

SKATE/BMX FEASIBILITY STUDY



AUGUST 2009

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TABLE OF CONTENTS

1	EXECUTIVE SUMMARY	3
2	BACKGROUND.....	7
3	ASSESSMENT OF DEMAND FOR SKATE AND BMX	16
4	DIRECTIONS FOR THE PROVISION OF SKATE AND BMX FACILITIES	17
5	SKATE/BMX FEASIBILITY STRATEGY	24

1 EXECUTIVE SUMMARY

The City of Moonee Valley Skate/BMX Feasibility Study has been developed to guide the existing and future provision and management of skateboard/BMX facilities and activities in the City of Moonee Valley. The strategy provides a plan to meet the needs of skaters and riders in Moonee Valley. The study has involved community consultation, an assessment of supply and demand, consideration of trends and innovations and an analysis of location opportunities throughout the municipality.

SUMMARY OF DEMAND ANALYSIS

The allocation of millions of dollars by local government to skate and BMX facility provision suggests there has been demand from the community for facilities to cater for skate and BMX, and provision for these activities has been lacking.

Based on the review of a sample of existing (new and well-established) facilities across metropolitan Melbourne, utilisation data shows there are significant numbers of users participating in skateboarding and BMX. The recent example of the new Municipal facility in Frankston is evidence of the response in participation and utilisation when a well designed and constructed facility is provided.

In Moonee Valley there is a high level of facility provision per population compared to surrounding municipalities, however consultation with skaters and riders identifies that the quality of these facilities is generally poor in terms of the activity level and diversity that is provided for, and therefore they are not well used. This is not to be mistaken for low participation and low levels of interest in the sports. Information gathered has shown that skaters and riders from Moonee Valley are using many other facilities across metropolitan Melbourne – and travelling great distances to do so. Informal, non-skate / BMX specific areas are also used mainly due to an absence of other facilities. Again, such use occurs outside of Moonee Valley, in local streets and schools and in private areas that would not necessarily generate a high profile of need amongst the community.

It is likely that significant improvement to existing facilities provided by Council will attract increased levels of use. The greatest impact would be seen through the provision of facilities that are well designed, cater to the localised emphasis between skating and BMX riding by offering the right mix of obstacles and travel paths, are well constructed, and most importantly, are well sited within other facilities and infrastructure, safe and accessible.

APPROACH TO FACILITY PROVISION

Considerations identified through the consultation and research include:

- Provide different sorts of facilities (i.e. mix of BMX and skate oriented facilities);
- Facilities that are locally accessible – provide multiple facilities to ensure access;
- Facilities to be located near a train station to increase access (bikes can't be taken on buses);
- A variety of components to cater for people of all skill levels;
- Facilities need to be safely located, and include security lighting.

GUIDING PRINCIPLES

A series of principles have been prepared based on analysis undertaken for the study. These principles are to guide efforts made in providing facilities that reflect the desired approach of the community outlined above:

- Innovation - there is a desire for the provision of skate and BMX facilities to challenge past ideas and continually consider new and different ways of catering to demand. The exploratory nature of skateboarding and BMX riding allows for innovation to facilitate creativity in the activities. Innovation can extend to the broader mix of activities and functions that skate and BMX facilities serve in catering for young people.
- Access – it is imperative that facilities are close to public transport (especially trains);
- Safety – all facilities and spaces must be designed to ensure that users feel safe through careful consideration of siting and proximity to surrounding facilities, optimising opportunities for informal surveillance, lighting, appropriate landscaping etc;
- Encourage participation by people of all ages and abilities – facilities will provide for skaters and riders of different ability levels, whilst being carefully designed to allow for the different needs of the different levels through distances, heights, paths of travel, separation of obstacles etc;
- Flexibility – due to the changing nature of skateboarding and BMX riding, facilities are to be designed to cater for changing trends as much as possible;
- Programming – the opportunity exists to activate facilities in a different way through programming (such as events, clinics etc). The design of facilities to allow a range of programs to occur need to be considered and allowed for.

SKATE / BMX FACILITY PROVISION FRAMEWORK

In providing skate and BMX facilities, Council will work to a two level framework. Level 1 facilities will be aimed at specific skate and BMX facility provision. These facilities would be provided according to the localised needs of the communities (ie. BMX or skating emphasis), while still reflecting the principles guiding facility provision. The catchment of these facilities will vary depending on the size of the site available, the mix of obstacles and the 'uniqueness' of the facility and the activities it caters for. It is anticipated (and should be planned) that when the level 1 facilities are viewed as a suite across the municipality, the result will be provision for range of opportunity and diversity of experience. Level 2 facilities will be an approach of incorporating skateable elements in generic open space and urban settings. All facilities will be provided in accordance with five zones of provision including the north west, north east, west, central and south of the municipality. Future sites selected for skate/BMX facility developments should be selected based on the application of the site selection criteria provided in this study.

The following table provides a summary of the actions recommended in the study.

SUMMARY OF ASSESSED SITES AND STRATEGY

REGION	SITE ASSESSED	SITE ASSESSMENT SUITABILITY RESULT	OTHER FACTORS/NOTES	EXISTING FACILITY ACTION	FACILITY TYPE FOR STRATEGY	PRIORITY (CONSTRUCTION/REDEVELOPMENT COMPLETION YEAR)
NORTH WEST	HANSEN / ERTZEL PARK	51%	NOT CONSIDERED LARGE ENOUGH			
	AJ DAVIS RESERVE	51%	TOO REMOTE			
	WESTFIELD SHOPPING CENTRE	85%	SUBJECT TO WESTFIELD SUPPORT		DISTRICT	PRIORITY 4 (YEAR 7)
NORTH EAST	BOEING RESERVE	80%	PARK TO BE REDEVELOPED TO DISTRICT FACILITY	MINOR REPAIRS TO RAMP ASAP	DISTRICT	PRIORITY 3 (YEAR 5)
CENTRAL	ALF PEARCE RESERVE	53%	INCIDENTAL SKATE ALREADY BEING CONSIDERED			
	BUCKLEY PARK	61%	NOT ENOUGH SPACE			
	LINCOLN PARK	58%	TOO CLOSE TO RESIDENTS			
	WINDY HILL SPORTS PRECINCT	71%	SUBJECT TO WINDY HILL REDEVELOPMENT		LOCAL/YOUTH SPACE	PRIORITY 6 (YEAR 10)
SOUTHERN	HALL STREET CAR PARK	86%	SECONDARY OPTION IF MT ALEXANDER RD OPTION NOT ADOPTED			
	MT ALEXANDER ROAD CAR PARK	90%	PREFERRED MAJOR OPTION		DISTRICT/MUNICIPAL	PRIORITY 2 (YEAR 3)
	QUEENS PARK	81%	NOT CONSIDERED DUE TO DIFFERENT TO COUNCIL STRATEGIC DIRECTION			
	FANNY STREET RESERVE	51%	REDEVELOPED AS SMALLER PLAY SPACE	REDEVELOPED AS SMALLER PLAY SPACE ASAP		
	DEBNEY PARK	86%	NOT PART OF IMPLEMENTATION AS INCIDENTAL SKATE ALREADY BEING CONSIDERED			
	VICTORY PARK	87%	NOT CONSIDERED AS DUE TO PROXIMITY OF WINGATE FACILITY			
	ABERFELDIE PARK	75%	NOT CONSIDERED DUE TO BETTER OPTIONS IN REGION			
	MOONEE PONDS CREEK RESERVE (UNDERPASS)	52%	TOO ISOLATED			
WESTERN	NIDDRIE YOUTH HUB	71%	CONSIDERED AS AN OPTION FOR YOUTH INFRASTRUCTURE RATHER THAN SKATE FACILITY		LOCAL/YOUTH SPACE	PRIORITY 5 (YEAR 9)
	AVONDALE HEIGHTS RESERVE	61%	OTHER BETTER LOCATION MORE SUITABLE			
	JH ALLAN RESERVE	55%	OTHER BETTER LOCATION MORE SUITABLE			
	ROSEHILL PARK	89%	PARK TO BE REDEVELOPED TO DISTRICT FACILITY	DEMOLISH UNSUITABLE AREAS ASAP. REPAIR MODULAR EQUIPMENT FOR SHORT TERM USE	DISTRICT	PRIORITY 1 (YEAR 2)
	QUINN RESERVE	62%	OTHER BETTER LOCATION MORE SUITABLE			
	STEELE CREEK	31%	TOO REMOTE			

