

DRAFT SKATE MELBOURNE PLAN 2017–2027



CITY OF MELBOURNE

CONTENTS

Executive summary	3
About this plan	5
Background	8
Opportunities	15
Challenges	19
Skate audit and gap analysis	20
Guiding principles	23
Key actions	28
1. Identify spaces suitable for skate activity	28
2. Increase the provision, designation and integration of skate spaces	30
3. Improve programming, communication and management	41
Summary of proposed actions	44
Next Steps	45

Executive summary

Skating is a popular activity in the City of Melbourne, with hundreds of local and visiting skaters using the city's skate parks and other public spaces each week.

The City of Melbourne recognises that skating is a legitimate physical activity that provides health, social and other benefits for many people. Young people (those under 25 years of age) make up more than two-thirds of the municipality's resident population and skating is an activity that is particularly popular. Skating is also an accessible and inclusive activity with active participants from a range of demographics and backgrounds.

Skating has many benefits to the individual, general community and the city including:

- Skating provides physical, mental and social benefits. It's a fun, unstructured activity that promotes being active, creative and outdoors.
- It's a global industry and can be a legitimate career path for some, especially now that skating will become an Olympic sport in 2020.
- Skating injects vibrancy, economic benefits, performance and culture into the city
- It can make spaces safer by increasing natural surveillance at all hours of day and night.
- Skate facilities can be less expensive to install and maintain than other recreational facilities (eg a sports oval or indoor facility) and infrastructure, and they have high volumes of use in small footprints.
- Well-designed skate spaces and facilities attract high levels of use, activity, host major events and attract local, national and international visitors.
- Skating is regarded as a sustainable transport method.

Street-style skateboarding is the most popular style in the municipality but all types of skating occur. BMX, scooters, in-line and quad skates can also use the same infrastructure and designated skate-able spaces as skateboarding.

The City of Melbourne currently has two dedicated skate parks which require replacement in the next five years. Neither facility caters to street style skateboarding. Across inner Melbourne municipalities there is also a lack in diversity of skate-able spaces in terms of size and the types of devices, styles and user groups that can use these spaces. There are currently no skate-able spaces that can cater for large or international events.

Like many other urban activities, there are perceived and real challenges associated with skating such as noise, damage to infrastructure and amenity and disruptive behaviour. However many capital cities have successfully integrated skate activity in a safe, inclusive and accessible way that has delivered positive benefits to the city, general community and individuals.

Draft Skate Melbourne Plan

This draft Skate Melbourne Plan 2017-2027 sets out the vision for Melbourne to support a healthy and inclusive skate culture for all people. The City of Melbourne aims to implement this vision through holistic city planning, urban design, community service provision and communication. This will help us deliver iconic and innovative skate friendly spaces that activate the city and cater for our diverse city uses and users.

The plan identifies challenges and opportunities that skating presents, assesses existing skate-able spaces in and around the municipality, the management of skating within the municipality and presents potential for new skate-able spaces, programs and initiatives supported by the City of Melbourne. Three key actions have been identified to achieve the vision and goals of this draft plan:

1. Identify spaces suitable for skate activity
2. Increase the provision, designation and integration of skate-able spaces
3. Improve programming, communication, legislation and management.

The key actions are then broken into sub-set actions for implementation (see summary of actions).

Feedback received regarding this draft Skate Melbourne Plan will be incorporated into a final Skate Melbourne Plan.

About this plan

This draft Skate Melbourne Plan sets out the City of Melbourne's approach to the provision, location and management of skating and related activities across the Melbourne municipality from 2017–2027.

The City of Melbourne's vision is that this plan will support a healthy and inclusive skate culture. The City of Melbourne aims to do this through holistic city planning, urban design, community service provision and communication to develop a diversity of innovative skate spaces that benefit the city and enable and encourage skating to happen safely amongst the diversity and complexity of other capital city uses and users.

This draft Skate Melbourne Plan aims to:

- Encourage safe, inclusive and multi-use public spaces for all city users
- Promote and support a healthy and inclusive skate culture and community
- Plan for and provide adequate and accessible spaces for diverse skating styles in the City of Melbourne.

Opportunities and challenges that skating presents for the municipality are identified and current skate-able spaces and gaps are assessed. Three key actions for achieving the vision of this plan and addressing key opportunities and challenges are proposed .

Development of this plan

This draft Skate Melbourne Plan builds on the City of Melbourne's original '*SKATESAFE*' *Skating Management Plan* (1998).

It is based on research, surveys, observations, analysis and community engagement feedback.

This plan was developed in collaboration and with the assistance of the City of Melbourne's *Skate Melbourne Advisory Group* and *Street Skate Prototyping Working Group*. These groups included professional to intermediate skaters, residents, police, security, design, university and youth representatives. There was a diversity of ages (ranging from early teens to late 50s) and genders. The *Skate Melbourne Advisory Group* collaborated with City of Melbourne in great detail on the key topics of this plan including:

- locating suitable spaces
- the management of skate activity, especially around shared skate spaces
- the provision of skate spaces and their typologies.

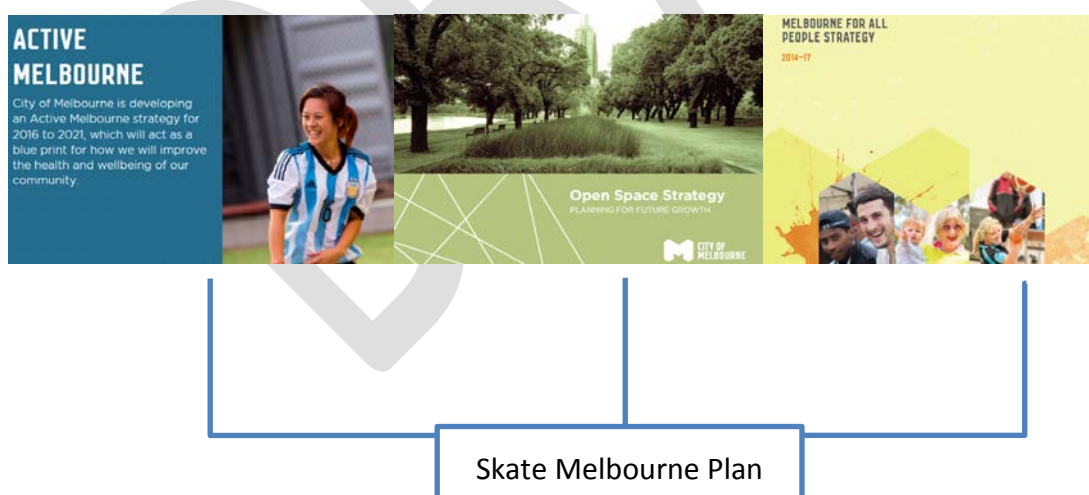


Above: Members of the Skate Advisory Group discussing elements of the Draft Plan

In order to better understand skating and skater demographics in the municipality, City of Melbourne conducted limited surveys and observations. Melbourne skaters were observed (324 skaters) and surveyed face-to-face (178 skaters) by YMCA and City of Melbourne in skate parks and public spaces that are popular for skaters in September 2015. The broader public and skaters were surveyed online and engaged in person in April and May 2016 for their ideas and opinions on skating in the municipality. There were over five hundred respondents, with half of the respondents aged under 25 years of age and over three-quarters being skaters.

For more information on Community Engagement see our Phase 1 Summary Report in the Supporting Documents section on the Participate Melbourne website.

Development of this draft plan was also guided by the City of Melbourne's Active Melbourne Strategy, Open Space Strategy, Melbourne for All People, Beyond the Safe City Strategy and other relevant council documents.



Council plan

The Skate Melbourne Plan 2017–2027 is relevant to the goals of the Council Plan but in particular Goal One, A city for people:

'Melbourne will be accessible, inclusive, safe and engaging. Our streets, buildings and open spaces will be alive with activity. People of all ages and abilities will feel secure and empowered, freely participate in their community and lead healthy lives' - City of Melbourne Council Plan 2013–2017

Feedback

The City of Melbourne is seeking feedback on this draft Skate Melbourne Plan. Feedback can be provided on the Participate Melbourne website. We will consider this feedback when developing the final Skate Melbourne Plan which is planned for completion in the first half of 2017.

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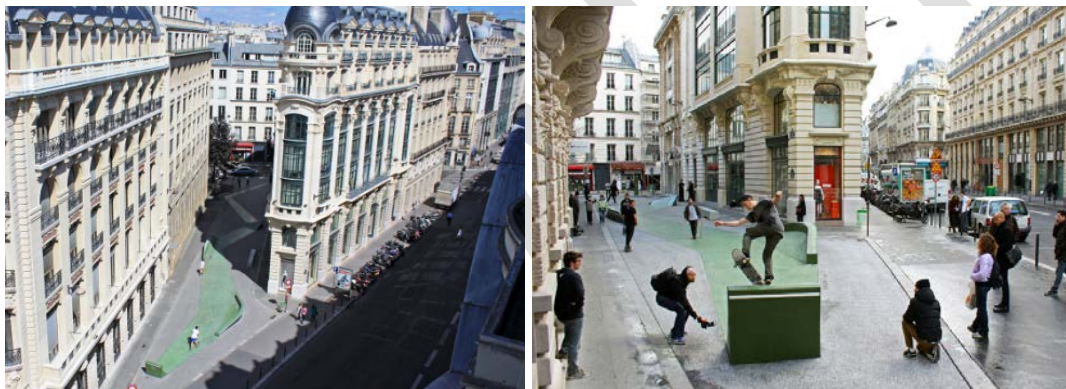
Background

Skating is a popular activity in the City of Melbourne, with hundreds of skaters and spectators visiting its skate parks and public spaces each week.

The City of Melbourne recognises skating as a legitimate recreational and sporting activity that is accessible and easy to participate in, and which contributes to the liveliness of the city while promoting healthy, active lifestyles for all people. Like other activities that attract people into the city and public spaces, skating generates economic activity and income. Skating is also a legitimate form of sustainable transport.

Like all recreational and transport-associated activities in a capital city, skating can be challenging to cater for appropriately when there are competing city uses and users. However, other cities around the world have successfully shown that with strategic thinking, strong communications, good design and investment, skating can be successfully integrated into the city in a safe, inclusive and intelligent way.

For more detailed background information on skating please see the [Skate Melbourne Background Paper in the Document Library on Participate Melbourne](#).



Above: Rue Leon Cladel, Melun, Paris. This precedent provides for skate use in an underutilised street in the central city. Photo supplied by project architects Constructo Skatepark Architecture.

What is skating?

'Skate activity' or 'skating' refers to any activity that utilises a small wheeled device (eg skateboard, scooter, in-line skates and more) to grind, slide or ride on different surfaces and elements.

There are many different devices utilised to skate, which include but are not limited to skateboards, scooters, in-line skates, quad-skates, longboards and more. Other larger wheeled devices such as BMXs and mountain bikes can also utilise skateable spaces.



It's important to recognise that each of these devices has their own spatial needs and cultures associated with them, 'skate' is a general term that encompasses all the above devices and is utilised for this plan's purposes only.

