

MORNINGTON
PENINSULA
Shire

COMMITTED TO A
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PENINSULA



SKATE/ BMX STRATEGY

Volume

1

Strategies &
Actions

ABOUT THIS DOCUMENT

This document is Mornington Peninsula Shire **Skate & BMX Strategy** Volume 1. Strategies and Actions prepared by **@leisure**.

A summary of relevant survey information and community preferences is provided in Volume 2, Consultation Findings.

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EXECUTIVE SUMMARY

There is strong anecdotal evidence to suggest skateboarding, BMX and mountain biking have a strong participation base in the Shire.

- More than 80% of young people (10-14year olds) surveyed either ride BMX or skate. 40% of those own one or more of the following: a mountain bike, scooter, skateboard, inline skates/ roller blades, BMX bike and roller skates.
- The survey results indicate that a number of females participate in all codes of BMX and skating, however the bulk of the participants in all, are male.
- In the recent Peninsula Events World Industries Australian School Skateboarding Series, Padua College won "Best schools". Steve Dugec from Mornington and Marc Holland from Mt Erin won "Ones to watch"!
- The first school MTB championships (2005) was won by a resident of the Shire.

Skate and bike sports are very popular with young males, who are likely to participate at precisely the time when interest in other team sports and other organised activities tends to decline.

Furthermore, these sports are maturing: not only are they participated in for longer, ie by older age groups, but they now enjoy attention from sponsors and the media, and they offer opportunities for a career path for both competitors and sports administrators.

Given Australia's growing problem with obesity, the participation of young people in any vigorous activity deserves to be encouraged, particularly when the cost to participants is relatively low.

In Mornington Peninsula Shire, a number of facilities exist and more are planned. Investment in the infrastructure in the Shire to support skateboarding to date has been in order of \$800,000, and to support pedestrian and cycle use of pathways \$10 million. However investment in BMX and MTB sports has been relatively low to date.

The numbers of young people interested in these sports will increase, although the percentage of the core age group of participants (10 to 14 years) will decline slightly as the age of people participating includes more older and younger people.

The challenges faced by the Shire include meeting the vastly increased pressure on facilities during peak holiday periods, providing support for sports development, and, in the case of skate sports, BMX and mountain bike riding, protecting the built and natural environments respectively, and managing and marketing the facilities.

Of young people surveyed, 35% said they would prefer several large facilities for each type of skate/ BMX discipline. Their preferred locations for new facilities are Mornington, Rosebud and Hastings.

The potential market for these activities has been crudely estimated at:

- 4170 skateboarders and aggressive in-liners
- 1600 BMX riders and
- 2300 MTB riders in the shire, with the age of 10-19 years.

Based on the population projections for young people, the townships where the bulk of the demand will be:

- Mornington
- Somerville
- Mt Eliza, and
- Rosebud.

Having considered population projections, and an equitable distribution of and hierarchy of facilities within a reasonable drive time of all residents, a suite of facilities to serve different codes is proposed. These are listed in the following table.

Table 1. Summary of proposed facilities

CODE	PROVISION LEVEL	HIERARCHY	LOCATION
Skate boarding, BMX, freestyle/ aggressive inline	Transportable ramps at indoor centres, for beginners or minor permanent facility	Satellite Local	Balnarring, Red Hill,
Skate boarding, BMX, freestyle/ aggressive inline	Beginner and Intermediate	Local	Mt Martha, Hastings, Rye, Sorrento
Skateboarding, BMX, freestyle/ aggressive inline	Advanced	Regional District	The Shed (Casey) Frankston Skate Park Mornington, Rosebud
BMX dirt	Doubles or trails	Local	One in each area: Nthn Peninsula, Western Port and Southern Peninsula
BMX racing	Racing track	Regional	Dromana
MTB cross county	Trails & circuit	District Regional	Dromana (Negotiate provision with Parks Victoria)

Apart from facility provision, there are some key issues for Council in order to support these sports. These include:

Management of facilities

- Ensuring management provides a system for the life cycle of a facility: include funds for the management, maintenance and review of facilities.
- Consider opportunities to provide supervision and programs.
- Encourage dialogue with the industry and involvement of users and key groups in the planning, design and management of skate facilities.
- Take steps to minimise the risk of injury for those using skating facilities, and to reduce its exposure to litigation.

Marketing and information

- Address marketing and communication as essential elements of skate facility provision as any other recreation facility (communicating with users and providing information to residents and visitors about facilities and programs).
- Address education of skaters (about injuries and behaving and acting responsibly) and residents about the value of skating eg to minimise any conflicts between users –minimise accidents and avoid potential litigation.

Skating as transport

- Enable the safe passage of skaters around the Shire and minimise the impact on infrastructure and other users consider the need to manage use of the town centre/CBD and commercial areas by skaters
- Continue to review the location of shared paths and trails to serve skaters as well as people walking and cycling, and ensure paths serve facilities so that bikes, boards and in-line skates riders can access facilities safely.

1. INTRODUCTION

This project was initiated by the Mornington Peninsula Shire Council in response to an increase in demand for skate and BMX facilities. It also reflects the Shire's commitment to address the following recommendation from the Shire's Open Space Strategy (2003).

- Prepare a Skate Strategy that:
 - identifies issues and opportunities relating to skate activities across the Shire
 - develops a set of principles and key directions relating to the level and type of provision
 - outlines a funding program and criteria relating to the level and type of community contribution required.

1.1 The brief

The brief for this project determined that the skate component would examine:-

- skateboarding, inline skating, competitive or 'aggressive' skating, and recreational skateboarding
- the sport of BMX, in terms of constructed tracks or skate ramp riding
- specialist bike riding, in particular mountain bikes.

The brief required the consultants to:

- identify existing participation in skate, BMX and mountain bike riding at a national, state and local level
- identify trends in participation and facility design
- consult with facility users about participation levels and unmet needs
- identify existing provision of facilities for these activities in both the region and the Shire, and map these
- develop policy statements regarding the Shire's role in providing for these activities

- determine, through comparison, consultation and research, the desirable level of provision of facilities and provide a rationale for this, taking into account regional approaches, risk issues and management issues
- propose a strategic response and staged program to meet the identified needs for skate/BMX and Mountain Bike facilities
- investigate the need for, and feasibility of providing BMX facilities in the Shire.

The outcomes expected from the project included:

- a profile of participation in all active sports & Skate/BMX in Shire
- identification of local sport participation trends compared to state and national levels
- identification of the Shire's objectives for sport
- identification of areas of shortfall or unmet present demand
- identification and prioritising of future development strategies for the next ten years
- development of key principles to assist in allocating Shire resources
- a strategic plan for the potential consolidation, redevelopment or change of use for facilities to accommodate new or changed sporting growth.

In order to meet these outcomes a number of key tasks were undertaken:

- analysis of demographic characteristics and trends
- administration and analysis of a survey of school children
- administration and analysis of a survey of households
- interviews with key stakeholders, skate shops and Council staff
- a public meeting in Rosebud
- meetings with key staff
- a review of the need for, and viability of, additional skating facilities
- preparation of a cost plan to budget for the provision, development and management of skating facilities
- a review of key issues including risk management, and the condition of existing and potential sites.

2. CONTEXT

2.1 Population and settlement patterns

The Shire

The proximity of the Shire to Melbourne, its relationship with the coast, and the Shire's relative isolation has considerable influence on use and viability of sports facilities.