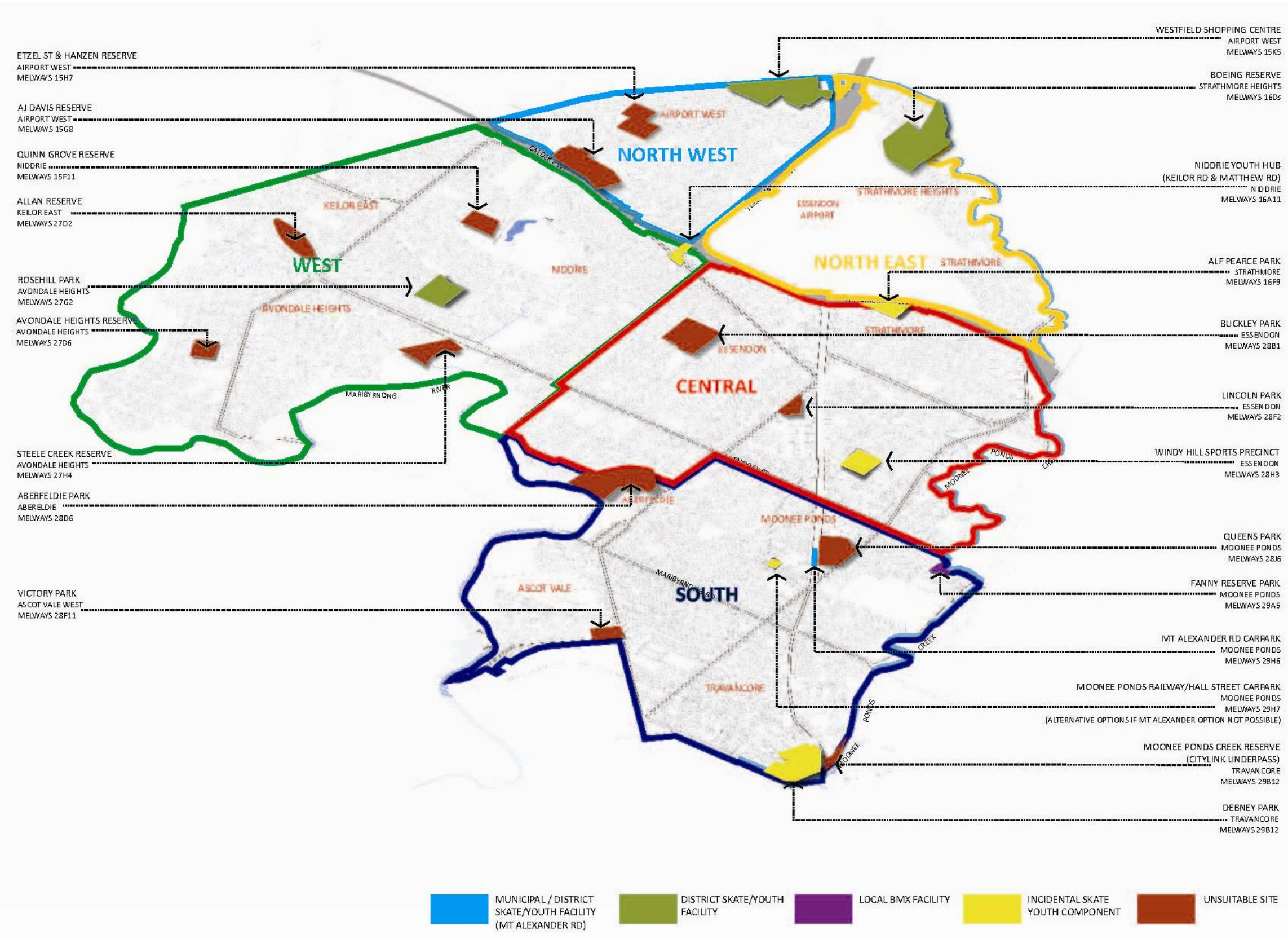


Figure 1: Summary of Assessed Sites and Strategy

2 BACKGROUND

The City of Moonee Valley Skate/BMX feasibility study has been developed to provide a clear direction on the future provision of skateboard facilities and opportunities in the City of Moonee Valley.

The study has included the following components:

- Introduction to the sports (refer to appendices).
- Demographic review (refer to appendices).
- Review of relevant literature pertaining to the provision of skate and BMX facilities (refer to appendices).
- Consultation with a broad range of stakeholders including:
 - Skate and BMX organisations, retailers, community agencies with an interest in the provision of skate and BMX facilities in the City of Moonee Valley (BMX Australia, Skate Victoria, Skateboarding Australia, Fast Times, Rampfest, DeJaVu, Office of Housing Ascot Vale, Wingate Avenue Community Centre, Flemington Police, Doutta Gala Community Health Service) (refer to appendices)..
 - Telephone interviews with recreation planners from each of the Councils neighbouring the City of Moonee Valley (the Hume, Maribyrnong, Brimbank, Moreland and Melbourne city Councils) (refer to appendices)..
 - Resident survey regarding participation in skating / BMX, facility use and facility needs (70 returns). The survey included targeted contact with schools (every secondary school and 9 primary schools) from across the municipality to encourage students' completion of the survey. *Youth is the primary age represented in the survey results, with over one third of respondents aged 12 to 17 years, and almost a further third being 18 to 24 years. 25 to 34 year olds and 35 to 49 year olds were also represented (14% and 6% respectively). The largest proportions of respondents lived in Ascot Vale, Essendon and Moonee Ponds. This is consistent with the larger population centres of the City. All areas of the municipality were represented by survey respondents, as well as some areas just outside of the municipal boundaries* (refer to appendices).
 - Survey of young people accessed at the Moonee Valley festival and Youth festival (33 young people surveyed face-to-face) (refer to appendices).
 - Forum with skaters and riders (refer to appendices).
- Review of submissions and letters made to Council over the recent past relating to skate and BMX activity and facility provision.
- Review of participation rates and trends in skating and BMX riding.
- Case study of various other skate facilities around Melbourne.
- Outline of specifically the optimum preferred facility types and their proposed distribution.
- Development of site selection criteria and site assessment.
- Development of the skate strategy and concepts for future facility provision.

2.1 DEMOGRAPHIC SUMMARY

KEY IMPLICATIONS FOR SKATE AND BMX PROVISION

The distribution of age across the municipality, changes to the age profile to 2016 and consideration of the impact of geography and major physical boundaries on paths of travel suggest five main precincts that should be considered in the provision of skate and BMX facilities. These are; Airport West; Strathmore / Strathmore Heights; Essendon / Essendon North / Moonee Ponds; Ascot Vale / Aberfeldie / Flemington – Travancore; and Keilor East / Avondale Heights / Niddrie.

Comparing these precincts to the location of existing skate and BMX facilities (refer figure 5), the only provision in the Essendon / Essendon North / Moonee Ponds zone is the Fanny Street dirt BMX jumps facility which does not provide for skateboarding and is situated in a quiet residential setting away from the main activity centres (shops, transport interchanges etc) of this precinct. Boeing Reserve is located in the Airport West; Strathmore / Strathmore Heights zone. The location of Wingate Avenue Estate is okay in the Ascot Vale / Aberfeldie / Flemington – Travancore zone, and Rosehill Park is relatively well positioned within the Keilor East / Avondale Heights / Niddrie precinct.

Available open space and urban areas need to be considered to identify opportunities to redress the insufficiencies in provision within each precinct.

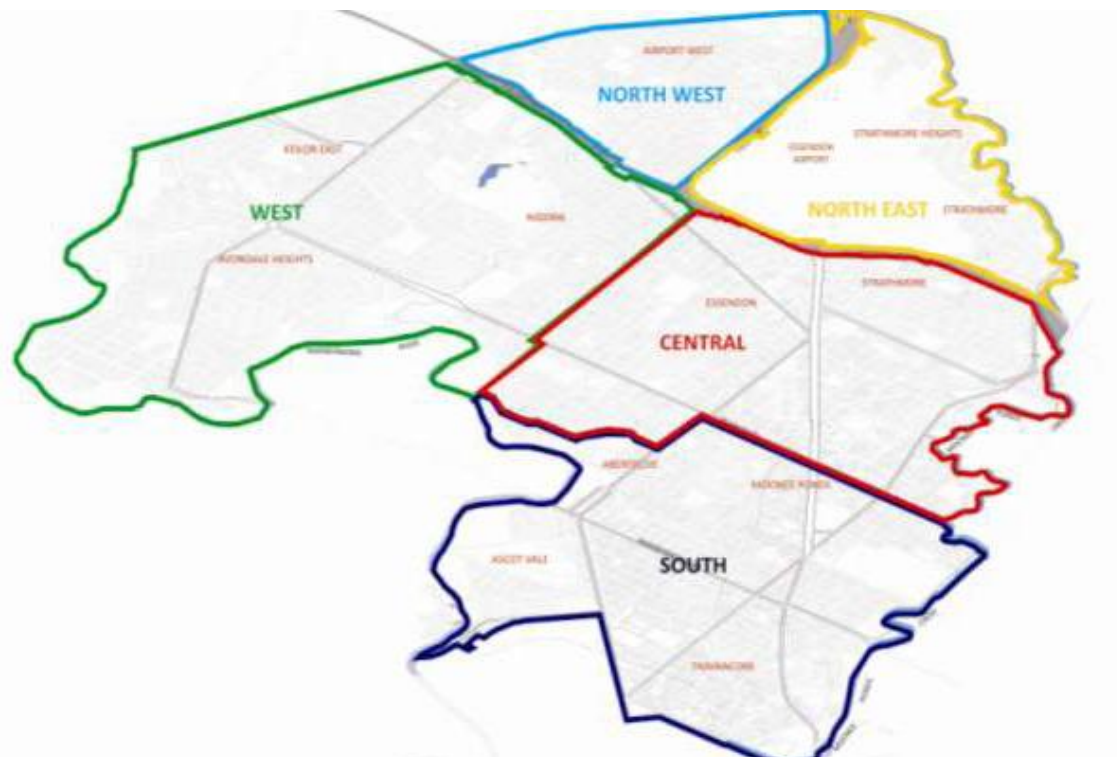


Figure 2: The 5 geographic precincts considered for the provision of skate/BMX facilities

2.2 LITERATURE REVIEW

A number of plans, policies, strategies, reports and correspondence that impact on provision for skate and BMX facilities have been reviewed to identify parameters, facility development plans, and opportunities and commitments of Council that will influence the preparation of the Skate/BMX facility strategy.

The documents that have guided this strategic context included:

- Council Plan: 2006-2010 A New Direction
- Council Plan: third year review (2008)
- Moonee Valley 2020: Our City, Our Future
- Recreation Plan, November 2007
- Community Wellbeing Strategy 2008-2012 (incorporating Municipal Health and Wellbeing Plan): a strategy for enhancing the health and wellbeing of the Moonee Valley community
- Moonee Valley Open Space Strategy: DRAFT Issues Paper v2, December 2008
- Playground Development Plan, June 2005
- Skate Park Development Study, June 1998
- Essendon Airport Master Plan
- Maribyrnong River Vision and Design Guidelines
- Keilor Road Activity Centre Structure Plan
- North Essendon Activity Centre Structure Plan
- Airport West Activity Centre Structure Plan
- Hansen Reserve – Etzel Street Reserve Master Plan, 2007
- Queens Park Master Plan Report
- Integrating youth space and skate space to encourage youth participation and play, Vivienne Mole, Simply Skateboarding
- Various correspondence pertaining to skate / BMX facilities from Moonee Valley residents

A summary of the key components of literature review are contained within the appendices.

