rd, Belmont is a competition style course for beginners or intermediate riders with a series of jumps and banked curves that lead around to the finish.
- **Grinter Reserve BMX Track**, Grinter Reserve, Coppards Rd, Whittington is home to the Geelong BMX Club. The BMX track is of a high competition standard, approximately 360 metres in length, the track has four straights with jumps of varying lengths, heights, and configurations throughout.
- **Grovedale BMX Track**, Grovedale Recreation Reserve, Reserve Rd, Grovedale – is a basic beginner dirt circuit with a variety of different mounds, banks, and jumps.
- **John Crofts Reserve BMX Track**, John Crofts Reserve, Cnr Heyers Rd and Bieske Rd, Grovedale, consists of sloping banked turns and a few small jumps, which makes it ideal for beginners.
- **Rosewall BMX Track**, Connections Park, off Kilpatrick Crt, Rosewall is a gravel jumps circuit which offers a challenge for beginner and intermediate riders. Two large banked curves are located at each end of the circuit with two separate jump runs.
- **Waurm Ponds Dirt Jumps**, Waurm Ponds Valley Parklands, Pioneer Rd, Waurm Ponds is a set of purpose built dirt jumps, located adjacent to the Waurm Ponds Skatepark and caters for beginner through to advanced jumps riders. The high starting platform on the intermediate and advanced runs ensures riders are able to achieve sufficient height for aerial tricks.
- **Whittington Link BMX Track**, Whittington Link Reserve, off Solar Drive, Whittington is a basic beginner dirt circuit with a variety of different mounds, banks, and jumps.

4 WORLD'S BEST PRACTICE

This section looks at current practices and trends in the provision of skateparks. Where skate or skateparks are referred to, it should be understood that this also includes use of these facilities by BMX riders and scooter users.

4.1 TWO SEPARATE TRENDS

With the growth and evolution of skateboarding and other wheeled sports, two distinct trends have emerged that are very different and yet can coexist as they cater for differing needs and expectations of users. With the growth of the sports, purpose built 'sports' facilities have been provided to cater for these needs.

With traditionally high participation by teenagers who have assisted in evolving the sports from the appropriation of urban space and the exploration and occupation of these spaces, there are now also many skateable urban spaces being developed which for the purposes of this study we are calling the 'social' model.

The two models are summarised as follows;

TRADITIONAL SPORTING MODEL

- Skateparks generally sited in recreation reserves with other sporting infrastructure
- Designed primarily for a sports focus (action sports & associated amenity)
- Generally not near major public transport, Council services and commercial activity
- On site management - rarely
- Configuration and layout often consider training and competition requirements
- Little attraction for those that don't participate in action sports

SOCIAL MODEL

- Skate/youth spaces sited adjacent to youth services, public transport and town centres and commercial precincts
- Very easily accessed by public transport
- High natural surveillance
- High capacity to provide centralised programs and events
- Attractive to other young people who don't participate in action sports with additional facilities and spaces to encourage broader youth participation (particularly girls, etc.).
- Participation opportunities by broader community
- Action sports event and training opportunities reduced given less focus on sporting requirements of space.

4.1.1 The Sports Model – Purpose Built Facilities

With the significant growth of action sports which includes skateboarding and BMX, there has been a need to provide purpose built facility provision and regulation. This has led to the implementation of a range of skateparks by government authorities across the world to cater for this demand such as Vert' ramps, park style elements (e.g. fun-box, pyramid, flat banks, ledge, etc.) and bowls to ensure accessible, safe and inviting spaces for users to enjoy their chosen sport.

With this regulation, there has been a growing emphasis on competition. Events like X-Games, Maloof Money Cup, Dew Tour and the like have been established to meet significant spectator interest as well as providing greater opportunities for organised competition for professional and amateur athletes.

4.1.2 The Social Model – Youth Inclusive Public Space

The other major new trend is the provision of youth inclusive public space. Areas for social interaction and gathering in central, accessible locations within our cities are becoming more prevalent and called for as the design of the public domain becomes more inclusive to all. Youth precincts and intergenerational spaces are now being considered in broader urban design and city planning to cater for the needs of younger generations. Given that a significant proportion of action sports participants are young, catering for them has become a key consideration when designing public space.

Summary

Therefore, in terms of best practice, there is a need to look at both providing for competitions, events and athlete requirements from a sporting perspective as well as ensuring the social and unstructured opportunities to participate are also considered.

4.2 SPECIFIC TYPOLOGY TRENDS

There are a number of current trends occurring in the provision of public skate facility spaces around the world. These have been observed through direct changes in the scope of projects undertaken by major Skatepark Designers/Landscape Architects around the world.

4.2.1 Regional Skateparks (sporting model)

There is a significant push by the Australian skate & BMX community and Councils for the development of larger regional scale facilities. A larger centralised facility consolidates management and maintenance into a single space. They can also cater for large scale events whilst having ample space to ensure there are components for all skill levels to enable progression from simpler beginner items to major advanced elements. Examples include Eaglehawk and Frankston. Over the last four years there have been approximately 25 regional skateparks designed and/or constructed throughout Australia (Source: Skateboard.com.au).



Figure 1: View of Frankston Regional Skatepark

4.2.2 Youth Precincts (Social Model)

Councils are seeing the importance of catering for a broader range of young people when providing public recreation spaces within their municipalities. This has led to the development of integrated 'youth precincts or spaces' in a number of municipalities. These spaces provide a range of different recreation, sport and arts related activity and event opportunities to cater for a much broader spread of young people and their individual recreation needs.

These may be art and performance related or may be unstructured sports e.g. half-court basket-ball, bouldering (climbing) walls, kick-about nets etc. The spaces must be able to be used for other purposes, programs and events.

Multi-use spaces incorporating social spaces, together with events and skate related programs encourage female participation in sport and skating. Similarly, young males who are not generally interested in regulated, competitive sports are encouraged to participate.



Figure 2: Geelong Youth Activities Area

4.3 GOOD DESIGN PRINCIPLES

4.3.1 Introduction

As well as consideration of skateability and skate trends, it is important to understand and address public perceptions about skate facilities. The recommendations for the planning and design of skate facilities, included within this document, are aimed at challenging these perceptions with world's best practice approaches to design.

Fundamentally, designs should accommodate the wider community by safely configuring shared public space and paying as much attention to quality and design resolution as would be expected of any other public facility. Landscaping should not be considered as just a cosmetic softening of a concrete skatepark but be part of a strategy aimed at 'good design' outcomes. Consultation with Council Officers and parents who completed the skate, BMX and bike survey also raised the issue of making skateparks more inviting for families through the use of sensitive design and support infrastructure. As well as ensuring maximum surveillance and inclusivity, locating skate facilities adjacent to urban centres gives the impetus to apply good design principles.

4.3.2 Site Specific

The design of a skate facility should respond directly to existing site characteristics. As well as meeting all requirements for drainage, earthworks and access, a site specific approach to designing a skatepark ensures that each facility is unique and that users have options to diversify their skills and explore new territory.

To a great extent the orientation of the facility within the site can control noise and direct movement and activity. The design of a skate facility can make use of low retaining walls and seating ledges at the higher landings to create a 'back' to the facility, so that the skatepark opens out in a particular direction. The direction will maximize views into the park. Equally important for the users of the facility are views out from the skatepark.

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

The design of a skate facility should consider adjacencies, local character and existing land use similar to the approach to any public landscape or urban design.

4.3.3 Social and Refuge Spaces

Social and viewing spaces are fundamental to these sports. Unlike other regulated sports these spaces do not need to be rigid adjacent 'spectator' seating. The design of the skate facility can incorporate refuge areas central to the facility or at the periphery. These areas should make use of distinct non-skateable materials. Changes in level, leaning rails and ledges can define and protect refuge areas. It is important that non-skaters, beginner skaters, parents and the wider community can be in close proximity to the activity and yet feel safely separated.

It is also important to have a range of social spaces dispersed across the facility so that one particular group doesn't dominate. Similarly the spaces can be a range of sizes and configurations including well maintained lawn areas, raised decks for 'hanging out', ledges and edges etc. A range of social spaces will cater for larger groups as well as more intimate groups or individuals.

The significant viewing areas should be located to the north/west of the facility to maximize shade and to face spectators away from the afternoon sun.

Most skateparks, small or large, have an opportunity to hold events. It is important to allow for spectator numbers during peak times, this may simply be a grassed area with informal terraced seating steps next to the skatepark.

Robust and appropriately designed drinking fountains, rubbish and recycling bins, seating, toilets and shelters are essential amenities for a skate facility.

4.3.4 Proximity to Residential Areas

With competing pressures placed on centrally located public space and the necessity to ensure skate & youth related spaces/facilities are highly accessible, it is likely that distances from residential and retail areas will be less than 100m.

The materials, style, orientation and elevation of the skate facility will determine the impact of noise on adjacent areas.

Strategic placement of low walls, screens and low planting can ameliorate noise. The location and design of social spaces will affect the distribution of noise.

Resistance by neighbouring residences is in part due to the perceived likelihood of vandalism and anti-social behaviour. Landscape treatment to residential boundaries must be considered simultaneously with the design of the skate facility. This may require clearing view lines, construction of robust screen walls and reconfiguring the spaces surrounding the skate facility.

4.3.5 Circulation and Access

A skate facility should have multiple points of entry and where there are open edges; up stand seating walls, sculptural screens/barriers/bollards or planting can limit entry.

Controlled entries are important to protect both skaters and pedestrians and to contain activity spilling onto adjacent footpaths and roads. Distinct materials with colours and/or scored surfaces, indirect entry, sculptural barriers and feature signage should be used to control entry points. These are all design opportunities and can be used to 'brand' and promote the facility as well as providing important safety information to users of the facility.

Feature safety signage located at entry points should be integrated with the design and material selection of the skatepark.

Separate and aligned non-skate pedestrian access and viewing allows broader community involvement. These paths can connect with a wider path network.

At a neighbourhood level there should be consideration of 'skate routes' to and from skate facilities, transport hubs, schools and popular recreational areas, boulevards, city squares and, retail precincts. Where possible, separate active from passive or provide sufficiently wide paths and indicate that the paths are shared. This is similar to shared bike path signage and treatment. Changes in surface material and edge treatments of paths can aid skateability and user safety. There is an opportunity to provide skate interventions with small scale social spaces at critical points along these routes.

4.3.6 Construction of Facilities

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

4.3.7 Inspections and Maintenance of facilities

Ongoing inspections and maintenance assists towards increasing longevity, safety and success of a skatepark facility. A well maintained park increases the sense of pride held by riders and the community for their facility and is less likely to encourage acts of vandalism and graffiti. The popularity and outdoor public location of skateparks make them subject to signs of high impact usage and weathering.

No matter the size of the facility, an inspection and maintenance plan must be budgeted for and developed prior to opening. The Royal Society for the Prevention of Accidents suggest that as a general principle, skatepark operators should allow 10% of original capital cost of facility for annual maintenance of concrete facilities. This amount is higher for timber or steel facilities. Costs should be calculated, budgeted for and reviewed regularly (and revised if needed) to meet real costs annually.

5 GEOGRAPHICAL IMPLICATIONS OF SKATEPARK DISTRIBUTION MODELS

5.1 INTRODUCTION

The following brief section outlines the types of model distribution by geography to determine the best opportunity for Wyndham.

5.2 DIFFERENT MUNICIPALITIES REQUIRE DIFFERENT MODELS

The first major consideration of any skatepark provision is looking at the unique geographical nature of the specific municipality. The model changes significantly between councils depending on public transport and access, the distribution of population and the clustering of like services and facilities. To summarise the different council types are outlined as follows;

5.2.1 Metropolitan

These are generally inner city municipalities with good public transport. (E.g.:Yarra, Boroondara). In this instance, a hierarchical model of provision is recommended that focuses on a central regional facility and then complemented with single use sub regional facilities and local spaces as applicable.

5.2.2 Townships

These are outer metro and semi rural municipalities with many small townships such as the Shire of Yarra Ranges and Mornington Peninsula Shire where there are few large centralised population centres, with smaller townships making up the majority of the population. This model is based on smaller multi use sub regional facilities to complement these smaller more isolated population centres. This is the only time where it is recommended to use smaller multi use subregional facilities given the issues they can create (refer 5.3 for detail).

5.2.3 Country Centres

These are major townships servicing surrounding smaller rural neighbourhoods (E.g.: Ballarat, Shepparton etc). The recommended model is for a single central regional facility with local facilities to complement the main space as applicable.

5.2.4 Suburban Areas

The final types are outer city municipalities with significant urban development but more limited public transport. For the purposes of this study, Wyndham is considered as this type of municipality. We recommend that 1-2 large regional facilities are located at a central space within the LGA with a series of smaller localised parks distributed across the suburbs. This includes more social spaces where applicable with a focus on new youth spaces in growth area town centres. This is discussed in more detail in the following Sections.

5.3 SINGLE USE VERSUS MULTI USE TYPOLOGY IN MUNICIPAL FACILITIES

The single biggest issue in new skatepark provision in Australia is the proliferation of similar types of sub regional skateparks.

Essentially, through the traditional recreation planning hierarchical approach of skate facility provision, there are significant numbers of municipal or subregional parks in Australia.

The reasons for this are varied but generally come down to community engagement outcomes (perceived need to try to meet all the stakeholders needs in a single facility) and budget and size limitations (easier to fund smaller facilities). Generally, the expectation is also to ensure spaces are set aside for all different tiered levels of use (from beginner through to advanced).

Given these are not as large as regional parks, the resultant designed skatepark is often built to cater for too many different users with conflicting requirements and as such can result in a compromised outcome where no specific user group is adequately catered for. Another major issue is the inevitable conflict and clashing of different user types and different skill levels given the space is trying to cater for so many different needs in a small single space.

Finally, this process also creates another common significant problem, a sameness of the facilities. By trying to cater for so many different needs, the parks created invariably have similar components and obstacles that provide the most flexibility and satisfy the most number of participants. Invariably most skateparks of this scale and typology are therefore very similar and do not provide unique or challenging elements that can progress the sport and satisfy more advanced users' interests.

To overcome the above issues there are two key changes to this type of provision. The first is more single focus facilities such as a BMX only park, or street skate plaza. These parks do not cater for all the different user groups but focus more on a single type of activity. Examples of a single use facility include the Clifton Hill skate plaza and the Hill 'n' Dale BMX jumps track in the City of Boroondara.



Figure 3: View of Hill 'n' Dale BMX Jumps Track

However, this model works best for councils that have very good public transport or where the facilities can be located in close proximity so users can access the different spaces with relative ease. Having a single use facility in a more isolated township model for example would mean those users that did not participate in that single use would have nowhere to go. With that in mind as outlined previously, for township municipalities we believe that the multi-use sub regional model is an acceptable option due to the smaller relatively isolated population centres.

The other option recommended to deal with the above issues with smaller multi use facilities is their removal from the model. By that, it is recommended that councils should focus on ensuring there are significant regional facilities that are large enough to cater for all user types and all levels of proficiency in central accessible locations.

This large facility will provide a centre for action sports and so the need for other sub-regional facilities is removed. Local facilities of a much smaller scale can then be implemented across the municipality to provide neighbourhood use.

The additional benefit of this approach means that the single regional facility can accommodate the major needs for those participants in the sport at one time. There is not a staggered approach to providing facilities in different areas thus impacting on the users that have to wait until their park is rolled out.

Also given the regional park caters for all of the major events and activities for these sports, the capital expenditure for local and incidental parks can be significantly less and therefore require less ongoing maintenance. They are much more easily implemented given their small and local scale.

The different types are outlined in Section 6 on the next page.

6 FACILITY TYPOLOGY

6.1 INTRODUCTION

This section will look at defining the specific hierarchy of facility types for skatepark provision.

Historically, like most other public sporting facilities, councils around Australia have looked at providing a range of different scaled skateparks distributed across the municipality to meet a predetermined hierarchy.

This is generally in line with Council strategic policy to ensure that there is an equitable and accessible spread of facilities across a municipality in line with population catchment.

Wyndham City has also adopted this approach for outdoor sports and applies a four tiered hierarchy approach of;

- Regional,
- Municipal,
- District and
- Incidental

The following definition provide more clarity on the different facility types for both the sporting and social model and then assesses Wyndham's current facility provision to assist in determining the gap in provision based on Wyndham's existing hierarchy classifications.

6.2 DEFINITION OF TYPES SPORTS MODEL HIERARCHY

6.2.1 Regional

Regional level skateparks are defined within this study as a purpose built sporting facility providing ample space and components to enable a variety of different skilled skate and BMX users to frequent the space on a daily basis. A Regional facility will also be the main focus of skateboarding & BMX in a municipality that other smaller facilities will complement. It therefore needs to be easily accessible by public transport & cars including available parking for parents and older users.

Whilst not area dependent, they need to be large enough to accommodate a significant amount of rideable terrain for a range of BMX and skate users from beginner to advanced level. Within this may be specific zones for different user types to minimise conflict (e.g. plaza area, transition zone).

Key requirements include as a minimum;

- Approx 2000+ sq/m in size (large enough to accommodate all sports and all levels of proficiency)
- Space for temporary seating & associated infrastructure for events
- Public transport access available
- Emergency vehicle access available
- Adequate car parking /drop off available
- Shelter/shade
- Designated seating and viewing areas
- Toilets (or in close proximity)

- Rubbish bin/s
- Drinking fountain/s
- Appropriate entry and safety signage
- Good natural surveillance
- At least 50m from housing/residential areas
- Close proximity of food/drink outlets
- Night time sports level lighting (managed to switch off after predetermined time)
- Other recreation/youth infrastructure can be accommodated
- Proximity to youth interest areas (shopping areas, other recreation spaces, schools)
- Proximity to major community centres or centralized location
- It should also consider its context and have the necessary landscaping to integrate /complement its surroundings.
- A regional skatepark should be designed by a specialist professional skatepark designer and built by an experienced skatepark contractor.

Regional facility examples include:

- Frankston Skatepark, 2070m² (Frankston City Council)
- Riverside Skatepark, 1630m² (City of Melbourne)



Figure 4: Image of Riverside & Frankston Skatepark

6.2.2 Municipal

Traditionally with strategic skatepark provision, a municipal facility has been considered a smaller version of a Regional park. This inevitably creates problems with scale and size restrictions as outlined previously.

Therefore a municipal skatepark, for the purposes of this strategy, is defined as being a public space that focuses primarily on one particular type of skate or BMX function. This is in line with the existing skateparks found within Wyndham City Council.

A distribution of municipal facilities focusing on specific user types will provide a far better spread of unique and valued sporting spaces than the same distribution of facilities trying to cater for all users. Mossfiel Reserve, Presidents Park and Point Cook Bowl are all examples of municipal facilities with each offering a different experience to the user and therefore drawing from a wide catchment within Wyndham.

Given the focus on one or two user types only, a municipal skatepark will not cater for all users and requires other very accessible district facilities within the municipality and a centralized Regional Park to cater for other user groups.