The settlement pattern of townships into three distinct districts and the nature of travel between them all has implications for the demand and use of skate and bicycle facilities.

Key physical attractions in the Shire (eg National Parks and associated bush and rural land) and the beaches are likely to have a significant impact on participation in, and demand for, BMX and MTB sports.

Skateboarding is also closely aligned with the sport of surfing, and anecdotal evidence suggests that many older surfers on the Peninsula also skate.

Conversely, the absence of concrete infrastructure such as concrete footpaths in the more rural areas is likely to have a negative impact on skate sports and especially in-line skating.

Population

The Peninsula is characterised by separate townships located on coastal strips. There are 40 separate townships (70% semi-rural and 30% rural). These have retained relatively clear boundaries, each with its own identity and values.

The Shire is home to 18,088 young people between ages of 10 and 19 years - the core participation age for skating and BMX.

For planning purposes, the Shire has created 15 Planning Areas.

For details of the population for each planning district and locality, see Attachment 2.

The influx of visitors to the Shire has key implications for sports, including skating, BMX and mountain bike riding (MTB).

Whilst the bulk of visitors may be over 25 years of age, there is likely to be a seasonal impact on skating and cycling, and increases in participation on weekends.

The key implications of the characteristics of the Shire for skate and BMX sports can be summarised as:

- a **potential increased demand** for social sports, such as skateboarding and BMX, and surf sports in summer months and holiday periods
- pressure for **townships to have their own suite of facilities**, possibly over and above that which would otherwise be viable
- a desire to satisfy **city/metropolitan-based expectations** about quality and variety in terms of facility provision
- the need to provide **higher order facilities in major activity centres** either serviced by some level of public transport or where car trips for leisure, shopping, business and employment can assist young people with access to a sporting activity.

2.2 Policy context

Melbourne 2030

As identified in the Active Sports Strategy, The State Government's planning blue print for Melbourne: Melbourne 2030, has designated a hierarchy of activity centres in the Shire. The policy has identified the townships of **Mornington** (Northern Peninsula), **Rosebud** (Southern Peninsula) and **Hastings** (Westernport) as major activity centres. Each of these activity centres will serve the three distinct population centres, essentially based around transport hubs, and will be the focus for mixed use and higher density residential developments in the Shire.

The Shire's Community Plan identifies the following goals:

- *to plan and implement strategies that facilitate optimal health and well being outcomes*
- *to create a protective environment for young people and their families*

- to facilitate an improved level of access to recreation, leisure and learning opportunities to provide better health and well being outcome.
- to enhance the independence, health and dignity of older residents and residents with a disability
- to develop community facilities and spaces according to community needs and values.

The Shire's Open Space Strategy (1999) identified skateboarding as a very popular activity and recommended that a skate facility strategy be prepared. The plan also recommended that Council identify the scope of facility development it will foster and support and established guidelines for the development and management of skate facilities on Council land. Other key recommendations suggested Council undertake a risk analysis of skate facilities in the Shire.

The Shire's Shared Trails Strategy (2002) outlined key issues and strategies to address the development of tracks and trails and identified a wide range of trails to be upgraded. It did not identify the specific trail users to be catered for by each, nor how specific activities would be catered by generally. No skate or mountain bike trails or BMX tracks were identified in the Plan's actions.

Policy ramifications

In general, skateboarding, inline skating, BMX and mountain bike riding offer the same benefits to participants as any other sports:

- skating and BMX riding have all the typical benefits of other recreation activities (physical, mental and social)
- skating and BMX riding target a younger population group who may otherwise be at risk of poor developmental and health outcomes
- skating appeals to a group for whom interest in team sports and physical activity may have begun to wane
- skating, unlike many team sports, does not require high levels of routine commitment (that many young people say they don't want), and it may be undertaken at the user's own pace and according to their own commitments and motivation
- skating has a high peer esteem value for young people which in turn encourages participation

- skating, BMX and MTB riding may also be pursued as a competitive sport and as a career path.

Thus, support of skating, BMX and MTB fit well with Council's proposed policy framework for sport as outlined in the *Active Sport Strategy 2006*, in that it addresses the foundation and participation levels of sport and the increasing demand for social but not necessary club-based sport opportunities. Council may therefore be able to significantly increase participation levels in physical activity and encourage greater take-up rates of social recreation opportunities by young people throughout the Shire.

In addition, the provision of skate/ bike facilities will not only increase participation by young people but also provide them with convenient, accessible and safer areas for social interaction (than the street).

Furthermore, encouraging young skaters to become involved in the planning, design, management and supervision of skate facilities may provide opportunities to develop a greater sense of self worth, responsibility and achievement.

Attachment 3 (Policy Context) outlines relevant information about related Council policy on sport.

Opportunities for Skate, BMX and MTB to meet other objectives

Investment in skate and bike facilities and sports development opportunities would assist the Shire to meet a number of its goals and objectives in terms of sports provision. It may also help provide wider benefits for young people.

Skate and bike sports, because of their individual nature, are often exciting to watch. Development of these sports could help raise support and awareness of the needs of youth generally.

There are likely to be additional benefits beyond personal and community benefits of supporting BMX, MTB and skateboarding in the Shire.

The peninsula is home to one of the major skateboarding and BMX event companies in the country, (Peninsula Events, Australia) a number of skate BMX and MTB retailers, tour operators, professional and sponsored riders, and events.

Should facilities and marketing be further developed there are considerable opportunities for the Shire to accrue economic benefits from these activities.

3. PARTICIPATION AND DEMAND FOR SKATE AND BMX/MTB

The core age range of skaters and BMX riders is young people aged between 10 and 19 years, although people participating in these sports are as young as five years and it is not uncommon for riders to be in their late thirties.

There were approximately twenty thousand young people in the 10-19 year age range in the Shire in 2006. This age group, (13.6% of the population in 2006), will increase in real terms but decline as a percentage of the total population to 12.9% by 2011.

Using the current population figures for persons aged between ten and nineteen years, and participation rates from the survey of young people, there are an estimated one thousand seven hundred skaters, and one thousand eight hundred BMX and MTB riders living in the Shire (see table 8).

Projected participation

Skate and bicycle participation can be projected using state and national participation figures and the data collected from the survey of local residents and school students. As a conservative estimate there are likely to be in order of the following number of skaters and BMX/MTB riders resident in the Shire by 2011¹:

- 4170 skateboarders and aggressive in-line skaters
- 1600 BMX riders and
- 2300 MTB riders in the Shire

See Attachment 3 for more details.

Based on the location of 10-19 year olds in the Shire the townships where the bulk of the demand will be in 2011 are:

- Mornington
- Somerville
- Mt Eliza, and
- Rosebud.

There is a demand for skate, BMX and MTB events in summer.

Demand for future facilities

Skateboarding ranked fifth (10.3%) among school students as the favourite activity participated in away from home behind:

- cycling 16.9%
- basketball 14.7%
- swimming/beach 10.9%
- general socialising 10.3%.

15% of respondents who skate said they participated in skateboarding competitively (2.2% female, 12.8% male).

The main locations suggested in the survey for new skate facilities were: Mornington (14%) and Rosebud (14%)

The latent demand for MTB and BMX activities and facilities in the Shire is considerable. More than 60% of students interviewed own a Mountain Bike and 40% a BMX bike.