When utilising these devices, there are different styles of skating, the key four which are currently popular in Melbourne are street, park, transitional and longboarding (or cruising). For more information on these, please see the Skate Melbourne Background Paper in the Supporting Documents section of the website.



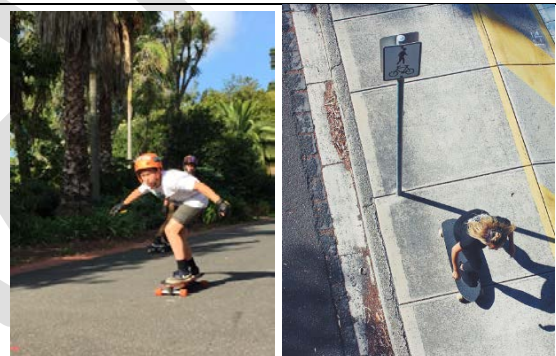
Street style skaters utilise public spaces such as plazas, forecourts, squares, streets and footpaths.
Image source: Alex Waldmeyer



Park style skaters utilise dedicated skate parks and spaces designed for skating.
Image source: Noel Forsyth



Transitional style skaters (also known as bowl or vert skating) utilise dedicated skate parks with transitional and bowl elements.
Image source: Noel Forsyth



Longboarders utilise public spaces such as wide park paths, streets and footpaths.
Image sources: Jesslyn Mooi and Rose Ng

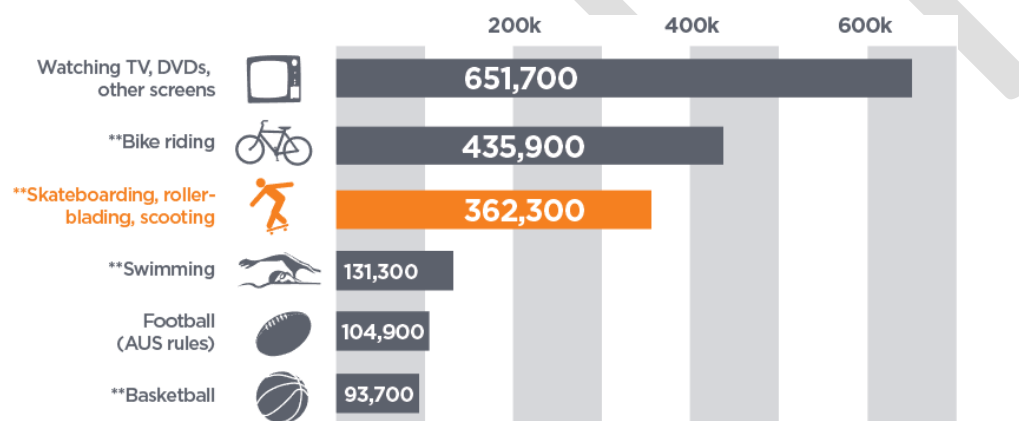
A growing global community

Skating is no longer an underground subculture. It is now recognised as a legitimate sport and recreational activity by many governing bodies and will make its debut as an Olympic sport in 2020, with both street and park styles included. Big name sports brands sponsor street skaters, the international skateboarding industry is lucrative and professional skaters are some of the highest paid athletes in the world. Skating is seen by a growing global community as a lifestyle and form of creativity and artistic expression. Street style skateboarding in particular is extremely popular within the city and around the world. Over ninety per cent of respondents to the survey (one quarter of these were non-skaters) conducted as part of the development of this plan saw skating as a positive activity.

While young people aged under 25 years are the main skating demographic, skating has been popular since it started in the 1960s with some skaters now in their 50s and 60s.

Participation in small wheeled activities like skateboarding and scooter riding is now one of the most popular activities of Victorian children (see below).

Victorian children (aged 5-14) participation in recreational, cultural and leisure activities.



Source: Australian Bureau of Statistics, 2012

**These activities are Olympic Sports

The legality, risks and impacts of skating

Skating is legal

Skating is seen by the Victorian Government as a legitimate recreational activity that should be supported for its positive benefits to individuals and municipalities (Sport and Recreation Victoria, 2001). While legal, some Commonwealth and State laws prohibit skating in public spaces and there are also specific road rules that skaters need to follow. For more information on these please visit <https://www.vicroads.vic.gov.au/>

Sessioning in public space

The City of Melbourne currently discourages sessioning (skating in one place for a time at length) in four public spaces across the city through the 'Toy Vehicles' section of the Activities Local Law 2009 (Lincoln Square in Carlton, the State Library in Swanston St, Burston Reserve in East Melbourne and Waterview Walk in Docklands). There are also policies that prohibit skating in particular parks and gardens across the city. However, these local laws in particular are difficult and

resource intensive to enforce and not highly effective in discouraging skate activity in unsuitable locations. For more information on different management methods and their effectiveness of discouraging skate activity, please see the Skate Melbourne Background Paper.

The below action proposes to review the local laws in 2019 to be less confusing and more inclusive and relevant. The proposed Location Assessment Criteria (see pages 28-29) will also help educate skaters and non-skaters where sessioning is suitable and not suitable. Through increased provision of skate friendly infrastructure into the future, the City of Melbourne aims to encourage skating in suitable shared spaces.

ACTION 3.1 - REVIEW AND AMEND SKATE RELATED LEGISLATION, POLICY AND PLANNING PROCESSES

The City of Melbourne will make the rules around skating in the city clearer and more relevant in the coming years. To do this we will:

- Review 'blanket' no skating policies in parks, gardens and reserves, especially those with wide shared paths.
- Integrate key priority areas for youth and skate opportunities into urban design and strategic planning process.
- Review and amend (if appropriate) the Activities Local Law in 2019 to be simpler, more inclusive and relevant.
- Advocate for simpler road rules by making submissions to VicRoads during the revision period of the Victorian Road Rules in 2019.

Like many physical activities, there are risks.

Skaters generally accept the obvious risks of the activity itself. The majority of risks can be controlled by the skater through protective clothing, using quality equipment, undertaking training or coaching, skating in a safe and responsible manner, having regard to obstacles and one's skill level and by skating with friends. Risks to other city users from skating include personal safety such as the risk of collision with a skater or runaway board. The City of Melbourne seeks to minimise risks where it reasonably can as is currently done with cycling and other active modes of transport. This includes thoughtful design of public spaces, engaging with the community and promoting respectful skating.

Skaters do not generally intend to cause damage

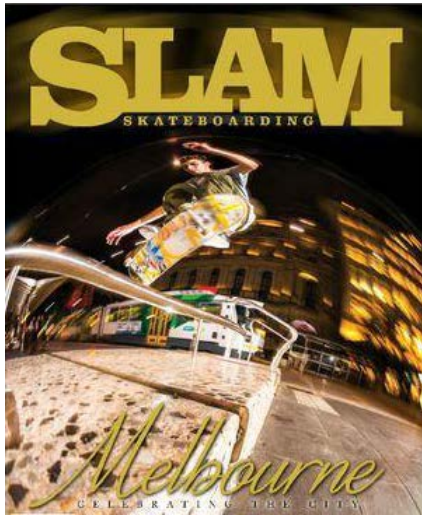
Skaters use city assets and spaces for their recreational activity, self-expression and form of creativity. Most assets and public spaces are not designed for this purpose and skaters can cause unintended damage.

Skaters can also add wax to surfaces, chip edging and leave different coloured marks which can have physical and aesthetic impacts on city assets as skaters grind and slide upon them. Not all types of materials are suitable for skating. Where skating is anticipated and found to be suitable, infrastructure can be designed to withstand the physical and aesthetic impacts from skating. The City of Melbourne is currently developing and trialling several approaches to more skate-able infrastructure, with positive results to date (for more information see page 31).

Skating in Melbourne

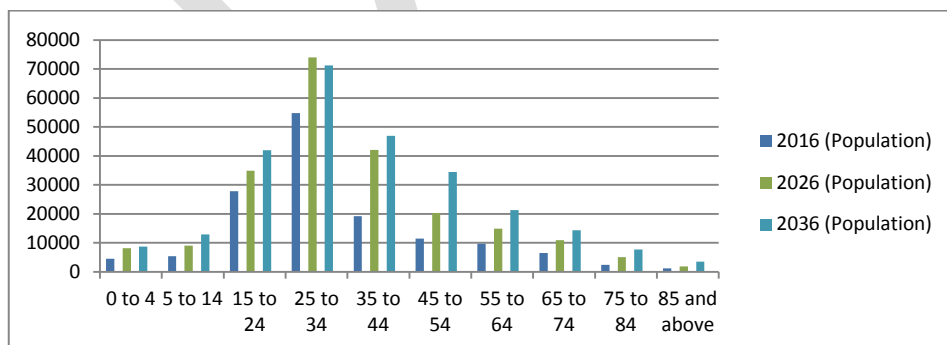
Skating is popular in the City of Melbourne because of its central location and access to public transport, its vibrant street culture, people-oriented design and its smooth bluestone and concrete surfaces.

Within the skate community, Melbourne is very popular skating destination and was recently featured in the July 2016 issue of Slam Skateboarding magazine as 'the best city for skateboarding in Australia'.



Above: Slam Skateboarding is a popular Australian skateboarding magazine produced in Queensland; Image source: SLAM Skateboarding Magazine

The high proportion of young people who study, live in and visit the municipality is also a key factor in the popularity of skating in Melbourne. The resident and visitor population has grown substantially in the last 20 years as City of Melbourne policies have revitalised the central city and adjoining suburbs, attracting large numbers of young people for the lifestyle, employment and study opportunities. More than two-thirds of the municipality's residents are aged below 35 years and the number of residents aged 5–34 years is projected to increase by more than 42,500 by 2030 (from 78,600 in 2014 to 121,200 in 2030; City of Melbourne, *Daily Population Estimates and Forecasts*, 2015).



Above: City of Melbourne's current and future demographics

Observations (324 skaters) and a face-to-face survey (178 skaters) of skaters by the City of Melbourne and YMCA in the 2015 September school holidays in popular parks and public spaces for skating within the municipality found:

- Sixty per cent of skaters observed and surveyed were aged 18 years and below, with 85 per cent below 25 years
- Skateboards are the most popular type of device used for skating in Melbourne's skate parks and in public spaces
- Skateboarding in Melbourne is currently male-dominated with 90-95 per cent of those surveyed and observed being male
- Nearly all skaters surveyed worked or studied
- Street style locations are a drawcard for skaters in Melbourne with 80 per cent favouring street style spaces. This was re-enforced by online survey respondents being street style skaters and the high demand for street style spaces
- Skating mostly occurs in leisure time, after hours and on weekends
- Peak times for skating in the city are in the summer time and school holiday periods.