Given that a municipal facility is predominantly catering for one major group, it can potentially cater for beginners through to advanced users. This also means that it is important to provide both parking and preferably be accessible by local transport.

The facility should contain adequate event space & infrastructure including permanent/temporary seating options, power and lighting to cater for events, competitions and demonstrations such as the 'Belco Bowl Jam' - a very popular bowl event which is held annually.

Key requirements therefore include as a minimum;

- Approx 300-1000 sq/m in size (large enough to accommodate a single type of action sports including all levels of proficiency)
- Some space for temporary seating & associated infrastructure for events
- Public transport access available
- Emergency vehicle access available
- Adequate car parking /drop off available
- Shelter/shade
- Designated seating and viewing areas
- Toilets (or in close proximity)
- Rubbish bin/s
- Drinking fountain/s
- Appropriate entry and safety signage
- Good natural surveillance
- At least 50m from housing/residential areas
- A municipal skatepark should be designed by a specialist professional skatepark designer and built by an experienced skatepark contractor.

Other preferable requirements include;

- Close proximity to food/drink outlets
- Night time sports level lighting (managed to switch off after predetermined time)
- Other recreation/youth infrastructure can be accommodated nearby to improve broader use by younger people.
- Proximity to youth interest areas (shopping areas, other recreation spaces, schools)
- Proximity to major community centre or centralized location
- It should also consider its context and have the necessary landscaping to integrate /complement its surroundings.

Municipal facilities examples include:

- Fitzroy Bowl – Edinburgh Gardens, approx. 380m² - (Yarra City Council) Bowl focus
- Quarries Skatepark, 562m² - (Yarra City Council) Plaza focus
- Deer Park Skatepark, 459m² (Brimbank City Council) – Bowl focus
- Hill N Dale BMX park, 510m² (City of Boroondara) – BMX focus



Figure 5: Municipal Facility examples at Deer Park (bowl) and Presidents Park (plaza)

6.2.3 District

Traditionally smaller facilities are considered 'beginner' facilities due to their overall scale. Smaller however does not necessarily mean beginner. For example, a 300mm high ledge can be used successfully by highly skilled skaters of all ages. A small ramp for BMX beginner use can be upwards of 1.2m high.

Beginners should be in areas where there is easy access, clear seating and viewing areas for parents and have elements that enable progression. Whilst municipal parks will provide partially for this, regional parks are considered the best facilities to cater for beginners.

A district facility for the purposes of this strategy is a small scale space that caters for users of a local catchment only. These facilities will provide informal localised recreational experience for users that live/work near to the skatepark. The Little River Skate facility is an example of a district facility within Wyndham.

They should contain a mix of elements at a level which can be used by all skill levels without necessarily having the more challenging elements found at municipal or regional parks.

There also needs to be provision for appropriate entry and safety signage, refuge and seating however these items may be consolidated with other existing surrounding park infrastructure. The facility should also consider its context and have the necessary landscaping to integrate/complement its surroundings. The availability of toilets nearby is also preferable.

Given the district catchment, public transport and parking are not as important for a district facility. Pedestrian and bicycle connections are more critical to enable users easy access to the skatepark.

District facilities could also be temporary, particularly in more regional or remote communities. Portable equipment can be relocated on a rotation at a range of different locations to ensure different small communities can all experience appropriate skate function.

It is suggested that for communities with 5,000 – 10,000 residents one district facility will be provided. The geographic spread should align with the current district provision in the sporting facilities hierarchy and therefore facilities should be approximately 1.5 – 2 km apart.



Little River Skatepark



Concept for Cranbourne local BMX park



Concept for Blind Bight Skate Trail



Local Skate Space near Basketball Court (Casey)



Johnson Reserve Skate Space, Maidstone



The Pines Skate Trail, Frankston

Figure 6: Examples of District Skateparks

Key requirements therefore include as a minimum;

- Approx 50-300 sq/m in size although mostly quite small.
- Appropriate entry and safety signage
- Good natural surveillance
- Sited approximately 1.5 -2km radius apart in residential areas for local walking access.
- A population of approximately 7,000 residents
- A district skatepark should be designed by a specialist professional skatepark designer.

Other preferable requirements include;

- Construction by an experienced skatepark contractor if the park has complex transitions and ramps.
- Public transport access available
- Emergency vehicle access available
- Shelter/shade
- Designated seating and viewing areas
- Rubbish bin/s
- Drinking fountain/s
- Other recreation/youth infrastructure can be accommodated nearby to improve broader use by younger people.
- Proximity to youth interest areas (shopping areas, other recreation spaces, schools)
- Proximity to major community centre or centralized location

6.2.4 Incidental

Many urban spaces contain infrastructure or sculptural components that can be designed to accommodate skate function. Any pathway that is used by skateboarders/cyclists as a thoroughfare has the possibility to have sections of it widened to accommodate skateable items or undulating terrain to create an 'incidental' skatepark.

Whilst the focus may be on other activities or recreational needs, an incidental skate element can add value and increase overall function or recreational opportunity to an existing space (such as a basketball court or existing urban square).

Given the incidental skate element is not facility based, there is no set size constraint so whilst managing activity is still important to avoid conflict with other users, there are opportunities to create these incidental elements in areas previously considered either inappropriate or too small for a skate facility.

Incidental skate spaces are already occurring across municipalities (potentially dangerous) with local skaters appropriating existing urban infrastructure due to their unique skate function. Examples include seats, walls and stairs. With appropriate design and management, incidental skate spots can be developed that are significantly safer and more functional to users whilst not impacting significantly on the broader community.

Incidental skate spaces are not aimed at any specific level of user per se, rather elements located at appropriate scales depending on their broader context for informal appropriation.

Incidental skate elements are focused more on where young people want to be so that a recreational opportunity is added to existing interest areas. Access, public transport and ancillary requirements will already be available in most instances given the potential centralised location of these elements.

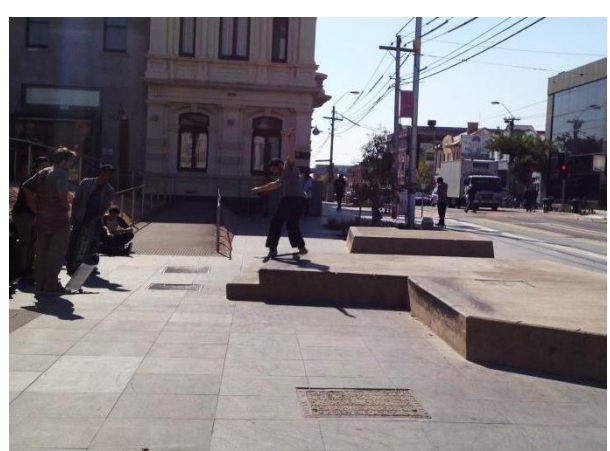


Figure 7: Examples of Incidental skate spots including the Docklands “Numbers”, Seating at the museum, the seating area outside the Northcote town hall and State Library Sculpture.

Requirements therefore include as a minimum;

- An incidental skate space should be designed by a specialist professional skatepark designer or the design assessed independently by one prior to construction.
- Generally very small but requirements for a linear space of approx. 20m in length to accommodate run ups and run off (approx. 40sq/m +)
- Proximity to youth interest areas (shopping areas, other recreation spaces, schools)
- Proximity to major community centre or centralized location
- Appropriate safety signage
- Good natural surveillance

Other preferable requirements include;

- Emergency vehicle access available
- Shelter/shade
- Designated seating and viewing areas
- Rubbish bin

6.3 WYNDHAM SKATE FACILITY DISTRIBUTION

Wyndham's facilities are defined as follows;

- Hoppers Crossing – approximately 1300 m² - Municipal
- Point Cook – approximately 400 m² - Municipal
- Wyndham Vale – approximately 900 m² - Municipal
- Little River – approximately 180 m² - District

Based on the information outlined previously and the existing facilities that Wyndham has, there is a significant gap in two core areas, these being a central large regional skate facility to meet the need of the entire Wyndham population and additional district skate spaces across the entire municipality to provide localised use.

This has also been expressed in the survey outcomes and consultation with stakeholders where young people indicated their willingness and preference to travel to facilities of a larger scale with more varied experiences.

An expansion of the local network of skate/BMX facilities is also desirable given poor public transport across Wyndham as well as the identified need to provide increased opportunities for 8-12 year olds. An increase in provision of these facilities may also relieve some of the use by beginner users and young scooterers at the current municipal level facilities.

6.4 DEFINITION OF TYPES SOCIAL MODEL

6.4.1 Municipal Youth Plaza

A municipal youth plaza is a designated public space that facilitates young people to congregate and socialise and engage in positive, passive and active recreation pursuits.

Importantly whilst not size specific, it is designed to be large enough to cater for a diverse range of programs and activities that will attract a diverse range of different young people across the municipality. As such it will become a focus for youth events and activities at a municipal level such as youth week or freeza events.

The youth plaza may have areas for skateboarding and other action sports; however, this is not the main use of the space, with other cultural and social activities being the focus. These may include art exhibition spaces, music and band opportunities as well as wifi and speakers and iPod jacks. There may also be play and other sporting spaces such as climbing, parkour or ball courts as applicable. The other key component is an equitable distribution of social and seating spaces that provide opportunities for social gathering and simply 'hanging out'. Shelter and shade is also critical.

The key to the success of a youth plaza is location. They need to be in high profile central locations where young people will congregate. Therefore town centres, major shopping precincts and transport interchanges are key locations that should be sought out. Location is critical as young people will simply not participate or congregate in areas that are difficult to access.

Another key to the success of the space is where ever possible, providing opportunities for collocating the plaza near youth services or other Council community service buildings. This allows for opportunities for Council to effectively manage and program the space, run events whilst also enabling the Council to access and provide assistance to at risk youth in an environment that the youth are already appropriating freely.



Figure 9: Example of Municipal Youth Plaza at Redlands in QLD.

Key requirements therefore include as a minimum;

- Approx 400-800+ sq/m in size (large enough to accommodate local youth focused community events)
- At least one per major town or commercial centre possibly aligned with civic or town squares
- Located in the heart of a town centre or major shopping precinct.
- Very high natural surveillance
- Contain a mix of social and both passive and active recreation opportunities (sport, skate, art, music and multimedia) that are confirmed during engagement process with local young people to ensure locally relevant.
- Adjacent or near community centre or other service based organisation that can actively assist in the programming of the space
- Has an adopted operational events activation plan.
- Close proximity of food/drink outlets
- Contain appropriate equitable social seating configurations
- Public transport access readily available
- Emergency vehicle access available
- Shelter/shade
- Toilets (or in close proximity)
- Rubbish bin/s
- Drinking fountain/s
- Appropriate entry and safety signage
- A municipal youth plaza should be designed by a professional Landscape Architect with specialist youth expertise.

Other preferable requirements include;

- Active lighting (managed to switch off after predetermined time to security level only)

Municipal youth plaza examples include:

- Geelong Youth Activities Plaza Skatepark, 2500m² (City of Greater Geelong)
- Croydon Youth Plaza, 600m² (Maroondah City Council)
- Caroline Springs CYAN, 700m² (City of Melton)

6.4.2 Youth Inclusive Space / Community Centres

A youth inclusive space is essentially a freely accessed sheltered public area within in a local catchment that has a shelter where possible, seating, social spaces, art or some minor sporting infrastructure that is relevant for young people to enjoy. This may be within a local park, along a street or at the local shopping precinct.

The focus though is not large scale events or activities but rather spaces that provide young people the opportunity to 'hang out' and socialise within the local neighbourhood. A good example of an informal youth space that could be expanded with more relevant seating configurations and opportunities for other youth - centric recreation opportunities is a bus shelter.

Current and future community centres also provide opportunities to ensure young people are welcomed and feel valued through the provision of youth inclusive spaces both within the built structure as well as providing social gathering spaces and skateable elements in the outdoor areas.

Key requirements therefore include as a minimum;

- Approx 50-200+ sq/m in size (varies significantly subject to available space but large enough to accommodate some seating and social spaces and where possible some recreational activity (sport, skate, play, art, multimedia).
- Provision of least one at each of the existing and proposed community centres /key town centres and transport interchanges across the municipality in locations not covered by municipal youth plazas.
- Very high natural surveillance
- Contain a sample of social and both passive and recreation opportunities (sport, skate, play, art, music, multimedia) that are confirmed during engagement process with local young people to ensure locally relevant.
- Adjacent or part of community centre that can actively assist in the programming of the space
- Contain appropriate equitable social seating configurations
- Public transport access readily available
- Emergency vehicle access available
- Shelter/shade
- Toilets (or in close proximity)
- Rubbish bin/s
- Drinking fountain/s
- Appropriate entry and safety signage
- A youth inclusive space should be designed by a professional Landscape Architect with specialist youth expertise.

There are no specific youth inclusive examples currently created although many sites across Wyndham are already serving this function informally including bus interchanges, commercial centres and train stations.

6.5 WYNDHAM YOUTH SPACE DISTRIBUTION

Wyndham's has some existing internal youth spaces which includes the Youth Resource Centre in Hoppers Crossing which is a high quality managed space with an internet café, band rooms, performance space and offices with 9 staff as well as the youth lounge area in




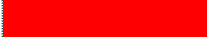
Wyndham Vale for example. Neither have any significant outdoor areas to attract social interaction.

Given the importance of providing more inclusive and accessible spaces for young people to enjoy (from the survey results and stakeholder meetings – see Section 3 and Appendix One for full survey results) there are significant opportunities to improve the existing youth spaces to be attractive and relevant to young people. This could include more sporting and active recreation opportunities as well as social spaces as well as shelter and amenity.

6.5.1 Facility/Space Type Summary

The following table ranks how critical, preferable or unnecessary the various requirements are for each facility type.

Key Requirements	Youth Inclusive Space			Skate Facility Type		
	District	Municipal	Regional	Municipal	District	Incidental
	No size limit (although generally under 200 sq/m)	Generally large enough to accommodate events (500 sq/m+)	1000 sq/m min to 2500 sq/m + as a guide only	300-1000 sq/m as a guide only	200-400 sq/m as a guide only	No size limit (generally small)
Appropriate size to cater for specific functional requirements of each type	Green	Green	Green	Green	Green	Yellow
Space for temporary seating & associated infrastructure for events	Red	Green	Green	Yellow	Red	Red
Public transport access available	Blue	Blue	Green	Green	Yellow	Yellow
Emergency vehicle access available	Green	Green	Green	Green	Yellow	Yellow
Adequate car parking /drop off available	Green	Blue	Green	Yellow	Yellow	Red
Shelter/shade	Blue	Blue	Blue	Green	Yellow	Red
Designated seating and viewing areas	Blue	Blue	Blue	Green	Green	Yellow
Toilets (or in close proximity)	Green	Blue	Blue	Yellow	Yellow	Red
Rubbish bin/s	Blue	Blue	Blue	Green	Green	Yellow
Drinking fountain/s	Green	Blue	Blue	Green	Green	Yellow
Appropriate entry and safety signage	Yellow	Yellow	Blue	Blue	Green	Green
Good natural surveillance	Blue	Blue	Blue	Blue	Green	Yellow
At least 50m from housing/residential areas	Green	Blue	Green	Green	Yellow	Yellow
Close proximity of food/drink outlets	Blue	Blue	Yellow	Yellow	Yellow	Red
Other recreation/youth infrastructure can be accommodated	Green	Blue	Yellow	Yellow	Yellow	Yellow
Proximity to youth interest areas (shopping areas, other recreation spaces, schools)	Blue	Blue	Yellow	Yellow	Yellow	Yellow
Proximity to major community hub or centralized location?	Green	Blue	Yellow	Red	Red	Yellow

LEGEND	
	critical to function appropriately
	highly preferable to function appropriately
	preferable to function appropriately
	unnecessary to function appropriately

7 SITE SELECTION CRITERIA

7.1 INTRODUCTION

This section summarizes the key site selection criteria that will be considered when assessing suitable locations for skate facilities across Wyndham City Council. These criteria have been developed using information from Sport and Recreation Victoria's Skatepark Guide (2001) and Playce's own professional experience (successfully designed over 200 skatepark projects worldwide). These will then be applied in consideration of a new regional skatepark location as well as providing assistance to council officers in the provision of new local and incidental skatepark implementation across the municipality.

7.2 SPORTS MODEL SITE SELECTION CRITERIA

7.2.1 Physical Site Conditions & Technical Considerations

This first broad criterion is based on the physicality of the various sites and whether they can accommodate a skatepark of the required scale and type required by Council. It also considers technical implications such as drainage and soil conditions.

Questions asked at each site include;

- Is the proposed site capable of catering for the various different applicable skatepark types defined previously? (i.e.: large enough to cater for events if we are looking for a regional scale park)
- Is the proposed site free of existing land use implications, covenants, easements, service access requirements and/or underground/overhead power lines, water and gas?
- What are the implications of geotechnical (soil) conditions, ground water, and drainage?
- What are the physical terrain implications of the site?
- Are there existing services to the site?

7.2.2 Access/Transport

This second criterion looks at how easily accessible the site is for users, parents and those viewing the skatepark or events.

Questions asked of each site on this criterion include;

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

7.2.3 Natural Surveillance, Security & Safety

Given we are looking at creating a public sporting facility with the main users being younger people, it is critical to ensure that the facility is open and safe, has natural surveillance and is easily accessed in the case of an emergency.

Questions asked for this criterion include;

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

7.2.4 Proximity to Amenities (Water, Toilets, Shade, Food & Drink)

An active public sporting facility such as a skatepark should have appropriate ancillary amenities. This includes shade for viewing and resting, water bubblers and nearby toilets given users can spend many hours using a skatepark in a single session.

Questions therefore asked for this criterion are;

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

7.2.5 Impact on Existing Facilities, Adjoining Uses and Users

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

- Will the site involve minimal loss of green space?
- Will the site involve minimal impact on ecological systems e.g. wetlands, foreshore and bushland?
- Will the site involve minimal loss of mature or significant trees?
- Will the site involve minimal impact on pedestrian or road network and access including existing desire lines?
- Will the location of a skate facility on the site not substantially displace existing recreational or other site users?
- Are there any existing heritage items or indigenous people's claims for land title or sites cultural significance at the site?
- Is there a history of 'anti-social' activity of behaviour at the site?

7.2.6 Distance from Housing & Incompatible Land use

It is important that the new skate facility is placed to minimise impact to surrounding residential areas. Acoustic assessments have been undertaken of a number of existing skateparks to ascertain an appropriate distance from residential areas. As a guide 50m is considered an acceptable distance for a purpose built skatepark.

Please note that this is subject to a more detailed acoustic assessment as each location has different factors such as surrounding noise, landform, prevailing winds etc. Please also note that this does not apply to the provision of incidental skate spaces which, due to their scale and level of potential use are not considered major creators of noise or loss of amenity.

Questions therefore include;

- Is the site location an adequate distance (50m) from residential dwellings and incompatible land uses to avoid potential noise and light intrusions?
- Does the site have the capacity to place a skatepark in a location to maximise noise attenuation (e.g.: sunk into the ground)?

7.2.7 Maintenance

Maintenance is important to ensure the park can be cleaned easily and regularly.