- The identified level of demand warrants formal provision for BMX freestyle, dirt jumping, and MTB cross country trail riding.
- There is demand for a diversity of facilities at different hierarchies of provision.

¹ This does not include estimates of visitors.

4. FACILITY PROVISION

4.1 Existing skate facilities

There are currently three in-ground skate facilities in the Shire: at Rye, Mornington and Hastings, plus an older style half pipe at Crib Point, and two portable ramps. Facilities at Somerville, Mt Eliza, Sorrento and Rosebud are in planning stages. Attachment 5 provides the details of the existing facilities in the Shire.

Hastings skate park



Mornington skate park



Rye skate park



Crib Point steel half pipe



Portable skate ramp

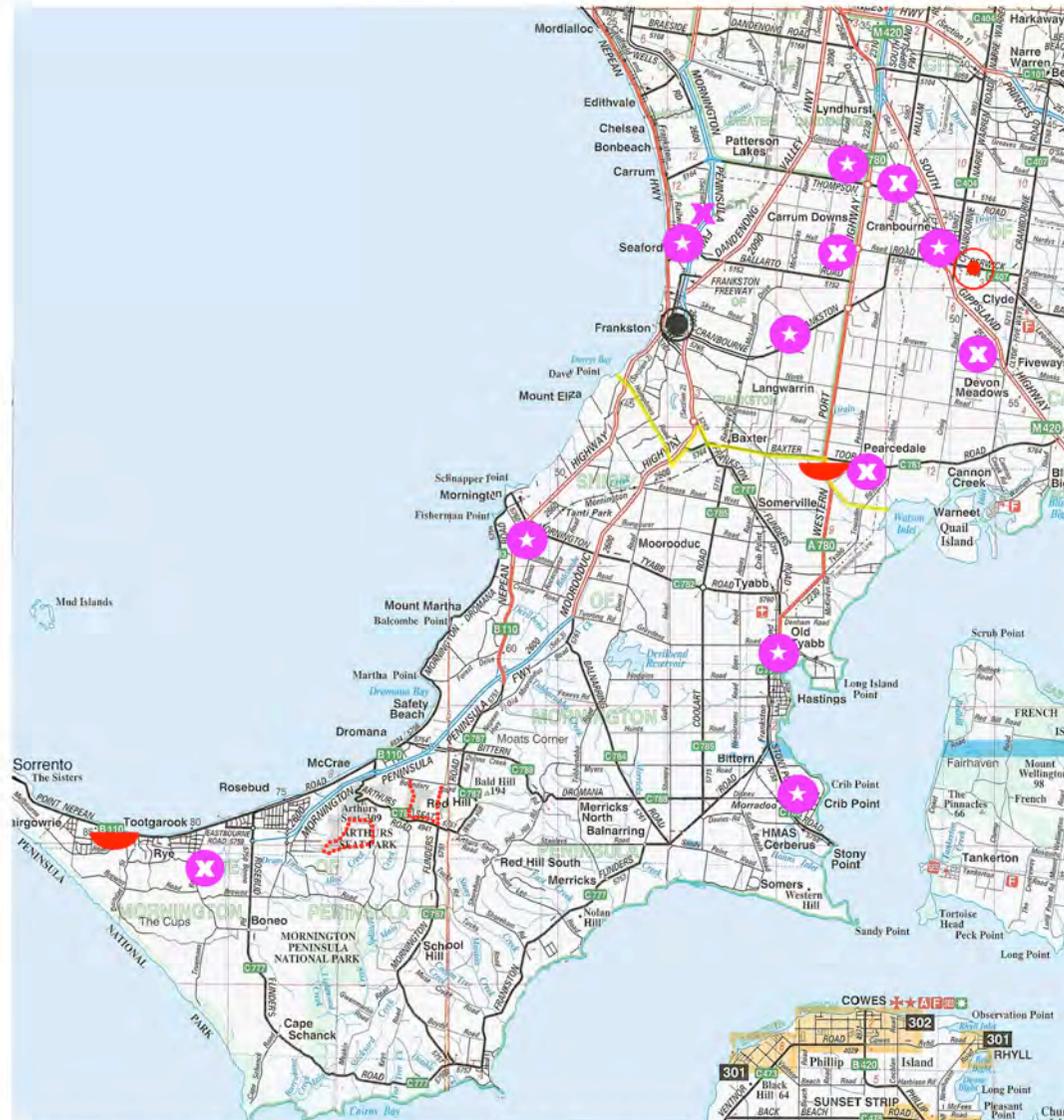


Other skate facilities in the region

The City of Frankston has constructed a regional skate facility adjacent to the Frankston town centre, within about half an hour's drive of all residents in the Mornington Peninsula Shire.

The City of Casey's has a regional indoor facility (The Shed) in Cranbourne within approximately half an hour's drive of most of the Shire's residents. Also, a small skate park (bowl) and BMX track is located in Pearcedale, some ten minutes from Somerville, and Merinda Park's older style BMX and skate facility is also within reach of residents of the Shire's north.

Map 1 shows the location of skate and BMX facilities in the Shire and adjacent municipalities and **Map 2** illustrates the likely catchment of each. (Since the preparation of this report, skate facilities at Roseland and Sorrento have been constructed).