Of the skaters that responded to the City of Melbourne Skate Melbourne online skating survey in 2016, over 50 per cent visited the city weekly or daily. The municipality's key skate-able space, Riverslide Skate Park, is its most popular dedicated skate parks with 100,000 skaters and spectators visiting each year. In peak times, Riverslide is regularly over capacity which can cause skaters to seek out other locations to skate which may not necessarily be safe or suitable for skating. Lincoln Square Plaza in Carlton, once an informal 'street style' location, was also popular for skaters. It had over 3500 square meters of smooth surface and urban design elements which were attractive to skaters and was considered an important community hub by the skate community. Whilst yearly visitation of Lincoln Square was not clearly understood, peak time observations highlighted that its usage was similar and sometimes higher than Riverslide.

Melbourne's culture, liveability and amenity also attract national and international skaters, including some of the world's leading skaters who promote Melbourne to a growing global skating community. These skaters can hold events and demonstrations in the skate-able spaces which attract large crowds.

Skatesafe Plan

The original '*SKATESAFE*' *Skating Management Plan* (1998) featured six major components to better manage skate activity in the city:

- provision of a venue
- code of conduct
- preferred routes and areas
- education and awareness programs (employment of Skate Ambassadors who provide peer to peer education and advocate for safe skating etiquette)
- physical measures
- legislation through local law.

The original Skating Management Plan was considered forward-thinking for the time and some of its elements exist today, notably Riverslide Skate Park (see image below) and the

Skate Safe Ambassador Program. However, skating has since grown in popularity and the city has transformed. City demographics have changed as have the main styles of skating. The Skating Management Plan has not been reviewed in great detail nor have the existing facilities, programs or management methods.

Consultation around the redevelopment of Lincoln Square Plaza skating spot to make it unskate-able highlighted the need for a strategic plan for the future of skating in the municipality to better manage the opportunities and challenges.



Above: Riverside Skate Park in Alexandra Gardens during a skate event. Image Source: YMCA

Opportunities

A safe, vibrant, healthy and inclusive skate culture offers multiple benefits for individuals and also for the City of Melbourne.

Multi-use spaces for greater safety, activity and performance

Skate-able spaces can provide beneficial uses to the community. For example, Riverslide Skate Park is also an event space, with a café, skate shop and public toilets. It provides supervision and access to first-aid for all park users and the YMCA bases its management team for the venue at Riverslide. Riverslide also runs a number of coaching programs and lessons which are highly popular and encourage respectful skating, they regularly host school groups and enable access to an array of other youth development programs.

More people in public spaces increases natural surveillance and makes these spaces safer. Skating is a popular spectator sport and activity and many city users enjoy watching skaters. They enliven the city, and skating is seen as street entertainment, similar to busking or street art.

Skating spaces can cater to other recreational pursuits like free running or breakdancing. In some countries, skate facilities provide other functions such as storm water management (see example below), and increased tree cover and habitat. Spaces for skating can also be linked with other facilities and services such as dedicated transport lanes, performance and event spaces, community services and food venues.



Above: Rabalder Parken is a skate park in Roskilde, Denmark. The 40,000 m² park is integrated with a water management system which can transport and hold up to 23,000 cubic metres of water. Image source: Rune Johansen

Improve social, physical and mental health, council relationships and civic-mindedness with youth and other disengaged demographics

Some may view the behaviour of individual members of the skate community as rude, offensive and unacceptable but this is an issue with behaviour, not the skating activity. It is important to separate these – poor behaviour happens in every sport and community group but the skate community tends to be more visible in central public spaces.

Besides the obvious physical benefits of skate activity and getting people outside and off screens, skating has proven itself as a great tool for engagement with disengaged and disenfranchised youth in particular. Skating promotes pro-social values of cooperation,

self-expression, self-determination, communal spirit, freedom and creativity. It has also shown to improve mental health and social connectedness.

A local example that demonstrates this is the skateboarding program run by St Joseph's Flexible Learning Centre in North Melbourne. Within the program, which has been running since 2013, teachers take groups to skate different skate-able spaces across Victoria. Since its inception, the program has exceeded its initial goal as an engagement tool and has transformed participants' lives, some of which are experiencing poverty, domestic abuse, substance abuse and mental health issues. The teachers running this program highlighted that since participating in this program there has been a significant drop in crime rates, drug use, depression and disengagement in participants. It is having physical and mental health benefits and has increased participation at school, enabled self-determination and social and life skills. The teachers are convinced this is influenced by the pro-social values embedded in skateboarding culture and the activity itself.



Above: YMCA teaching young scooter riders' safe skating etiquette at Riverslide Skate Park. Image source: YMCA

Increased tourism, events, and economic benefits

Capital cities that support skating are highly popular amongst the worldwide skating community to share with their networks, visit and even move to. Popular street skating spaces (skate-able public spaces) attract high levels of usage and interest. Skating events, like many other events, can bring the city significant economic and tourism benefits, depending on their scale. Quality large-scale skate-able spaces attract events, a high amount of participants and spectators that can generate substantial economic benefits (Reference: Economic Impact of the 2010 X Games 16 on Los Angeles County, Roy Weinstein et al., 2010).

This is demonstrated by Victoria's large scale skate park (3200m²) in Noble Park in the City of Dandenong. Built in 2014, the Noble Park Skate Park was designed in close partnership with experienced skaters. It is designed to host world-leading skate events and demonstrations that attract large numbers of participants and spectators, including national and international visitors. It is regarded by City of Dandenong as a huge success and a global benchmark as it attracts large numbers of diverse demographics, skill levels, styles and devices, visitors from near and far and has received great reception from the skate community and local community alike.



Above: Melbourne bred pro-Street Skater Shane O'Neill skates at Neill Street Reserve, regarding it as an 'amazing' spot. The social media post reached over 109,000 viewers, received over 600 comments and was liked by 27,100 people globally. Image source: Instagram

Supporting the skate industry, skate careers and future skate athletes

In the City of Melbourne there are three skate specific stores (including Riverslide Skate Park's) with many other stores catering for skate culture (sports and fashion oriented stores). The skate industry is diverse, resilient and lucrative with an estimated market value in Victoria of \$50 million per annum in 2001 (Reference: The Skate Facility Guide, Sport and Recreation Victoria, 2001, pp.12). Many professional skaters are sponsored by brands and can earn a living wage, with some among the world's highest paid athletes. For some, skating in itself can be a legitimate career path. Other creative skills and industries (e.g. photography, film, design, and fashion) are also often developed in skating as they are integrated and influenced by skate culture.

With both street and park style skateboarding set to make their debut in the 2020 Olympics, skate's popularity will continue to grow. Melbourne has significant opportunity to support local skating talent by increasing the provision of spaces and programs for skaters to hone their skills and grow into professional athletes.

Innovative, efficient and effective use of council resources

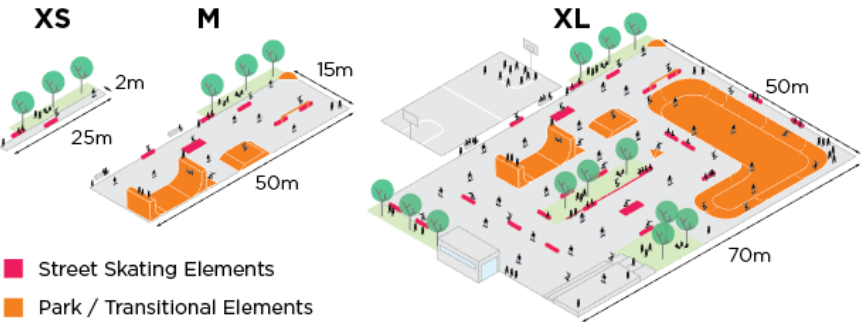
Skate-able spaces do not require as much space as traditional facilities such as sports ovals. They can also attract higher rates of use in a smaller footprint.

Skate-able spaces are unlike many other recreational facilities. Sports ovals and courts have well-established designs, footprints and line markings. Skating is much more diverse. It occurs in designated skate parks, which can vary in size, styles catered to and materials used. Skating also occurs in public spaces, such as plazas, forecourts and streets, with many skaters also using their skateboards as a sustainable mode of transport. Quality Skate-able spaces are also unlike regular sports ovals and courts as they can be destinations for people from the state, country and the world.

Skate-able spaces, especially street-style spaces are comparatively cheap and easy to incorporate into existing and future public spaces. Skate-able elements are more robust forms of street furniture and urban design which also improve public spaces for other city users. Simple council process changes and design iterations can enable a more strategic, accessible and inclusive skating approach across the city.

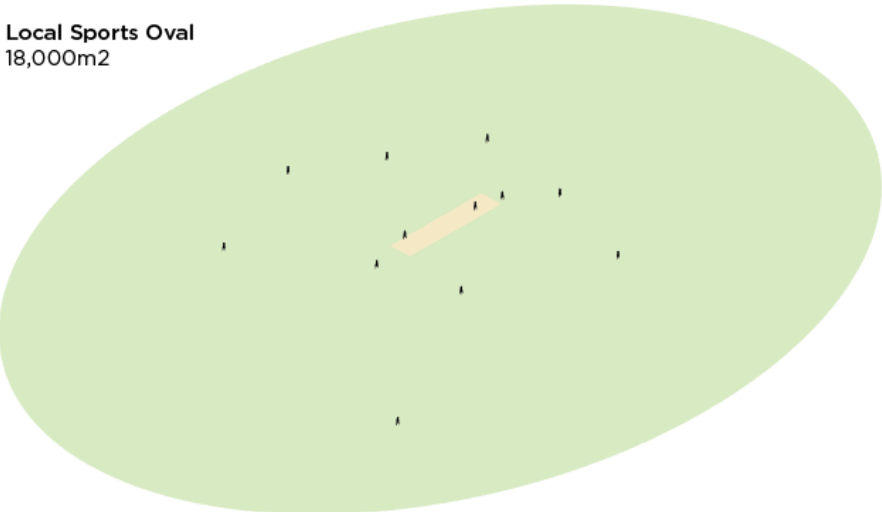
SIZE AND USE OF SKATE-ABLE SPACES

Extra Small → Small → Medium → Large → Extra Large
50-250m2 250-750m2 750-1500m2 1500-3500m2 3500m2+



SIZE AND USE OF OTHER SPORTS FIELDS

Local Sports Oval
18,000m2



In this diagram the oval is being used for a game of cricket

Note: The largest designated skate park in the world is the 7250m² Spring Skate Park in Houston, Texas.

Challenges

There are challenges catering to the needs of the many competing users of the city, particularly as the population continues to grow and places more pressure on our public space to provide recreational and leisure activities.

Skaters consulted during the development of this draft Skate Melbourne Plan nominated key challenges for skating in the city as:

- A lack of quality skate-able spaces, fit for the desired skate style and/or device
- Negative public perception and harassment, public thinking skating is a crime, an act of vandalism and a nuisance activity
- A lack of public spaces where skaters are welcome to skate (especially open spaces and preferred routes)
- The over-use of skate deterrent methods and exclusion of skaters from public spaces.
- A lack of sheltered and night-time skating options
- A lack of opportunity to participate in different styles of skating within the municipality.