Questions therefore asked for this criterion are;

- How readily accessible is the site to regular cleaning for existing council cleaning and maintenance teams?
- How close are surrounding trees to the skatepark as they drop significant litter and debris?

7.2.8 Context and Amenity

This criteria is most applicable to the socialisation that occurs at skateparks and the importance of providing facilities that are located where young people want to be and include amenity (sun protection, wind etc.)

The following questions will be asked for each of the sites regarding context and amenity.

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

7.3 SOCIAL MODEL SITE SELECTION CRITERIA

This section summarizes the key site selection criteria that will be considered when assessing suitable locations for youth inclusive public spaces and places across Wyndham City Council. These criteria have been developed using Playce's professional expertise and the results of the youth spaces and places survey as part of this strategy.

These will then be applied in consideration of possible new youth inclusive spaces in new growth areas and as applicable in existing suburbs across the Wyndham municipality to

improve the opportunities for young people to have safe, inviting and relevant public spaces that they can appropriately occupy. The first six considerations are the same as those for the sporting model; however the last two considerations are different.

7.3.1 Physical Site Conditions & Technical Considerations

This first broad criterion is based on the physicality of the various sites and whether they can accommodate a public plaza of the required scale and type required by council. With social provision, it is not size dependent and therefore this is not a major consideration in the site assessment process.

Questions asked at each site include;

- Is the proposed site capable of catering for spaces that can accommodate minimal social seating area as well as community events such as a music event?
- Is the proposed site free of existing land use implications, covenants, easements, service access requirements and/or underground/overhead power lines, water and gas?

7.3.2 Access/Transport

This second criterion looks at how easily accessible the site is for young people and is the major determinant in this site selection process.

Questions asked of each site on this criterion include;

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

7.3.3 Natural Surveillance, Security & Safety

Given that this space needs to be attractive to young people, it is critical to ensure that it is open and safe and welcoming for those that want to use it, and easily accessed in the case of an emergency.

Questions asked for this criterion include;

- Is the site visually prominent with good public surveillance for safety and for the promotion of the space and youth social activity?
- Is the site a short distance from police response calls and does it provide ease of police access on scheduled routes?
- Can the site provide adequate emergency vehicle access if required (fire and ambulance)?
- Can the proposed site provide safe entry to and from the site and safe setbacks from busy roads and intersections?

7.3.4 Proximity to Amenities (Water, Toilets, Shade, Food & Drink)

This is another critical criterion that needs to be applied to ensure a space that is welcoming and relevant to young people. This includes shade and shelter from wind and nearby toilets if available.

Questions therefore asked for this criterion are;

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

7.3.5 Impact on Existing Facilities, Adjoining Uses and Users

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

- Can the site facilitate minimal impact on pedestrian or road network and access including existing desire lines?
- Will the location of youth space on the site not substantially displace existing recreational or other site users?
- Are there any existing heritage items or indigenous people's claims for land title or sites cultural significance at the site?
- Is there a history of 'anti-social' activity of behaviour at the site?

7.3.6 Distance from Housing & Incompatible Land use

It is important that a youth space is placed to minimise impact to surrounding residential areas.

- Is the site location an adequate distance (50m minimum or closer with acoustic barrier) from residential dwellings and incompatible land uses to avoid potential noise and light intrusions?
- Does the site have the capacity to provide noise attenuation if required (e.g. sound walls/vegetation)?

7.3.7 Maintenance

Maintenance is important to ensure the space can be cleaned easily and regularly.

Questions therefore asked for this criterion are;

- How readily accessible is the site to regular cleaning for existing council cleaning and maintenance teams?

7.3.8 Context and Amenity

This criterion is most applicable to the socialisation that occurs at a youth space and the importance of providing facilities that are where young people want to be. The following questions will be asked for each of the sites regarding context.

- Is the site location where young people want to be, or adjacent to where they currently congregate?
- Is the site in close proximity to existing shopping centres, sports or recreation facilities or interested schools?
- Is the site within or adjacent to a major community centre or central area?
- Are there opportunities to collocate or align Council's youth or community services to improve activation or program opportunities at the space?

7.3.9 Event/Activation Opportunities

This criteria looks at how successfully the space can accommodate events or activities that are attractive to young people. This includes managed youth programs, music opportunities and art exhibitions, etc.

Questions include;

- Can the space accommodate a local event that enables young people to participate and enjoy appropriately?
- Are there appropriate services (power, lighting, Wi-Fi) and connectivity opportunities to ensure the spaces can accommodate technology and event opportunities?

8 EXISTING SKATE FACILITIES REVIEW

8.1 INTRODUCTION

The following information is a summary of the site inspections undertaken as part of this strategy on the 10th July 2012. All of Wyndham's existing skate and BMX facilities were reviewed onsite, according to the following key areas;

- General condition (overall physical appearance, condition, evidence of use etc.)
- Surface condition (Riding surface condition, number of cracks, extent of repairs, finish consistency, acceptable tolerances)
- Obstacle/park layout & functional condition (appropriate scale & layout of park, distance between obstacles, flow etc.)
- Amenity (safety signage, appropriate seating, access, shade, landscape, rubbish bins etc.)
- Maintenance (extent of graffiti, rubbish, wearing, surrounding landscape, etc)

As well as considering possible additions or opportunities for the site.

All the sites could potentially be increased in size to accommodate additional components however these opportunities are not discussed as they are subject to the user consultation and confirmation of definitive need.

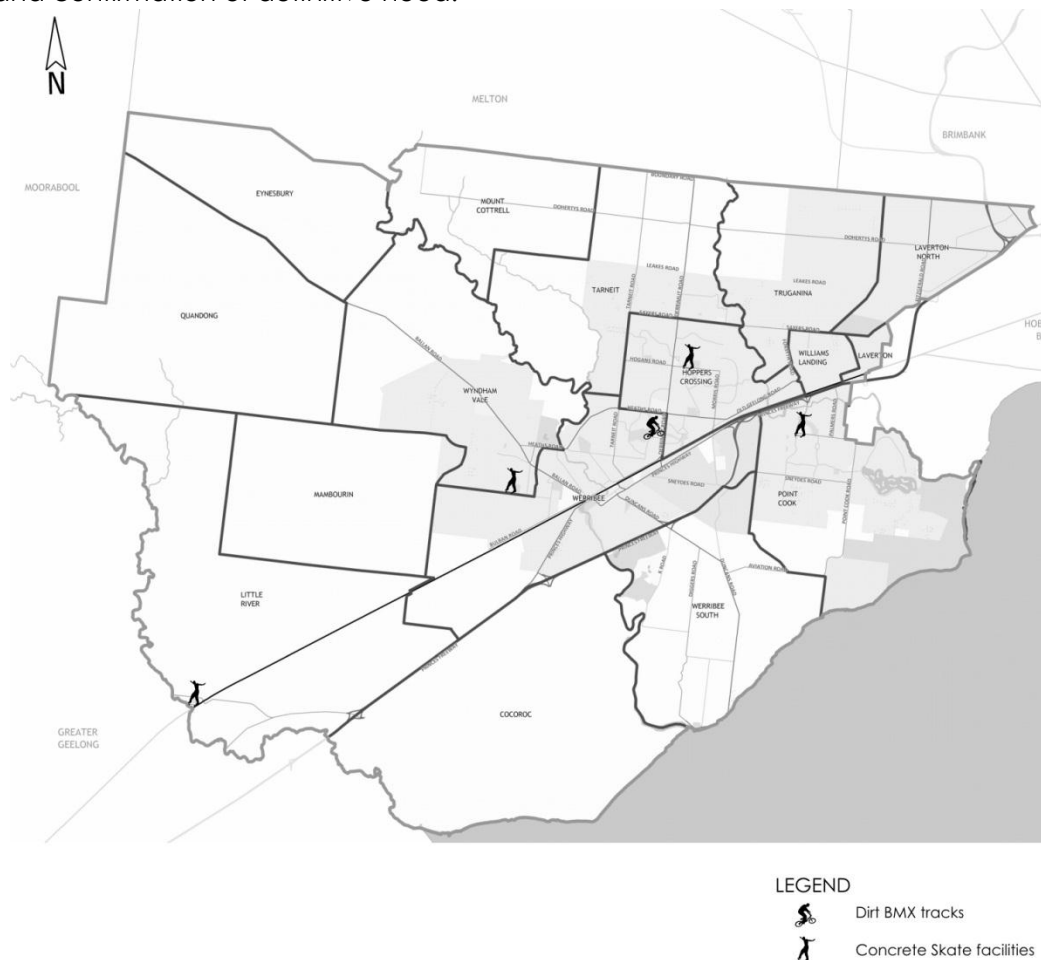


Figure 9: Map showing existing skate facilities in Wyndham City Council visited on 10.07.12

8.2 AUSTRALIAN STANDARDS & OTHER DOCUMENTS

There are currently no formal industry standards or Australian Standards relating to skatepark design, construction, maintenance and management. In lieu of this, a number of guidelines developed by various organisations to assist with designing and constructing skateparks are used wherever possible. These guidelines are useful for general knowledge about skateparks, but they are not regulatory or absolute. Playce also uses its substantial professional experience, judgement and expertise in skatepark design to determine when appropriate standards and guidelines should be used to minimise risks within skateparks.

Specific to the sport of skating some elements do not conform to Australian Standards for access and fall heights. Playce refers to Australian Standards where a risk is identified at the interface between skate elements and pedestrian/viewing areas. This may be within or at the periphery of the skatepark.

Standards and Guidelines that have been referred to in compiling this report include:

- Sport and Recreation Victoria "The Skate Facility Guide"
- Sport and Recreation Victoria "Sport and Recreation - Access for All"
- Building Code of Australia 2008
- AS 4685.1 - 2004: Playground Equipment - General Safety Requirements and Test Methods
- AS 4486.1 – 1997: Playgrounds and Playground Equipment - Development, Installation, Inspection, Maintenance and Operation
- Urban Design Guidelines for Creating Youth Friendly Spaces and Places (Department for Community Development)
- Design Standards for Urban Infrastructure Part 15: Playgrounds and Playground Equipment
- The Royal Society for the Prevention of Accidents - Play Safety Information Sheet Number 27 – Skateboarding Safety & Play Safety : Skateboarding : Skatepark Maintenance Costs
- British Standard BS EN 14974:2006 – Facilities for users of roller sports equipment – Safety requirements and test methods

An audit is an important step in reducing risk. However, risk management for the skate facilities mentioned in this report is beyond the scope of this audit. AS 4360 – 2004 'Risk Management' and HB246 – 2004: 'Guidelines for Managing Risk in Sport and Recreation' provide standards and guidelines which should be reviewed in addition to this audit by a suitably qualified risk manager for Council.

8.2.1 DISCLAIMER

Playce Pty Ltd., its employees, director and associated entities shall not be liable for any loss, damage, claim, costs and expenses that may arise from any damage or inquiry of any kind whatsoever in relation to this document or the maintenance and use of skateparks generally. Whilst all due care and consideration has been undertaken in the preparation of this report, Playce Pty Ltd do advise that all recommendations, actions and information provided in this document is based upon our experience as professional Landscape Architects specialising in skatepark design.

Playce Pty Ltd and its employees are not qualified to provide legal, medical, and financial or risk management advice. Suitably qualified experts in these fields should be consulted to provide further information.

8.3 EXPLANATIONS AND DEFINITIONS USED IN THE REPORT

8.3.1 Skatepark Rating System

Skateparks are a relatively new phenomenon and the design and construction process is still evolving. Therefore it is difficult to apply an established set of rules or procedures when assessing the lifespan and rating of a skatepark. Playce has hence looked at a range of skateparks across Australia and determined that for the purposes of this report, skateparks that are designed and constructed to meet the required tolerances and specifications of today will have a functional life of approximately 20 years (100%) before major repairs, renovation or renewal are needed. Obviously older parks may not have been designed or built to current best practice so this timeline is used as a reference tool only and all skateparks are assessed on their current existing condition.

The skatepark has been rated to describe its current **CONDITION** and **FUNCTION** in accordance with the rating system indicated below:

EXCELLENT	100% of life	20 years remaining
Skatepark is well designed with high quality finishes.		
GOOD	75% of life	15 years remaining
Skatepark is a few years old with some wear and tear, design and finishes of good quality.		
FAIR	50% of life	10 years remaining
Skatepark with imperfections in design or finish quality, wear and tear but still has some functional value.		
POOR	25% of life	5 years remaining
Skatepark with maintenance or structural issues, imperfections in design or finish quality, wear and tear or other issues.		
FAILED/HAZARD	0% of life	0 years remaining
Skatepark is unsafe due to structural failure, poor design or extreme surface degradation.		

The rating system is based on our professional assessment of the skatepark's current physical condition including: (but not limited to) the date of construction, function, structural soundness, amount of damage/wear, etc.

8.4 ON SITE ASSESSMENTS

8.4.1 Site 1: Point Cook Skatepark

General Condition

- Facility approximately 8 years old.
- Overall surface finishes in very good condition.
- Some minor chipping in isolated areas.
- Some minor wear around batters and edges.
- The facility has high natural surveillance and is close to the Point Cook town however is separated by a wetlands area.



Figure 10: Overall view of the bowl showing significant graffiti & some litter collecting in the bowl with minor pock marks.

Surface Condition

- Whilst on site, the riding surfaces (platforms & transitions) were inspected and generally the finishes were in a good condition.
- There was some minor spalling with pock marks and some small cracks at a number of the joints however this was not significant.
- The bowl has been built well and its surface condition is of a high quality even after 8 years.

Obstacle/Park Layout & Functional Condition

- The park was designed and constructed by a specialist skatepark contractor and so the layout and flow appears to function appropriately.
- The bowl is quite advanced and is deep. Community consultation feedback outlined that this impacted on use by less skilled riders, particularly given there were no smaller areas to provide more beginner use to enable progress into the advanced bowl.
- Consultation also indicated that the park does not attract a significant amount of use due to the singular (bowl) function of the facility with no real street or park obstacles to attract more diverse use.

Amenity

- Shelter, seating and bins provide good amenity with toilets nearby.
- There is also a play space for younger children.
- The shelter and look out appears to be used as an informal youth space given it is relatively private and has shade and seating. It does however have low natural surveillance.
- The skatepark is close to Point Cook Town Centre but not adjacent. There are no visual or social connections.
- Clear signage is included at the facility.



Figure 11: Photos show Exeloo toilet in close proximity to bowl in high profile visual location and Informal path at edge of facility.

Maintenance

- With regard to maintenance, at the time of the site inspection the park appeared clean and relatively clear of rubbish and litter, with litter collecting at the bottom of the bowl.
- There is significant graffiti throughout the bowl, however it does not appear to be adversely affecting use.
- There are some wear zones where users have created informal paths to the facility that could be repaired or formalised.

Summary

Whilst there are some minor signs of wear and tear and lots of graffiti, overall the Point Cook Skatepark is in an excellent to good condition or around 80% of its life with approximately 18 years remaining in line with the assessment process outlined earlier. There are major issues though with the facility with regard to function as it provides only for bowl riding and there is no beginner areas or intermediate bowls to enable effective progress in skills to then use the deeper bowl.

Therefore to improve use, additional lower level bowled areas could be considered, as well as both plaza and park areas to improve the diversity of use and maximise participation for local users in the Point Cook area. Given its relative isolation, increasing the usability of the facility will significantly increase the recreation value of the site accordingly for local users.

8.4.2 Site 2: Hoppers Crossing Skatepark – Mossfiel Reserve

General Condition

- In relatively good condition on the day of the site visit. The park sits comfortably into the side of an embankment which enables clear access and views to the facility from the road and adjacent car park.
- The park was clean and relatively free from rubbish. Whilst there was no one at the facility at the time of the inspection, the park appeared to have been actively used as evidenced by recent tyre and wheel marks.



Figure 12: View of brand new bowled section neat and well integrated into the rest of the park. Along most edges though of the older areas, there is significant wear to the batters exposing the slabs as the second photo shows.

Surface Condition

- Whilst on site, the riding surfaces (platforms, obstacles, transitions and banks) were inspected and generally the finishes were overall in a reasonable condition.
- There was however a number of instances of the concrete spalling with pock marks of a significant nature found as shown in the images below (one over 20cm in size). It appears aggregate has come away and a hole has formed that then holds water, further increasing the degradation and size of the area.
- There were cracks at a number of the joints and ongoing wear and tear. In some locations cracks are opening them up and becoming a potential riding hazard.

Obstacle/Park Layout & Functional Condition

- The park was designed and constructed by a specialist skatepark contractor and so the layout and flow appears to function appropriately. The run ups and landings are wide enough to not compromise function. There is a large flat hubba that could be reshaped to increase function as well as the raising of a low rail may be required (subject to users requirements).
- The park layout will be reviewed in detail with the local users to determine in more detail if park features are altered accordingly to maximise function to meet their specific requirements.

Amenity

- Whilst the skatepark is in an open park location, there was little amenity surrounding the facility. There was no seating for viewing or for those using the facility. There were also no formal access paths from the facility to surrounding paths and so 'desire lines' have developed through the lawn areas. Whilst there is a shelter approximately 30m to the west of the facility, this provides no assistance to those using the facility which is exposed to sun and the weather. Nor are there any adjacent trees to provide shade.



Figure 13: Photos showing significant ponding on the edge of the park and within the riding areas. There are seats and a shelter that provides some amenity for spectators.

Maintenance

- With regard to maintenance, at the time of the site inspection the park appeared clean and relatively clear of rubbish and litter. There was evidence of some repairs having taken place and patching on the surface.
- There was no obvious sign of graffiti other than on some areas of the surface where it appears it had been removed from the park. Surrounding lawn areas are in relatively good condition and there only appeared to be a drain along the edge of the park that has been damaged and overgrown with weeds which requires repair and cleaning.
- There are also a number of areas where water is collecting. This is due to the grading of the park being not correct at the time of installation.

Summary

The Hoppers Crossing Park has been and continues to be a highly popular skatepark. With its well laid out park style area and new bowled extension it provides for a range of different users. However, the older park is wearing and has some significant drainage issues.

Repairs (surface works and edges to batters) are required to be made to the older park and drainage to be rectified. Overall, it is in good condition or around 75% of its life with approximately 15 years remaining in line with the assessment process outlined earlier.

Amenity could also be improved with seating actually under the shelter and improving the wind protection however; overall with the on-site parking, close location to Werribee Plaza, and new extension, this facility is a successful and well utilised skatepark.

8.4.3 Site 3: Presidents Park Skatepark, Wyndham Vale

General Condition

- On the day of the site inspection, lots of drainage issues and significant flooding across facility.
- The park however was clean and relatively free from rubbish. There is some evidence of graffiti and corners where leaf litter has collected.
- Whilst there was no one at the facility at the time of the inspection, the park appeared to have been actively used as evidenced by recent tyre and wheel marks.
- There are some areas where paving had broken and come loose.
- Presidents Park provides a great skate plaza experience in Wyndham Vale that complements the other facilities however, through consultation, local users outlined that it is difficult to access via public transport.