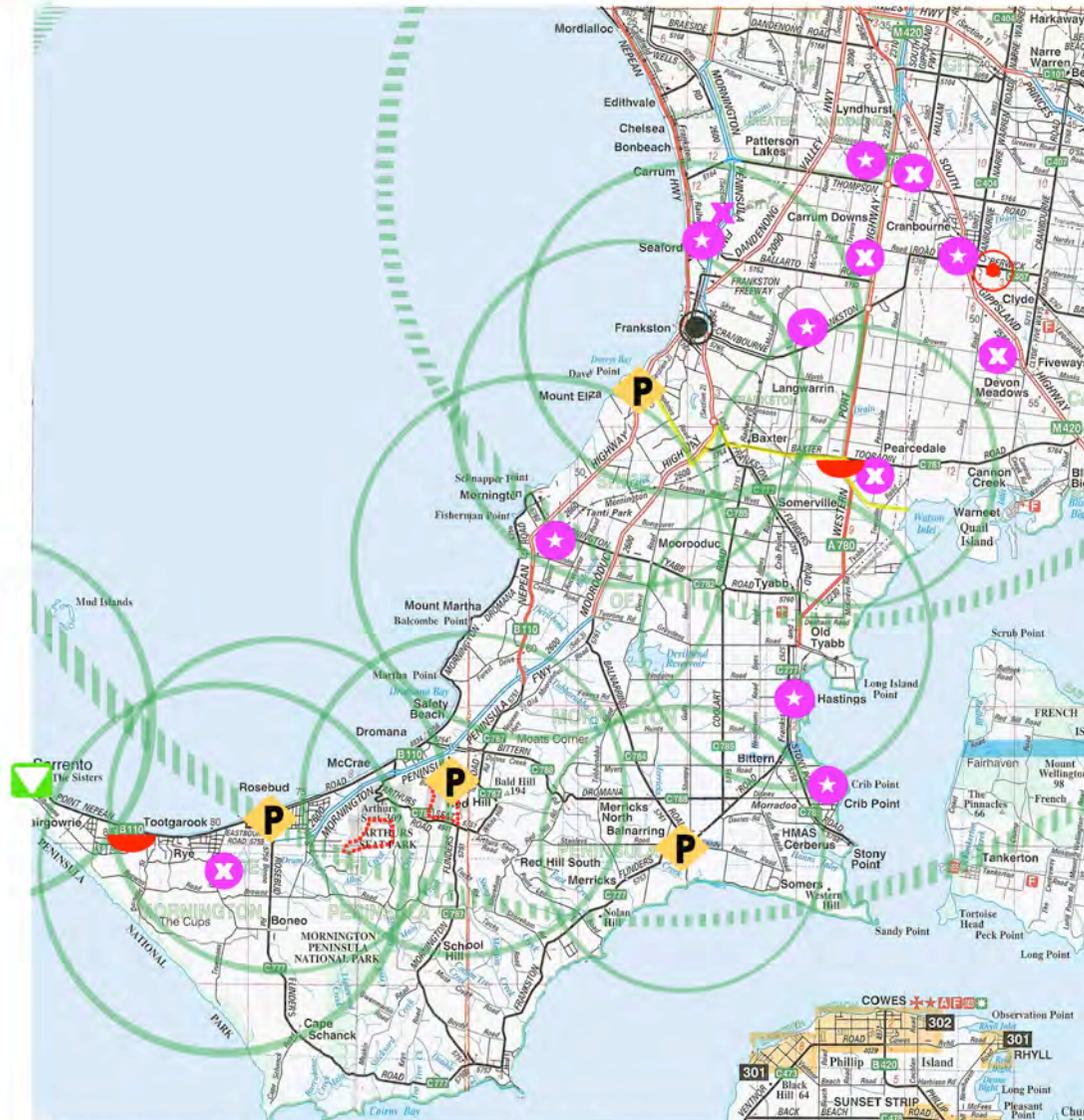


Legend

- Regional Indoor Skate Facility
- Regional Outdoor Skate Facility
- ★ Local Outdoor Skate/BMX Park
- ✕ BMX Circuit/Dirt Jumps
- ✕ BMX Racing Track
- ◐ Skate Facility with Bowl
- ⋯ Mountain Bike Trail

MORNINGTON PENINSULA SKATE STRATEGY

Map 1: Location of Proposed Skate, BMX & Mountain Bike Facilities



Legend

- Proposed Skate Park
- Regional Indoor Skate Facility
- Regional Outdoor Skate Facility
- Local Outdoor Skate/BMX Park
- BMX Circuit/Dirt Jumps
- BMX Racing Track
- Skate Park with Bowl
- Mountain Bike Trail
- 10 Minute Drive
- 30 Minute Drive
- Local Proposed Satellite Facility

A north arrow is positioned above a scale bar that indicates distances of 0, 5, and 10 kilometers. The Leisure logo is located at the bottom of this section.

MORNINGTON PENINSULA SKATE STRATEGY

Map 1: Catchments Around Existing and Proposed Skate Facilities

4.2 Facilities in progress

The following facilities are proposed or are progressing through planning and design.

Somerville

Somerville is a major growth area of Shire. The estimated population of young people aged 10-19 years in Somerville and surrounding areas was 2602 in 2006. It will have a strong young population for some years to come. Therefore a park in Somerville is likely to be well used.

As there is a skate park in Pearcedale located in the City of Casey, it will be important to ensure that these two parks compliment each other: for different levels of skill development or different codes.

Mt Eliza

A skate park has been proposed for Mt Eliza. Apart from Mornington, this area has the largest number of people in the 10-19 yr age group in the Shire. It is relatively equidistant from Frankston and Mornington and therefore any skate park in Mt Eliza should not duplicate what is provided at either.

School students made only one suggestion for a site for a skate / BMX park in Mt Eliza: that was in Canadian Bay Rd.

4.3 Use of existing skate facilities

The survey of school children undertaken for this project showed that:

- **Mornington Skate Park** was used by more people than other Shire skate facilities (15.3% of respondents)
- **Hastings Skate Park** was used by 12.2% of respondents
- **Rye Skate Bowl** was used by 5.9% of respondents
- The **Shire's mobile skate ramps** were used by 5.6% of respondents.

When asked the principal reason for using a specific skate park, students nominated in each case: 'close to home'.

When asked to nominate a reason for not using a specific skate park in the Shire, the most common response was 'too far away', followed by 'no transport to get there', and 'too crowded'.

BMX facilities

There is no formalised or dedicated BMX tracks or dirt jumping areas in the Shire - although the remains of at least one track built for racing was observed at Trumans Road Reserve. Residents also said there was a set of dirt jumps behind the skate park in Mornington.

The closest BMX racing track is just outside the Shire in Frankston. Anecdotal evidence suggests that this track (home of the Frankston BMX Club) is well used by residents of the Mornington Peninsula Shire, and the track is in relatively poor condition.

BMX riders use the existing skate facilities in the Shire and The Shed in Cranbourne.

The potentially large number of BMX riders in the Shire may warrant some formalised provision of facilities.

Mountain bike facilities

There is a considerable amount of MTB use in the shire, by residents and visitors. Much appears to be on Parks Victoria land although there are only two designated mountain bike tracks, both in Arthur's Seat State Park (managed by Parks Victoria, see Maps 3 and 4). These are popular with mountain bikers. They are suitable for family rides. They are not designed to cater for specific sport disciplines such as downhill or cross-country.

Neither cross-country or downhill venues are provided in the Shire, however there is potential to provide a cross-country trail network.

Parks Victoria does not allow mountain biking in its parks on the Peninsula with the exception of the two designated trails in Arthur's Seat State Park.

4.4 Community preferences for locations of new facilities

- The main locations suggested in the school survey for new skate facilities were Mornington (14.4%), Rosebud (14.4%) and Hastings (9.7%).
- The household survey identified Rosebud (25.5%), Mornington (15.2%) and Somerville (13.2%) as the preferred skate/ BMX facility location.
- Council have received petitions for a skate park in Mt Eliza and at Red Hill.

Townships suggested by residents at the community meeting as needing skate facilities were Somerville, Red Hill, Mount Martha, Sorrento and Mt Eliza.

The existing park in Mornington was not considered big enough.

It was suggested that a BMX racing track is required in the Shire. Dromana was suggested as a site for the development of BMX and MTB facilities. The site proposed was Council land abutting Hillview Community Reserve in Dromana.

4.5 The basis for determining facility provision for skate, BMX and MTB

This project highlighted a demand for additional facilities to serve these sports. Key factors in determining the level of provision in the short term have been taken into account:

- 1 the number and proportion of young people in each township and the dispersed nature of settlement
- 2 distribution considering the lack of public transport, especially trains
- 3 the availability of existing facilities including regional facilities
- 4 the high cost of permanent concrete facilities
- 5 the importance of having graded challenges to suit a range of ages in the one park
- 6 the demand for relatively high quality facilities that guarantees use— even if that means people have to travel further.

Population and settlement

Key criteria used to determine where skate facilities should be placed are population of 10 - 19 year olds and drive time.

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

Locations where this criterion is met include Bitten/ Crib Point/Balnarring, Dromana/ Safety Beach, Rye, Rosebud, Somerville, Mt Martha, Hastings, and Mornington.