Challenges identified by non-skaters who live in or visit the city were:

- Noise and disturbance, such as skating near residential areas late at night
- Personal safety concerns, such as potential collisions and runaway boards
- High levels of skating activity in public spaces and confusing lines of movement (for other users) by skaters through these spaces
- Damage of private and public property and amenity
- Other general public space issues were also highlighted such as poor behaviour, large congregations of people and consumption of alcohol in public.

Key challenges for the City of Melbourne that relate to skating include:

- Communicating when and where skating is encouraged and discouraged
- Discouraging skate in unsuitable spaces
- Damage to public infrastructure and amenity
- Limited highly suitable locations for skate activity within the municipality
- Other capital city challenges also impact on skating opportunities such as;
 - growing density with limited open space
 - growing residential and youth and young people population in the City of Melbourne.

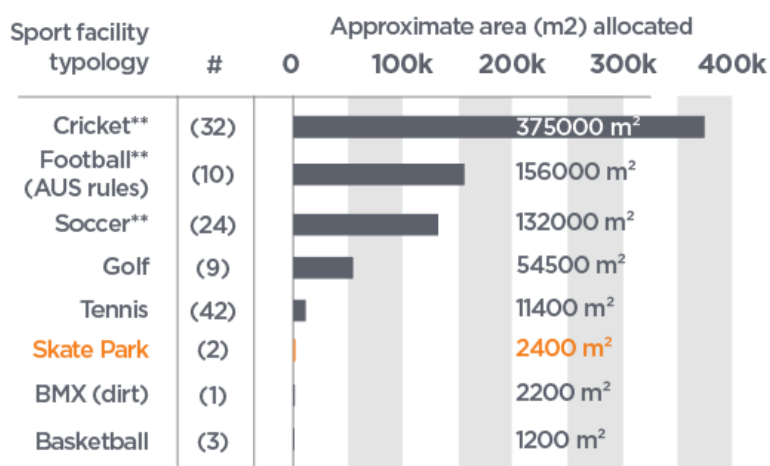
Skate audit and gap analysis

No standard rule exists for how many skate-able spaces or programs a municipality should provide to adequately cater for and support the activity.

As part of the research for this draft plan, the number and type of skate locations in the municipality were compared with other metropolitan municipalities, as well as against other sports and recreational facilities.

The municipality has less skate-able spaces compared with other sports and recreational facilities and compared with other metropolitan municipalities. While the City of Melbourne is recognised as a top skating location and has higher participation rates than more traditional recreational activities, it and other inner municipalities, lack a large scale skate-able space that can host international events and significant provision of skate-able spaces in general.

City of Melbourne's designated recreational facilities



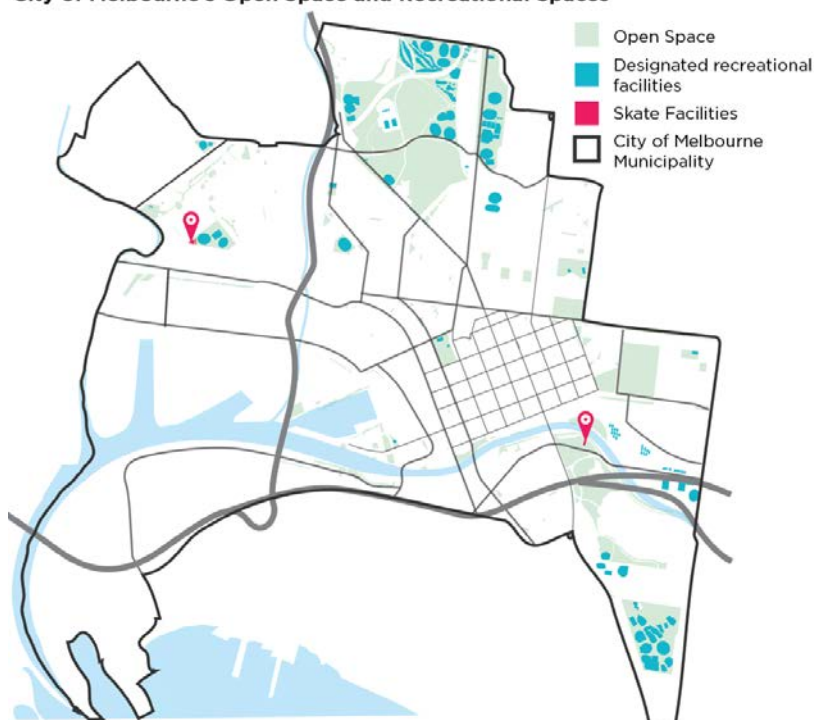
**These facilities can share the same spatial footprint.

Data source: City of Melbourne GIS Data

There are two dedicated skate parks in the municipality: a skate park and BMX dirt track in JJ Holland Reserve in Kensington and Riverslide Skate Park in the central city's Alexandra Gardens. Both were constructed around 2000. These assets have recently been assessed to determine when they would need to be renewed and they are considered to be in poor condition. This means they should be replaced in the next five years.

The municipality has no small to medium spaces that explicitly support street style skating, although some recent public spaces in the city have been designed to withstand the impacts of skate (see example of Neill Street Reserve on page 35).

City of Melbourne's Open Space and Recreational Spaces

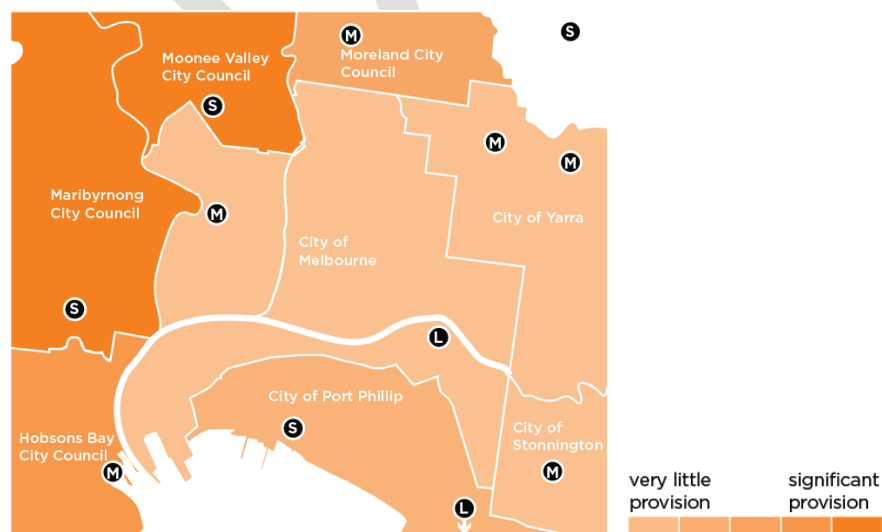


Inner city skate-able spaces provision

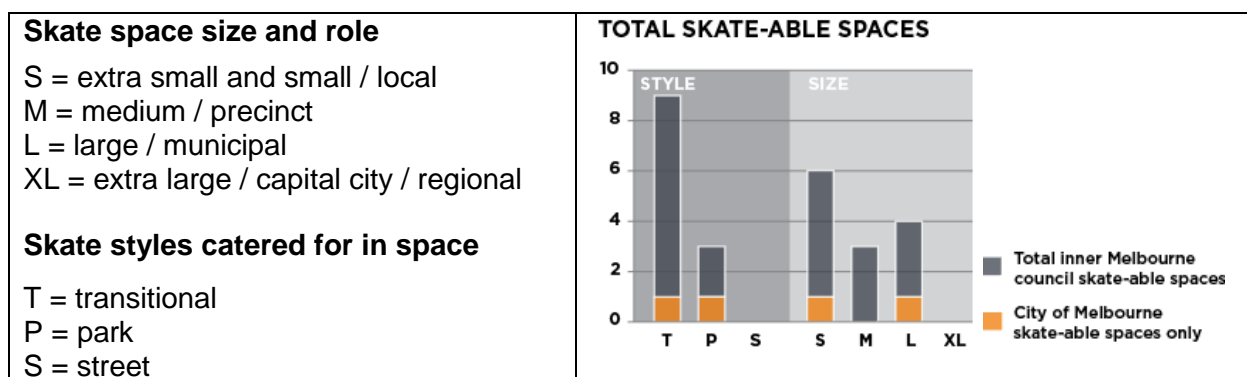
Other Melbourne municipalities provide more skate-able spaces than the City of Melbourne and are planning to add to these spaces. The table below shows the City of Maribyrnong has three existing skate parks and is planning to have a total of 10 skate-able spaces (five medium to large skate parks and youth plazas and five small skate-able public spaces) across the municipality in future.

The City of Melbourne has only a small number of supported skate-able spaces in the municipality. There is also a lack of space specifically designed for young people and their activities in general, particularly given the young demographic across the municipality.

For more information on what the City of Melbourne proposes in terms of increased provision, please see the Key Action on page 31.



Above: Inner city provision map



Inner Melbourne council	Skate strategy / plan	Existing skate facilities	Total skate-able spaces to have in the future	Comments
Maribyrnong City Council	✓	3	10	5 medium to large skate parks and youth plazas. 5 small skate-able public spaces.
City of Melbourne		2	To be determined	
Moonee Valley City Council	✓	4	8	
City of Port Phillip		3	4	St Kilda's Skate Park was highly contentious due to proximity to residents but is now highly valued by the community and council.
Hobsons Bay City Council		5	N/A	No information found on future provision
Moreland City Council	✓	3	4	Limited information on future provision
City of Yarra		2	N/A	No information found on future provision
City of Stonnington		2	N/A	No information found on future provision
International city council				
City of New York, USA		19	23	Skate is included in city plan
City of Portland, USA	✓	7	19	Most relatable to Melbourne
City of Vancouver, CAN	✓	9	17	

Guiding principles

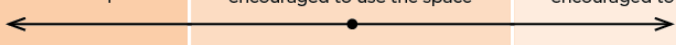
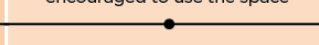
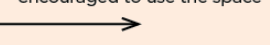



The nominated key challenges highlighted have helped to develop the following guiding principles for improving the location, provision and management of skating in the city.

Ensure key skate-able spaces are safe, inclusive and accessible spaces by day and night

The City of Melbourne has a duty of care to all of its users. For this reason, we aim to provide skate-able spaces that are safe, inclusive and accessible for all demographics and users, in line with the *Beyond the Safe City Strategy*. The more included and safe people feel in the city and in public spaces, the more ownership and pride they have and more likely they are to take responsibility in taking care of these spaces. The more unsafe and exclusive a space, including travelling to and from these spaces, the more unappealing it is to wider audiences. It is important spaces feel safe for people of all ages, genders and backgrounds.

The below diagram shows how we can measure inclusion by the amount of user groups and activities the space caters for, the site's safety and centrality and accessibility, especially to public transport and services.

For more information on how the City of Melbourne aims to make public spaces and the city in general safer, please see [Beyond the Safe City Strategy 2014-17 on the City of Melbourne website](#).