2.3 SKATE AND BMX FACILITY PROVISION IN THE REGION

The following table calculates the provision ratio of skate and BMX facilities for the population of 5 to 24 year olds in each of the municipalities surrounding the City of Moonee Valley:

Municipality	Number facilities	Population (5-24 year olds)*	Facility provision ratio
Hume	7	47,271	1: 6,753
Maribyrnong	2	14,833	1: 7,417
Moonee Valley	4	26,099	1: 8,700
Melbourne	2	25,739	1: 12,870
Brimbank	3	48,776	1: 16,259
Moreland	1	31,635	1: 31,635

* Based on 2006 Census data

City of Moonee Valley has a high rate of provision when considered on a purely quantitative basis. Given this high level of provision, there is little evidence of use of the facilities as determined through other avenues of research (facility assessments and consultation with participants), which is supported by information from skaters and riders that the facilities do not have a high level of appeal and they are using facilities outside of the municipality. As this use is not occurring, it could be surmised that there is latent demand in Moonee Valley for skating and BMX riding that is not evident due to the lack of opportunity.

Learning's from other Councils that have experienced overwhelming increases in participation after having provided quality facilities is explored further in the Section 'Demonstrating the impact of facility provision'.

Based on discussions regarding utilisation of skate and BMX facilities and plans for future provision with recreation facility planners in each of the Councils neighbouring the City of Moonee Valley, it is considered unlikely that any increased provision of skate and BMX facilities in Moonee Valley will impact on the use of facilities provided in neighbouring municipalities to the degree that it renders these facilities as underutilised. This is due to the level and scale of facilities provided in the region as being appropriate for local, suburb-level needs.

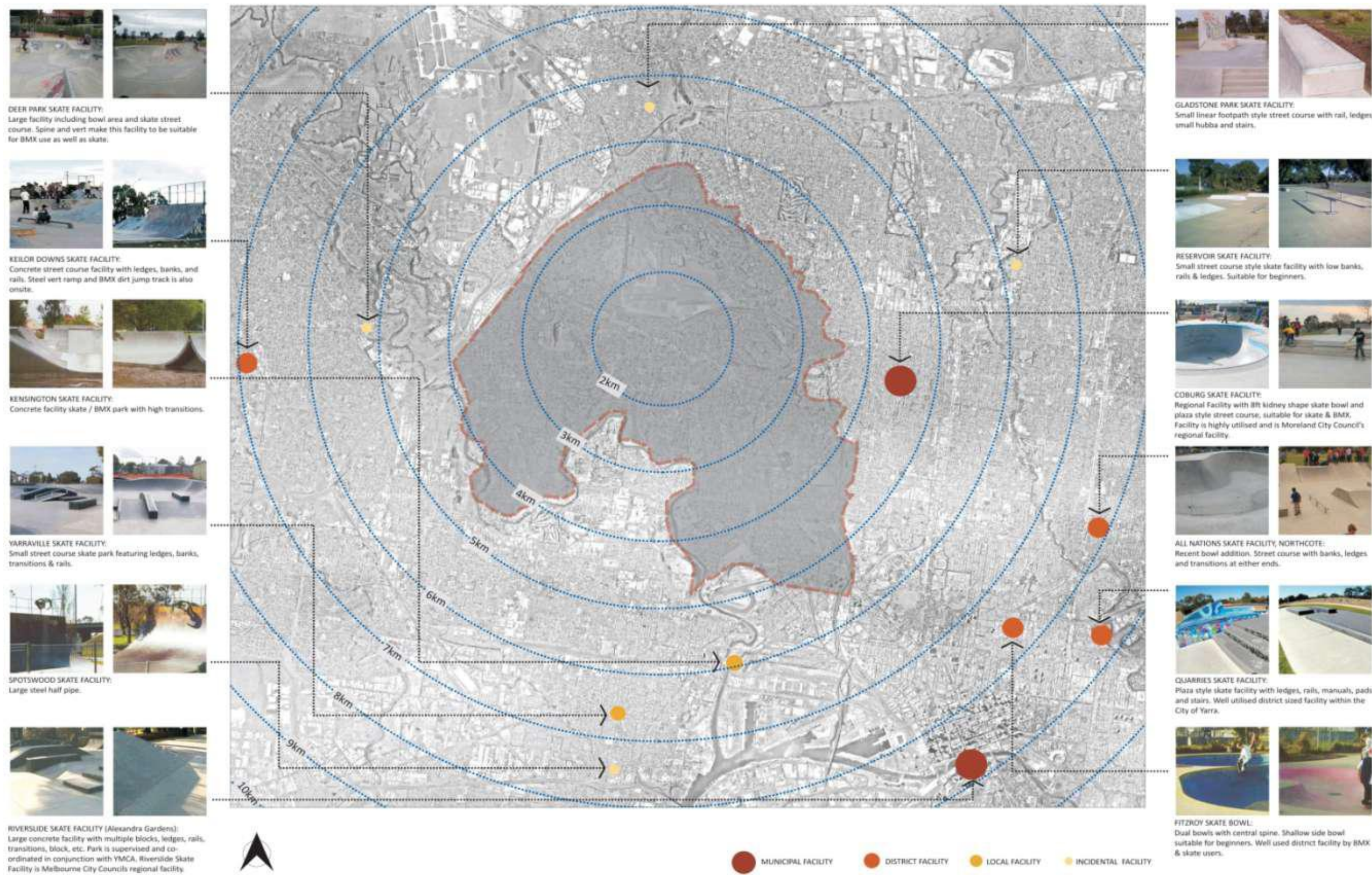


Figure 3: Overview of surrounding suburb skate facility provision in relation to Moonee Valley

2.4 FACILITY USE TRENDS BY MOONEE VALLEY RESIDENTS

The following information on use of skate and BMX facilities provided by Council in Moonee Valley has been ascertained through the consultation:

- Boeing and Rosehill are the most used of the designated skate and BMX facilities provided in the City of Moonee Valley;
- A number of facilities were used by Moonee Valley residents for their skating and riding activity in addition to the facilities provided in Moonee Valley (Boeing Reserve ramp, Rosehill Park skate park, Wingate Avenue Estate skate park – Fanny Street dirt BMX jumps was not nominated as being used by respondents to the resident survey). Participants are willing to regularly travel long distances to access facilities far away, as evidenced by the venues commonly used by the most respondents being in Riverside (Melbourne city), Coburg, Newport, Camberwell, Northcote, Kensington, Rampfest in Braybrook, Fitzroy and Prahran.
- In addition to formalised skate and BMX facilities respondents used informal areas (ie. areas not specifically designed or provided for skate and BMX use) for skating and BMX riding included schools, local streets, car parks, city locations (eg. streets, Library, Museum). The Moonee Ponds Creek drains under the Tullamarine Freeway at Flemington Road is a popular and highly sought-after location for informal skating. Reasons provided for using these areas included:
 - There is a lack of other facilities locally and the areas are more accessible than the closest formal facility
 - The areas are more fun than formal facilities
 - They offer obstacles that are not provided locally
 - There are fewer people / no waiting / no crowds – the areas provide somewhere to go when other facilities are busy
 - Participants access facilities mostly by skate / bike (bike with skateboard carried), and public transport (mainly trains).
 - Participants reinforced the importance of ensuring facilities are well maintained and clean, and that maintenance needs should be considered during facility design.

2.5 FACILITY NEEDS IN MOONEE VALLEY

The household survey, skaters and riders forum and surveys of young people at Council events has informed the following information.

- When asked where participants would like to be able to do their preferred activity, most responses from skaters and riders in Moonee Valley indicated they wanted to be able to use a large skate park; the localities of Moonee Ponds and Essendon were also suggested by multiple respondents.
- A range of improvements were nominated by local skaters and riders for the facilities already provided by Council in Moonee Valley. Views of participants on the actual location of these facilities included:
- Boeing Reserve ramp – this facility is used particularly for BMX dirt riding. Many respondents felt that this site was okay, but the ramp needs to be expanded to add diversity of activity options. Some felt the site was too isolated and would like closer access to shops and public transport. The site is easy to access by bike for local users.
- Rosehill Park skate park – participants did not rate the functionality of this skate park well, citing design and construction flaws. A great criticism of this site is that it is poorly situated, being at the top of a very steep hill and not close to public transport, making access challenging. Some safety concerns were raised regarding the site.