The first priority is to provide a platform of good quality facilities to serve the major activity centres and key townships and the population within ten minutes of those townships.

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

Distribution and distance thresholds

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

Map 1 shows the preferred distribution of skate facilities based on that 10 minute drive to local facilities or 30 minute drive to district or regional facilities.

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

Two locations would appear to be suitable for the development of satellite skate facilities: one at Sorrento and the other at Red Hill. However a permanent local facility is preferred at Sorrento as it is relatively remote and has been serviced until now by a portable ramp. There has been strong community support for a skate facility here; demand is relatively high, and there is a relatively high seasonal influx of visitors.

Another site for the possible provision of a local satellite facility would be in Red Hill. This may also be suitable for portable elements to be placed in the small indoor facility at the back of the Recreation Reserve. This would be particularly appropriate given the climate of Red Hill, seasonal visitor population and high demand for a skate facility but relatively low population and relative remoteness from other facilities in the Shire.

Population centres where new facilities are not proposed

Some areas that already have facilities within 10 minutes drive are not considered as priorities for new skate park developments, even though they may meet the population size criteria. For example: Dromana has not been recommended as priorities for the development of skate facilities at this time. There is an existing facility within 10 minutes drive of this township. Several additional factors were taken in to account. In Dromana; the strong demand and high existing use of both MTB and BMX bikes in this locality, plus a suitable site for the development of a BMX and MTB park, make a bike park the priority in Dromana.

Existing facilities including regional facilities

Map 1 shows the location of a regional facility at Frankston and district facilities developed at Mornington and Rosebud. These would cater for highly proficient riders, programming opportunities and some events.

5. THE PLAN

5.1 The Shire's role

The Shire's primary role in skate and BMX sports

Council's role in skate and BMX sports will be primarily:

- a facilitator of skill development and career paths, and
- a facility developer

There may be a number of other parties involved in skateboard, BMX or MTB facilities in the Shire. These include:

- **Centre management** (if a park is developed adjacent to an indoor recreation centre)
- **Industry partner** (these are most likely to be promoters or organisers of events or retailers)
- **Contractors/ parks staff** (these may be engaged to do cleaning, graffiti removal and maintenance)
- **User /advisory group** (these may be a local support group formed to assist the development and management of a park)
- **Facility users** these are individual users of the facilities

Council's likely role in skate facility management is described in relation to others in the following table.

Table 2: Suggested roles of partners in provision for skate, MTB and BMX

ROLE	CENTRE MANAGEMENT	COUNCIL STAFF	INDUSTRY PARTNER	CONTRACTORS/ PARKS STAFF	USER ADVISORY GROUP	FACILITY USERS
Service planning	▲	■			▲	
Security	▲			■		
Minor /emergency maintenance	■	▲				●
Landlord: setting fees for use, insurance		■				
Risk management	▲	■			▲	▲
Financial management	■	●			▲	●
Events promoter	▲		■			●
Cleaning	●	●		■		●
Bookings casual hire and customer service	■					
Asset management/ restoration/ cyclic building management	▲	■			●	
Programs/ supervision/ clinics/skill development	■	▲	▲			▲
Marketing and communication	■	▲	▲			▲
Facility design and construction		■		■	●	▲

Legend: ■ Lead role ● Option for involvement ▲ Secondary role

Priority markets

- Focus on provision for:
 - * the skateboarder, aggressive in-line/street BMX (outdoor skate park users)
 - * the BMX dirt jumper, and
 - * recreational and cross-country MTB market.
- These are where the bulk of the potential demand is, and where facilities are likely to have the greatest impact.
- No public purpose-built facilities for recreational in-line skaters or roller sports are likely to be viable in the short term (except sealed paths and use of multipurpose indoor facilities).

5.2 Objectives and development strategy

Objectives

- Encourage and accommodate in-line and roller sports participants in existing indoor and outdoor facilities, and through development of a network of sealed pathways through the Shire.
- Provide a diversity of outdoor skate facilities across the Shire to serve the skateboard/aggressive in-line and the BMX /MTB markets.
- Concentrate on providing a select number of permanent outdoor facilities for skateboarding.
- Consider purchasing portable items to be held in indoor centres for use in clinics, competitions, events and programs at outlying areas.
- Continue to develop the network of footpaths and off-road trails and pathways to connect to skate MTB and BMX facilities.
- Designate areas and trails appropriate for MTB use.
- Focus on the provision of street-style elements for all but the main district skate facilities.
- Provide additional facilities and services in the target market for the potential benefits that may accrue to young people through additional and more frequent participation.

- Enhance the safety of skaters using skates and BMX for transport.
- Create alliances with existing indoor facility management agencies, skate retailers, police, local community organisations, residents and skaters to provide skate opportunities for the residents and visitors.
- Facilitate the development of foundation level skills, and career path opportunities for skateboarding, aggressive in-line, BMX and MTB in conjunction with industry partners.

Development strategy

- Permanent facilities will be developed in the major activity centres and key townships where there is a possibility for young people to travel to the sites by public transport. These facilities will be provided to an acceptable quality, and provide for a diversity of opportunities and skill levels at each site.
- There is a need for a hierarchy of skate facilities in the Shire that are evenly distributed throughout the municipality and can cater for the needs of permanent residents and seasonal visitors.
- As the population is relatively small and widely dispersed, Council could provide facilities in the small communities where local self-help groups and industry support is forthcoming (this may be a capital contribution as well as the management).
- As Mornington Peninsula has a high proportion of older adults, Council may need to promote the acceptance of skating as a legitimate sport and seek State funds to provide the desired quality of service.
- Facilities will have to respond to the needs of a range of age groups, competition from high quality facilities in the region and changes over time.
- New skate facilities will need to cater for beginners and intermediate skaters and should encourage non-skaters to participate.
- The Shire should grow the demand, through promotion, programming, and quality in facilities provided, in order to maximise community benefits.
- If females are to be encouraged to skate, more attention needs to be given to facilities for in-line skating, social support facilities, and those catering for beginners.

- The positioning of skate facilities in conjunction with beach facilities should be considered, to provide opportunities for residents and visitors in times when the water is not conducive to swimming or surfing. However this is likely to suit male skaters more than females, as a higher proportion of males are also involved in beach and surf sports.
- The potential market for BMX is high and no purpose-built facilities currently exist. Therefore, BMX users need to be accommodated at any new skate facilities. This should be reflected in signage.

5.3 Nature of facilities

Number of facilities

- Meet the needs of the dispersed population through:
 - nine relatively equidistant skate/BMX park sites (see Table 1)
 - a similar number of BMX dirt jump areas
 - at least one MTB XC circuit / trails and a network of tracks where MTBs are allowed
 - possibly one new BMX racing track in the Shire, to serve the region
- Proceed only with the number of sites proposed where development and management will be supported through local self-help action and industry alliances.

Type of facilities

- Concentrate on the provision of above ground concrete outdoor skate facilities (with the exception of the district skate parks proposed).
- Focus on street style facilities; for skateboarding and on providing graded challenges within the one facility.
- Provide for events at Rosebud and Mornington skate parks and at a BMX MTB park in Dromana.
- Ensure one vert ramp is provided in the Shire, probably at Mornington.
- Provision of a downhill course for MTB is not considered a priority due to the relatively small number of riders who ride this discipline and the high levels of skills required.