Figure 14: Photo shows some graffiti present around the park and a view of broken pavers in stepped viewing area that need replacement.

Surface Condition

- Whilst on site, the riding surfaces (platforms, obstacles, transitions and banks) were inspected and generally the finishes were in a reasonable condition.
- The main issue that is impacting on the use of the facility is the amount of water pooling in key landing areas. This has a significant impact on function and will also detrimentally affect the surfaces over time.
- There were some minor cracks at a number of the joints and ongoing wear and tear and in some locations however none appeared significant.

Obstacle/Park Layout & Functional Condition

- The park was designed and constructed by a specialist skatepark contractor and so the layout and flow appears to function relatively well however flow promotes a crossing to a central location that may provide conflict for users.
- The run ups and landings are wide enough to not compromise function.
- There are a range of different plaza materials (paving etc.) that provide unique surface function that appears from the evidence of use to be popular.

- The park also has a range of individual areas for skaters to session that assists in distributing use across the facility.

Amenity

- There is clear signage and separate designated viewing and access areas, throughout the facility as well as a toilet walking distance from the skatepark near an adjacent regional playspace and bbq area.
- The recent installation of a large shelter and seating has improved what is already significant amenity at this park.
- The only major issue is the soft landscaping that surrounds the facility. With high compaction of the soil and wearing of the batters, grass and planting has failed to grow effectively which is unsightly and an ongoing maintenance concern. Dirt and leaf litter is carried onto the facility by bike tyres and this impacts on the safety of the facility.



Figure 15: Photos showing embankment eroding with water and flooding and evidence of flooding at the base of a set of stairs that creates a significant hazard

Maintenance

- With regard to maintenance, at the time of the site inspection the park appeared clean and relatively clear of rubbish and litter. There are some corners where rubbish has collected that would require cleaning.
- There was no obvious sign of graffiti other than on some areas of the surface where it appears it had been removed from the park.
- The main ongoing issues are the soft landscaping and drainage as discussed previously. There are also areas with broken pavers that need replacement.

Summary

The Presidents Park Skatepark is an important skatepark in Wyndham as it's the only plaza style facility in the municipality. It is also therefore quite popular and well used.

Overall the park is also in reasonable condition, however, due to ongoing drainage issues and the need for improving the soft landscaping surrounding the park; there are some issues that impact on its use. These can be rectified relatively easily. Based on this, it is in good condition or around 75% of its life with approximately 15 years remaining in line with the assessment process outlined earlier. Improved public transport access could also be considered to maximise opportunities to get to this very popular skatepark.

8.4.4 Site 4: Little River Skatepark

General condition

- The Little River Skatepark is a small local level facility that was constructed in 2010. It is therefore in excellent condition and provides localised opportunities for informal skate use. It is surrounded by other recreational and social spaces that compliment it and provides the Little River residents with a fun recreational space to meet their local needs

Surface condition

- The surface condition is of a high quality and not showing any wear or damage



Figure 16: Photos show clean and well maintained facility. The raised end ramps in the background pose a potential hazard. There is also seating and other park infrastructure close to the facility.

Obstacle/Park Layout & Functional Condition

- The park was designed and constructed by specialist skatepark contractors and the layout and flow appears to function appropriately.
- It is a local level facility and so most of the components are low level and provide a beginner experience.
- The raised ramps at the end of the park provide more challenging components and whilst they are designed to provide an iconic feature, it is important that they are monitored to ensure appropriate use. They are not designed to have users sit on the top of them and there have been reports of people falling. If this is occurring, then the ramps can be modified to mitigate this. Consideration of a soft fall area of mulch could also be adopted at the base of this component.
- Issues have also been raised by users with the smaller raised ramp being a safety hazard with riders colliding with it when moving past and when using the larger ramp. This needs to be reviewed with the installation of a barrier to be considered to mitigate this risk.

Amenity

- Whilst there is not specific seats and shelter for this facility, the broader park has a range of social and seating areas that can be used.
- There is also a toilet nearby that can be accessed easily. The skatepark is highly visible and is complemented by a range of other similar recreation facilities which makes this space a great local space for Little River residents to enjoy.

Maintenance

- There were no major issues with any maintenance other than some wear of the ground at the base of the elevated ramp that could be replaced with softfall mulch.
- Council officers indicated that there have been reports of dangerous edge.
- With regard to maintenance, at the time of the site inspection the park appeared clean and relatively clear of rubbish and litter.



Figure 17: Photos showing the adjacent basketball court with clear signage in background and a toilet that is walking distance from facility.

Summary

This local park provides very simple skate and BMX function for localised use only. It is in great condition given its recent installation and has around 100% of its life with approximately 20 years remaining in line with the assessment process outlined earlier.

8.4.5 Site 5: Heathdale Glen Order Reserve BMX Track

General condition

- The Heathdale Glen Order BMX track is a very old facility that is managed by Council and used under licence by the local Wyndham Warriors BMX Club. The facility itself is a granitic sand surface competition track that at the time of the assessment was being reshaped to create a new run.
- The facility overall according to the visual assessment and discussions with the club, conforms to national standards and is a popular place for BMX riding in the region.



Figure 18: Photos the large well maintained track with some occasional issues with erosion.

Surface condition

- The track is good for competition and can be adapted to meet UCI requirements relatively easily. The start hill would need to be increased in scale to meet size requirements.
- Generally in good condition although there are ongoing issues with drainage throughout the site after heavy rain.

Obstacle/Park Layout & Functional Condition

- Riding surface well maintained & reshaped by Wyndham Warriors BMX Club.
- There appeared to be some erosion and in some areas the grass and weeds were overgrown and should be kept lower to minimise risk of hidden hazards.

Amenity

- Recent additions with large shelter and starting gate and other fencing and amenity.
- Significant issues with access from road when club activities are not running.
- Council has recently installed power at the facility for club use.
- Very poorly sited regarding natural surveillance & vehicular and emergency vehicle access.

- The facility does not have some amenities (toilets, etc) however the club has a user agreement with the adjacent high school for use of toilets and other facilities.



Figure 19: Photo show damaged drainage lines that need repair as part of an ongoing maintenance plan (refer summary below). The other image shows how poor natural surveillance is to this site.

Maintenance

- Ongoing major drainage issues after significant wet weather.
- Council does an annual resurface of the track. It appears to be well maintained by the local club. Issues with drainage blockages outside of the track are a regular occurrence due to rubbish in drains.

Summary

Whilst this track is well utilised and managed well by Council and the club, it is very isolated, hard to access by car and does not provide appropriate amenity or ablutions. Car access is only available during club scheduled activities. There is a great opportunity to relocate the club to a new location given the existing regular use and well run club, however the club would only be interested in this if the facility was a state/regional level facility.

Note that a tailored maintenance and management plan for the facility is required and is a recommendation in this strategy.

9 STRATEGIC DIRECTION - SKATE

9.1 INTRODUCTION

Based on a review of the existing facilities, demographic analysis and the community consultation process (including comprehensive surveys) the following provides a summary of key issues and recommended strategic direction for the provision of skate and BMX facilities and youth inclusive spaces and places over the next 5-10 year period.

The key directions have been summarised under the headings of:

- Skate Facility Provision and Maintenance
- Youth Space Provision

Wyndham has the unique opportunity to take the lead in innovative skate and youth space provision by adopting both the social and sporting models outlined previously so both action sport users and young people's recreational and social needs in general are more appropriately considered across this growing municipality.

9.2 SKATE FACILITY PROVISION

9.2.1 Regional Facility

Currently there are three municipal level facilities in Wyndham.

- These facilities are relatively small and do not cater for large events or a range of users from beginners to advanced users.
- All require improved regular maintenance & some repairs.
- All have a specific, singular focus (plaza at Wyndham Vale, bowl at Point Cook, park style and new bowl at Hoppers Crossing so make shared use difficult.
- Point Cook and Wyndham Vale are currently relatively difficult to access by public transport although a new train station approximately 1.5km from Point Cook Skate Bowl is due to open in 2013.

It is recommended that a regional facility be the focus of new skate/BMX provision in Wyndham (2000 sqm+) that provides a competition level large scale facility that appropriately caters for the majority of skate/BMX sports users in Wyndham.

This provides:

- A centralised space that provides adequate space for events & competitions
- Designated training venue with appropriate beginner areas
- Accessible to everyone across municipality (close of public transport etc.)
- Possibility of management model (SbA, YMCA etc.)
- Centralised maintenance (Can focus daily maintenance at one site, rather than travelling across municipality)

9.2.2 Possible Site Location

Council stakeholders and the consultant team met and reviewed possible areas that could accommodate a regional skatepark using the key selection criteria outlined previously and it was determined that the most accessible and appropriate site is Baden Powell Drive Reserve.

The site is a large reserve with significant trees, an adjacent P-9 school and drainage reserve. The new Tarneit train station will be approximately 1 kilometre from the reserve.

9.2.3 Localised District Skatepark Provision

Rather than additional, relatively costly municipal facilities (such as the existing facilities), we recommend a more even distribution of more district/neighbourhood skate/BMX spaces for local use to complement the regional facility.

A district/neighbourhood facility for the purposes of this strategy is a small scale space that caters for users of a local catchment only. These facilities will provide informal localised recreational experience for users that live/work near to the skatepark.

They should contain a mix of elements with a more beginner level focus.

That wherever possible include some skateable/BMX infrastructure around existing play spaces and local parks.

9.2.4 Incidental Provision

Where ever possible there is also an opportunity to create a series of incidental skate spaces in more urban locations and areas where young people socialise and hang out. Therefore wherever possible with new urban design and street scape works, we recommend consideration of areas that are skateable.

Note that any skateable space should still be designed or reviewed by an experienced skatepark designer to ensure safety and function is maximised, particularly in a shared space.

9.2.5 Skate Recommendations

- That a regional facility be the focus of new skate/BMX provision in Wyndham (2000 sqm+) that provides a competition level large scale facility that appropriately caters for the majority of skate/BMX sports users in Wyndham.
- Review the proposed Baden Powell Drive Reserve site for new regional skatepark and undertake more detailed site assessment & initial community engagement process to confirm location.
- Implement recommendations outlined in Section 8.4 for repairs and rectification works for existing facilities including undertaking more detailed on site assessments, preparing detailed repair plans and adoption of tailored management and maintenance plans for each site in conjunction with Councils Maintenance Department.
- Undertake a review of Point Cook Skatepark and look at expansion of the existing facility to ensure it meets a range of different users needs.
- Implement district skate infrastructure in local parks across the municipality to ensure even distribution for localised use (1.5 - 2km radius per area – or as applicable)
- That design guidelines as outlined in Section 4.3 be considered when planning new facilities.
- That wherever possible include incidental skateable/BMX infrastructure around selected existing play spaces and local parks.

9.3 YOUTH SPACE PROVISION

The second part of this strategy is equally important and is a world leading best practice approach as it considers the broader recreation needs of teenagers, in particular females across the municipality. The focus of this model is aligning outdoor recreation and social opportunities with Council services in high profile central locations in town centres and major community centres.

Through this approach, Wyndham would actually be providing skate and traditional recreation opportunities for teenagers, as well as critically important opportunities for social inclusion, safe refuge, programs and event opportunities and artistic, cultural and educational pursuits.

The focus of this model is in new growth areas to the north and west of Wyndham. It will include consideration of an outdoor 'youth plaza' in all town centres that will be able to accommodate events and programs and provide recreation and social opportunities for young people.

Wherever possible this space can be collocated with Council community infrastructure (youth centre, library, community centre etc.). This enables easy access and management of the space.

In terms of scale, these spaces can vary from 50-700 sq/m to accommodate some paved event and recreation opportunities as well designated social seating and sheltered areas.

To complement the provision of these 'youth plazas' in new growth areas, it is also recommended that Wyndham's existing youth centres and community centres also have space allocated for the above opportunities to occur. Consideration could be given to Wyndham Vale Community Learning Community being used a model for retrofitting existing community centres where youth services are provided.

The Hoppers Crossing Youth Resource Centre site is currently part of a redevelopment that provides an opportunity to include youth friendly outdoor spaces. This includes the redevelopment of the external spaces around the Centre to include social seating areas, an outdoor events space, skateable terraces and other informal sporting infrastructure to complement the range of significant events and activities that occur at the centre.

The key for this social approach is about providing accessible appropriate safe amenity and not necessarily about recreation or sporting opportunities. Young people need spaces and places to simply hang out and socialise.

9.3.1 Youth Space Recommendations

- Develop a Youth Space in central Werribee.
- Redevelop the existing Hoppers Crossing Youth Resource Centre outdoor area.
- Retrofit existing community centres with youth inclusive infrastructure as applicable to ensure localised distribution. (Consider using Wyndham Vale Community Learning Centre as a model for other youth spaces in Wyndham.)
- Prepare guidelines for municipal youth space provision (area and location assistance for new Precinct Structure Plan development with Growth Area Authority and Wyndham Strategic Planning).
- Modify design briefs for future community centres to allow for space for such development to occur.

9.4 SPORTS DEVELOPMENT AND PROMOTION

Participation in skate and BMX and cycling activities provides a range of benefits through participation in an active and healthy lifestyle. Changing trends in the way people participate in leisure activities – increased demand for low cost, unstructured activities - has resulted in an increased popularity in sports like skate and BMX and cycling, which do not in the main, require specific time commitments. Council can continue to support, encourage and facilitate participation in skate, BMX and cycling activities as a means of increasing the health and well-being of young people and residents across Wyndham.

Given the unstructured, non-club based nature of skate and BMX activities promotion of these activities can be difficult. Some of the key opportunities recommended to further support and promote the sport include:

- Building on the success of the Western League Series co-ordinated by the YMCA and provide additional competitions and demonstrations.
- Provision of “skill development” coaching activities either after school or during school holidays or with school groups.
- Develop consultation opportunities for young people to work with Council in the implementation of this strategy, the upgrade and redevelopment of the facilities.

Although the sport has grown in popularity it is still dominated by males. There are opportunities for Council to encourage greater participation by females by offering development programs directly aimed at females as well as improving the amenities provided at facilities. Some of these programs could include:

- Increase the level of female participation possibly through female only coaching sessions during quiet off peak times.
- Access to lower level sites to gain skill and confidence.

A number of metropolitan Councils have identified the important role skate and BMX facilities play as a recreational outlet for young people. As a result they have contracted the management of the facilities to a third party i.e. YMCA with the necessary skills in working with young people and programming the facilities to meet the identified needs of this target group. This process involves a staff person being on site which has the advantage of ensuring a fun and safe environment for all age groups and abilities. Wyndham has recently partnered with SbA to establish a hub to promote and activate existing skate facilities.

Some of the strategies Council may wish to consider include:

Increased Marketing/Promotion

There is a need to promote skating and BMX as a mainstream activity with a positive image with the community to ensure the activities are seen as a legitimate and beneficial form of recreation or sport for young people. Skate and BMX activities could further be promoted through schools, coaching clinics and the events held at the facilities.

Education

There is a need for ongoing education of participants to ensure their activities do not impact other people i.e. skating in the streets. Increasing the presence of youth workers at facility sites and schools and educating young people on the responsible use of public spaces and access and egress from the parks could be implemented.

Actions could include:

- Skate and BMX facilities and program are promoted with a positive image to ensure the activities are seen as a legitimate and beneficial form of recreation or sport for young people.
- Development of promotional literature advising people of facility locations and levels.
- Opportunities are provided for young people to work with Council on the ongoing promotion of the sport and the facilities.
- Increased education about the safe and lawful way to access and use a skate and BMX facility is undertaken through park and school based programs, coaching clinics, promotional material and signage.

9.5 FACILITY MAINTENANCE & OH&S

A facility maintenance regime has been prepared for use following discussion with Councils maintenance team and can be found in Appendix 3

10 BIKE

This strategy is also to address the needs of recreational and competitive cyclists and this section is specifically related to bike related issues, consultation and strategic direction.

10.1 CONSULTATION

Consultation was undertaken the following key stakeholders as well as a community forum.

- Cycling Victoria including BMX Victoria
- Bicycle Network Victoria
- Wyndham Warriors BMX Club
- Footscray Cycling Club
- Council Officers

The results of the consultation appear below.

10.1.1 Cycling Victoria

Cycling Victoria, (CV), is the peak governing body for both organised competitive, and recreational, cycling within Victoria, Australia.

Cycling Victoria has 8,000 members and 18,000 participants in CV programs. Cycling Victoria also strives to improve participation in cycling by running a range of development programs for junior and adult cyclists, including an emphasis on rider skills and safety through the delivery of the Austcycle program throughout Victoria.

The 8,000 members made up as follows:

- 80% Gold members – road and track racers
- 15% silver – recreational racing events
- 5% - social member/volunteer

Membership has grown by 15% over the last three years and more than tripled from the three years previously.

Victoria is at the hub of World Cycling by hosting some of the top events including the National Road Championships, Herald Sun Tour, Bay Series, National Road Series and Austral Wheelrace.

Cycling Victoria members are also amongst the most highly active road users training most days of the week.

CV is an affiliate of Cycling Australia (CA) and the UCI (International Cycling Union) and currently has 55 affiliated clubs and over 8000 members throughout Victoria.

Cycling Victoria works with cyclists on three levels.

Competitive: Coordinates the competitive disciplines of road and track cycling at a club and state level and also manages the selection of Victorian Road and Track cycling teams for representation at National Championships.

Recreational: Provides options for recreational cyclists including the provision of insurance coverage, and providing a calendar of recreational events.

Development: Coordinates Coaching & Officials Courses, junior development camps, school clinics, plus Come N Try road and track cycling days.

Cycling Victoria's current strategic plan ends in 2012 and they are planning a new Strategy for the State.

Facilities

Criterion Facilities

Victoria currently has 3 off road criterium facilities - all of which can only be used for the purposes of local club events.

These include: Geelong, Melton, Casey Fields. Casey Fields is the most appropriate for use for a variety of clubs and events.

Velodrome Facilities

Victoria has a total of 23 velodromes located throughout the state. These velodromes range both in scale and quality of their capacity.

International/National - 2 (Hisense, DISC)

State - 18 (Blackburn, Paker Park, Ararat, Ballarat, Brunswick, Coburg, Preston, Bendigo, Echuca, Geelong, Hamilton, Horsham, Latrobe, Leongatha, Maryborough, Stawell, Wangaratta, Warragul)

Club – 3 (Macedon, Chelsea, Castlemaine)

Road Facilities

While on the first occasion it may seem that the roads are simply the facility in many ways this is not the case. The requirement for improvements in signage to ensure that the roads are adequately marked for training or competing cyclists is equally necessary for safe use of roads.

In regard to road racing, the community has a good understanding of cycling for commuter purposes, but not so much for road racing. There needs to be greater provision for road racing as interest in this area is increasing. However, it is becoming increasingly difficult for clubs to comply with the ever increasing requirements for safety plans, road closures etc.

There are currently 160 road courses around Victoria. However, some of have banned from use in recent years.

Events

Each year Cycling Victoria sanctions in excess of 4,000 events throughout the state for road and track cycling. These events range in size and scale from local competitions to international events.