INCLUSION RATING	HIGH	MEDIUM	LOW
INCLUSION W/ GENERAL PUBLIC	General Public and skaters encouraged to use the space 	Other active users and skaters encouraged to use the space 	Skaters and spectators encouraged to use the space 
TYPICAL PROVISION LOCATION ● Public Transport ● Skate Provision			

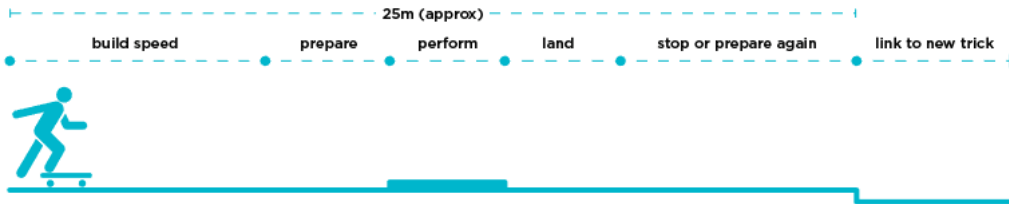
Above: A table highlighting two key ways in which the City of Melbourne can measure the inclusivity of skate spaces, the level of inclusion with general public and the distance a skate space is to other activity, services and public transport.

Cater for and include diverse styles, devices, experience levels, ages, uses and genders

Council needs to ensure that the diverse needs of different skaters are provided for across a range of skate-able spaces. The City of Melbourne acknowledges that there are a diverse range of skating styles, devices, skill levels and demographics that cannot always be provided for in one space. For example, the diagram below provides a guide for how much space is needed for a beginner to advanced skater to perform a trick.

Beginner to Intermediate

- need adequate flat space to prepare and land tricks (approx 25 metres from start to stop)
- require lower obstacles (10-30cm)

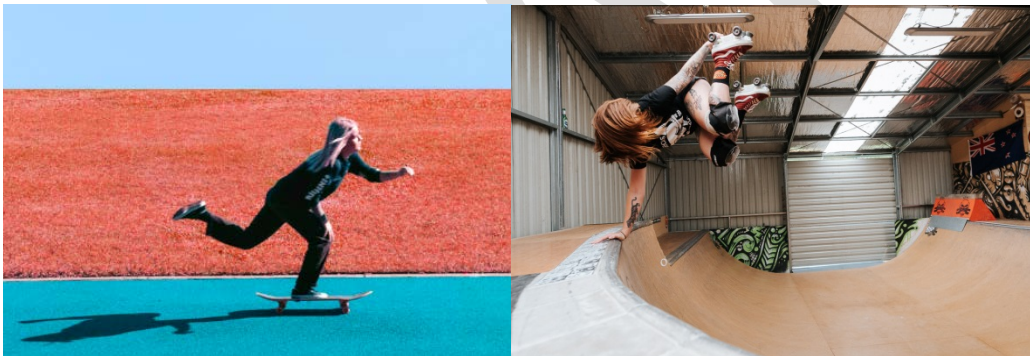


Intermediate to Advanced

- able to utilise higher obstacles (40cm+) and more challenging spaces
- the highest ollie recorded is 115cm
- do not need as much preparation space



ACTION 3.2 – ENCOURAGE AND PROMOTE GENDER EQUITY AND INCLUSIVITY IN MELBOURNE SKATING CULTURE. THE CITY OF MELBOURNE WILL DO THIS THROUGH PROGRAMS, THE DESIGN OF FUTURE SKATE SPACES AND THROUGH COMMUNICATIONS.



Left Image by Liam Merrigan-Turner. Right image by Tony McKay

Consider integrating skate during the strategic planning process, especially in key priority areas

Skating is highly popular in the City of Melbourne for its centrality, accessibility and global interest but at present is not catered for as well as other surrounding municipalities. The City of Melbourne will be looking for opportunities to incorporate new high quality skate and youth spaces in key priority areas. Key priority areas are those that are within one or many of the following areas:

- A significant gap area for youth or skate oriented provisions
- Close proximity to key activity centres, services and/or community hubs
- Close proximity to public transport and/or active transport routes

- A municipal growth area such as North Melbourne, Arden-Macaulay, Docklands, Southbank and Fishermans Bend
- An area that has significant recreational provision.

ACTION 2.1 - ENSURE A DIVERSE RANGE OF SKATE DEVICES, STYLES AND SPACES ARE CATERED FOR ACROSS THE MUNICIPALITY AND THAT SKATE IS ADEQUATELY CATERED FOR IN KEY PRIORITY AREAS.

Assess, review and amend current council processes and procedures that relate to skating within council as a whole.

Seek opportunities to integrate into already existing programs, events, policies and developments. Build capacity, effectiveness and roles of existing programs and resources.

Incorporate sustainable design practices, methodologies and materials

Leading innovation in skate-able design can include environmental benefits such as water management, storage and an increase in biodiversity and ecology. Sustainable building methods and materials can also be incorporated.

Skate spaces provide low risk opportunities to trial emerging sustainable and carbon neutral building materials and fabrication techniques. This has potential to encourage more use of these materials and techniques in the future development of City of Melbourne's hard surface landscapes and assets and further promote Melbourne as a leader in innovative and environmental design practices.

The City of Melbourne also aims to apply sustainability principles to future skate programs and events.

Sustainable design practices in skate spaces



Above: Ed Benedict Skate Plaza in Portland, Oregon USA is one of 19 skate-able spaces to be rolled out for City of Portland's Skatepark System Plan developed in 2008. This skate plaza was designed collaboratively with local skaters and artists. Besides providing an aesthetically pleasing skate-able space, the final design also enhanced biodiversity, ecology and storm water management in the area. Images source: Brooke Geery

It's important to include the skate community in the design process to ensure final design is fit for the end user.

Through consultation, it has become apparent that skate-able spaces can quickly become out dated or not fit for the desired end users, as the smallest details can significantly impact a skater's experience. Therefore skate-able spaces require more strategic thinking,

design and insight from contemporary and experienced skaters. For all significant future projects the City of Melbourne aim to include experienced skate community representatives for the desired end users (skateboarding, BMX, in-line and scooter communities will have different insights and requirements) in the process of new skate spaces to guide what these spaces should incorporate and how they should be designed.

Consider and integrate important spatial characteristics for skaters where appropriate

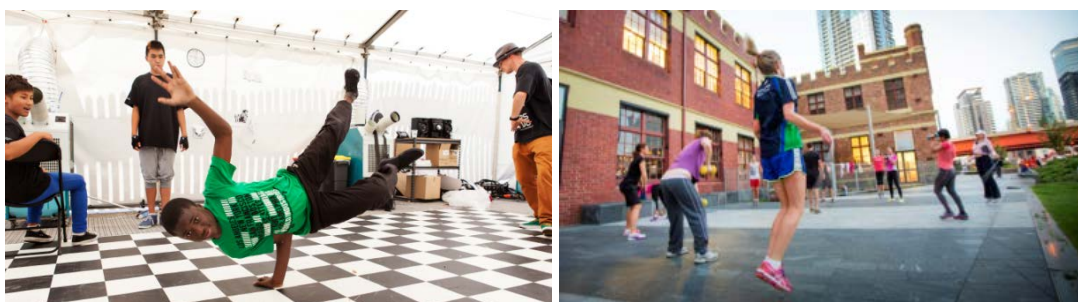
Surveys conducted by the City of Melbourne have aimed to capture as much detail as possible to gather insight into what elements and characteristics skaters find important in great skate-able spaces. These details will go on to inform the planning of future skate spaces. Some important spatial characteristics and desires identified by skaters were:

- smooth hard surfaces and strong materials used for skate-able elements
- safe, well-lit and accessible night time skating spaces
- space to hang out, relax, be social and be around the broader public
- shaded spaces
- aesthetically appealing, unique and interesting spaces
- clear open spaces, with clear lines of sight and passive surveillance
- sheltered spaces for year round and all weather condition skating opportunities (something that City of Melbourne does not currently have)
- indoor skating facilities, this was particularly important for female skaters and skaters participating in speed-skating or roller derby.

Consider coupling skate-able spaces with complementary activities

Some types of activities that can complement skate activity and spaces include:

- noisy activities such as basketball, breakdancing, volleyball and live music
- performance-based activities such as dancing, music, theatre and busking
- heavily physical-based activities such as free running (or parkour), rock climbing (or bouldering) and personal training
- creative-based activities such as public art, street art, DIY or workshop spaces, creatively designed spaces such as interactive spaces, or lighting and projector installations.



Take influence from skate culture to be more innovative, creative and bold

Skating is surrounded by innovative, creative and bold sub-cultures and approaches. Skate culture is not only about skating but also photography, film, art, fashion, lifestyle, philosophy and more. As skating is a part of Melbourne's culture, the City of Melbourne endeavours to take influence from it.

Some examples may be to:

- Be creative with the design of spaces, skate infrastructure, programmes and communication techniques
- Take advantage of underutilised areas for skate-able spaces, events and programming
- Enable the community to build their own skate elements with other experienced building professionals (DIY), this can build ownership, professional development skills and relationships
- Where integration and internal funding is not possible, consider alternative funding and community led opportunities e.g. public private partnerships, grants or crowd funding.



Above: Floating Skate Park, Lake Tahoe, California, USA

The Floating Skate Park in Lake Tahoe, California was designed by Pro Skater Bob Burnquist and art director Jerry Blohm for a Californian Tourism campaign, which aimed to inspire big thinking. It also recognised and raised the profile of skateboarding in the city.

Photo credit: Visit California and 9MPHOTO

Key actions

The City of Melbourne has identified three key actions for achieving the vision and aims of this draft Skate Melbourne Plan while also addressing the key challenges.

1. Identify spaces suitable for skate activity.
2. Increase the provision, designation and integration of skate-able spaces.
3. Improve programming, communication, legislation and management.

1. Identify spaces suitable for skate activity

Locating suitable locations in a capital city with limited public space and increasing population and density is complex. In order to locate and assess suitable locations for skate activity, many councils and strategic planners develop an assessment criterion. This can help identify areas that are accessible, safe and inclusive whilst minimising potential conflict.

ACTION 1.1 - THE CITY OF MELBOURNE WILL UTILISE THE LOCATION ASSESSMENT CRITERIA IN CONJUNCTION WITH COUNCIL'S STRATEGIC MAPPING SYSTEMS TO LOCATE KEY OPPORTUNITY AND GAP AREAS IN THE MUNICIPALITY.

The criteria will promote better integration of skating and can also be utilised for locating other activities with similar characteristics and spatial needs (eg basketball). This was developed by building on the skate location criteria of other councils, independent skate park designers, crime prevention through environmental design (CPTED) principles, with our skate advisory groups and relevant work areas across City of Melbourne.

A more detailed version of this criterion, highlighting all 130+ criteria is in our Supporting Documents section on the Participate Melbourne website.