- Provide opportunities for self build BMX dirt jumps in appropriate partly shaded locations.
- Enable the construction of single-track mountain bike circuits and designated trails.

Hierarchy of facilities

- Develop a hierarchy of skate facilities for skateboarders/ aggressive in-lines and BMX that include district, local area and satellite facilities.

District facilities:

- Provide a district skate facility in Mornington (upgraded) and Rosebud.

Local skate facilities:

- Provide with six local area facilities: Rye (existing), Hastings (existing), and Mt Eliza, Sorrento, Somerville and Mt Martha.

Local satellite skate facilities:

- Provide two satellite skate facilities at Balnarring and Red Hill once the other parks are in place.
- Continue to maintain the transportable steel ramps whilst they can be maintained in an acceptable and safe condition.
- Investigate alternative options once the portable ramps reach the end of their useful life.

District skate facilities

- Develop two district facilities in reserves that are district facilities at Activity Centres in the Shire (in Rosebud and Mornington)
- Develop where possible, in conjunction with an indoor recreation centre, or where there is management presence.
- Incorporate elements suited to a more proficient rider as well as intermediate and beginners.
- Develop facilities to cater for visitors (ie provide associated toilets and picnic facilities)
- Consider including a vert ramp in Mornington.

Local area facilities

- Develop three additional (different) facilities at this level in the Shire:
 - * one facility at Mt Eliza
 - * one facility at Somerville
 - * one facility at Mt Martha
- Develop facilities, where possible, in conjunction with an indoor recreation centre, and management agency.
- Incorporate elements suited to intermediate riders as well as beginners.

Satellite facilities

- Develop different recreational skate facilities in the Shire that may focus on transportable ramps or small scale facilities:
 - * one facility at Balnarring
 - * one facility at Red Hill (or in the vicinity).
 - * consider utilising sponsored portable ramps at other indoor centres and multipurpose courts to meet additional demand.
- Develop these as smaller facilities, where possible in conjunction or association with other community facilities (eg schools, surf clubs or other sporting facilities).

See Table 3.

Table 3: Summary of recommended facility provision

Code	Provision	Hierarchy	Location
Inline skating	Network of paths for fitness-skate and recreation Access to indoor facilities as demand arises	Local Regional: Bay trail and as per Trail Strategy	Shire wide
Skate boarding, BMX, freestyle/ aggressive inline	Small I scale facilities /new transportable ramps at indoor centres, especially aimed at beginners Retain existing transportable ramps as long as they remain in good condition	Satellite Local	Balnarring Red Hill
Skate boarding, BMX, freestyle/ aggressive inline	Beginner and Intermediate	Local	Mt Eliza Mt Martha Sorrento Hastings Rye Somerville
Skateboarding, BMX, freestyle/ aggressive inline	Advanced and beginner and Intermediate Advanced and beginner and Intermediate	Regional District	The Shed (Casey) Frankston (Frankston) Mornington Rosebud
BMX dirt	Doubles or trails	Local	As a priority: one in each planning area: Nthn Peninsula, Western Port and Sthn Peninsula
BMX racing	Racing track	Regional	Council land at Dromana
MTB downhill	No provision in the short term	District Regional	NA
MTB cross county	Trails & circuit	District Regional	Council land at Dromana Negotiate provision with Parks Victoria

Location and siting

- Facilities for skating will be located in areas where a young population can sustain participation: in a township or community facility node of activity, and where a high visitor population of young people is likely.
- Locate skate facilities:
 - in close proximity to a railway station or public transport node
 - where the catchment of the reserve or adjacent facility (district or local area) matches the proposed facility
 - where young people want to be, or adjacent to where they congregate
 - in a major community hub or central area with high established usage
 - close to shops selling food and drink
 - on a local circulation route within a park or local area
 - served by a footpath (off-road shared bicycle path network or route)
 - separated from - or not too close to - a busy road
 - in association with a shopping centre, sport or recreation facilities, or nearby schools
 - on a space where associated amenities, such as a telephone, toilets, water, shelter and shade are available in the reserve, or can be provided cost effectively
 - in a suitable planning scheme zone
 - on a site large enough to allow for expansion (about 3000 m²) and, if a district or regional skate park, space for parking
 - where there will be minimal conflict with other users (eg pedestrians) or other sports targeting different users
 - on a site with suitable soil, slope & environmental conditions
 - on a visually prominent, pleasant site with good public surveillance - for safety and high marketability (eg for obtaining sponsorship).
 - 100m minimum from residential dwellings and incompatible land uses (ie avoiding noise and light intrusions)

- where possible, more than 200 metres from a hotel to avoid vandalism by hotel patrons
- for district level provision, where there is adequate space for car parking.
- Ensure all outdoor skate parks have access:
 - free of charge for casual users and spectators
 - suitable to be fenced if required (eg where a skate bowl is sited)
 - accessible for emergency vehicle access (fire and ambulance)
 - not easily accessed by private vehicles – in order to prevent damage to landscaping and skating at night (where deemed inappropriate by car lights).

5.4 Management

The following points outline a desirable package of tasks that should be employed in the process of managing a skate park; the Shire is currently undertaking many of these.

Management model

- Consider the possibility of Council's indoor centres overseeing the management of all skate facilities across the Shire, and ensure a range of programs are delivered and opportunities considered. These may include: coaching, transport, activity and gender specific sessions and holiday programs
- Seek to involve schools, industry, local residents, businesses and skaters in the ongoing management of skate facilities.

Cost planning

- Kick-start the process of providing skate facilities in the nominated locations by Council providing funding and making applications for state grants.
- Gain the commitment of industry and involvement by residents prior to Council providing seed funding for a skate facility.
- Ensure an allocation is made for landscaping works and furniture for each facility as part of the capital cost.
- Set aside an annual maintenance budget from the onset, to allow for cleaning, graffiti removal, minor repairs and major cyclic maintenance for all facilities, structures, fixtures and fittings.
- Ensure capital works budgets allow for product improvement every 3-5 years and re-evaluation of the development strategy within five years.

A draft implementation schedule with capital expenditure is provided as Table 4.

Risk management of skate facilities

Before construction and any facility opening:

- Develop a program of safety instruction and education for skaters/ bike users. This should include information about the common causes of injury, the need for fitness, and how to deal with injuries.
- Ensure that the local community group promoting the skate park provision develops a culture of respect and responsibility among users to avoid conflict, minimise damage and reduce accidents. This would be done in conjunction with any centre management responsible for supervision.
- Develop (in conjunction with users) a simple set of park rules and a code of conduct that users and management will enforce.
- Install park signage before a park is skateable.
- Consider providing at least one skate park that is lit at night (ie Mornington)
- Involve local schools in the development of skate parks and in the ongoing program of activities and safety education.

Ongoing operation

- Encourage users to report hazards through signage and programs.
- Ensure all the following elements of a design (as a minimum) are checked by a professional before seed funding, and the approval to commence construction, is given
 - * gradients and radii on curves, dimensions of coping, surface finishes, graffiti management and the treatment of the transition from the item of equipment to the flat or slab
 - * grading items of equipment to suit the skills of beginners, intermediate or extreme riders
 - * placement of items of equipment to minimise conflict between riders.
- Ensure construction contractors demonstrate their understanding of risk management issues before contracts are let.