Broken down by category is as follows

- International - 2
- National - 20
- State - 78
- Regional - 500
- Local - 3,300

The development of a club or events within a region can provide great economic benefit to the region.

AustCycle to educate cyclists

Over a decade of research has identified a strong need to develop a national education approach to community cycling, which in the past was highly fragmented and provided on an ad hoc basis.

AustCycle has now been developed as Australia's only national cycling accreditation program, which provides high quality education and training to community members to encourage them to get on their bikes and ride. Whether for commuting purposes, for leisure or travel, AustCycle trains people of all ages and backgrounds to incorporate cycling into their lifestyle in order to stay active and healthy.

AustCycle is now the industry standard for teaching bike handling skills to the community in on and off-road environments. It is a national system using accredited instructors (called Teachers) working for Licensed Providers, delivering training supported by an accredited national curriculum.

Greater investment into cyclist education is required through the Austcycle program to ensure adequately trained and skilled cyclist on the roads.

10.1.2 State Level BMX Facility – Expression of Interest from Cycling Victoria, BMX Section

Cycling Victoria and BMX Victoria are seeking a State BMX Centre and BMX Supercross track in Victoria to develop and promote this Olympic sport.

Such a facility would attract the formation of a dedicated home for BMX within Victoria and be a catalyst for future growth state wide. It is anticipated this facility would also reduce the barriers to entry into cycling in a broader context for young families and children to participate, as BMX is the ideal starting point for their cycling careers. The centre would be the hub of BMX cycling in Victoria.



The venue would provide potential opportunities for International, National and State level events. These include:

- The provision for potential major events such as the UCI BMX World Championships (2018), UCI Supercross events, Australian National Championships and BMX Victoria State Championships with more than 800 participants both domestically and internationally.
- The venue would also be a key location for school BMX Championships at State level with visions of major national school championships being created.
- Would become the state cycling centre for BMX and become a key facility for active recreation in Wyndham.
- Provide a resource for participation by clubs and schools to participate in BMX.

The inclusion of a BMX track represents a true opportunity for a council to make a unique and positive impact on the community. As the interest cycling and BMX continues to grow this facility would provide the progressive thinking Council with a unique opportunity to leverage such a strategic asset.

Overview

BMX racing is a type of off-road bicycle racing. The format of BMX was derived from motocross racing. BMX bicycle races are sprint races on purpose-built off-road single-lap race tracks. The track usually consists of a starting gate for up to eight racers, a groomed, serpentine, dirt race course made of various jumps and rollers, and a finish line. The course is usually flat, about 15-foot (4.6 m) wide and has large banked corners that help the riders maintain speed.

The sport of BMX racing is facilitated by a number of regional and international sanctioning bodies. They provide rules for governing the conduct of the races, specify age group and skill-level classifications among the racers, and maintain some kind of points-accumulation system over the racing season. The sport is very family oriented and largely participant-driven, with riders ranging in age from 3 to 60 and over. Professional ranks exist for both men and women, where the age ranges from 15 to 40 years old.

In the case of a BMX State/Regional facility within Wyndham, the vision would be to integrate the local club and thereby increase the scope of the local club and ensure sustainability. This would also provide greater participation and pathway opportunities through the sport through access to State Level Coaching programs for example.

Background – BMX in Victoria

- There are currently 1,000 Members and 5,000 participants of BMX Victoria programs. This has increased by 20% over the past 12 months and shows no sign of stopping.
- Currently there are 18 clubs in Victoria with 3 clubs building new tracks and facilities.
- BMX Victoria is currently integrating with Cycling Victoria and will have a development program and administration staff once integration is completed.
- There is currently no suitable UCI Standard Supercross Track existing in Victoria and development and event hosting opportunities are continuing to grow, particularly on the back of BMX being a major drawcard at the London Olympics.

Key Infrastructure required to Establish a UCI Supercross Track

- Land area
- Operational offices
- Public conveniences
- Change rooms
- Gymnasium
- Sport Specific
 - Supercross Track to UCI International Standard
 - 8 metre start hill (international World Championships and Supercross)
 - Integrated 5 metre start hill (National Age group classes)
 - Beginners and Schools track
 - Pump track
 - Sprint Track (flat land road like)
 - Integrated Club track for existing local club
- Car parking
- Public transport connections

10.1.3 Bicycle Network Victoria

Bicycle Network Victoria (BNV) is a charity that promotes the health of the community by “More People Cycling More Often”. The organisation was founded in 1975.

BNV’s vision is for a healthy society where bike riding is a normal part of everyday life. BNV’s mission is to ‘promote the health of the community through the prevention and control of disease by “More People Cycling More Often”’.

BNV aims to achieve an increase in the number of people riding each week by 1,000,000 people by 2019 through the use of the following strategies:

1. Improving the riding environment through better facilities and legislation
2. Delivering large-scale, measurable, cost-effective behaviour change programs
3. Managing a range of rider services that reach out to potential riders and support novice and established riders
4. Running major events

Of the 50,000 members of BNV, membership data supplied by BNV shows that 7,000 are from the Wyndham municipality indicating a high level of interest in cycling.

BNV is also interested in capturing participation numbers and co-ordinates the Super Tuesday and Super Sunday, which is Australia’s largest visual bike count, on behalf of participating municipalities across Australia. The count observes and records rider numbers and movements at key intersections and important commuter routes in the morning peak. Results from the 2010 survey indicated that participation had increased approximately 20% from 2009.

The Bicycle Network Victoria website provides a wealth of cycling related information and planning documentation including “Cycle Notes” in relation to a range of planning and infrastructure topics.

10.1.4 Wyndham Warriors BMX Club

The Wyndham Warriors BMX Club was formed in 2005 and operates from the Heathdale Glen Orden Track in Hoppers Crossing.

The Club currently has approximately 70 members and is growing at a faster rate than the BMX Victoria target of 12%. The club has 2 world ranked riders, 4 national champions and 3 state champions.

The facility consists of a granitic sand track with jumps and banks suitable for beginners but includes challenges for more experienced club riders. The facilities starting ramp, which is 3 metres in height, does not comply with UCI standards (5 metres) however it does meet national standards. The Club has a shipping container at the site that it uses as a scoring shed on race days.

Current Issues

- Promotion – The club has difficulty promoting where it is and what it does. As far as the Club is aware the Club is not included on Council's website. (The consultant was not able to find the club listed in the Wyndham Community Directory).
- Council supports the maintenance of the facility through the provision of two weedings/slash/mowing per year and has resurfaced the track annually over the last two years. In relation to the track, the Club provides continual maintenance as the track quickly degrades depending on use and weather.
- Physical Location - The track is located about 300 metres inside the Heathdale Glen Orden Reserve off Derrimut Road and there is limited vehicle access to the track apart from when the club is training or has an event. The facility has no street profile.
- Lack of Amenity/Infrastructure – The track has no toilets or clubroom facilities. The Club has a user agreement in place with the adjoining school to access toilet facilities, a function room, canteen and car parking. There is no formal car parking at the track and therefore cars park all around the facility on parkland. Additional trees on site would improve amenity. The club is happy with the facility stating that its size is compatible with large events however public toilets would be desirable.

Other

- With BMX racing being included as a sport in the Olympics, the profile of the sport will continue to rise. Other municipalities and states have grasped the potential of BMX, however, the Victorian State Government and most local governments in Victoria (with the exception of Frankston) have not developed high quality facilities. The Club sees a real opportunity for Wyndham to be a leader in this area.
- The track gets flooded during heavy rain.

Local Australian BMX Champion

- The Club has an Australian BMX champion within their ranks, with a local fourteen year old boy holding the Australian Championship title for his age group in 2010, 2011, and 2012. He is part of the Australian and Victorian BMX teams.

- He and his family are strong supporters of the establishment of a state level facility in Western Melbourne. Ideally, the state level cycling and BMX facilities would be at the same location. As this is not possible at the Darebin based State Velodrome, the BMX facilities would need to be located elsewhere.
- The family is very concerned about the lack of amenities at the Wyndham Warrior's home base of Heathdale Glen Orden Reserve.

10.1.5 Footscray Cycling Club

The Footscray Cycling Club was formed over 100 years ago, but it hasn't raced in Footscray for over 30 years. The majority of members are Wyndham based, and club activities are based in Wyndham.

The Club recognise that in order to be supported by Wyndham City Council it needs to change their name from the Footscray Cycling Club. The Club is affiliated with Cycling Victoria.

With 150 members in 2009 and 200+ members in 2012, the Club continues to grow. The Club races at the Victoria University Werribee Campus Driver Education Track during the summer and uses the Little River Cricket Club as a base during winter for road racing.

Current Issues

- The Club's ongoing access to the Victoria University Driver Education Track is uncertain. The University want to significantly increase the fees the Club pays to use the course. Council has commenced negotiations with VU on the Club's behalf.
- The Club requires the use of a 1.5-2.0km criterium track for summer racing. Access to toilets, storeroom and first aid is also required.
- Safety and traffic management issues for each race.
- In the event that the Club is no longer able to use the VU facilities as a criterium track, the club would like a long term solution and proposed the development of a cycling hub where a criterium track and a BMX track were collocated and support facilities were shared. This development could also include State level BMX facility.

10.1.6 Community Forum

A community forum for cycling was held at Point Cook Community Centre on 18 June 2012. Three representatives from Wyndham Warriors BMX Club were in attendance as well as a representative from BMX Victoria.

Details provided by Wyndham Warriors BMX Club representatives have been included in Section 10.1.4 of this report and BMX Victoria's interest in developing a state level BMX facility is outlined in Section 10.1.2.

10.1.7 Council Officers

In relation to the concerns of the Wyndham Warriors regarding the BMX track at Heathdale Glen Orden Reserve, the following comments were made by Council Officers.

- The site is severely constrained due to the presence of nearby residents and the adjacent school which would hamper any potential expansion.
- The site is not ideal due to its location however has been used for State level events.
- The floodway does not allow for further development and restricts accessibility.
- There is no defined car parking.
- Need to develop a relationship with the Club and support competitive cycling.
- The facility caters for participation from local level up to elite level and for casual use.
- There may be demand for BMX facilities with the growth in the municipality even though, in recent years, a number of facilities have been removed and there has been very little resident objection.
- With the development of an active sporting reserve at the rear of the BMX track, there may be the opportunity to provide a "Shroom" type of prefabricated facility which includes toilets that could be shared by sporting reserve users and the Wyndham Warriors. This requires further exploration.
- It is the Club's responsibility to have their details placed on Council's website and Community Directory.

In relation to recreational cycling the following comments were made:

- When reviewing Precinct Structure Plans, the Cycle Notes produced by Vic Roads should be applied.
- Most complaints received from residents in relation to bicycle paths relate to the lack of public amenities such as rubbish bins, drinking fountains, toilets. This is particularly in relation to the Werribee River Shared Trail, The Skeleton Creek Shared Trail and the Lollypop Creek Shared Trail.
- Residents have also requested line marking on shared trails to define two way use.
- There are very few directional signs along the shared paths to assist with way finding.
- There are still missing sections of the trails, which have been identified in the Bicycle Network Strategy.
- No one is responsible for proactive maintenance, thus there is inadequate review for risk, cleaning, maintenance, etc.

10.2 STRATEGIC DIRECTION – BIKE

The future strategic direction for cycling in Wyndham has been broken down into three areas:

- BMX Riding
- Competitive Cycling
- Recreational Cycling

10.2.1 BMX Riding

Given the low level of community angst over the removal of several BMX dirt jumps in recent years and no specific requests for additional casual dirt jump facilities as part of the consultation for this project, it appears as though the current demand for casual BMX riding is being met through the existing Skate/BMX facilities. This may change however, with the anticipated population growth and there is likely to be demand for additional casual use BMX facilities such as the 'Hill n Dale' style BMX track in Boroondara.

With 70 regular members and a growing club, the Wyndham Warriors BMX Club based at Heathdale Glen Orden Reserve, is keen to improve their facilities. Whilst the constraints of the site are acknowledged, the Club requires access to toilets as a minimum in order to have a basic level of amenity available at the current facility.

Given this is the only dirt jump facility in Wyndham and with the interest from BMX Victoria in establishing a State Level/Elite facility in Wyndham (refer Section 10.1.2), it is recommended that a feasibility study is undertaken to determine the viability of providing a State level BMX facility which also includes a community level track. It is recommended that the north of the municipality is considered in order to ensure geographic spread of facilities.

The development of a State Level BMX facility is a possibility for a growing municipality and Wyndham's proximity to an airport increases the desirability of Wyndham as a future home for BMX racing. A State level facility may attract State and Federal government financial support and is worth further investigation. Should the facility prove viable it should also include a community level track to provide an alternative venue to the Heathdale Glen Orden Reserve facility. The Wyndham Warriors may choose to relocate to the new facility.

- Determine the viability of a SHROOM" facility at the BMX track to meet the needs of the Wyndham Warriors BMX Club and users of the adjacent active sporting reserve in the short term.
- That a feasibility study be undertaken into the development of a State/Regional level BMX facility which would also include a community level track, within Wyndham. Possible funding sources to be determined through the feasibility study.
- That a casual use BMX track is developed in Point Cook and in the growing north west of Wyndham.

10.2.2 Competitive Cycling

There is uncertainty over the ongoing use of the Victorian University Driver Education Track currently used by Footscray Cycling Club as a criterium track due to the high fees VU is planning to charge the Club. The Club has over 200 competitive cyclists with the majority of their membership living in Wyndham and all Club activities based in Wyndham.

The Club is prepared to change its name to the Wyndham Cycling Club.

Should it not be possible for the Cycling Club to continue to access the facilities at Victoria University, it is recommended that a feasibility study is undertaken into the development of a purpose built criterium track in Wyndham. If this is required it would be beneficial to look at this project in conjunction with the possible development of a State level BMX facility to create a Cycling Centre/Precinct in Wyndham. Funding support from State Government should be sought for such a project.

- That in the event that the Footscray Cycling Club can no longer use the Victoria University Driver Education Track, that a feasibility study is undertaken into the development of a purpose built criterium track in Wyndham.
- Consider providing a road circuit in Wyndham with permanent signage.
- Promote the dedicated point of contact is required within Council's City Presentation, and Recreation Department to assist in overcoming issues relating to cycle races and meetings.

10.2.3 Recreational Cycling

Many of the actions and discussion points in relation to recreational cycling were included in the Wyndham Bicycle Network Strategy 2011 and this strategy supports the implementation of the actions identified in the Bicycle Network Strategy 2011.

Increased participation in recreational cycling can be supported by Council through the establishment of events as well as increased contact with the local Bicycle Users Group.

Council should continue participating in Bicycle Network Victoria's Super Tuesday and Super Sunday cycling participation data collection in order to monitor levels of cycling participation by commuters and recreational cyclists.

Council could assist in promoting cycling through organising cycling events to increase participation.

10.2.4 Bicycle Network Strategy 2011

The Bicycle Network Strategy identified key actions required to improve the network for recreational and commuter use. This strategy is supported by this document.

The development of the recreation network is based on:

- Completing the missing sections along the Werribee River, the creeks, the drainage reserves and any linear parks;
- Creating a network focusing on open space and watercourses to provide routes for recreational cyclists;
- Developing paths such as Bay Trail, the Werribee River Trail and the Skeleton Creek Trail to provide paths of interest within the municipality, as well as provide alternative links from outside the municipality;
- Providing interconnecting loops for recreational cyclists.

The strategy identifies actions and responsibility for the further development of the recreation network, including improving linkages to tourism attractions such as Werribee Zoo.

Promotion of the Network

Council's City Presentation Parks and Recreation Department has prepared a brochure to promote the bicycle network (Wyndham Bike and Walk Trail). The brochure shows the current off-road trails, the existing on-road/in-road reserve bicycle routes, the Federation Trail route, a description of the various trails and major parks and indicates the major recreation parks, shopping centres and train stations.⁴

This brochure is available on Council's website as well as trail specific maps and information being available for:

- Federation Trail
- Skeleton Creek Trail
- Heathdale/Glen Orden Wetlands Trail
- Werribee River Trail
- Wyndham Bay Trail
- Lollypop Creek Trail

Key actions to assist in promoting the bike network include:

- That the Wyndham Bicycle Network brochure and other social media applications is updated on a regular basis as additional paths are installed.
- That the map on Council's web site is regularly updated to enable residents and regional cyclists to identify routes and trails within the municipality.

Cycling Infrastructure Standards and Guidelines

VicRoads has developed a series of documents they call "CycleNotes" which specify the design standards for bicycle facilities. These standards should be read in conjunction with Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles and Australian Standard 1742.9 Manual of Uniform Traffic Control Devices Part 9 – Bicycle Facilities).

Signage

Signage will help to guide people using existing paths and bike lanes and also help guide people where marked cycle routes are not provided. Directional signage should allow people to find their way without reference to a map.

The commuter network is principally used by regular cyclists, whilst the recreation network is used by occasional visitors as well as regular cyclists.

A signage strategy along the various recreation paths needs has been developed as part of the Bicycle Network Strategy and encompasses the following aspects:

- Signs be provided at intersections with other trails and identify intersecting trails;
- Signs indicate direction and distance to major destination/facility nearby (e.g. retail centre, sports ground, recreation reserve) as well as a major destination and distance (e.g. Werribee Plaza, Werribee CBD, Chirside Park);
- Signage to public toilets and drinking water
- *An emergency marker system, and a consistent style of signage.⁵

⁴ Wyndham Bicycle Network Strategy 2011 Section 6 Promotion of the Network

⁵ Bicycle Network Strategy 2011

*Initial investigation has taken place for way finding signage. Emergency markers have been mapped with ESTA and are ready for installation.

The current 2009 Austroads guides (2009) do not cover signage and navigation of cycle networks in detail. Vicroads provides advice on directional signage in CycleNotes No. 11 while shared path behavioural signage is covered in Cyclenotes No. 10. The CycleNotes give guidance on the types of signage to use when paths intersect with other paths, access paths and with roads (and Figures 2-4 at right).

The previous Austroads Part 14 Guidelines¹⁹⁹⁹ recommends signage at the following locations:

- "At all junctions between paths specifying key destinations (e.g. suburbs, universities, recreational facilities etc.) and distances to those destinations.
- At all junction between paths and roads specifying the name of the intersecting road, key destinations and distances to those destinations.
- Along paths between junctions to reassure cyclists that they are on the right path. A maximum spacing of 3 kilometres is suggested which relates to 12 minutes cycling at 15km/h; a reasonable balance between cyclists' needs and costs (*we would recommend 1 km, centre lines also help reassure path users*).
- On the adjacent road system to guide cyclists to a path.
- On paths directing cyclists to important services such as toilets, water, and food stops.
- Along roads where the bicycle route is not obvious through pavement marking (e.g. route turns a corner or roads are being used to connect sections of path)."⁶

Future Path /Trail Provision/Path Widths

The Austroads Guide to Traffic Engineering Practice Part 14-Bicycles contains the agreed national standards for the design and construction of on road bicycle lanes and off road bicycle paths. Council has prepared standard specifications for shared paths in Wyndham.