- Wingate Avenue Estate skate park – there were many safety and security concerns around this site, with many examples provided of harassment and theft. Improvements to the facilities were provided, but respondents were not overly critical of the existing.
- Fanny Street dirt BMX jumps – most feedback on the poor state of this facility was provided. There was a view that the site was good, focussing on being family friendly, close to a school and located with a playground, suggesting use by younger children. It is evident that this facility is used significantly less than the others.
- Respondents to the resident survey were provided with four potential models for guiding facility provision in Moonee Valley and asked to select the one they would most like to see implemented, that was needed for skate / BMX activity and would be used by skaters and riders. Overwhelmingly, most respondents (37) elected for a facility provision model of one to two major facilities with some smaller facilities.
- There was also support for providing some larger scale facilities only (11 responses) and providing a number of smaller facilities locally accessible (6 responses).
- There was next to no support for a facility provision model of not providing any specific facilities, but making general public spaces, plazas and parks skateable and rideable.
- The types of facilities that most respondents nominated an interest in having provided in Moonee Valley included:
 - A park style facility (mix of park obstacles)
 - A bowl facility (focus on enclosed bowl/s and mini ramps)
 - Plaza style facility (mix of street plaza obstacles)
 - Plaza and bowl combination
 - Youth space (skate space with other aligned facilities such as other sports, events space, music)
 - BMX dirt jumps park
 - BMX concrete jumps park
 - Traditional flow park
 - Facility elements that were rated (from a list of options) by respondents as most important to provide at skate and BMX facilities included:
 - Access to water (91% important)
 - A mix of facilities to differing degrees of difficulty (91% important)
 - Shade (88% important)
 - Lighting to allow use at night (86% important)
 - Seating and social spaces (86% important)
 - Access to public transport (81% important)
 - Close to home (77% important)
 - Access to toilets (76% important)
 - Close to shops (75% important)
 - There were more even views on the importance / non-importance of facilities being in a highly visible location, having separate designated areas for beginners and car parking.
 - The elements rated as being least important to provide included having other aligned activities (eg. stage for music, other sports facilities) and being near a bike path.
 - A range of suggestions were provided by participants as ways of creating special facilities that are different from others. Besides nominating detailed facility components and types of obstacles, suggestions to achieve this included:
 - Night lighting
 - A more natural space, not technically a skate park - something that fits in with the surroundings, eg. an open plan plaza with maybe some ramps

- A facility which included a good variety of regular skate facility elements and a good selection of street elements
- Safe location, close to schools, police station and residential housing near by – not out of public view
- Beginner, intermediate and advanced sections that all flow well - at least 3 quarters intermediate to advanced, as beginner progression is fastest and remains the least used
- Laid out in an obscure shaped - not just a square which only allows for one-way traffic
- Have garden gaps
- Include some skateable obstacles along the pathways leading to the skate facility
- Legal graffiti walls
- Lots of recycled materials using bright colours and putting a lot of sculptures and a spine in
- More sporting facilities eg. basketball ring and baseball court
- Somewhere to sit in shade. Not exposed to wind. Water, transport, shops, toilets.
- A place where people of all interests and skill levels can have fun at a high quality, well designed, fun park without feeling unsafe and being hard to access
- Applicable to youth of all ages - family friendly parkland features would compliment a well built BMX facility that may well become a cultural destination for the local community.

2.6 OVERVIEW OF SKATE AND BMX FACILITIES IN THE CITY OF MOONEE VALLEY

The following table summarises the visual assessment conducted in February 2009 of existing skate and BMX facility in the City of Moonee Valley. Refer Figure 4 for the location of all facilities within the municipality. Refer to the appendices for a more detailed review.

Facility	General comments	Key issues	Conclusions
Rosehill skate facility, Avondale Heights	Overall the facility is in poor condition.	Poor construction and design and degraded concrete.	Remove and replace insitu concrete park. Reuse modular items in short term. Refer strategy & appendices for more information
Boeing reserve skate Facility, Strathmore	Overall the facility is in reasonable condition.	Grip tape at top of ramp requires removal as is dangerous. Remove paint to reduce slippery.	Remedy minor issues in short term. Refer strategy & appendices for more information
Wingate Reserve skate facility, Ascot Vale	Overall the facility is in poor condition.	Similar to Rosehill Park. Poor construction and design and degraded concrete.	Highlight issues to Department of Human Services for their consideration/action. Refer strategy & appendices for more information
Fanny Street Reserve skate facility, Moonee Ponds	Overall the facility is in poor condition.	Minimal BMX value. Ramps not maintained and poorly sited.	Remedy minor issues in short term and create more informal low level beginner track. Refer strategy & appendices for more information



Figure 4: Map showing existing skate/BMX facilities throughout the municipality

3 ASSESSMENT OF DEMAND FOR SKATE AND BMX

3.1 INTRODUCTION

Part of the beauty of participation in freestyle skate and BMX for the participants is that the activities are not 'regulated' by any club, association or the like which gives participants the freedom to undertake the activity on their own terms. The informal, unstructured nature of the activities poses significant limitations from a research perspective; in that it is extremely difficult to access reliable, representative data on participation specific to the loose, freestyle form of these activities. This is exacerbated by the fact that young people are the primary participant group in these activities and are often a population group that don't actively engage in consultation activities and community activity.

The 'underground' nature of these activities is also reflected in the fact that they are virtually not represented by the peak sporting associations for BMX riding (which represents the racing form of the sport (undertaken on a dirt racing circuit) or skateboarding.

In an effort to combat these constraints to gauge demand for skate and BMX activity in Moonee Valley an approach was taken of gathering information from a number of sources to build a picture of demand that can be applied to the local municipal setting. These include National and State research into sport participation rates, detailed conversations with stakeholders representing or with an interest in skating and BMX riding and targeted consultation with participants in Moonee Valley.

Further, consultation conducted with young people during February and March 2009 as part of the Youth Plan research has helped to inform demand amongst the general population of young people, including those that don't currently participate.

3.1.1 ANALYSIS OF CASE STUDIES AND CONSIDERATIONS FOR THE CITY OF MOONEE VALLEY

The allocation of millions of dollars by local government to skate and BMX facility provision suggests there has been demand from the community for facilities to cater for skate and BMX, and provision for these activities has been lacking.

Based on the review of ABS statistics and of a sample of existing (new and well-established) facilities across metropolitan Melbourne contained within the appendices, utilisation data shows there are significant numbers of users participating in skateboarding and BMX. Whilst there is decline in overall numbers at Riverslide, this is offset by the 50 skate facilities built within Melbourne. The recent example of the new Municipal facility in Frankston is evidence of the response in participation and utilisation when a well designed and constructed facility is provided.

In Moonee Valley there is a high level of facility provision per population compared to surrounding municipalities, however detailed consultation with skaters and riders identifies that the quality of these facilities is generally poor in terms of the activity level and diversity that is provided for, and therefore they are not well used. This is not to be mistaken for low participation and low levels of interest in the sports.

Instead, the information gathered has shown that skaters and riders from Moonee Valley are using many other facilities across metropolitan Melbourne – and travelling great distances to do so. Informal, non-skate / BMX specific areas are also used mainly due to an absence of other facilities. Again, such use occurs outside of

Moonee Valley, in local streets and schools and in private areas that would not necessarily generate a high profile of need amongst the community.

It is likely that significant improvement to existing facilities provided by Council would attract increased levels of use. However, the greatest impact would be seen through the provision of facilities that are well designed, cater to the localised emphasis between skating and BMX riding by offering the right mix of obstacles and travel paths, are well constructed, and most importantly, are well sited within other facilities and infrastructure, safe and accessible. Doing so will attract many of these participants through providing the opportunities they want to use facilities in their municipality.

4 DIRECTIONS FOR THE PROVISION OF SKATE AND BMX FACILITIES

4.1 APPROACH TO FACILITY PROVISION

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

- Provide different sorts of facilities (ie. mix of BMX and skate oriented facilities).
- Facilities that are locally accessible – provide multiple facilities to ensure access.
- Facilities to be located near a train station to increase access (bikes can't be taken on buses).
- A variety of components to cater for people of all skill levels.
- Facilities need to be safely located, and include security lighting.

A series of principles have been prepared based on the information gathered and analysis conducted through the Study. These principles are to guide efforts made in providing facilities that reflect the desired approach of the community outlined above:

- Innovation - there is a desire for the provision of skate and BMX facilities to challenge past ideas and continually consider new and different ways of catering to demand. The exploratory nature of skateboarding and BMX riding allows for innovation to facilitate creativity in the activities. Innovation can extend to the broader mix of activities and functions that skate and BMX facilities serve in catering for young people.
- Access – it is imperative that facilities are close to public transport (especially trains);
- Safety – all facilities and spaces must be designed to ensure that users feel safe through careful consideration of siting and proximity to surrounding facilities, optimising opportunities for informal surveillance, lighting, appropriate landscaping etc;
- Encourage participation by people of all ages and abilities – facilities will provide for skaters and riders of different ability levels, whilst being carefully designed to allow for the different needs of the different levels through distances, heights, paths of travel, separation of obstacles etc;
- Flexibility – due to the changing nature of skateboarding and BMX riding, facilities are to be designed to cater for changing trends as much as possible;
- Programming – the opportunity exists to activate facilities in a different way through programming (such as events, clinics etc). The design of facilities to allow a range of programs to occur need to be considered and allowed for.

4.2 SKATE / BMX FACILITY PROVISION FRAMEWORK

In providing skate and BMX facilities, Council will work to the following framework:

- Facilities will be provided according to one of two levels;
- One level aimed at specific skate and BMX facility provision - Level one facilities would be provided according to the needs identified for each of the five nominated zones, and differ in their focus according to the localised needs of the communities from those zones (ie. BMX or skating emphasis), while still reflecting the principles guiding facility provision.
- The catchment of these facilities will vary depending on the size of the site available, the mix of obstacles and the 'uniqueness' of the facility and the activities it caters for. It is anticipated (and should be planned) that when the Level one facilities are viewed as a suite across the municipality, the result will be provision for range of opportunity and diversity of experience.
- The second level will be an approach of incorporating skateable elements in generic open space and urban settings.
- Attachment 1 provides guiding principles for how this can be achieved to provide the participant with a degree of challenge and interest, integrate with other uses and functions.
- Work to five zones of provision including;
 - Airport West;
 - Strathmore / Strathmore Heights;
 - Essendon / Essendon North / Moonee Ponds;
 - Ascot Vale / Aberfeldie / Flemington – Travancore;
 - Keilor East / Avondale Heights / Niddrie
- Future sites selected for skate / BMX facility developments should be selected based on the application of objective site selection criteria as provided in this report.

4.3 TRENDS AND WORLDS BEST PRACTICE

There are a number of current trends occurring in the provision of public skateable space around the world. These have been observed through direct changes of scope of projects undertaken by skate facility designers and landscape architects around the world.