A risk management plan

- Prepare a brief management plan for each facility. This plan needs to specifically address management issues in the following stages of a skate park development:
 - design
 - construction
 - operation and the ongoing identification, evaluation control and monitoring.
- Refer to checklists provided in the Sport and Recreation Victoria Skate Facility Guide 2000.

Risk management and maintenance

- Introduce a planned maintenance program for all skate facilities that incorporates:
 - planned, regular program of inspections utilising an approved checklist
 - a process for record keeping, particularly how reports of damage are to be recorded and acted upon
 - nomination of a contact person to take telephone reports of damage from the public
 - training of personnel undertaking inspections, preparing hazard reports, and undertaking rectification works
 - scheduling of routine maintenance works and cleaning (for times of the year, week and day where minimal use is expected)
 - prompt scheduling of emergency works and so as not to coincide with peaks in use
 - a process for checking and signing off on the quality and timing of remedial work
 - plan for when graffiti should be removed, and how
 - cleaning
 - liaison or periodic meetings, with users or their representative body to review works, needs and maintenance procedures
 - codes of conduct if there are conflicts between users
 - guidelines /policies e.g. on crowd control, events, pricing, protective equipment and night use.

Supervision

- consider opportunities to provide a management presence/ coach and supervise facilities at key times to:
 - * enhance skill development
 - * provide opportunities for groups typically marginalised
 - * monitor conflicts between users
 - * provide opportunities to address issues young people may have.
- consider management to control:
 - * use at night (when accidents are more common), if lights are not to be provided, and during inclement weather conditions
 - * use by people who may be unfit, under the influence of drugs or alcohol
 - * use by unauthorised people or large groups of non--skaters
 - * use by persons without protective gear
 - * inappropriate use.

Recommended signage elements

Civic Mutual Plus Insurance recommend six categories of information that should be unambiguously addressed on signage. These are not present on the existing signs:

- i) **entrants need to be notified that what they are intending to do is inherently risky**, and that there is some danger associated with the use of the facility
- ii) **warnings**, such as “do not skate on damaged surfaces”
- iii) **rules and conditions of use** - especially that appropriate safety equipment must be worn
- iv) **the skill and age levels** for which the facility - or elements of the facility - are suitable
- v) **general information**, such as emergency numbers and how to report damage (Police, Ambulance, Council contact numbers, etc.)
- vi) **an appropriate disclaimer** for injury and property damage should be displayed. (Note that, where litigation occurs, in the case of any ambiguity, a disclaimer clause will be read against the party seeking to rely on it.) An intention to exclude liability for negligence must generally be clearly stated for the clause to be upheld.

Please note that this information does not constitute legal advice. Please check details and findings carefully and seek direction from your legal advisers and insurers before progressing with works.

Marketing and information

Communication with skaters

- Establish a skaters register in the Shire to communicate with skaters about programs, services and facility development as well as issues associated with safety.
- Establish Safe skate/ BMX /MTB Zones in townships in consultation with skaters, local businesses and residents in all areas where facilities are located and communicate information about these to skaters and residents.
- Establish a Mornington Peninsula Skate Facility Committee with a skate representative from each of the 5 skate catchments of the municipality to aid dialogue with Council about skating issues and co-ordination and co-operation between facilities.
- Encourage the self-regulation of facilities to create a sense of ownership among skaters and stakeholders.
- Provide a range of information for residents about skate/ BMX /MTB including on what facilities available, preventing injuries, skate safe zones, common questions asked about skating and who to contact.
- Promote skate/ BMX /MTB facilities to residents using a variety of methods.
- Encourage schools to develop skate opportunities and promote safe skating relationships with industry and local businesses.

6. IMPLEMENTATION

6.1 Action Plan

NO.	KEY ISSUE	ACTION
1.	Provision of new facilities	<ul style="list-style-type: none"> Implement facility plans as per Table 3. Identify an appropriate site in Mt Eliza, Red Hill, Mt Martha and Balharring for new skate facilities. Select the sites and design facilities in consultation with range of stakeholders, skaters and schools. Review the location of shared paths and trails to serve skaters, MTB and BMX riders Resource funding through local and State Government sources for planning, development and construction of skate, MTB and BMX facilities Ensure these facilities are connected to an off-road trail network and adequate support facilities are provided Commence discussion with residents, industry partners, DSE, City of Casey and Parks Vic about the development of a BMX/MTB park in Dromana.
2.	Providing for BMX	<ul style="list-style-type: none"> Develop a BMX and MTB park in Dromana Hillview Community Reserve in conjunction with the industry, Parks Victoria and DSE. Selectively develop key sites for BMX dirt jumps to serve each planning area (see table 1 and cost plan). Consider the location of the district skate facilities as the priority. Develop management principles that allow 'self management, regulation and track alterations' by riders at BMX jump sites. Provide soil and water at BMX dirt jump sites to enable constant jump maintenance and improvement and to minimise risk of holes being dug, and foreign objects being used as fill

NO.	KEY ISSUE	ACTION
3.	Provision for MTB facilities	<ul style="list-style-type: none"> Work with MTBA, industry and Parks Vic to determine suitable tracks and trails to designate for MTB use Work with MTBA, industry and Parks Vic to sign, and promote those designated trails Work with MTBA, industry and Parks Vic and VMBXA to design a BMX/MTB park in Dromana to potentially include a BMX racing track and MTB XC circuit
4.	Skate, BMX MTB, sports development and programming opportunities	<ul style="list-style-type: none"> Investigate facilitating "Street Active" (or similar programs run by the Aust. Sports Commission) or other skate programs/ coaching and outreach activities at skate parks throughout the Shire Continue to support industry partners to stage skate and BMX competitions and events in the Shire Consider delivering holiday and occasional programs at skate and BMX tracks Educate skaters/riders (about injuries and behaving and acting responsibly) and provide opportunities for informal skill development ie through coaches. Introduce specific programs to encourage female participants.

NO.	KEY ISSUE	ACTION
5.	The value of developing an ongoing liaison with the industry and participants	<ul style="list-style-type: none"> • Initiate an advisory group representing inline skateboarding and BMX/ MTB riders, retailers and providers. • Use the Advisory group to: <ul style="list-style-type: none"> • Identify issues and solutions at particular parks • Investigate demand and minimise conflict between skateboarding/ BMX/ in-line skaters • Provide skaters/ riders information about insurance issues, local laws and safety issues • Assist with the organising of events and programs • Identify local skaters to become coaches/ mentors to run clinics/ demos • Review plans for new/ redevelopment of facilities • Make input into the management of facilities
6.	The need for a greater focus on management of existing facilities	<ul style="list-style-type: none"> • Prepare a brief management plan for all skate and BMX facilities in the Shire. • Review current on the ground procedures for inspection and minor maintenance. • Redesign a system for organising and recording inspections, and checking and signing off maintenance and rectification work on skate and BMX / MTB facilities. • Develop new maintenance checklists and train relevant personnel to make inspections, hazard reports and undertake rectification works • Prepare a cost plan for the lifecycle of each facility

NO.	KEY ISSUE	ACTION
7.	Marketing and communication	<ul style="list-style-type: none"> • Prepare/ update a web page, printed map and brochure about facilities, designated trails, and access routes etc. • Include information about safety and codes of conduct, relevant policies, who to contract in any publication etc. • Consider including contacts for other industry partners, tour operators, promoters, guide producers, equipment stores, peak bodies, local clubs etc. in any publication about skate, BMX, MTB • Develop a database of skater BMX and MTB stakeholder and participant contacts and stay in touch about developments and events. • Promote the benefits of these sports to the broader community

6.2 Cost Plan

The following table illustrates estimated probable costs for the existing facilities described in this report. Maintenance has been estimated at 7% of capital cost. Product improvement figures are only notional. Planning and design is assumed to be 10% of the capital cost and inclusive of the capital cost.