The following advice has been taken from the Bicycle Network Victoria Website

Paths for cyclists can be shared with people walking (shared paths) or bicycle only paths. Paths need to be built wide enough to cater for the current and future number of users. The accepted minimum width for shared paths is 2.5m, with paths expecting commuter traffic at least 3.0m wide. Paths with heavy commuter and recreational traffic should be at least 3.5m wide or provide separate paths for cycling and walking.⁷

Emergency Services Telecommunications Authority (ESTA)

The commitment to the provision of ESTA signage along Wyndham's bike paths has been raised by Council Officers and the Emergency Services Telecommunications Authority (ESTA) is rolling out a program of emergency signage in public open spaces, such as parks, and walking and riding trails.

The Program will help ESTA respond more quickly to emergency incidents that don't occur near an easily identifiable street address.

⁶ Austroads Part 14 Guidelines¹⁹⁹⁹

⁷ Bicycle Network Victoria

Emergency Markers have been installed at many of Victoria's public open spaces such as parks, walking and cycling tracks, and rail trails, where defining the exact location is difficult.

Emergency markers are used to clearly identify the location of the emergency when a caller calls Triple Zero. The alpha-numeric identifier is linked to ESTA's computer aided dispatch system and specifies relevant location, GPS coordinates, road access route or navigational data for the expedient dispatch of emergency services.

When an emergency marker is quoted, ESTA's Triple Zero Dispatcher can then provide specific directional information to the responding emergency services, saving time and potentially saving lives.

It is recommended that Wyndham installs this signage in all future trail development but also along the creek trails where defining the exact location can be difficult.

10.3 SUMMARY OF BIKE RELATED RECOMMENDATIONS

Recommendations:

- Determine the viability of a "SHROOM" facility to meet the needs of the Wyndham Warriors BMX Club and users of the adjacent active sporting reserve in the short term.
- That an agreement is developed for the maintenance of the Heathdale Glen Orden Reserve BMX Track and any new tracks.
- That a feasibility study be undertaken into the development of a state/regional level BMX facility which would also include a community level track, within Wyndham.
- That casual use BMX tracks are developed in Point Cook and in the growing north west of Wyndham.
- That in the event that the Footscray Cycling Club can no longer use the Victoria University Driver Education Track, that a feasibility study is undertaken into the development of a purpose built criterium track in Wyndham.
- That assistance is provided to the Footscray Cycling Club to facilitate the process for organising road races including a dedicated point of contact.
- That consideration is given to providing a road circuit with permanent signage in Wyndham.
- That the works identified in the Bicycle Network Strategy 2011 relating to recreational cycling continue to be implemented.
- That Council continue to promote the use of recreational trails through the regular update (every three years) of brochures, Councils website and other social media as outlined in the Bicycle Network Strategy 2011.
- That all future bicycle infrastructure is developed in accordance with Council's standards and where possible, VicRoads Cycle Notes standards.
- That Council develop closer links with local cycling clubs and Bicycle Users Groups.
- That Council consider incorporating cycling as part of other community activities.
- That Council continue to partner with Bicycle Network Victoria on Super Tuesday and Super Sunday to obtain accurate data about cycling participation in Wyndham.

11 RECOMMENDED STRATEGIES

The table on the following pages details the recommended strategies for each of the existing and proposed skate and BMX facilities in Wyndham as well as other recommended actions. The strategies identify the cost, responsibility and priorities under the following headings:

Immediate
High (1-3 years)
Medium (4-6 years)
Low (7-10 years)

City Presentation and Recreation will have the lead role in the implementation of the strategy and will involve other departments as support partners as outlined in the recommendation and action table on the following pages.

11.1 CONCLUSION

The City of Wyndham is in a unique position to proactively plan new suburbs to better cater for the social and recreational needs of young people. The implementation of this strategy will ensure existing facilities continue to meet the needs of young people and that the social and recreational needs of young people are considered in future precinct planning for a more active and inclusive community.

RECOMMENDATIONS AND KEY ACTIONS

	Recommendations	Key Actions	Priority	Support Partners	Estimated Operational Cost	Estimated Capital Cost	Estimated Possible costs
1	Strategic Planning & Implementation						
A	Ensure adoption of youth and skate provision in new developments to meet PSP and GAA requirements. P.71	<p>i Prepare guidelines for youth space & skate provision (area and location assistance for new Precinct Structure Plan development with Growth Area Authority and Wyndham Strategic Planning).</p> <p>ii Consider land allocation required to implement this strategy and ensure new PSP's allow adequate land for future skate/BMX developments.</p> <p>iii Modify design briefs for future community centre's to allow for more usable youth inclusive space to be accommodated.</p>	<p>high</p> <p>high</p> <p>high</p>	<p>Strategic Planning/specialist design consultant</p> <p>Strategic Planning</p> <p>Strategic Planning/specialist design consultant</p>	<p>n/a</p> <p>n/a</p> <p>n/a</p>	<p>\$10,000</p> <p>tbc</p> <p>n/a</p>	<p>n/a</p> <p>n/a</p> <p>n/a</p>
B	Ensure clear adoption of district and incidental level skatepark infrastructure provision. P. 46,47 & 72	<p>i Prepare design guidelines for district skatepark & master planning regarding implementation of district skatepark.</p> <p>ii Prepare design guidelines for incidental skate infrastructure and master planning regarding implementation of incidental skate infrastructure.</p>	<p>high</p> <p>high</p>	<p>Specialist design consultant</p> <p>Strategic Planning/specialist design consultant</p>	<p>n/a</p> <p>n/a</p>	<p>n/a</p> <p>n/a</p>	<p>n/a</p> <p>n/a</p>
C	Ensure existing and future BMX racing provision is appropriately catered for. P.84	<p>i Determine the viability of a 'SHROOM' facility to meet the needs of the Wyndham Warriors BMX Club and users of the adjacent active sporting reserve in the short term. If suitable, provide 'SHROOM'.</p> <p>ii That a feasibility study be undertaken into the development of a state/regional level BMX facility which would also include a community level track, within Wyndham. If viable, construct the facility.</p>	<p>med</p> <p>med</p>		<p>n/a</p> <p>n/a</p>	<p>\$10,000</p> <p>\$20,000</p>	<p>\$300,000</p> <p>Track cost \$400k Supporting infrastructure \$1,000,000</p>
D	Ensure that the Footscray Cycling club criterium requirements are considered in Wyndham. P.84 & 85	<p>i That in the event that the Footscray Cycling Club can no longer use the Victoria University Driver Education Track, that a feasibility study is undertaken into the development of a purpose built criterium track in Wyndham. If viable, construct the track.</p>	<p>med</p>		<p>n/a</p>	<p>\$20,000</p>	<p>Track cost \$400k Supporting infrastructure \$500,000</p>

	Recommendations	Key Actions	Priority	Support Partners	Estimated Operational Cost	Estimated Capital Cost	Estimated Possible Cost
2	Capital Works Skatepark Provision (sports model)						
A	Implementation of a new regional facility (2000 sqm+) for the majority of skate/BMX sports users in Wyndham. P.71	<p>i Review the Baden Powell Drive Reserve site for proposed new regional skatepark and undertake more detailed site assessment & initial community engagement process to confirm location.</p> <p>ii Undertake design work for regional skatepark once site adopted.</p> <p>iii Undertake construction of regional skatepark.</p>	<p>high</p> <p>high</p> <p>high</p>	<p>Social Development/ Specialist Consultant</p> <p>Specialist Consultant</p> <p>Specialist Consultant</p>	<p>n/a</p> <p>n/a</p> <p>n/a</p>	<p>\$15,000</p> <p>\$100,000</p> <p>\$1,500,000</p>	<p>n/a</p> <p>n/a</p> <p>n/a</p>
B	Undertake expansion of Point Cook Skatepark. P.73	<p>i Undertake the design and consultation of Point Cook Skatepark expansion to ensure it meets a range of different users needs.</p> <p>ii Undertake construction of Point Cook Skatepark expansion.</p>	<p>med</p> <p>med</p>	<p>Specialist Consultant</p> <p>Specialist Consultant</p>	<p>n/a</p> <p>n/a</p>	<p>\$30,000</p> <p>\$300,000</p>	<p>n/a</p> <p>n/a</p>
C	Undertake implementation of municipal BMX facilities across the municipality to ensure even distribution for use as outlined in the strategy, using guidelines specified in Section 4.3. P.84	<p>i Undertake design work for municipal BMX as applicable (focus on Point Cook & North West Wyndham).</p> <p>ii Undertake construction of municipal BMX infrastructure as applicable.</p>	<p>med</p> <p>med</p>	<p>Specialist Consultant</p> <p>Specialist Consultant</p>	<p>n/a</p> <p>n/a</p>	<p>\$20,000</p> <p>2 x \$400,000</p>	<p>n/a</p> <p>n/a</p>
D	Undertake implementation of district skateparks in parks across the municipality to ensure even distribution for use as outlined in the strategy, using guidelines specified in Section 4.3. P.84	<p>i Undertake design work for district skateparks facilities as applicable.</p> <p>ii Undertake construction of district skateparks as applicable.</p>	<p>med</p> <p>med</p>	<p>Specialist Consultant</p> <p>Specialist Consultant</p>	<p>n/a</p> <p>n/a</p>	<p>\$10,000 x 5 per facility</p> <p>5 facilities at \$80,000 (skate) Total \$400,000</p>	<p>n/a</p> <p>n/a</p>

	Recommendations	Key Actions	Priority	Support Partners	Estimated Operational Cost	Estimated Capital Cost	Estimated Possible Costs	
3	Capital Works Youth Space Provision (social model)							
A	Redevelop the existing Hoppers Crossing Youth Resource Centre outdoor area. P. 50 & 74	i	Undertake community engagement and design work for redeveloped Hoppers Crossing Youth Resource Centre outdoor area.	high	Early Years and Youth/Specialist Consultant	n/a	\$30,000	n/a
		ii	Undertake construction of redeveloped Hoppers Crossing Youth Resource Centre outdoor area.	high	Early Years and Youth /Specialist Consultant	n/a	\$300,000	n/a
B	Explore a Youth Space for Central Werribee. P. 50, 73 & 74	i	Identify a site for new municipal youth space in central Werribee and undertake more detailed site assessment & initial community engagement process to confirm location.	high	Early Years and Youth /Social Development/ Place Management/Specialist Consultant	n/a	\$7,500	n/a
		ii	Undertake design work for municipal youth space once site adopted.	med	Early Years and Youth /Social Development/ Place Management/Specialist Consultant	n/a	\$70,000	n/a
		iii	Undertake construction of municipal youth space.	med	Early Years and Youth /Specialist Consultant	n/a	\$1,000,000	n/a
C	Retrofit existing community centre's with youth inclusive infrastructure as applicable to ensure localised distribution. P.74	i	Undertake design work for retrofitted community centre's where appropriate. (Consider using Wyndham Vale Community Learning Centre as a model).	low	Social Development/Specialist Consultant	n/a	\$6,000.00 per space Approx 5	n/a
		ii	Undertake construction of retrofitted community centre's where appropriate.	low	Social Development/Specialist Consultant	n/a	\$50,000 per space Approx \$250,000	n/a

	Recommendations		Key Actions	Priority	Support Partners	Estimated Operational Cost	Estimated Capital Cost	Estimated Possible Costs
4	Capital Works Cycling Provision							
A	That assistance is provided to the Footscray Cycling Club to facilitate the process for organising road races. P.82.84 & 85	i	Consider providing a road circuit with permanent signage in Wyndham.	high	Engineering	n/a	\$10,000	n/a
B	Ensure works identified in the Bicycle Network Strategy 2011 relating to recreational cycling continue to be implemented. P.85 & 86	i	Implementation of cycling works as applicable.	high	Engineering	n/a	tbc	n/a
		ii	Ensure all future bicycle infrastructure is developed in accordance with Council's standards and VicRoads Cycle Notes standards.	high	Engineering	n/a	tbc	n/a
		iii	Investigate providing further nodes along bike trails e.g. toilets, seats, drink fountains, shade/shelter	med	Engineering	tbc	\$200,000	n/a

	Recommendations	Key Actions	Priority	Support Partners	Estimated Operational Cost	Estimated Capital Cost	Estimated Possible Cost	
5	Operational Works Skatepark Repairs & Maintenance							
A	Formal Maintenance/Audit Program is adopted for all existing skateparks. Appendix 3	i	Preparation and adoption of tailored management and maintenance plan for Point Cook Skatepark	high	Parks	\$2,000	n/a	n/a
		ii	Preparation and adoption of tailored management and maintenance plan for Presidents Park Skatepark.	high	Parks	\$1,500	n/a	n/a
		iii	Preparation and adoption of tailored management and maintenance plan for Hoppers Crossing Skatepark.	high	Parks	\$1,500	n/a	n/a
		iv	Preparation and adoption of tailored management and maintenance plan for Little River Skatepark.	high	Parks	\$1,500	n/a	n/a
B	Draft Maintenance Program is adopted for Heathdale Glen Orden BMX park. Appendix 3	i	Preparation and adoption of tailored management and maintenance plan for Heathdale Glen Orden BMX Track in conjunction with Wyndham Warriors BMX Club.	high	Parks	\$2,500	n/a	n/a
C	Implement recommendations for repairs and rectification works for existing facilities. P. 61-69	i	Undertake more detailed on site assessments & prepare detailed repair plans for Point Cook Skatepark.	high	Parks/Specialist Consultant	\$2,000	n/a	n/a
		ii	Undertake more detailed on site assessments & prepare detailed repair plans for Presidents Park Skatepark.	high	Parks/Specialist Consultant	\$2,500	n/a	n/a
		iii	Undertake more detailed on site assessments & prepare detailed repair plans for Hoppers Crossing Skatepark.	high	Parks/Specialist Consultant	\$3,500	n/a	n/a
		iv	Undertake more detailed on site assessments & prepare detailed repair plans for Little River Skatepark.	high	Parks/Specialist Consultant	\$1,000	n/a	n/a
D	Undertake repairs and rectification works for existing facilities. P.61-69	i	Undertake repairs for Point Cook Skatepark.	high	Parks	n/a	\$25,000	n/a
		ii	Undertake repairs for Presidents Park Skatepark.	high	Parks	n/a	\$40,000	n/a
		iii	Undertake repairs for Hoppers Crossing Skatepark.	high	Parks	n/a	\$25,000	n/a
		iv	Undertake repairs for Little River Skatepark.	high	Parks	n/a	\$5,000	n/a
E	Ensure adequate increase in maintenance budget to effectively maintain all new skate/bmx facilities.		Effectively maintain all new skate/bmx facilities.	high	Parks	tbc		

	Recommendations	Key Actions	Priority	Support Partners	Estimated Operational Cost	Estimated Capital Cost	Estimated Possible Cost	
6	Activation and Programming							
A	Improve and increase participation at existing skateparks. P.57	i	Develop consultation opportunities for young people in regards to the implementation of this strategy.	high	Early Years and Youth	Existing resources	n/a	n/a
ii		Increase participation by females, possible through coaching sessions during quiet off peak times.	high	Early Years and Youth/Specialist Consultants	\$5,000	n/a	n/a	
iii		Promote skate programs as a positive activity to ensure the activities are seen as a legitimate and beneficial form of recreation or sport for young people.	high	Early Years and Youth	tbc	n/a	n/a	
iv		That increased education about the safe and lawful way to access and use a skate and BMX facility is undertaken through park and school based programs, coaching clinics, promotional material and signage.	high	Early Years and Youth	tbc	n/a	n/a	
v		Continue to link in with VSA/YMCA and SBA on running events and programs across the municipality to improve participation in the sports.	high	Early Years and Youth	\$5,000	n/a	n/a	
vi		Develop promotional material advising of facility locations and provision.	high		n/a	\$5,000	n/a	
vii		Facilitate the provision of "skill development" coaching activities.	high	Early Years and Youth	\$3,000	n/a	n/a	

	Recommendations		Key Actions	Priority	Support Partners	Estimated Operational Cost	Estimated Capital Cost	Estimated Possible Cost
6	Activation and Programming							
B	Improve and increase participation of cycling in Wyndham. P.85	i	That Council considers incorporating cycling as part of other community activities.	med	Social Development	\$10,000	n/a	n/a
		ii	Council continues to partner with Bicycle Network Victoria on Super Tuesday and Super Sunday to obtain accurate data about cycling participation in Wyndham.	med	Engineering	tbc	n/a	n/a
		iii	That Council develops closer links with local cycling clubs and Bicycle Users Groups.	high		existing resources	n/a	n/a
		iv	That Council promotes its single point of contact to the Footscray Cycling Club to facilitate the organisation of road races.	high		existing resources	n/a	n/a
		v	That Council continues to promote the use of recreational trails through the regular update (every three years) of brochures, Councils website and other social media as outlined in the Bicycle Network Strategy 2011.	high		existing resources	n/a	n/a

Summary breakdown by priority	Operational Cost	Estimated Capital Cost	Estimated Possible Cost
low	\$0	\$280,000	\$0
med	\$10,000	\$2,920,000	\$2,600,000
high	\$31,000	\$2,072,500	\$0
TOTALS	\$41,000+	\$5,272,500	\$2,600,000

APPENDIX ONE: SKATE/BMX, BIKE AND SCOOTER SURVEY ANALYSIS

A summary of the key findings are detailed below.

(1) Respondent Profile

The following table summarises the survey respondent sample.

User Survey Respondent Sample

CATEGORY	SUB-GROUP	PERCENT %	RESPONSE NUMBER
Gender	Male	79.7%	63
	Female	20.3%	16
Age Range	10 –12 years	24.7%	20
	13 - 15 years	37.0%	30
	16 -17 years	16.0%	13
	18 - 20 years	6.2%	5
	21+ years	16.0%	13
TOTAL		100	81

Of the survey respondents 79.7% or 63 were male and 16 or 20.3% were female.

The majority of participants were in the 13-15 years age groups with 37% of respondents fitting in to this age cohort. The next main group were the 10-12 years age group with 24.7% of respondents followed equally by the 16-17 year olds and the 21+ year olds with 6.2% of respondents being 18-20 years old.

(2) Which Suburb

Respondents were asked to identify which suburb they reside in.

Respondents Suburb

Suburb	Percent %	Response Count
Werribee	33.8%	27
Hoppers Crossing	27.5%	22
Tarneit	12.8%	10
Wyndham Vale	6.4%	5
Point Cook	2.5%	2
Truganina	2.5%	2
Mt Cottrell	1.2%	1
Werribee South	1.2%	1
Williams Landing	1.2%	1
Other		9
TOTAL	100	80

Werribee residents made up 33.75% of the respondents followed by Hoppers Crossing with 27.5%. The next suburb represented was Tarneit with 12.8%. Together residents from these three suburbs made up 74%. Responses were also received from Wyndham Vale with 6.4%. Other suburbs had less than 3% of the responses.

(3) Facility User Type

The following table summarises the surveys respondent's answer to this question.