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

There is also a significant push by the Australian skate and BMX community and Councils for the development of larger more 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. Over the last 4 years there have been approximately 25 regional skate facilities designed and/or constructed throughout Australia (Source: Skateboard.com.au).

Councils are seeing the importance of catering for a broader range of young people when providing public recreation spaces within their municipalities. This has led to the development of integrated 'youth precincts' in a number of municipalities. These facilities provide a range of 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. Over the last 4 years there have been approximately 10 major youth precincts designed and/or constructed throughout Australia.

Finally there has been a push by Councils and designers to minimise conflict and clashing of different user types. IE: BMX using a skate facility differently to skateboarders and hence the potential for conflict or safety issues. To overcome this there are now more single use facilities (BMX park only or street skate plaza) or a clear delineation of separate activity areas within larger facilities. In Victoria, over the last 4 years the first 5 designated concrete BMX tracks have been designed and/or constructed.

The design of any new or redeveloped facility should consider the above new trends to ensure the best possible outcome for specific facility users and the broader community as well as meeting the recreation needs of a greater number of teenagers throughout Moonee Valley.

Refer to appendices for a more detailed description of these trends.

4.3.1 FACILITY TYPE SUMMARY

The following table ranks how critical, preferable or unnecessary the various requirements are for each facility type. For example whilst event space is critical for a Municipal facility, it is not necessary for a local facility. Refer to the appendix report for a more detailed discussion on facility types and site selection criteria.

	Facility Type				
	Municipal	District	Local	Incidental	Youth precinct
Key Requirements	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)	no size limit
Appropriate size to cater for specific functional requirements of each type					
space for temporary seating and 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					

Facility Type					
	Municipal	District	Local	Incidental	Youth precinct
Key Requirements	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)	no size limit
at least 50m from housing/residential areas					
close proximity of food/drink outlets					
Other recreation/youth infrastructure can be accommodated					
Proximity to youth interest areas (shopping areas, other recreation spaces, schools)					
Proximity to major community hub or centralized location?					
	critical for facility to function appropriately				
	preferable for facility to function appropriately				
	unnecessary for facility to function appropriately				

4.4 SITE ASSESSMENT

The site selection criteria were applied to a number of different open spaces across the City of Moonee Valley to assess their suitability to potentially provide for skate facilities and skateable spaces. 22 sites were visited and assessed using the site selection criteria outlined in the previous chapter. We ensured the distribution of these sites related to the 5 geographic zones developed by Council (Refer Figure 3).

The criteria were each weighted according to what the consultant and Council believed to be the most important (5) down to the least important (1). For example some of the most important criteria included overall appropriate size, adequate distance from residential housing, high natural surveillance and access to public transport. Sites were then assessed against these criteria with a rating of 2 (SUITABLE) given if the site met them completely, a rating of 1 was given to sites with only a partial meeting of the criteria and those with a rating of 0 (UNSUITABLE) did not meet the particular criteria assessed against.

Of the 22 sites assessed, only 1 site, Steele Creek Reserve, was under 50% or a fail in terms of being appropriate for a skate facility of the scale and extent to cater for required demand established in previous sections. There were however a number of more marginal sites (10), with many only just passing and having a number of significant issues that would render the provision of a skate facility at that location unlikely. This left 11 sites that scored highly. These were then grouped according to the 5 geographical zones to ensure that there was an equitable spread between zones whilst also considering larger population zones in the central zone of Essendon. Of the highly ranked sites, Queens Park has been excluded due to not being consistent with Council's strategic direction. Aberfeldie Park was also considered not appropriate given that there were 2 other more suitable sites in the Southern Zone. Refer to figure 6 for a detailed breakdown of the assessment.

Reviewing all the possible sites it was determined that there are no sites that meet all the criteria for a municipal facility in Moonee Valley.

The highest ranked site of Mt Alexander Road Car Park, Moonee Ponds was closest however does not provide adequate space for events at the space. This could be catered for in the nearby Queens Park so for the

MOONEE VALLEY CITY COUNCIL SKATE/BMX FEASIBILITY STUDY

purposes of this study, it is still considered a municipal/district facility opportunity. Based on this and the geographical barriers throughout the municipality, it is recommended that a series of district level facilities be considered as the appropriate distribution. This will provide appropriate function and event opportunities for users across the city and within their own geographical region. This also builds on Moonee Valley's existing distribution with 4 local/district facilities already being provided for across the city. Therefore the 6 suitable sites are located equitably within the 5 zones and this has guided the final strategy outlined below.

					Airport West Zone	Strathmore	Strathmore heights, Essendon / Essendon North /				Moonee Ponds/Ascot Vale / Aberfeldie / Flemington-Travancore							Keilor East / Avondale Heights / Niddrie									
					Assessment of criteria (2 fully meets, 1 partially meets, 0 does not meet) WEIGHTING MULITPLIED BY ASSESSMENT																						
CONSIDERATION/CRITERIA	Importance of Criteria (5 highest, 1 lowest)	Hansen / Ertzel Park	AJ Davis Reserve	Westfield Shopping Centre	Boeing Reserve	Alf Pearce Reserve	Buckley Park	Lincoln Park	Windy Hill Sports Precinct	Debney Park	Hall Street car park	Mt Alexander Road Car Park	Victory Park	Aberfeldie Park	Queens Park	Fanny Street Reserve	Moonee Ponds Creek Reserve (Underpass)	Niddrie Youth Hub	Avondale Heights Reserve	Allan Reserve	Rosehill Park	Quinn Reserve	Steele Creek				
Physical site conditions & technical considerations																											
Is the proposed site capable to cater for the various different applicable skatepark types defined previously? (ie: large enough to cater for events if we are looking for a regional scale park)	5	0	5	5	10	5	0	5	0	10	0	5	5	5	5	0	0	0	0	0	10	5	0				
Is the proposed site free of existing land use implications, covenants, easements, service access requirements and/or underground/overhead powerlines, water and gas?	3	3	3	3	6	3	3	3	0	3	3	3	6	6	6	6	0	0	6	3	6	0	3				
What are the implications of geo tech conditions, ground water, drainage?	3	3	3	3	6	6	3	6	6	6	6	6	6	6	3	6	0	0	6	3	6	0	0				
Is there existing services to the site?	2	2	2	4	4	2	4	4	4	4	4	4	4	4	4	2	4	4	4	2	4	0	2				
Access/transport																											
Is there access to public transport at the proposed site?	5	5	0	10	5	5	5	10	10	10	10	10	10	5	10	5	10	10	0	5	5	5	5				
Are there pedestrian/footpath connections from transport nodes to the proposed site?	3	3	3	6	3	6	6	6	6	6	6	6	6	3	6	3	6	6	3	3	6	6	6				
Is there a safe drop off area or adequate car parking if applicable?	3	3	3	6	6	3	6	6	6	6	6	6	6	6	6	3	0	6	6	6	6	6	3				
Natural surveillance, security and safety																											
Is the site visually prominent with good public surveillance for safety and for the promotion of the facility and skate activity?	5	5	0	5	5	5	10	5	5	5	10	10	10	5	10	5	0	10	10	10	10	10	0				
Is the site a short distance from police response calls and does it provide ease of police access on schedules routes?	3	6	6	6	3	3	6	6	6	6	6	6	6	3	6	6	6	6	3	6	6	6	3				
Can the site provide adequate emergency vehicle access (fire and ambulance)?	4	8	4	8	8	4	8	8	8	8	8	8	8	8	8	4	4	8	8	8	8	8	4				
Can vehicular access be restricted at the proposed site to prevent skating at night by car light if applicable?	1	2	2	1	2	1	2	2	2	2	1	2	1	2	2	2	2	2	2	2	2	2	2				
Can the proposed site provide safe entry to and from the site and safe setbacks from busy roads and intersections	3	3	6	3	6	6	6	6	6	6	6	3	6	6	6	6	6	6	3	3	6	6	6				
Proximity to amenities (water, toilets, Shade, food & drink)																											
Are associated amenities such as public telephone, toilets, water, shelter and shade existing and available or cost effective to install at the site?	5	5	5	10	10	0	5	5	10	10	10	10	10	10	10	5	0	5	10	5	10	5	0				
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?	3	3	0	6	0	3	0	3	6	3	6	6	6	0	6	0	3	6	0	0	3	0	0				
Impact on existing facilities, adjoining uses and users																											
Can the site facilitate minimal loss of green space?	2	2	2	4	4	2	4	0	0	2	4	4	4	2	0	2	4	4	2	2	4	4	0				
Can the site facilitate minimal impact on existing ecological systems eg. wetlands, foreshore and bushland	3	6	3	6	6	6	6	3	6	6	6	6	6	6	0	3	6	6	6	6	6	6	0				
Can the site facilitate minimal loss of significant trees	3	3	6	6	6	6	6	3	6	6	6	6	3	6	3	3	6	6	3	3	6	6	0				
Can the site facilitate minimal impact on pedestrian or road network and access including existing desire lines?	2	2	4	2	4	4	2	2	4	4	4	4	2	4	4	4	4	2	4	4	4	2	2				
Will the location of a skate facility on the site not substantially displace existing recreational or other site users?	2	0	4	2	4	2	2	0	0	4	4	4	0	2	2	4	4	2	2	2	4	4	2				
Are there no existing heritage items or indigenous people’s claims for land title or sites cultural significance at the site?	3	6	6	6	6	6	6	6	6	6	6	6	3	6	3	6	6	6	6	6	6	6	6				
Distance from housing & incompatible land use																											
Is the site location an adequate distance (50m) from residential dwellings and incompatible land uses to avoid potential noise and light intrusions?	5	0	10	10	10	0	5	0	5	5	10	10	5	10	10	0	10	5	0	0	10	0	5				
Has the site the capacity to place a skatepark in a location to maximise noise attenuation (eg: sunk into the ground)	2	0	4	2	4	2	2	2	0	4	2	2	4	4	4	4	4	4	2	2	4	4	4				
Event space opportunities (multiplicity of use)																											
Is the proposed site adjacent to other like/complimentary activities to create a greater recreational experience	3	6	3	6	6	3	6	3	3	6	0	6	6	6	3	3	6	0	6	6	6	6	3				
Does the site have the ability to cater for larger crowds and temporary infrastructure during peak use and events?	3	3	6	6	6	0	0	3	0	6	0	0	3	6	6	0	0	0	3	3	6	3	0				
Maintenance issues																											