LOCATION ASSESSMENT CRITERION

Land ownership, management, use and key stakeholders



Open Space and recreation facilities managed by the City of Melbourne

- Land managers are tolerant/welcoming of skate activity
- Land use does not conflict with skate activity
- Key stakeholders are not significantly impacted by skate activity

Site safety, inclusiveness and accessibility



■ Key transport links
■ Key activity areas

- Close proximity to public transport hubs
- Ability to incorporate CPTED principles
- Proximity to other activity areas
- Highly visible with open lines of sight
- Well-lit at all times of the day and night
- Feels safe for all ages and genders, this includes safety when traveling to and from the proposed venue

Proximity to complementary activities, demographics and uses



■ Key young resident and user demographic areas

- Food and services
- Other loud activities
- Other active uses and recreational facilities
- Other youth uses or key demographic areas
- For temporary spaces in particular, utilising pre-existing smooth hard surfaced areas is a substantial opportunity

Avoids close proximity to conflicting land use, materials or activities



■ Key Residential and Accommodation areas

- Residential buildings (75m buffer)
- Culturally significant sites (e.g. memorials, burial sites, etc.)
- Direct interaction with glass facades
- Direct interaction with key thoroughfares (pedestrian, cyclist and vehicle)

Potential to provide a new opportunity in key priority areas



■ Key gap areas in Youth and Skate Provision




■ Key growth and recreational areas

- Located in a provision gap area (based on existing skate and youth oriented spaces)
- Located in a growth, or future growth area
- Connects to other skate, youth or recreational spaces
- Provides a new use in an otherwise underutilised space
- Increases overall accessibility to skate-able spaces

2. Increase the provision, designation and integration of suitable skate spaces

Measuring site suitability

Below is a diagram explaining how the City of Melbourne will utilise the location assessment criterion outlined in the last chapter to measure a site's suitability for skate activity and the initial process taken to integrate skate-able or skate deterrent infrastructure.

All or most criteria fulfilled ←	Key criteria fulfilled ●	Little to no criteria fulfilled →
Very suitable	Suitable	Not suitable
Action Highlight as key opportunity and investigate potential to integrate skate into the area.	Action Investigate potential and need to integrate skate into the area.	Action Investigate if there is a significant risk or need to deter skate in the area.
Where skating is found to be suitable the City of Melbourne can enable skating through skate-able infrastructure.		Where skating is found to not be suitable the City of Melbourne can discourage skating with skate deterrent infrastructure if required.
 <p>Above: Steel edges on seating in the City of Melbourne designed space 'Docklands Link', allow for skating and general public use.</p>		 <p>Above: Rough surfacing and seating in Chinatown Plaza, Melbourne, deters skating from taking place.</p>

Integrate skate-able infrastructure into suitable public spaces

A cost effective (and sometimes cost-neutral) approach to cater for more skating is to integrate skate-able infrastructure into urban planning and design. Some existing examples are Neill Street Reserve in Carlton and Docklands Link (see above). In these spaces concrete park benches with steel edging have been designed to be robust enough to withstand the impacts of skating.

The traditional approach to protecting assets from skating activity has been to install steel skate deterrents on assets or make the ground surface rough to make skating less appealing. While this method is effective where necessary, it results in the exclusion of this activity and community group. Deterrent methods can also impact on amenity, be










expensive and are sometimes applied without investigating whether skating may cause issues in the location or not.

Applying the proposed Location Assessment Criteria will enable the City of Melbourne to identify spaces where skating is suitable for implementing more innovative and inclusive 'skate-able' asset protection methods. These can enhance skaters and general public's experience alike and withstand the wear and tear from regular skate activity.

For more information on skate management methods, and their effectiveness, please see the Skate Melbourne Background Paper on the Participate Melbourne website.

Skating styles and skate-able space typologies













There are three major types of skate-able spaces considered in this plan: dedicated, multi-use and shared. Shared spaces in central and accessible spaces are seen as more inclusive than dedicated facilities in less visible locations.

SKATE-ABLE SPACES			
PROVISION TYPE	Shared Public Spaces 	Multi-use recreational spaces / Youth hubs or plazas 	Dedicated Skate Parks / Plazas 
INCLUSION W/ NON-SKATERS	General Public 	Other Active Users 	Other Skaters 
PROVISION CHARACTER	<ul style="list-style-type: none"> Open public space, path or road General public feel welcomed to utilise space Skating is a welcomed activity Designed to withstand skate activity that may happen 	<ul style="list-style-type: none"> May be an open public space May use fences to contain activity or mitigate potential risk Designed with multiple uses in mind, including skate activity 	<ul style="list-style-type: none"> Dedicated facility for a diverse range of skate styles and devices Fences typically used to contain activity or mitigate potential risk Designed specifically with skate activity in mind
COMMON SKATE-ABLE ELEMENTS	<ul style="list-style-type: none"> Smooth flat surfaces Ledges and benches Kerbs and banks Wide open paths 	<ul style="list-style-type: none"> Can be a combination of robust skate-able street furniture and more purpose built skate elements Other complementary activities 	<ul style="list-style-type: none"> Elements with a curve or transition to them (e.g. Bowls or Ramps) Purpose built skate elements (e.g. funboxes, flat bars, kicker ramps)
PROVISION BENEFITS	<ul style="list-style-type: none"> Increased social interaction and social skills development Provides performance and vibrancy for other city users Encourages increased skate participation and inclusion 	<ul style="list-style-type: none"> Youth oriented spaces Multiple activities available to engage in in one location Hubs of activity and recreation 	<ul style="list-style-type: none"> Safe spaces to learn to skate, hone skills and try diverse styles Family oriented spaces Large skate parks can hold international skate events
CORE END USERS CATERED TO <small>**This is highly dependent on the design of the space itself</small>	<ul style="list-style-type: none"> All city users and demographics Street style skaters Professional street style skaters, events and industries Older skater demographics (aged 15 and above) 	<ul style="list-style-type: none"> Youth and active lifestyle oriented demographics Predominantly street and park style skaters (can be all) All skate style events, industries and professionals 	<ul style="list-style-type: none"> Park and Transitional style skaters, and most devices All skate style events, industries and professionals Spectators and families Younger skater demographics (aged 15 and below)
PROVISION PRECEDENT	Melbourne Museum Plaza, Carlton, Victoria <ul style="list-style-type: none"> State Govt. Land managed by Melbourne Museum CEO and Manager are supportive of any activity that activates the plaza, skate included Skaters generally respect the area and provide vibrancy Large open plaza provides safe space with clear sightlines 	Esplanade Youth Plaza, Fremantle, Western Australia <ul style="list-style-type: none"> Multi award winning project, regarded as highly successful by council and the community \$1.8 million with 1600m² of hardscape and 2500m² of softscape Caters for skateboarding, BMX, scooters, parkour, table tennis, slacklining, play, and more in a family friendly environment 	Noble Park Skate Park, Noble Park, Victoria <ul style="list-style-type: none"> Internationally renowned skate park, regarded as a bench mark Inclusion of skate community was integral to project's success Multi-million dollar project with 3000m² of skate-able space Caters for all skate devices in a family friendly environment Attracts high levels of use from diverse demographics 

Above images sourced: Fremantle City Council and Noel Forsyth

Scale of skate spaces

In addition to style and type of skate spaces, another important factor is the size of the space. Small to medium sized spaces generally cater for street style skating, and medium to large scale spaces can cater for a broad range of styles. Generally, street style elements are simpler (eg benches or ledges) and therefore cheaper to implement than those with transitional design features (eg concrete bowls and ramps). The table below provides a guide to size and costs associated with skate spaces.

SIZE	XS SINGLE ELEMENT  50 - 250m²	S-M LOCAL > PRECINCT  250 - 1500m²	L MUNICIPAL  1500 - 3500m²	XL REGIONAL, CAPITAL, STATE  3500m² +
COMMON TYPOLOGY	Smooth hard surface with 1-2 elements	Skate Spot, or Local Skate Park	Dedicated Skate Park or Plaza, Indoor Facility, Youth Hub, Multi-use recreational facility/space, or Public Plaza	
CATERS FOR	<ul style="list-style-type: none"> All skating styles Local community 	<ul style="list-style-type: none"> All skating styles Local precinct Medium events 	<ul style="list-style-type: none"> All skating styles Municipality Large events 	<ul style="list-style-type: none"> Global skate community State and Country International events
COST (approx)	\$ e.g. \$1,000-50,000	\$\$ e.g. \$1-500,000	\$\$\$+ e.g. \$1,000,000 +	\$\$\$\$+ e.g. \$2,000,000 +
ACTIVE USERS	 1-2	 2-15	 8-30	 30+
INACTIVE USERS	 2-8	 8-60	 30-120	 120+

Shared spaces – street skating spaces and plazas

Shared spaces provide for street-style skaters and long boarders and are more socially inclusive than traditional skate facilities which typically utilise fencing and highly risk-adverse environments specifically designed for skating. Shared spaces are more attractive to skaters 15 years and older and encourage more social interaction with other city users and demographics. They are typically plazas, forecourts, squares and wide streets or paths and are not specifically designed for skating, which makes them more interesting and creative spaces for skaters to interpret (see example of The Konsthall Square in Malmö below). Shared spaces can be cost effective, as skate-able infrastructure can be integrated into general public spaces within existing budgets of capital works projects.

The City of Melbourne uses skate-deterrent methods more than most cities worldwide. This has left many street skaters with little spaces to hone their skills, film and promote themselves for sponsorship. It has also caused over-skating in key locations across the city encouraging people to skate in unsuitable spaces.



Above: St Johannesplan & Konsthallstorget in Malmö, Sweden. The Konsthall Square ground surface has been designed with flexible 2x3m concrete panels that can be easily transformed or replaced for exhibitions and temporary events. The design was influenced by Malmö's residents, who use the square for skateboarding, filmmaking and performances. There is a 30m² water play area for children and an elevated concrete disc, to be used as a bench, stage or skate-able element. Image source: White Arkitekter AB, photo taken by Hanns Joosten

ACTION 2.2 – CONTINUE THE STREET SKATE PROTOTYPING PROJECT (SSPP)

The trial aims to address the ongoing demand and need for authentic street style spaces in the City of Melbourne. In this draft plan the City of Melbourne propose the SSPP is an ongoing project that locates suitable and appropriate street skating spaces across the city.

The project can achieve this by designing and prototyping skate-able elements with street skaters which will inform design guidelines and technical drawings. These may also then be used to advocate and educate other councils and land managers on how they can effectively and safely incorporate skate into their public spaces. Combined with the Location Assessment Criteria these guidelines will achieve more skate-inclusive urban design and planning in the municipality.

Street skate prototyping process



ACTION 2.3 – A LARGER STREET SKATE-ABLE PLAZA WAS HIGHLIGHTED AS A KEY DESIRE BY THE COMMUNITY AS AN INTEGRAL HUB FOR THE STREET SKATING COMMUNITY AND THE GENERAL PUBLIC.

Through the Street Skate Prototyping Project, the City of Melbourne will better inform how planned capital works projects can integrate skating into the urban design of new public spaces, such as plazas, forecourts and squares.

Encourage more multi-use facilities

These spaces are influenced by contemporary skate parks as they are starting to blend in more youth and unstructured types of activities, which has resulted in modern designers starting to call these spaces 'youth hubs' or 'multi-purpose recreational facilities'. This typology is considered as multi-use in this draft plan as they are still dedicated areas for specified activities. As with shared skate-able spaces, skating can be integrated into these spaces cost effectively, by making some areas and or assets skate-able.