Type of Facility User

Answer Options	Response Percent	Response Count
Scooterer	29.5%	23
Skateboarder	28.2%	22
BMXer	20.5%	16
Cyclist	15.4%	12
Parent	5.1%	4
Inline Skater	1.3%	1
TOTAL	100	78

The results indicate that the survey was completed by Scooterers and Skateboarders who were 29.5% and 28.2% of the respondents respectively. This was followed by 20.5% of respondents being BMXers followed by 15.4% being cyclists, 5.1% being parents and 1.3% of respondents being inline skaters.

17 respondents described themselves as Longboarders. This was not a category that was included in the survey question, however there is clearly a significant group of Long Boarders who's interest is not adequately catered to.

(4) How Many Years Respondents had been Skating/riding

How long Respondents have been skating/riding

Answer Options	Response Percent	Response Count
5 or more years	33.3%	26
1-2 years	30.7%	24
Less than 1 year	20.5%	16
3-4 years	15.4%	12
TOTAL	100	78

The results indicate that the majority of survey respondents, 33.3% have been involved in their chosen activity for more than five years. This was followed by those who have been involved for 1-2 years with 30.7% and those less than one year making up 20.5% of respondents. Those who have been skating/riding for 3-4 years made up 15.4% of respondents.

(5) How often Skate/Ride

How often Respondents Skate/Riding

Answer Options	Response Percent	Response Count
Daily	44.9%	35
2-3 times per week	30.8%	24
Weekly	11.5%	9
Monthly	10.3%	8
Less than monthly	2.6%	2
TOTAL	100	78

The results indicate that the majority of survey respondents, 44.9% skate/ride daily with 30.8% skating or riding 2-3 times per week. 11.5% participate weekly and 10.3% participate monthly. Only 2.6% of respondents participated less than monthly.

(6) Where do you Usually Skate/Ride

Respondents ticked more than one response.

Location	Percent %	Response Count
Street/On road	25.6%	40
Skatepark	25.1%	32
Footpath	10.3%	16
Car parks	9.6%	15
Driveway	6.4%	10
Bike Path	5.1%	8
School	5.1%	8
Backyard	4.5%	7
Other public place	12.8%	20
TOTAL	100	156

Results indicate that the most popular location to skate/ride is on the street with 25.6% of respondents indicating this. The next most popular venue was skateparks with 25.1% of responses, followed by footpath with 10.3% and car parks with a similar usage with 9.6% of respondents. 6.4% skate/ride in their driveways, with equal numbers of 5.1% using bike paths, schools or other public spaces. The backyard was the least used location with 4.5% of respondents choosing this option.

Other locations included:

- Hang out at Skate Parks
- BMX track x 5
- Hills x 6
- Scooterz Ramp Park x 3
- City
- You Yangs as it's the closest place to ride mountain bikes

(7) Most Used Skatepark

Skatepark	Percent %	Response Count
Hoppers Crossing Skatepark	46.55%	27
Presidents Park Skatepark	36.21%	21
Point Cook Skatepark	8.62%	5
Heathdale/Glen Orden BMX track	5.17%	3
Little River Skatepark	3.45%	2
TOTAL	100	58

The responses indicate that Hoppers Crossing Skatepark is the most used skatepark with 46.55% of respondents choosing this facility. Presidents Park Skatepark was the next most popular with 36.21% of respondents. Much lower use was made of Point Cook Skatepark with 8.62% followed by 5.17% who use the Heathdale/Glen Orden BMX track and 3.45% who use Little River Skatepark.

(8) Frequency of use of Skate/BMX facility

Frequency of Visit	Percent %	Response Count
More than once a week	44.29%	31
Once a week	22.9%	16
Once a year	12.9%	9
A few times a month	11.4%	8
A few times a year	8.6%	6
TOTAL	100	70

The results indicate that just under half of the respondents (44.29%) are using skateparks more than once a week. 22.9% use skateparks once a week, with 12.9% using them once a year. 11.4% use skateparks a few times a month, with 8.6% using them a few times a year.

(9) Length of time spent at Skate/BMX/Bike Facility

Length of Time	Percent %	Response Count
More than 2 hours	51.4%	36
1-2 hours	24.3%	17
Less than 30 mins	12.9%	9
Between 30 mins and 1 hour	11.4%	8
TOTAL	100	70

The results indicate that over half of respondents (51.4%) spend more than 2 hours at the facilities indicating the need for support facilities such as toilets, shade and drink fountains due to the time spent. 24.3% of respondents spend 1-2 hours followed by 12.9% spending less than 30 minutes and 11.4% spending between 30 minutes to one hour at Skate, BMX or bike facilities.

(10) Seasonal use of Skate/BMX/Bike Facilities

Season	Percent %	Response Count
About the same all year	68.5%	50
Summer	28.8%	21
Winter	2.7%	2
TOTAL	100	73

Respondents indicated that the vast majority of 68.5% use facilities about the same all year with 28.8% using them in summer and 2.7% in winter.

(11) How do you Usually get to Skate/BMX/Bike Facilities

Method to get to Skate/BMX/Bike Facilities	Percent %	Response Count
Skate or ride	48.21%	54
My parent/guardian drops me off	16.07%	18
Public transport (bus/train)	12.5%	14
Walk	11.61%	13
I drive myself	7.14%	8
Another adult drops me off	4.46%	5
TOTAL	100	112

Almost half of respondents get to Skate/BMX/Bike facilities by skating or riding. The next response was significantly less, 16.07% which was parent guardian drops off, followed by 12.5% using public transport, 11.61% walked, 7.14% drove themselves and 4.46% were dropped off by another adult.

(12) Who do you usually go to Skate/BMX/Bike facilities with

Who do you go with	Percent %	Response Count
I come with a group of two or more friends	41.51%	44
I come with one other friend	19.81%	21
I come by myself	18.87%	20
I come with one or more brothers/sisters	12.26%	13
I come with a parent or other supervising adult (e.g. friend's parent)	5.66%	6
I come with mine or other's children	1.89%	2
TOTAL	100	106

Results indicate the 41.51% of respondents go to Skate/BMX/Bike facilities with two or more friends indicating the social nature of the activity. Similar responses were received for those who come with one friend, 19.81% and those who come by themselves with 18.87%, 12.26% come with one for more brothers and sister and 5.66% come with a supervising adult. 1.89% of respondents come with their own or others children.

(13) Rating of the importance of including various components in Wyndham's skateparks in the future

Components	Very important %	Important %	Neither imp/or not important %	Unimportant %	Very unimportant %	not sure %	Response Count
Street obstacles (plaza components)	29.8	24.6	21.1	1.8	3.5	19.3	57
Vert ramps (large competition size ramps)	24.5	28.3	30.2	1.9	9.4	5.7	53
Mini ramps (smaller ramps)	34	28.3	20.8	5.7	5.7	5.7	53
Feature bowls (enclosed, various heights)	40.7	18.5	29.6	1.9	3.7	5.6	54
BMX jumps tracks/obstacles (jump boxes, spines etc.)	32.1	20.8	30.2	7.5	3.8	5.7	53
Park style obstacles (fun boxes etc.)	34	28.3	20.8	3.8	1.9	11.3	53
BMX race track	25.9	20.4	24.1	11.1	7.4	11.1	54
Clearly defined beginners areas	45.3	20.8	18.90	0	3.8	11.3	53
TOTAL							

Results indicate that the provision of a clearly defined beginner's area is the most important feature to be provided in future facilities, followed by feature bowls, park style obstacles (fun boxes etc.), Mini ramps, BMX jumps, track obstacles, street obstacles, BMX track and vert ramps.

Other comments:

- I would like to see a hill be made for all of the longboarders.
- Hills or embankments to long board down.
- A facility/hill for longboarders, because residents don't like us skating in their street.
- Indoor or a roof added.
- Snake run for long boarders.
- We really need a hill that has no houses on it and no one living near it because we have no hill so skate in and the only one we have is a local court and residents get angry.
- Long board hills.
- Street hill.

(14) Desirability of Components in the Future Development of the Skateparks

Components	Very undesirable %	Undesirable %	Neither Desirable/Undesirable %	Desirable %	Very Desirable %	Not Sure %	Response Count
Play spaces	26.9	15.4	13.5	19.2	5.8	19.2	52
Basketball/Netball courts	23.9	15.2	26.1	8.7	17.4	8.7	46
Toilets	26.4	9.4	13.2	13.2	28.3	9.4	53
Lighting	22.0	8.0	14.0	14.0	32.0	10.0	50
Shaded areas	18.8	4.2	22.9	14.6	31.3	8.3	48
Places to hang out with friends	16.7	8.3	16.7	29.2	20.8	8.3	48
Places to sit and supervise	18.8	8.3	25.0	16.7	20.8	10.4	48
Places to rest between skating/riding	20.8	3.8	13.2	28.3	22.6	11.3	53
Water fountain	14.6	8.3	12.5	27.1	31.3	6.3	48
Places to buy food and drinks	20.0	6.0	16.0	22.0	24.0	12.0	50
Places to show or participate in art (art walls etc.)	25.0	10.4	22.9	12.5	20.8	8.3	48
Places to play music or run events	26.5	6.1	18.4	20.4	22.4	6.1	49
Designated seating and viewing for events	18.4	12.2	30.6	16.3	14.3	8.2	49
Designated on site management to assist with training and programs	18.4	12.2	26.5	14.3	16.3	12.2	49

The highest response for each component has been highlighted and appears below.

- Play spaces – very undesirable 26.9%
- Basketball/Netball Courts – neither desirable nor undesirable – 26.1%
- Toilets – very desirable 28.3%
- Lighting – very desirable 32.0%
- Shaded areas –very desirable 32%
- Places to hang out with friends – desirable 29.2%
- Places to site and supervise - neither desirable nor undesirable 25%
- Places to rest between skating/riding – desirable 28.3%
- Water fountain – very desirable 31.3%
- Places to buy food and drink – very desirable 24%
- Places to show or participate in art – very undesirable 25%
- Places to play music or run events - undesirable 26.5%
- Designated seating and viewing for events - neither desirable nor undesirable 30.6%
- Designated on site management to assist with training and programs - Neither desirable nor undesirable 26.5%

Other comments

- I would like to see a hill be made for all of the longboarders.
- Hills or embankments to long board down.
- A facility/hill for longboarders, because residents don't like us skating in their street.
- Indoor or a roof added

- Snake run for long boarders
- We really need a hill that has no houses on it and no one living near it because we have no hill so skate in and the only one we have is a local court and residents get angry.
- Long board hills.
- Street hill.

(15) Extent that Wyndham's Skateparks are Appropriate for a Range of Users

Range of Uses	Strongly agree %	Agree %	Neither agree or disagree %	Disagree %	Strongly disagree %	Not sure %	Response count
Kids aged less than 10	15.7	21.6	29.4	15.7	11.8	5.9	51
Kids aged 10-14	36.7	42.9	14.3	2.0	0.0	4.1	49
People aged 15 or more	58.0	22.0	14.0	2.0	0.0	4.0	50
Males	53.1	24.5	16.3	0.0	0.0	6.1	49
Females	32.6	26.1	23.9	6.5	4.3	6.5	46
Beginner skaters/riders	26.5	28.6	22.4	12.2	2.0	8.2	49
Intermediate skaters/riders	46.9	28.6	14.3	2.0	2.0	6.1	49
Advanced skaters/riders	55.1	24.5	12.2	2.0	0.0	6.3	49
Skateboarding	45.8	31.3	16.7	0.0	0.0	6.3	48
Riding BMX	51.0	30.6	10.2	2.0	2.0	4.1	49
Riding scooters	43.8	27.1	16.7	4.2	4.2	4.2	48
All activities (skate, BMX, hanging out)	49.0	26.5	14.3	4.1	2.0	4.1	49

The highest response for each use category has been highlighted and appears below.

- Kids aged less than 10 – neither agree nor disagree 29.4%
- Kids aged 10-14 – agree 42.9%
- People aged 15 or more - strongly agree 58%
- Males – strongly agree 53.1%
- Females – strongly agree 32.6%
- Beginner skaters/riders – agree 28.6%
- Intermediate skaters/riders - strongly agree 46.9%
- Advanced skaters/riders – strongly agree 55.1%
- Skateboarding - strongly agree 45.8%
- Riding BMX - strongly agree 51%
- Riding scooters - strongly agree 43.8%
- All activities (skate, BMX, hanging out) - strongly agree 40.0%

Overall these results show that most people agree or strongly agree that the facilities are appropriate for all listed market segments with the exception of kids aged less than 10 years of age.

(16) Frequency of behaviours at the Skateparks

Behaviours	Often %	Sometimes %	Rarely %	Never %	Not sure %	Response count
Socialising with friends	69.6	12.5	5.4	1.8	10.7	56
Learning from others	62.3	28.3	3.8	3.8	1.9	53
Teaching and helping	61.2	18.4	12.2	6.1	2.0	49
Sharing and taking turns	52.9	27.5	11.8	5.9	2.0	51
Cooperating	46.8	23.4	14.9	8.5	6.4	47
Respecting others	52.0	26.0	8.0	8.0	6.0	50
Bullying	16.7	29.2	35.4	14.6	4.2	48
Smoking	34.0	25.5	21.3	14.9	4.3	47
Drinking alcohol	17	19.1	29.8	25.5	8.5	47
Drug taking	12.8	6.4	29.8	31.9	19.1	47
Physical fighting or violence	17	12.8	42.6	23.4	4.3	47
Arguments	21.3	27.7	29.8	17	4.3	47
Littering	27.1	25	29.2	14.6	4.2	48
Vandalism	31.9	21.3	17.0	27.7	2.1	47
Graffiti	39.2	21.6	21.6	15.7	2.0	51
Conflict between different user groups	23.4	23.4	34.0	17	2.1	47
Crowding	31.3	25.0	29.2	10.4	4.2	48
Collisions between skaters/riders	29.2	22.9	31.3	12.5	4.2	48
Injuries	22.4	28.6	36.7	10.2	2.0	49

The highest response for each market segment has been highlighted and appears below.

- Socialising with friends – often 69.66%
- Learning from others – often 62.3%
- Teaching and helping – often 61.2%
- Sharing and taking turns – often 52.9%
- Cooperating – often 46.8%
- Respecting others – often 52%
- Bullying – rarely 35.4%
- Smoking – often 34%
- Drinking alcohol – rarely 29.8%
- Drug taking – never 31.9%
- Physical fighting or violence – rarely 42.6%
- Arguments – rarely 29.8%
- Littering- rarely 29.2%
- Vandalism – often 31.9%
- Graffiti – often 39.2%
- Conflict between different user groups – rarely 34.0%
- Crowding – often 31.3%
- Collisions between skaters/riders – rarely 31.3%
- Injuries – rarely 36.7%

(17) Three favourite Skateparks

Skateparks	Percent %	Response Count
Hoppers Crossing Skatepark	29.91%	35
Presidents Park Skatepark	19.66%	23
Riverside Skatepark	12.82%	15
Point Cook Skatepark	8.55%	10
Geelong Waterfront Youth Activities Area	8.55%	10
The Shed in Cranbourne	8.55%	10
Newport Skatepark	5.98%	7
Frankston Skatepark	3.42%	4
Little River Skatepark	0.85%	1
Prahran Skatepark	0.85%	1
Coburg Skatepark	0.85%	1
TOTAL	100	117

The results indicate that the Hoppers Crossing Skatepark is the favourite of 29.91% of respondents. This is followed by Presidents Park Skatepark with 19.66% and Riverside Skatepark with 12.82%. The next three were considered a favourite by 8.55% of respondents; these were Point Cook, Geelong Waterfront and The Shed in Cranbourne. Newport was the next favourite with 5.98%. All of the other facilities were favoured by less than 5% of respondents.

(18) Things Young People Don't Like About Skateparks/Things to Avoid in Future.

The following comments were received in relation to the things young people don't like about skateparks.

- Big Kids
- Not much space and needs water fountains
- Too many people x 2
- Fights, competitions
- Smoking x 3
- Injuries
- No designated beginners/ young riders area, conflicts,
- Roll ins - hoppers crossing bowl, too many kids not waiting their turns and accidents happening
- I don't like it being crammed in to a small area
- Too small, need more areas for more experienced riders X 2
- Everyone caters for skate and BMX but not for longboarding
- Skateparks are not ideal for longboarders, long boards are more used down hills, or paths with descents. Windy paths with descents are ideal.
- Conflict between groups
- Mixing bikes skate and scooterers together, and dirty water fountains and no nearby shops
- It needs larger designated learner areas for children to avoid injuries.
- We need a local hill!
- The people we skate around get annoyed from crowding and us hitting their cars.
- There are no hills for longboarding and if there were hills you could hold skate competitions
- Smokers, alcoholics, drugies, scooterers and fights.
- Age group between 5-8 riding in circles around the skatepark.

APPENDIX TWO: YOUTH PLACES AND SPACES SURVEY ANALYSIS

A summary of the key findings are detailed as follows:

(1) Respondent Profile

The following table summarises the survey respondent sample.

User Survey Respondent Sample

CATEGORY	SUB-GROUP	PERCENT %	RESPONSE NUMBER
Gender	Male	41.5%	39
	Female	58.5%	55
Age Range	10 –12 years	26.8%	26
	13 - 15 years	38.1%	37
	16 -17 years	22.7%	22
	18 -20 years	4.1%	4
	21-+ years	8.2%	8
TOTAL		100	97

Of the survey respondents 58.5% or 55 were female and 39 or 41.5% were male.

The majority of participants were in the 13-15 years age groups with 38.1% of respondents fitting in to this age cohort. The next main group were the 10-12 years age group with 26.8% of respondents followed by the 16-17 year olds with 22.7% and the 21+ year olds with 8.2%. 4.1% of respondents were 18-20 years old.

(2) Which Suburb

Respondents were asked to identify which suburb they reside in.

Respondents Suburb

Suburb	Percent%	Response Count
Werribee	37.8%	37
Hoppers Crossing	27.6%	27
Wyndham Vale	13.3%	13
Tarneit	11.2%	11
Cocoroc	1.0%	1
Point Cook	1.0%	1
Truganina	1.0%	1
Werribee South	1.0%	1
Other	6.1%	6
TOTAL	100	98

Werribee residents made up 37.8% of the respondents followed by Hoppers Crossing with 27.6%. The next suburb represented was Wyndham Vale with 13.3% and Tarneit with 11.2%. Together residents from these four suburbs made up 89.9% of respondents. Only one response was received from the other suburbs listed in the table above.

(3) Activities Currently Enjoyed by Young People

Respondents could tick three activities.