					Airport West Zone	Strathmore	Strathmore heights, Essendon / Essendon North /				Moonee Ponds/Ascot Vale / Aberfeldie / Flemington-Travancore							Keilor East / Avondale Heights / Niddrie					
					Assessment of criteria (2 fully meets, 1 partially meets, 0 does not meet) WEIGHTING MULITPLIED BY ASSESSMENT																		
CONSIDERATION/CRITERIA	Importance of Criteria (5 highest, 1 lowest)	Hansen / Ertzel Park	AJ Davis Reserve	Westfield Shopping Centre	Boeing Reserve	Alf Pearce Reserve	Buckley Park	Lincoln Park	Windy Hill Sports Precinct	Debney Park	Hall Street car park	Mt Alexander Road Car Park	Victory Park	Aberfeldie Park	Queens Park	Fanny Street Reserve	Moonee Ponds Creek Reserve (Underpass)	Niddrie Youth Hub	Avondale Heights Reserve	Allan Reserve	Rosehill Park	Quinn Reserve	Steele Creek
How readily accessible is the site to regular cleaning for existing council cleaning and maintenance teams.	4	8	4	8	8	4	8	8	8	8	8	8	8	8	8	8	0	8	8	8	8	8	4
Context & Amenity																							
Is the site location where young people want to be or adjacent to where they currently congregate?	5	0	0	10	5	0	0	0	0	5	10	10	0	0	10	0	5	5	0	0	5	0	0
Is the site in close proximity to existing shopping centres, sports or recreation facilities or interested schools?	4	4	4	8	0	8	8	4	8	8	8	8	4	8	8	4	4	8	8	4	4	4	0
Is the site within or adjacent to a major community hub or central area?	4	4	0	8	4	4	0	0	8	4	8	8	4	4	8	0	0	8	4	0	4	4	0
Consistency with Strategic Objectives																							
is the location consistent with the strategic land use, masterplanning, planning scheme and zoning.	4	4	0	4	8	4	0	4	8	8	8	8	0	4	0	4	0	4	4	4	8	4	0
TOTAL		99	98	164	155	103	119	113	137	167	166	175	142	145	157	98	100	137	119	106	173	120	60
TOTAL PERCENTAGE		51%	51%	85%	80%	53%	61%	58%	71%	86%	86%	90%	73%	75%	81%	51%	52%	71%	61%	55%	89%	62%	31%

Figure 5: Table showing assessed sites suitability rating

5 SKATE/BMX FEASIBILITY STRATEGY

The City of Moonee Valley has the opportunity to establish innovative and integrated skate spaces that reflect best practice design and complement this dynamic inner city environment.

The greatest opportunity for the City of Moonee Valley is to move away from traditional approaches to skate facility provision and reflect innovative design and world trends in creating a mix of traditional sports facilities as well as dynamic and integrated centralised skate and youth inclusive public spaces. This is both a positive approach to providing for young people, an often marginalised group and also born out of necessity with very limited available sites in this highly urbanised municipality that has high existing demands on its public open space.

This includes the potential for a leading single large significant skate destination in the southern suburbs that reflects the high profile character and energy of the city, includes innovative and integrated design features and draws skateboarders and BMX from the southern suburbs of Moonee Valley to one centralised location. There is also potential for future smaller urban skateable spaces linked to other youth facilities or recreation areas as part of an integrated phased approach to providing for young people.

5.1 A DISTRICT MODEL OF DISTRIBUTION

Each of the zones has been analysed and considered for a district level skate facility to ensure an equitable spread of facility provision across the city.

5.1.1 NORTH WEST

3 sites were reviewed in this precinct with the Airport West Westfield Shopping Centre considered the most appropriate location for a skate facility/youth space. It is the main commercial hub for this area, is accessible to public transport and is where young people want to be.

It is recommended that Council commence discussions with Westfield on public space opportunities in this area to confirm an appropriate final location for the skate facility that can then be implemented over the following 5-10 years (refer implementation plan). Please refer to Figure: 34 for an indicative master plan of this site.

5.1.2 NORTH EAST

The community of Strathmore Heights currently use the Boeing Reserve skate facility. As outlined in the facility assessment and through consultation, the ramp is still currently being used, is relevant to current trends and according to the site analysis, is still the most appropriate location for a skate facility in this region. The recommendation is to repair and make the existing facility safer and more functional in the short term and commence its redevelopment and upgrade over the next 4 years to meet both current and future demand (refer implementation plan). Please also refer to Figure: 32 for an indicative masterplan of this site.

5.1.3 WEST

The Rosehill skate facility is the optimum location for a district facility to service this region. It is recommended that the modular equipment on site is repaired to maximise existing use and the insitu concrete park is demolished given current safety and functional issues. The rest of the park should then be redesigned and reconstructed as a high priority to meet both existing and future demand and ensure that there is an appropriate high quality functioning skate facility in Moonee Valley as soon as possible. Please also refer to Figure: 31 for an indicative masterplan of this site.

The Niddrie youth hub is included as a potential site to accommodate some interesting youth focused recreation opportunities or skate spaces. Whilst not large enough to accommodate a facility, it could have some social spaces, art areas and/or media opportunities and become an important place for young people to congregate and tie in with the services already occurring at the Niddrie Youth Hub.

5.1.4 CENTRAL

There is no available open space that can accommodate a district skate facility in this precinct in the short term. Development of a facility located in the Moonee Ponds area would serve this precinct.

The Windy hill precinct rates highly on the site assessment and so if the area is redeveloped there is a great opportunity to provide some form of youth space/ skate facility at this site to ensure teenagers and young people have appropriately designed public space for them to compliment any other community facilities. Please also refer to Figure: 35 for an indicative masterplan of this site.

The Alf Pearce reserve is currently getting some minor incidental skate infrastructure as part of its redevelopment which is a positive result however this will not significantly meet demand highlighted in this study. It is also not included in the implementation plan as it has been funded separately.

5.1.5 SOUTH

The southern precinct has the highest concentration of available sites for a district skate facility/youth space. In particular, there are two exciting potential locations for a centralised municipal/district skate facility/youth space in the heart of the central urban and commercial zone of Moonee ponds. The Mt Alexander Car park is central to almost everything, being adjacent to the main bus interchange and a short walk to both the tram stop and train station. It is also highly visible and in the heart of the commercial precinct where young people want to be. The Council offices are nearby to provide easy access for programs and events and the space is close to the local police station further enhancing natural surveillance. Please refer to Figure: 31 for an indicative masterplan of this site.

The Hall Street car park, whilst not being as appropriate as Mt Alexander Road Car Park site also has many of the same benefits as highlighted above. It is however smaller and not as visible and so should only be explored if the Mt Alexander Road Option is not achievable.

The Fanny Street BMX track is considered only variable as a functioning BMX facility to meet existing need and so it is recommended that it be reconfigured to provide for low level beginner bike use which is what it appears to be currently used for. Whilst not adding significantly to facility provision for this study, it does provide some incidental play opportunities.

A plan for active play space at Debney Park is currently being development which will provide incidental skate infrastructure. These works have not been included in this study; however the study supports the provision of skate infrastructure in this location.