Above: Neill Street Reserve is a multi-use open space designed by the City of Melbourne. The space above has steel coping incorporated into the seating for the multi-purpose court in order to withstand and allow for skating activity that may happen. Image source Luke Flanagan.

ACTION 2.3 - THE CITY OF MELBOURNE WILL ENCOURAGE THE INTEGRATION OF SKATE-ABLE INFRASTRUCTURE AND OTHER COMPLEMENTARY ACTIVITIES INTO THE URBAN DESIGN AND PLANNING OF NEW AND UPCOMING KEY RECREATIONAL FACILITIES, MASTER PLANS AND CAPITAL WORKS PROJECTS.

Skating in shared spaces and multi-use facilities

The City of Melbourne supports skating activity but not when it places other users at risk in the space. Shared skate spaces will aim to clarify in the space itself where skating is encouraged through materials used, the design of the space itself and where necessary, signage and/or mapping.



Above: Skatepark Rennes, in Arsenal, designed by Constructo Skate Park Architecture. Concrete is coloured orange to highlight to pedestrians and skaters that this is a key route for pedestrians and they have priority in this area. Photo supplied by project architects Constructo Skatepark Architecture.

Through extensive community engagement the following key tools and approaches have been found to support successful shared skate spaces:

- Location Assessment Criteria to identify and educate skaters and non-skaters on suitable and non-suitable locations and spaces for skating
- Strategic and considered design of public spaces that include skate-able infrastructure where suitable
- Signage and website information to clearly identify where and when skating is allowed in a multi-use or shared space. This will help minimise potential collisions, risks and complaints. It will also promote and educate the general public that skate activity is a legitimate activity supported and encouraged by the City of Melbourne in suitable locations (see image of Portland's skate route signage below)
- Better access to information on skating locations via the City of Melbourne website, social media and other platforms
- More planned and managed programs and events that encourage sharing and responsible skating in the City of Melbourne.

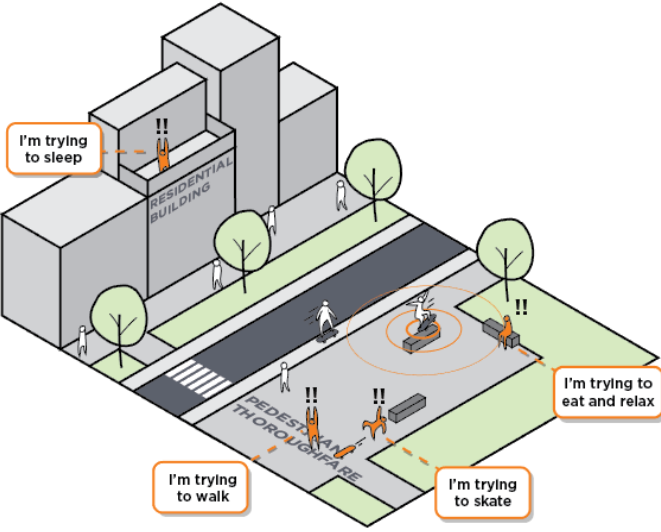
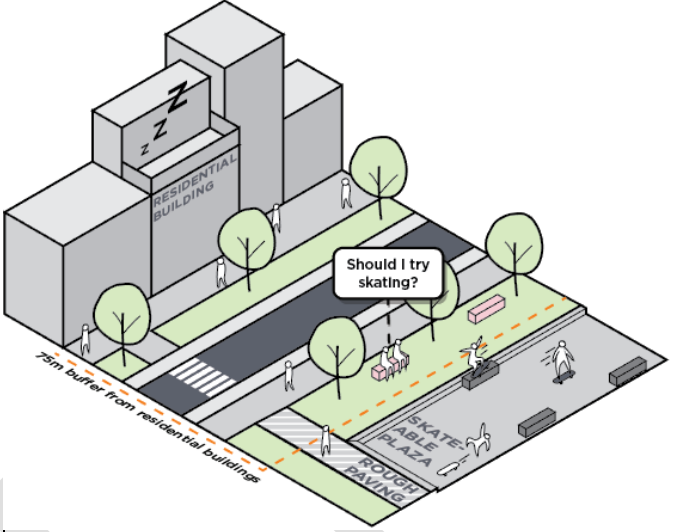
Portland's (USA) Skate Route signage highlights safe skate routes and that skate is a supported in the city.



Image source: Richard Drdul

City of Melbourne's surface insets provide an unobtrusive indication of the desired and legitimate uses in a space and enable on the ground conflict resolution.



Common challenges with skating in a capital city	Challenges addressed through strategic urban design and planning
	

Preferred times of use

Street skating can be a loud activity, so to reduce conflict and disturbance to other city users and residents this draft plan recommends that preferred times of use are allocated to particular skating locations in the municipality. This will highlight to skaters when skating is welcomed in the area and open up more opportunities for skating in the city. This was an idea developed in consultation around Lincoln Square Plaza, where residents and skaters collectively proposed trialling signage indicating appropriate times for skating and a code of conduct in the space to better manage noise issues, however this trial has not occurred to date.

Twenty-four hour city

City of Melbourne's *Beyond the Safe City Strategy 2014-17* ensures that issues associated with the 24 hour city are firmly embedded in the core business of the City of Melbourne.

As the city stays awake longer, there is a need to make policy and operational decisions that manage the competing demands of the groups who utilise the city including visitors, workers and residents.

ACTIONS 2.4 - LOCATE AND DESIGNATE A SUITABLE 24 HOUR SKATE-ABLE SPACE AND SEEK POTENTIAL FOR OFF-PEAK NIGHT SKATE SPACES.

- Melbourne's central city is a 24 hour mixed use zone. Services and suitable skate spaces must consider safety and accessibility by day and by night.
- Apply *Crime Prevention Through Environmental Design (CPTED)* principles to all skate-able spaces. This approach is to include assessments of the environment at night.
- Suitably locate and provide at least one night time accessible skate-able space within the city.
- Develop night (or off-peak) skate spaces which enable some public spaces which are underutilised at night time to encourage skate activity in this timeframe only.

Preferred routes and areas

Skating is a sustainable transport method and street skaters also enjoy the journey of the city. Street skating is a more ephemeral style of skating and is a series of encounters across the city rather than staying in one space for extended periods of time.

The City of Melbourne once had preferred routes mapped through the city and there is opportunity to re-visit this and identify key suitable and safe skate routes and areas in the municipality and then promote these to the skating and general community.

The Skate Melbourne Advisory Group highlighted that placing skate-able elements along less populated routes throughout the city could attract skaters to utilise less congested and safer routes throughout the city.

ACTIONS 2.5 - DEVELOP A MAP OF PREFERRED ROUTES AND AREAS AND PROVIDE A SERIES OF SKATE-ABLE ELEMENTS ON THESE ROUTES FOR SKATERS TO USE IN THE CITY OF MELBOURNE.

Dedicated skate parks

Dedicated skate parks provide a safe space that meets the needs of diverse skate styles and skate devices. Dedicated spaces are important and more attractive for beginners and younger skaters (below 15 years of age) to learn in a safe environment and provide a location for major events. Many are family-oriented spaces and can provide key community services for the surrounding area, not just the skate park.

A good example of this is the St Kilda Skate Park in Marina Reserve. The development of the skate park took a number of years due to resident concerns around the impacts on their views and the attraction of youth culture and potential anti-social behaviour. It was a highly contentious project, however is now regarded as a successful project. Once constructed, the same residents that raised concerns about the park now utilise it and enjoy the activity the skate park brings to the community. Port Phillip Council consider it incredibly successful as it provides significant social, mental and physical benefits for the community and tourism,

economic, safety and public space benefits for the area. Council have recently allowed the park to be used for events, as the significant economic and community benefits alike have been made apparent to the community and the council.



Above: An international event being held at St. Kilda Skate Park.
Image source: Noel Forsyth

The below actions outline the existing skate parks that require upgrades and identify a third skate-able space required in the future.

ACTION 2.6 – UPGRADE EXISTING FACILITIES

Upgrade and investigate expanding Riverside Skate Park into a high quality skate and youth hub

Riverslide was originally built as a temporary skate park. It is reaching the end of its expected design life and has had to cope with increasingly heavy use. This skate park is proposed to be upgraded into a permanent skate and youth-oriented space, catering for predominant skating styles (street, park and transitional). Riverslide will incorporate elements to cater and support beginners through to professional skaters and cater for skating events. The redesign will better integrate the skate park into its surrounding area to make the whole of Alexandra Gardens safer and provide for and encourage other city users to engage with the space and activity.

Upgrade JJ Hollands Skate Park

JJ Holland Skate Park in Kensington will be upgraded to better provide for street, park and transitional skaters from surrounding precincts. It will be designed to better integrate with its surrounding environment.