Activities, programs etc.	Percent %	Response Count
Hanging out (socialising with friends at their home or yours)	18.8%	53
Going to movies	12.4%	35
Hanging out (socialising with friends at shopping centres, community facilities.)	12.1%	34
Using the internet (web, facebook etc.)	11.3%	32
Listening to music (iPod etc.)	10.3%	29
Hanging out (socialising with friends at parks)	9.9%	28
Art (painting, drawing etc.)	5.0%	14
Playing music (instrument etc.)	4.6%	13
BMX riding	3.2%	9
Playing organized sport (football, netball, soccer etc. in competition)	2.8%	8
Scootering	2.4%	7
Playing unstructured sport (half court basketball, kicking footy etc.)	1.8%	5
Playing on playgrounds (swings etc.)	1.8%	5
Skateboarding	1.8%	5
Bike riding (mountain or road bikes)	1.8%	5
Total	100	282

The results indicate that the activity most enjoyed by young people is hanging out with friends at their home or yours, 18.8%, followed by going to the movies 12.4%, hanging out with friends at shopping centres/community facilities 12.1% and using the internet 11.3%. Listening to music was enjoyed by 10.3%, hanging out by 9.9%. All other activities listed in the table above were enjoyed by less than 5% of respondents.

(4) Activities and Programs Young People would do more if they Could or were Made Available

Respondents could tick three activities.

Activities, programs etc.	Percent %	Response Count
Movie nights	21.2%	56
Hanging out (socialising with friends at their home or yours)	11.0%	29
Music programs/teaching(instrument etc.)	9.5%	25
Art programs (painting, drawing etc.)	9.0%	24
Hanging out (socialising with friends at a park)	8.3%	22
Hanging out (socialising with friends at shopping centres)	8.3%	22
Using the internet (web, facebook etc.)	6.1%	16
Listening to music (iPod etc.)	6.1%	16
BMX riding	4.9%	13
Playing organised sport (football, netball, soccer etc. in competition)	3.4%	9
Playing unstructured sport (half court basketball, kicking footy etc.)	3.0%	8
Skateboarding	3.0%	8
Bike riding (mountain or road bikes)	3.0%	8
Playing on Playgrounds (swings etc.)	3.0%	8
Total	100	264

The results indicate that Movies nights are the preferred activity for young people with 21.2% indicating that this is what they would do more of if they could. Hanging out with friends is the next most popular with 11.0% choosing this, followed almost equally by music 9.5% and art programs 9.0%. This is then followed equally by hanging out with friends at the park and at shopping centres 8.3%. Listening to music and using the internet are the next most popular with 6.1% followed by BMX riding. All other activities chosen were less than 4% of responses.

(5) Places and Facilities Currently enjoyed by Young People

Respondents could tick three activities.

Place/facility	Percent %	Response Count
Internal Shopping centres	22.05	58
Cinemas	19.77	52
Youth centres	10.65	28
Streets (shops & food etc.)	10.65	28
Parks/open space (gardens etc.)	8.75	23
Skateparks (skate, free style BMX etc.)	6.46	17
School/school grounds	5.32	14
Community centres (libraries etc.)	4.18	11
Indoor sporting facilities (Basketball stadium/swimming centres)	3.42	9
Indoor Entertainment Venues	3.04	8
Indoor Skateparks	2.66	7
BMX tracks (racing etc.)	2.28	5
Outdoor sporting facilities (ovals, ball courts, velodrome etc.)	0.76	2
Informal sports facilities (half court basketball, futsal, rebound walls)	0.38	1
TOTAL	100	263

The most popular place currently enjoyed by young people is internal shopping centres with 22.05% indicating this is their most preferred place. This was closely followed by cinemas with 19.77% of respondents. Youth Centres and the streets were only half as popular with 10.65% choosing these facilities. Parks were chosen by 8.75% of respondents, followed by skateparks with 6.46%, school grounds with 5.32% and community centres with 4.18%/ All other facilities were chosen by less than 5% of respondents.

(6) Places/facilities Young People would Potentially use if they were available in Wyndham

Respondents could tick three activities.

Place/facility	Percent %	Response Count
Outdoor cinema	19.33	52
Outdoor performance events areas with power and stage to play music and put on events	11.03	29
Teenage play equipment (challenging & relevant obstacles etc.)	11.03	29
Outdoor music spaces (speakers, iPod jacks)	10.65	28
Seating and social spaces in central accessible locations near shops and public transport	9.13	24
Outdoor art spaces (walls, exhibition panels etc.)	7.22	19
Youth centres	6.84	18
Indoor Skateparks	5.32	14
Skateparks (skate, free style BMX etc.)	4.56	12
Community centres (libraries etc.)	3.80	10
BMX tracks (racing etc.)	3.42	9
Informal sports facilities (half court basketball, futsal, rebound walls)	3.42	9
Internal sporting facilities (basketball stadium/swimming centres)	3.42	9
Outdoor sporting facilities (ovals, ball courts, velodrome etc.)	2.66	7
TOTAL	100	269

The results indicate that an outdoor cinema is the facility that most young people would potentially use if it was available in Wyndham with 19.33% choosing this facility. This was followed equally by outdoor performance areas and teenage play equipment chosen by 11.03%. This was very closely followed by outdoor music spaces 10.65% and seating a social spaces in central locations with 9.13% of respondents. Outdoor art spaces were identified by 7.22% of respondents followed by youth centres 6.84%, indoor skatepark 5.32% and outdoor skateparks 4.56%. All other facilities were chosen by less than 4% of respondents.

(7) How far Young People are likely to travel to the different spaces and places to enjoy the activities outlined above.

	Very likely %	Likely %	Neither likely or unlikely %	Unlikely %	Very unlikely %	Not sure %3	Response Count
Go to local spaces/facilities that you only have to walk to but may not have a lot of variety or be very big.	5.3	27.1	28.2	3.5	5.9	20.0	85
Walk, ride or skate up to 15 minutes to go to a larger space with more facilities an activities with very occasional programs or events to enjoy	25.0	35.0	16.3	15.0	2.5	6.3	80
Travel up to 30 minutes by car or public transport to go to a large space with lots of different facilities and regular local events and programs to enjoy	22.8	36.7	20.3	7.6	3.8	8.9	79
Travel over 30 minutes by car or public transport to go to a very large central regional facility/space with a range of activities spaces to enjoy including regular large scale programs	27.3	27.3	15.6	11.7	9.1	9.1	77

Results indicate that the highest response 36.7% was received for travelling up to 30 minutes to go to a large space with lots of different facilities and regular local events and programs to enjoy – this was selected as likely. The very likely and likely responses were equally received 27.3% for travelling over 30 minutes for regional facilities. Travelling up to 15 minutes was chosen as likely by 35% and local spaces facilities highest response was neither likely nor unlikely.

(8) The three biggest issues that either currently or could prevent young people from potentially accessing spaces and places such as those outlined in question 6

Barrier/issue	Percent%	Response Count
No one to go with	13.76	49
Parents won't let me	11.52	41
Lack of appropriate public transport	11.52	41
Lack of other transport (parents etc.)	10.39	37
Spaces are not accessible/central	7.3	26
Not feeling safe travelling to/from spaces	7.02	25
Not open at appropriate times	6.74	24
Bullying concerns	6.46	23
Lack of feeling welcomed by others who use the space (community, different age groups etc.)	6.18	22
Not feeling safe at the space	5.9	21
Programs are not applicable to young people	5.62	20
Lighting and night time use not available	3.93	14
Spaces are isolated or singular in use	3.65	13
TOTAL		356

Through the survey 13.76% of young people identified that not having any one to go with was the main issue preventing them accessing spaces outlined in Question 6. This was followed equally (11.52%) with parents won't let me and a lack of public transport. Lack of other transport was identified by 10.39% and a lack of feeling welcome by those already using the space was identified by 8.59%. This was followed in descending order by spaces not accessible 7.3%, not feeling safe travelling to/from the space 7.02%, not open at appropriate times 6.74%, bullying concerns, 6.46%, not feeling safe at the space 5.9%, programs not applicable for young people 5.62%, lighting and night time use not available 3.93% and spaces are isolated or singular in use 3.65%.

APPENDIX THREE: DRAFT MAINTENANCE PROFORMA

Disclaimer

Playce Pty Ltd., its employees, directors and associated entities shall not be liable for any loss, damage, claim, costs, demands and expenses for any damage or injury of any kind whatsoever and howsoever arriving in connection with the use of this Operational Maintenance Strategy or in connection with activities undertaken in Skateparks generally.

Whilst due care and consideration has been undertaken in the preparation of this report, Playce Pty Ltd advise that all recommendations, actions and information provided in this document is based on our experience as professional Landscape Architects specialising in Skatepark Design and Construction and upon research as referenced in this document. Playce Pty Ltd. and its employees are not qualified to provide legal, medical or financial advice. Accordingly, detailed information in this regard will require additional professional consultation in order to adequately manage and maintain the Skatepark facility and reduce risk to Wyndham.

INTRODUCTION

This document has been produced by Playce Pty Ltd for Wyndham City Council to highlight common maintenance issues that may be experienced specifically with Wyndham's current Skate and BMX facilities, as well as reviewing best practices in the maintenance of Skatepark facilities.

No matter what the size of the facility, proper maintenance must be developed and budgeted for. Maintenance relates to the current and ongoing physical requirements of the skate facility. The popularity and outdoor public location of Skateparks make them subject to signs of high impact usage and weathering. An operational plan of maintenance is essential to the success and longevity of Wyndham's facilities. A properly maintained and managed facility assists in maximising the safety and enjoyment of both users and the broader community. It also works towards ensuring the facility becomes a valuable community asset rather than perpetuating negative perceptions often associated with youth in public space and Skateparks generally.

This plan will outline broad maintenance requirements for the varying elements contained within Wyndham's Skateparks. These include:

- Concrete (skate-able surfaces and elements such as blocks, stairs and ledges as well as refuge spaces)
- Steel (coping, rails)
- Drainage
- Landscaping (turf, trees, planting)
- Adjoining Pathways
- Signs
- Litter bins
- Drinking Fountains

This report will also provide recommended daily, monthly and annual action checklists for use by Wyndham City Council and maintenance contractors to adapt and edit to meet their specific requirements.

AUSTRALIAN STANDARDS AND OTHER GUIDING DOCUMENTS

At present, there are no Australian Standards or formal industry standards that currently exist in relation to Skatepark facility design, construction and management however Sport and Recreation Victoria's "The Skateboard Facility Guideline" provides important guidelines in relation to this topic.

Developing a maintenance plan is an important step in reducing risk however risk management for the Wyndham Skateparks is beyond the scope of this report. Australian Standard 4360: Risk Management and HB246 (2204): Guidelines for Managing Risk in Sport and Recreation provide standards and guidelines which should be reviewed in addition to this report by a qualified risk manager for Council.

MANAGEMENT ISSUES

The following section discusses general maintenance and management issues for Wyndham's Skateparks.

Debris

Debris such as gravel and bark can pose significant risk to skateboarders as it can get caught under the small wheels causing the skateboard to stop suddenly.

It is important to frequently clear debris in the Skateparks by sweeping and/or blowing out to ensure that it does not endanger Skatepark users and that all drains function properly. Broken glass obviously poses a significant danger to users and should also be removed immediately.

Recommendation

All Skateparks should be visited weekly by one person for approximately 15-30 minutes. This person should be responsible for ensuring broken glass and litter is removed from the facility.

In addition, the Skatepark should be blown and/or swept out with particular attention paid to enclosed corners and edges of elements.

MUD AND WATER

Mud and water may pool in the Skateparks for several reasons such as the shifting/settlement of the Skatepark on the site, blocked drainage or following extremely heavy rainfall. Mud and water if left to sit for long will begin to degrade the surface of the facility. Furthermore, they can make the surface slippery and therefore dangerous to users.

Any mud on site should be hosed down and excess water cleared via available drainage. If pooling water becomes a regular issue, it should be reported as an issue requiring special consideration and drainage for the facility should be reviewed/repaired.

Recommendation

It is recommended that weekly inspections are undertaken to ensure all debris is removed from around strip drains to ensure the skate & BMX parks continue to drain well.

Graffiti and Vandalism

Graffiti and vandalism are common in many public spaces and significantly in Skateparks. The Skateparks must be regularly inspected for incidents of graffiti and vandalism.

Should the damage to the facility pose any significant threat to the safety of users, it should be reported immediately and the Skatepark facility securely closed until necessary rectification works are carried out.

Vandalism to any element of the park should be completely inspected and repaired before allowing anyone to use the Skatepark. The structural integrity of all elements that are subject to attack by vandals must be thoroughly checked by an appropriately qualified professional and approved for use prior to park re-opening.

Incidents of graffiti should be recorded and dealt with according to the Wyndham Graffiti Policy and also checked to ensure that it does not make a skate-able surface overly slippery and therefore dangerous for users.

Recommendation

Painting specifications will need to address colour, glare and especially traction on surfaces which are used by riders and skaters. Applying surface treatments may make surfaces slippery and therefore dangerous and unsuitable for wheeled sports.

Maintenance contractors should exercise caution in the use of high pressure hoses and chemicals to remove graffiti on skate-able surfaces and signage. This technique, used on other Skateparks, has caused damage and degradation to the riding surface. It is also possible that these treatments may also make the riding surface slippery.

Any application should be applied in a test area and checked to ensure the surface has not been damaged or presents an unacceptable risk to participants.

Concrete Surface Condition

Some shrinkage, cracking and chipping of concrete surfaces is to be expected and does not imply failure of the structure, its constructed materials or workmanship.

The concrete areas should maintain their quality for a period of approximately 10-15 years after which time some resurfacing may be required subject to construction quality, maintenance, level of use and climatic conditions.

Recommendation

All concrete surfaces and elements should be inspected for chips, cracks, erosion and pitting. They should also be inspected for excessive wear and tear.

It is recommended that a thorough inspection of the concrete surface take place on an annual basis at each of the Skateparks.

As the facilities surfaces can be adversely affected by sand or grit, deep cleaning by high pressure washing of the facility is recommended to remove any refuse on an annual basis. The use of high pressure hoses on the **concrete** surface should be kept to a minimum as regular usage can degrade the surface.

Loose Items on Skatepark Surface

Remove any items which have made their way into the Skatepark and surroundings. Such items may include loose bins, boxes/containers, pieces of metal bar or timber, shopping trolleys, blocks, etc.

STEEL

Within a Skatepark, coping and rails are subject to extremely high levels of impact through regular usage. It is important that steel coping and rails are routinely checked for excessive denting, burrs, corrosion, exposed edges and looseness which can potentially severely injure Skatepark users.

There are several places where steel is used throughout the Wyndham Skateparks. They include;

- Steel coping along edges of Skatepark elements
- Steel rails
- Fixings

Recommendation

In all cases, steel should be galvanised to prevent corrosion. All welds are to be ground flush and cold galvanised. The hollow ends must be sealed with 5mm plate. Bolted components must be assembled with washers under the heads and nuts. Nuts for high strength bolts shall be of the double faced or washer faced hexagon type. Bolt heads and nuts shall be tightened and the nuts shall be effectively locked where specified. All bolts shall be "snug" tightened unless otherwise detailed.

It is recommended that all steel elements are thoroughly and specifically checked for burrs and looseness on a quarterly basis including checking for excessive denting, corrosion and chipping.

DRAINAGE

It appears that all of the Skateparks are designed to drain to designated low points that contain pits.

It is important that the facility drains properly as pooled storm water will degrade the surface over time and may present an unacceptable danger to facility users.

Recommendation

Drains should be checked to ensure that they are clear of debris at the ground line on a daily basis. On a quarterly basis or as required, the drainage grates should be removed and all collected debris should be removed. The silt baskets, if applicable should also be emptied at this time. The frequency should increase to monthly over the winter or periods of significant rain.

LANDSCAPING

All of the Wyndham's Skateparks have adjacent turf and occasional planting beds and trees in the immediate vicinity of the Skateparks.

The turf around the Skateparks should be managed by the maintenance contractors as part of their overall maintenance contracts. Grass should be mown as required or approximately every 2 weeks. Grass clippings should be collected.

Recommendation

Grass clippings should be collected in the Skatepark vicinity to avoid them being carried into and collecting within the Skatepark facility. It is also recommended that any minor depressions or undulations in turf are checked and re-seeded annually. A herbicide such as Round-Up may be used near the Skatepark to discourage weed growth where required.

Excessive wear of grassed areas abutting the Skatepark facility due to heavy tramping should be reported to council to enable additional design solutions such as extending the skirting around the facility, installation of hard surfaced pathways or rubberised matting as applicable.

ADJOINING REFUGE AREAS

Where there are adjoining refuge areas at Wyndham's Skateparks they should be maintained to ensure that they intersect with the Skatepark at a level marginally below the concrete edge.

The maintenance contractors should inspect pathways generally on an annual basis.

Recommendation

Concrete pathways should be checked for cracking, erosion and chipping and repaired in a timely manner.

SIGNAGE

It is critical that appropriate signs are installed in prominent locations at all major entrances to Wyndham Skateparks. Council should liaise with MAV to confirm the appropriate safety information on their signs but as a minimum they should contain the following; emergency contacts, operating hours and conditions of use that needs to be communicated to facility users.

It is critical that safety signage is legible at all times.

Recommendation

Maintenance contractors should inspect signage on a regular basis and remove any graffiti or report any incidents where the sign has been made illegible. Repairs should be made in a timely manner.

AMENITY

Litter

Bins are to be available at all facilities.

Recommendation

It is important to ensure that litter is frequently cleared from the Skatepark and adjacent areas.

Broken glass must be cleared as soon as possible as they present significant risk of injury to Skatepark users. Litter bins must be clean, accessible and available for usage at all times. Any excess littering should be reported as an issue requiring special consideration. It may mean that additional bins are required or that existing bins need to be relocated. Bins must always be robust and secure to reduce the possibility of vandalism or relocation of bins for use as "elements".

Drinking Fountain

A robust drinking fountain should be provided in a central refuge area at each of the Wyndham parks for the comfort of users.

Recommendation

The drinking fountain should be inspected regularly to ensure it is clean, accessible and in proper working order. The bowl of the drinking fountains should be clear of any debris. The area around the fountain should be checked for any signs of leaking including excess or pooling water. The pressure of the water from the fountain should be checked. Repairs required should be carried out as soon as possible as excess water may make surfaces slippery.

MAJOR REPAIRS AND FUTURE UPGRADES

Major repairs and future upgrades should be undertaken by appropriately qualified and experienced professional Skatepark designers and/or contractors.

MAINTENANCE, BUDGETING AND REPORTING

No matter the size of the facility, proper maintenance must be developed and budgeted for.

MAINTENANCE BUDGETING

The Royal Society for the Prevention of Accidents suggest that as a general principle, Skatepark operators should allow 10% of the original capital cost of facility for annual maintenance of concrete facilities. Budget amounts for maintenance should be reviewed regularly and revised to meet real costs annually.

MAINTENANCE REPORTING

The maintenance checklists included in this report should be used by appointed contractors. The contractor may provide their own reporting format provided it incorporates the items identified in this report and is approved for use by Wyndham Council.

All reports should be signed off on by a suitably qualified and appointed person such as the manager or supervisor for the contractor. Where issues have been raised that require special consideration, it is essential that the appointed person follows up on these issues and lodges additional reporting. All maintenance and inspections should be documented via these reports and kept for a minimum of 6 years. It is important that reports are legible and detailed and filed in a manner that is logical and accessible.

An external inspector/auditor with qualified specialist Skatepark expertise should be considered for annual inspections.