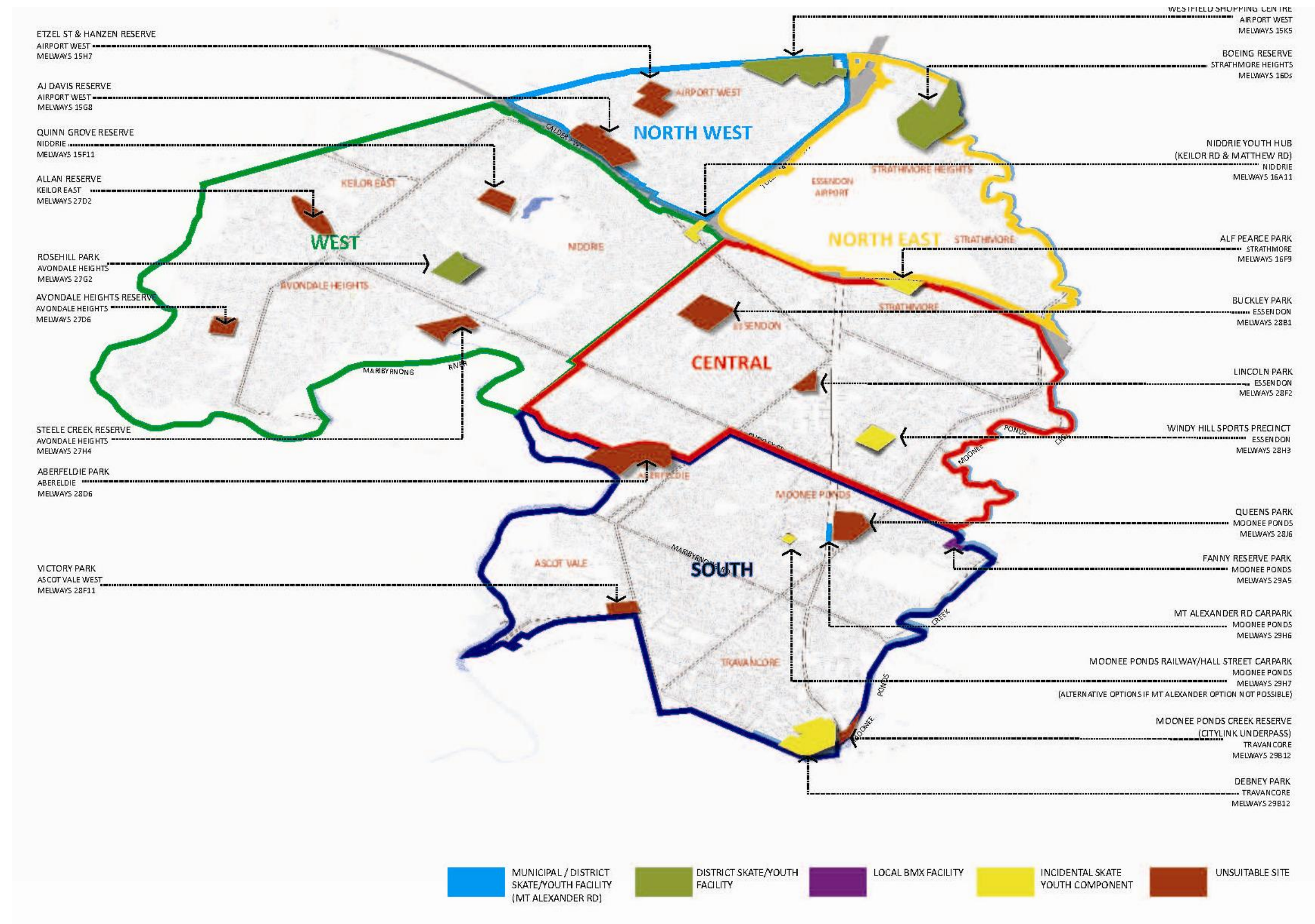


Figure 6: Assessed Sites including strategy recommendation

The City of Moonee Valley has the opportunity to establish innovative and integrated skate spaces that reflect best practice design and complement this dynamic inner city environment.

The greatest opportunity for the City of Moonee Valley is to move away from traditional approaches to skate facility provision and reflect innovative design and world trends in creating a mix of traditional sports facilities as well as dynamic and integrated centralised skate and youth inclusive public spaces. This is both a positive approach to providing for young people, an often marginalised group and also born out of necessity with very limited available sites in this highly urbanised municipality that has high existing demands on its public open space.

This includes the potential for a contemporary significant skate destination in the southern suburbs that reflects the high profile character and energy of the city, includes innovative and integrated design features and draws riders from across Moonee Valley to one centralised location. This can then be complimented with more traditional skate/BMX facilities in each of the 5 geographical zones to cater for localised use.

5.2 IMPLEMENTATION PLAN

A staged implementation plan is proposed over a 10 year period as outlined below.

YEAR 1

1. Undertake necessary immediate repairs and ongoing maintenance of existing skate facilities to ensure they are safe and functioning correctly. Where necessary demolish park components that are considered not viable to repair.
2. Plan for the redevelopment of the Rosehill Skate facility in the Western region. This will require initially localised consultation to confirm demand. Following this undertake detailed design and documentation to ensure the redevelopment can be rolled out in the following year.
3. Plan also for the centralised skate facility/youth space in Moonee Ponds. This ensures that both a more traditional facility is being developed at Rosehill Park as well as a centralised youth plaza is being designed.

YEAR 2

1. Undertake construction of new Rosehill Skate facility in Avondale Heights.
2. Undertake detailed design of the central Moonee ponds skate/youth plaza.

YEAR 3

3. Undertake construction of new central Moonee ponds skate/youth plaza.

YEAR 4

4. No works in year 4.

YEAR 5

5. Plan for the redevelopment of the Boeing Reserve Skate facility in the North Western Region. This will require initially localised consultation to confirm demand. Following this undertake detailed design and documentation to ensure the redevelopment can be rolled out in the following year.

YEAR 6

6. Undertake construction of new Boeing Reserve Skate facility facility in Strathmore Heights.
7. Plan for the development of a new district skate facility/youth space in the North Western region at Airport West Westfield. This will require initially localised consultation to confirm demand and negotiation with Westfield. Following this undertake detailed design and documentation to ensure the redevelopment can be rolled out in the following year.

YEAR 7

8. Undertake construction of new Airport West Skate facility/Youth Space
9. Commence initial design scope for potential youth infrastructure at Niddrie Youth Hub
10. Commence initial design scope for potential youth infrastructure/skate space at Windy Hill

YEAR 8

11. Undertake detailed design of Niddrie Youth Hub Youth infrastructure

YEAR 9

12. Undertake construction of new Niddrie Youth Hub Youth infrastructure
13. Undertake detailed design of youth infrastructure/skate space at Windy Hill

YEAR 10

14. Undertake construction of new youth infrastructure/skate space at Windy Hill

The attached costed implementation plan has been provided to assist with future planning within Council budget allocations. Budget figures are indicative only based on current industry standards at the time of the reports preparation and are subject to review following Councils own internal budgetary requirements and according to detailed design and consultation if/when it occurs and construction costs at the time of implementation.

5.2.1 10 YEAR IMPLEMENTATION PLAN

	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10	TOTALS
EXISTING SKATEPARKS											
FANNY RESERVE BMX TRACK											
IMMEDIATE ACTIONS											
reconfigure and adjust track to accommodate more local level beginner users.	\$10,000										
Install safety sign outlining required use/safety etc	\$3,000										
LONG TERM IMPROVEMENTS/ADDITIONS											
Install seating around the ramp to promote parents to watch and participate with young users frequenting the track		\$5,000									
BOEING RESERVE SKATE PARK											
IMMEDIATE REPAIRS											
remove anti slip paint at top of landings to ensure ramp can function properly.	\$2,000										
remove excess stickers and repaint ramp in lighter colour to make ramp more functional. Alternative - remove paint all together.	\$5,000										
Remove obsolete fence from around ramp	\$5,000										
IMMEDIATE IMPROVEMENTS/ADDITIONS											
Supply and install drinking fountain, improve seating around ramp		\$5,000									
LONG TERM IMPROVEMENTS/ADDITIONS											
Initial design & consultation					\$10,000						
Detailed design, tendering & construction administration					\$35,000						
Lower and relocate existing ramp to ensure more accessible and visible to adjacent facilities						\$20,000					
Small concrete extension (approx 300 sq/m) to the facility including street styled skate elements or transition subject to user requirements						\$150,000					
BMX Dirt Jumps Track adjacent to other facilities subject to user requirements						\$50,000					
Construction of surrounding amenity including soft landscaping & refuge area including drinking fountain, bin, shelter and seating						\$80,000					
ROSEHILL SKATEPARK											
IMMEDIATE REPAIRS											
Demolish and remove old concrete skatepark component of existing park & make good with lawn	\$20,000										
IMMEDIATE IMPROVEMENTS/ADDITIONS											
Initial design & consultation	\$10,000										
Detailed design, tendering & construction administration	\$35,000										
Demolish and remove modular equipment		\$5,000									
Construction of new district level skatepark of approx 400 sq/m to replace old facility.		\$200,000									
Construction of surrounding amenity including soft landscaping & refuge area including drinking fountain, bin, shelter and seating		\$80,000									
ONGOING ANNUAL MAINTENANCE											
Removal of graffiti and concrete surfaces, cleaning, rubbish removal etc	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl	
SUBTOTAL	\$90,000	\$295,000	\$0	\$0	\$45,000	\$300,000	\$0	\$0	\$0	\$0	\$730,000
NEW SKATEPARKS/YOUTH SPACES*											
MUNICIPAL SKATE PLAZA/YOUTH SPACE (MT ALEXANDER RD MOONEE PONDS)											
Initial design & consultation	\$20,000										
Detailed design, tendering & construction administration		\$50,000									
Street skate zone (approx 750-900 sq/m) that includes contemporary skateable sculpture as applicable			\$600,000								
Refuge areas including rubbish bins, drinking fountain, and seating			\$100,000								
Feature and night time lighting reconfiguration for skating			\$80,000								
Additional youth infrastructure such as multimedia, music, art.			\$100,000								
DISTRICT SKATEPARK /YOUTH SPACE (AIRPORT WEST SHOPPING CENTRE)											
Initial design & consultation						\$12,000					
Detailed design and tendering						\$37,000					
Construction of new district level skatepark of approx 400-500 sq/m.							\$250,000				
Construction of surrounding amenity including soft landscaping & refuge area including drinking fountain, bin, shelter and seating							\$90,000				
lighting & event power							\$100,000				
Additional youth infrastructure such as multimedia, music, art, stage etc/							\$100,000				
INCIDENTAL YOUTH/SKATE SPACE -NIDDRIE YOUTH HUB											
Initial design & consultation							\$5,000				
Detailed design and tendering								\$10,000			
incidental skate spot or youth infrastructure including seating, art, music or multimedia									\$60,000		
INCIDENTAL YOUTH/SKATE SPACE -WINDY HILL											
Initial design & consultation								\$7,500			
Detailed design and tendering									\$15,000		
incidental skate spot or youth infrastructure including seating, art, music or multimedia										\$80,000	
ONGOING ANNUAL MAINTENANCE											
Removal of graffiti and concrete surfaces, cleaning, rubbish removal etc	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl	excl
SUBTOTAL	\$20,000	\$50,000	\$880,000	\$0	\$0	\$49,000	\$545,000	\$17,500	\$75,000	\$80,000	\$1,716,500
TOTAL REPAIRS	\$45,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,000
TOTAL DESIGN WORKS	\$65,000	\$50,000	\$0	\$0	\$45,000	\$49,000	\$5,000	\$17,500	\$15,000	\$0	\$246,500
TOTAL NEW CONSTRUCTION WORKS	\$0	\$285,000	\$880,000	\$0	\$0	\$300,000	\$540,000	\$0	\$60,000	\$80,000	\$2,145,000
TOTAL ALL	\$110,000	\$345,000	\$880,000	\$0	\$45,000	\$349,000	\$545,000	\$17,500	\$75,000	\$80,000	\$2,446,500
*NOTE THAT DEBNEY PARK & ALF PEARCE RESERVE INCIDENTAL SKATE OBSTACLES HAVE ALREADY BEEN IMPLEMENTED AND DO NOT FORM PART OF THIS IMPLEMENTATION PLAN											