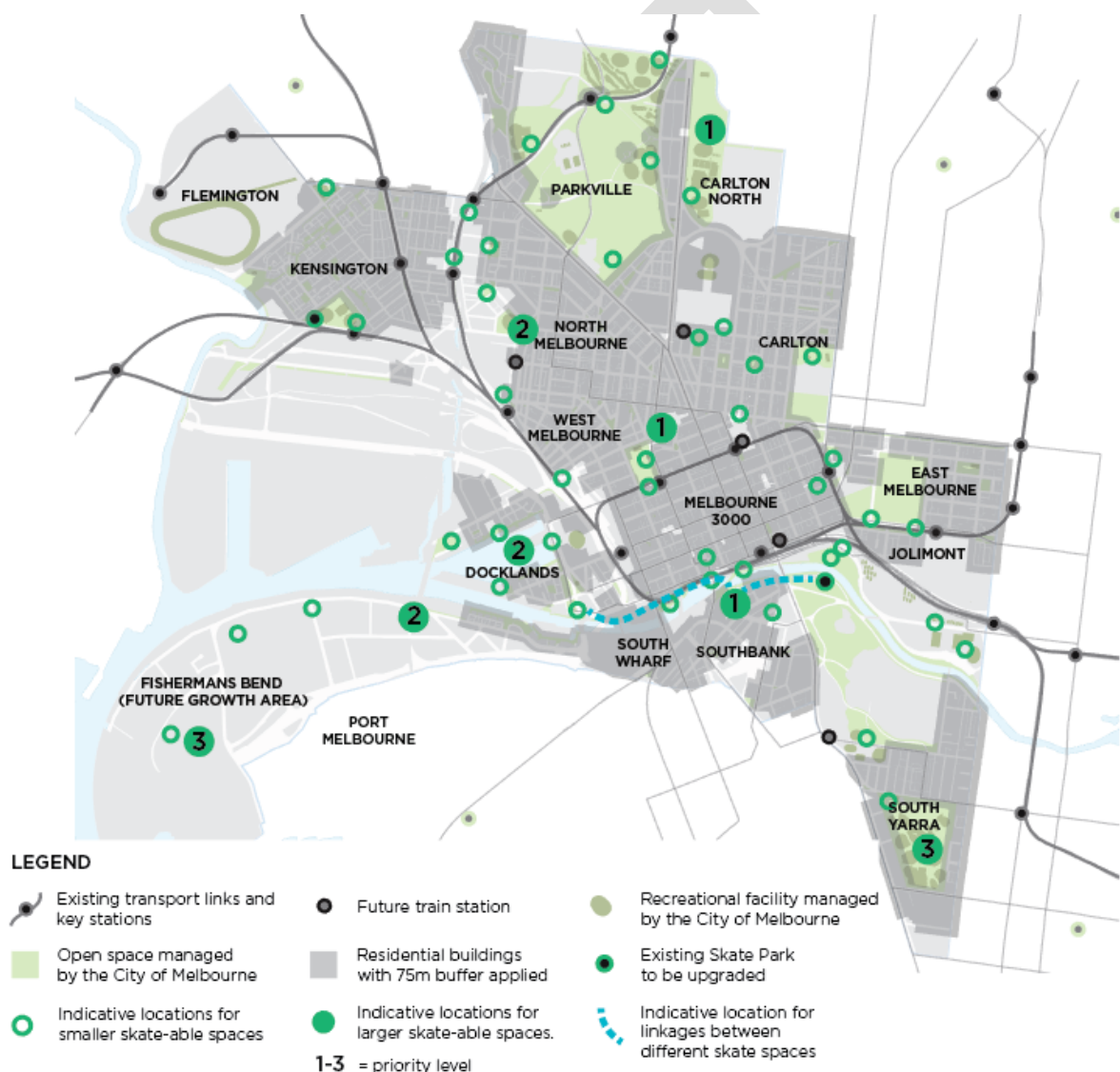
ACTION 2.7 - LOCATE AND DEVELOP AN EXTRA-LARGE SKATE-ABLE SPACE

With ongoing growth, demand and with skateboarding becoming an Olympic sport, the City of Melbourne has identified that a new dedicated skate facility that can host large events will be required in the future. This should be integrated into a key priority area.

Skate-able spaces network

Whilst important for some skating styles, dedicated skate parks will not solve the needs of all skaters. Through community engagement it is clear there is demand for a range of skate infrastructure, and it's important to re-iterate that styles of skating are diverse and skaters themselves enjoy a diversity of experiences.

An indicative network of different types of spaces spread across the municipality to increase accessibility and provision of skate-able spaces for all precincts is identified below, the City of Melbourne will aim to integrate these into key priority areas in the municipality. For now, these types of spaces are not specific so that further investigation and community engagement on the feasibility of these spaces can be undertaken. Key priority areas highlight potential for larger skate-able spaces to be located; priority areas are based on existing or developing projects, master plans and growth areas.



Priority 1 locations refer to Princes Park, QVM and Kings Way Underpass (in City Road Master Plan) which have already been highlighted to have skate and youth potential by City of Melbourne. All other locations are indicative for the general area only. They have not been finalised and will be investigated in extensive detail.

3. Improve programming, communication and management

Programming

Whilst the provision of skate-able spaces are important in order to support skating, programming, events, community services, outreach and awareness campaigns are also key in ensuring that Melbourne's skate culture continues to grow and foster positive benefits for the individual, the community and the city.

Through Action 3.4, the City of Melbourne will promote and support the legitimacy of skating through information online, advocacy, events, and programs at its designated skate-able spaces and public spaces in partnership with the skate community and industry.

Improve and increase services, programs and initiatives

The City of Melbourne aims to improve and increase services, programs and initiatives, with partners where appropriate and with a key focus on education, awareness, community outreach and developing tolerance and respectful relationships between all city users.

ACTION 3.3 - ENHANCE THE SKATE AMBASSADOR PROGRAM

The City of Melbourne plans to continue the Skate Ambassador Program, build on its already existing community outreach programs and build skate park contractors' capacity to facilitate more programs within central Melbourne's events and public spaces on behalf of City of Melbourne.

Temporary skate spaces can be programmed to provide new opportunities for skaters. Temporary spaces for peak periods in skating during the year can help relieve popular skate spaces so they do not become overcrowded or problematic. Temporary spaces can include but are not limited to:

- event spaces
- development and construction sites
- road and path closures
- privately managed land.

Skate can be integrated into existing hard surfaced areas and with a 24 hour city spaces that change their use from day to night or peak and off peak times can also provide new opportunities.

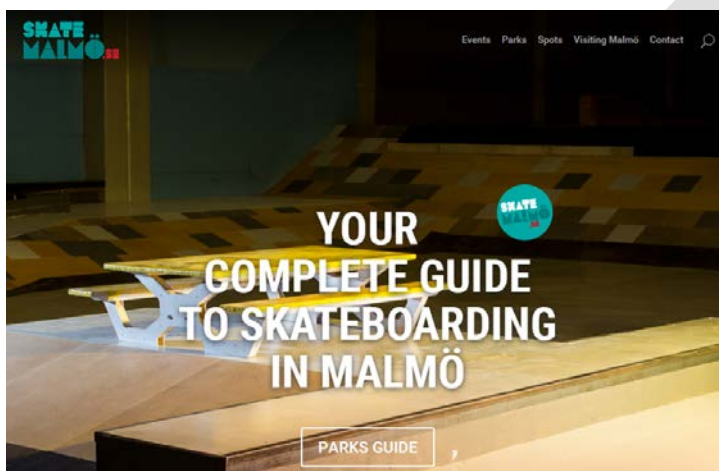
ACTION 3.3 - TRIAL TEMPORARY SKATE EVENTS

Investigate a program to partner with the skate industry to trial temporary skate spaces in events and underutilised public spaces, especially for peak periods in skate activity.

Communication and awareness

Communication around the legitimacy of skating in the city and where it is and isn't encouraged is important for all city users and stakeholders to understand. Through community engagement it was highlighted that information on skating was hard to find and the general public do not understand the City of Melbourne's position regarding skating. For the Skate Melbourne Advisory Group, clarity around this was considered a high priority.

The City of Malmö council is a good example of communication around skating in the city. Their website called Skate Malmö highlights different skate spaces and parks where skating is encouraged, skate events and programs running in the city and it also promotes other attractions in the city (eg food venues, galleries, cafes, etc.) which encourages economic benefits.



Above: Screenshot of <http://skatemalmo.se/> front page

ACTION 3.4 - THE CITY OF MELBOURNE WILL STRENGTHEN ITS COMMUNICATIONS WITH THE SKATE COMMUNITY AS WELL AS THE GENERAL PUBLIC AROUND SKATE ACTIVITY.

1. A visible online presence that draws together information on skating in the city and caters to the skate community, including:
 - 1.1. A succinct and clear set of guidelines and statements on skating in the City of Melbourne.
 - 1.2. Clear indication of where skating is and isn't encouraged in the City of Melbourne.
2. Awareness campaigns directed at educating and building mutual respect between skaters, businesses and general public.

On-going resources and management of the Skate Melbourne Plan

Without dedicated resources to facilitate and review the original 'SKATESAFE' *Skating Management Plan 1998*, many of the elements of this plan were not fully implemented.

ACTION 3.5 - DEVELOP RELATIONSHIPS WITH THE SKATE COMMUNITY, INDUSTRY AND OTHER LAND MANAGERS IN THE MUNICIPALITY TO SEEK OPPORTUNITIES AND ENSURE THEY ARE INCLUDED IN FUTURE DEVELOPMENT OF THE SKATE PLAN.

To provide more skate-able spaces in the city, where suitable, the City of Melbourne aim to build relationships and potential partnerships with other significant land managers and owners in the city. Universities, businesses and state government can potentially encourage and provide skate-able spaces along with the City of Melbourne. The City of Melbourne aim to continue to build positive relationships with the skate community and key industry groups.

Working with the skating community and other city users to develop this draft plan has promoted understanding and respect and by continuing to build on these relationships the City of Melbourne will continue to help address any future concerns or issues that arise.

ACTION 3.6 - ENSURE ADEQUATE AND ONGOING RESOURCES ARE ALLOCATED

This is required to ensure skate and youth requirements are integrated as Melbourne continues to develop. It's important that internally, council has appropriate resources within a suitable work area to build strong relationships and address ongoing challenges and developments in skate. This is important to ensure the implementation of this plan is well managed, cohesive and able take advantage of future opportunities. This is subject to annual budget processes.

ACTION 3.7 - INTERNAL REVIEW OF PROGRESS ON ACTION PLAN AND IMPLEMENTATION EVERY FIVE YEARS WITH PROGRESS COMMUNICATED TO THE COMMUNITY.

This will result in contemporary, progressive, and high quality support and management from the City of Melbourne in terms of implementation of the plan.

Summary of proposed actions

Throughout this document actions have been outlined, below is a summary of these. All actions are subject to annual budget process.

#	Key actions	Timeframe
1	Identify spaces suitable for skate activity	
1.1	Utilise Location Assessment Criteria in conjunction with council's strategic mapping systems to locate key opportunity and gap areas in the municipality.	Within 3 years
2	Increase the provision, designation and integration of suitable skate spaces	
2.1	Ensure a diverse range of skate devices, styles and spaces are catered for across the municipality and that skate is adequately catered for in key priority areas.	Ongoing
2.2	Continue the Street Skate Prototyping Project as an ongoing program and co-design process.	Over next 3 years
2.3	In suitable spaces, integrate skate-able elements into urban design and planning, especially a larger urban plaza and in networks between skate-able spaces.	Over next 10 years
2.4	Suitably locate and designate a 24 hour skate-able space and seek potential for off-peak night skate spaces.	Within 3 years
2.5	Develop a living map of preferred routes and areas and provide a series of skate-able elements on these routes for skaters to use in the City of Melbourne.	Within 3 years
2.6	Upgrade existing skate parks in Alexandra Gardens and JJ Holland Park.	Within 3 years
2.7	Locate and develop an extra-large skate-able space.	Within 5 years
3	Improve programming, communication and management	
3.1	Local law, parks policy, strategic planning and road rule review and amendments.	Within 3 years
3.2	Encourage and promote equity, inclusivity and acceptance of Melbourne skating culture.	Ongoing
3.3	Increase, enhance and better enable skate services, programs, events and initiatives internally and with partners.	Ongoing
3.4	Strengthen web presence, communications, awareness and advocacy on skating in the City of Melbourne internally, externally and with partners.	Within 3 years
3.5	Develop and build relationships with the skate community and industry and other land managers in the municipality to seek opportunities to collaborate and ensure they are included in future development of the skate plan.	Ongoing
3.6	Ensure adequate and ongoing resources are allocated to guide, manage and implement this plan.	Ongoing
3.7	Internal review of progress on action plan and implementation and pulse check with skate community and skate park managers.	Every 5 years

Next Steps

Information captured through this second phase of community engagement will inform the development of the final Skate Melbourne Plan for council to endorse and implementation to begin in 2017.

Visit <http://www.melbourne.vic.gov.au/skate> for more information

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