ANGLED BANKS PROVIDE A BARRIER BETWEEN CAUSEWAY & INTEGRATED PLANTING



CENTRAL REGION FOR LINEAR MOVEMENT EMPHASISED BY SURFACE TREATMENTS



EXAMPLE OF PLAZA SKATE FACILITY



HARDSCAPE SURFACES MAY PROVIDE BUFFER & SKATEABLE SURFACE



EXAMPLE OF CONTROLLED LANDSCAPE TREATMENTS



- Space available for District size facility - approximately 300-1000 sq/m.
- Emergency vehicle access is readily available.
- Adequate car parking / drop off area is available.
- Site is within 500m of public amenities which include: Toilets, drinking fountains, rubbish bins, BBQ facilities, shelter and seating (available at adjacent Queens Park).
- Site is located at a busy traffic intersection and therefore allows for high visibility & surveillance.
- Site does not boarder any residential zones.
- Site is within close proximity to existing retail shopping centre; & food/ drink outlets.
- Site is located at an existing central urbanised community node.
- Site shares space with local bus terminal, is within 200m of tram services & 500m of Moonee Ponds Railway Station
- Site is within close proximity to existing schools.

- CRITICAL TO FACILITY TO FUNCTION APPROPRIATELY
- PREFERABLE FOR FACILITY TO FUNCTION APPROPRIATELY
- UNNECESSARY FOR FACILITY TO FUNCTION APPROPRIATELY

SUGGESTIONS SUBJECT TO FURTHER DETAILED USER CONSULTATION

DISTRICT SIZE FACILITY APPROX 300-1000sq/m SUBJECT TO FINAL DESIGN.

Figure 7: Suggested Master Plan option for Mt Alexander Road Car park, Moonee Ponds



EXAMPLE OF SKATE & BMX STREET COURSE FACILITY WITH BANKED PLANTING & SIGNAGE



POTENTIAL TO INCORPORATE A SKATE STREET COURSE FACILITY WITH BOWL SECTION



EXAMPLE OF SKATE PLAZA FACILITY WITH INTEGRATED CENTRAL PLANTING



EXAMPLE OF SEATING



SHELTER STRUCTURE MAY BE INTEGRATED WITH REFUGE AREA FOR ADDITIONAL VIEWING & SEATING



- Space available for District size facility - approximately 300-1000 sq/m.
- Emergency vehicle access is readily available.
- Adequate car parking / drop off area is available.
- Existing onsite public amenities include: Toilet, drinking fountain, rubbish bins, BBQ facilities, shelter, seating and signage.
- Existing onsite outdoor recreation facilities are nearby including cricket, football, children's play space & existing skate facility.
- Site is vast & open allow for good natural surveillance.
- Within close proximity to neighbouring residential zone on one side.
- Site is not close to any central community centres and is not within close proximity to food/drink outlets.
- Site is serviced by bus route, but is still somewhat isolated from the rest of Moonee Valley municipality.
- Site is within close proximity to primary & secondary schools.

- CRITICAL TO FACILITY TO FUNCTION APPROPRIATELY
- PREFERABLE FOR FACILITY TO FUNCTION APPROPRIATELY
- UNNECESSARY FOR FACILITY TO FUNCTION APPROPRIATELY

SUGGESTIONS SUBJECT TO FURTHER DETAILED USER CONSULTATION

DISTRICT SIZE FACILITY APPROX 300-1000sq/m SUBJECT TO FINAL DESIGN.



Figure 8: Suggested Master Plan option for Rosehill Park, Avondale Heights

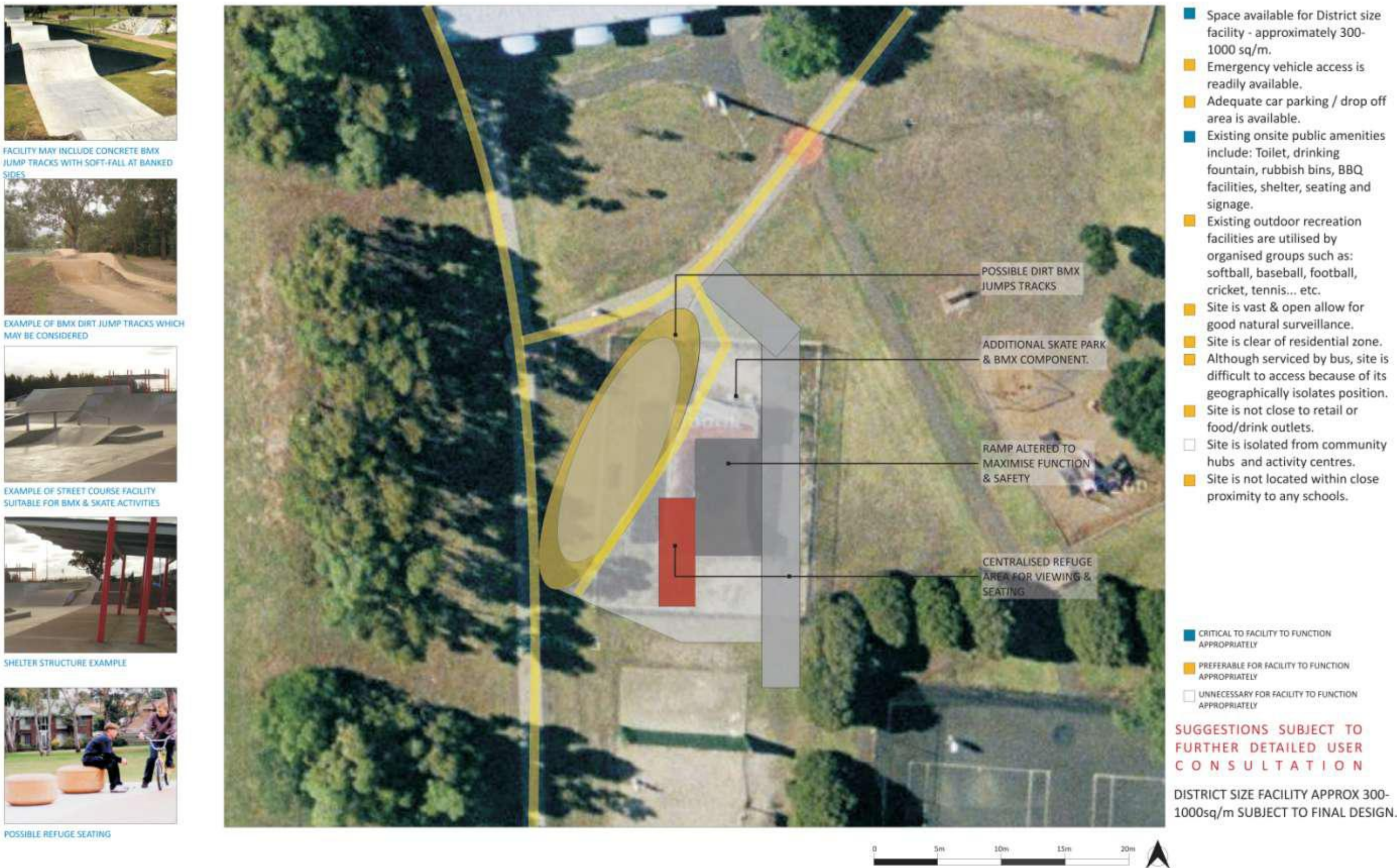


Figure 9: Suggested Master Plan option for Boeing Reserve, Strathmore Heights



SPACE MAY INCLUDE A YOUTH ORIENTATED SKATE PLAZA WITH OTHER ALIGNED FACILITIES SUCH AS: EVENTS STAGE, MUSIC, MULTIMEDIA, SPORTS, ETC.



EXAMPLE OF LINEAR SKATE PLAZA FACILITY



POSSIBILITY TO INCLUDE SKATE BOWL WITH INTEGRATED PLANTING, PEDESTRIAN ACCESS & OTHER RECREATION SERVICES



EXAMPLE OF REFUGE SEATING



EXAMPLE OF SKATE PLAZA THAT WHICH MAY BE CONSIDERED.



SUGGESTED FACILITY LOCATIONS (SUBJECT TO FURTHER DETAILED CONSULTATION)



- Space available for District size facility - approximately 300-1000 sq/m.
- Emergency vehicle access is readily available.
- Adequate car parking / drop off area is available.
- Existing onsite amenities include: Toilet, drinking fountain, rubbish bins, shelter, seating and signage (within private Westfield Shopping Centre).
- Site is located parallel to Westfield Drive and as a result allows for wide site surveillance.
- Site does not boarder any residential zones.
- Site is located at major shopping centre containing a range of food/ drink outlets.
- Westfield Airport West is a busy activity centre and community hub for the NW suburbs.
- Site could offer some smaller incidental recreation / youth infrastructure, although this may be limited by space available.
- Several bus services depart from Westfield Shopping Centre and thus site.

■ CRITICAL TO FACILITY TO FUNCTION APPROPRIATELY

■ PREFERABLE FOR FACILITY TO FUNCTION APPROPRIATELY

□ UNNECESSARY FOR FACILITY TO FUNCTION APPROPRIATELY

SUGGESTIONS SUBJECT TO FURTHER DETAILED USER CONSULTATION

DISTRICT SIZE FACILITY APPROX 300-1000sq/m SUBJECT TO FINAL DESIGN.



Figure 10: Suggested Master Plan option for Airport West Westfield Shopping Centre site



Figure 11: Suggested Master Plan option for Windy Hill site, Essendon