This table doesn't include a cost plan for BMX facilities as these facilities require further planning and were not within the scope of this project.

Table 4. Implementation Schedule: Skate and BMX Capital Expenditure

LOCATION	YEAR ONE 2007/08	STAGE TWO	STAGE THREE	STAGE FOUR	STAGE FIVE	STAGE SIX
Balnarring Skate Park		Site selection, consultation and design Balnarring/ Bittern skate park \$15,000	Balnarring /Bittern Skate park construction \$200,000			
Hastings Skate Park						Upgrade for Hastings \$200,000
Mornington Skate Park					Extension to Mornington Skate park \$250,000	
Mt Eliza Skate Park	Construction \$195,000 (Carried over from 06/07)					
Mt Martha Skate Park			Site selection consultation and design Mt Martha skate park \$15,000	Construction of Mt Martha skate park \$200,000		
Red Hill Skate Park				Site selection consultation and design Red Hill skate park \$15,000	Construction of Red Hill Skate Park \$220,000	
Rosebud Skate Park						Assess for extension to skate area \$10,000

LOCATION	YEAR ONE 2007/08	YEAR TWO	YEAR THREE	YEAR FOUR	YEAR FIVE	YEAR SIX
Rye Skate Park		New beginners area \$65,000				
Somerville Skate Park	Construction \$210,000 (carried over from 06/07)					Move relocatable skate elements and add new \$40,000
Signage upgrade		Upgrade existing signage \$6200	Signage review \$2000		Signage review \$2000	
Mobile ramps		Purchase new and decommission old ramp 1 \$50,000		Purchase new and decommission old ramp 2 \$50,000		
BMX Dirt jumps	Construction of track \$20,000	Services to site 1 \$25,000		site 2 set up \$20,000		Site 3 set up \$20,000
TOTAL	\$425,000	\$161,200	\$217,000	\$265,000	\$472,000	\$270,000

ATTACHMENT 1. TERMINOLOGY

This report contains terminology used specifically for skate and cycle sports:

Skate A generic term referring to skateboarding and inline skating

BMX Bicycle moto cross; a form of cycling that uses a small framed and wheeled bicycle. Types of BMX competition include flatland, racing, freestyle and dirt jumping.

MTB Mountain bike. Bicycles designed to go off road. Disciplines of this sport include Downhill (DH), cross country (XC) and orienteering.

Inline skating Inline skating is sometimes known as roller blading, where the wheels of the skate are in one line. This activity includes the disciplines of Inline hockey, artistic and speed skating and aggressive inline (inline skating on ramps and urban terrain), as well as recreational inline skating.

Quad skating Roller-skating or skates with two wheels side by side.

ATTACHMENT 2. POPULATION PROJECTIONS

Table 5: Population by Planning Area 2001

AREA	PLANNING AREA TOWNSHIPS	POP'N
1 Westernport	Balnarring, Balnarring Bch, Merricks, Merricks Bch, Somers	3,980
2 Westernport	Bittern, Crib Point	5,834
3 Southern Peninsula	Dromana, Safety Beach	8,150
4 Southern Peninsula	Flinders, Shoreham, Point Leo	2,001
5 Westernport	Hastings	6,752
6 Westernport	HMAS Cerberus	1,415
7 Northern Peninsula	Mornington East	10,153
8 Northern Peninsula	Mornington, Moorooduc, Tuerong	14,041
9 Northern Peninsula	Mount Eliza	17,205
10 Northern Peninsula	Mount Martha	9,142
11 Southern Peninsula	Portsea, Sorrento, Blairgowrie	4,314
12 Southern Peninsula	Red Hill, Red Hill S, Merricks N, Main Ridge, Arthurs Seat	3,165
13 Southern Peninsula	Rosebud, Rosebud W, McCrae, Boneo, Fingal, Cape Schanck	19,628
14 Southern Peninsula	Rye, Tootgarook, St Andrews Beach	11,157
15 Northern Peninsula	Somerville, Tyabb, Baxter, Pearcedale	15,778
	TOTAL SHIRE POPULATION	132,716

Source: Mornington Peninsula Shire website, 2005

Visitor population

The location of the Shire, its close proximity to Melbourne, plus the presence of Port Phillip Bay and other ocean/coastal areas, makes the Shire and its townships popular holiday destinations. The population of the Mornington Peninsula grows substantially during peak holiday periods. Recent visitor statistics indicate that the Shire's population can rise by up to 42% during peak seasons (December to February), ie by as many as 170,000 people.²

Township characteristics

The geographical nature and the township structure of the Shire divide the municipality into three relatively distinct population centres. For the purposes of this study, these have been defined as **Northern Peninsula**, **Southern Peninsula** and **Westernport**. (Table 5 identifies which Planning Areas are included in each population centre).

The Shire's township characteristics have a significant impact on travel and transport options between townships, some of which are between 20 and 40km apart. As a result, the Shire still remains heavily private vehicle dependent. Public transport primarily runs north south along the Shire, leaving east to west travel largely to private motor vehicles.

However the Shire contains a number of households without motor vehicles. The highest proportions of households without cars are located at Mornington, Rye and Hastings. In the Mornington Peninsula where there is less extensive provision of public transport and a more dispersed pattern of residential development, households without motor vehicles are subject to access and social equity disadvantages.³

In the absence of adequate public transport, young people are largely dependent on family and friends for access to sporting facilities.

² Mornington Peninsula Shire website data, 2005

³ Mornington Peninsula Activity Centres Strategy, Ratio Consultants, October 2004

The following table indicates the number of young people in the Shire by Township that are likely to participate in skate and BMX activity.

Table 6: – Population in Mornington Peninsula Shire- by age group 2006-2011

Age cohort	Population in 2006	% of population	Population in 2011	% of population
0-4	7,458	5.2	7,774	5.0
5-9	8,997	6.2	8,817	5.7
10-14	9,738	6.8	9,826	6.4
15-19	9,831	6.8	10,113	6.5
20-24	7,196	5.0	7,812	5.1
25-29	7,505	5.2	7,955	5.1
30-34	8,298	5.8	8,748	5.7
35-39	9,780	6.8	10,084	6.5
40-44	10,157	7.0	10,772	7.0
45-49	10,290	7.1	10,786	7.0
50-54	9,577	6.6	10,919	7.1
55-59	9,613	6.7	10,406	6.7
60-64	8,650	6.0	10,252	6.6
65-69	7,650	5.3	9,085	5.9
70-74	6,714	4.7	7,728	5.0
75-79	5,902	4.1	6,128	4.0
80-84	4,011	2.8	4,349	2.8
85+	2,723	1.9	3,089	2.0
Total	144,088		154,644	

Source: ID Consulting

ATTACHMENT 3. POLICY CONTEXT

The Shire's core business in sport

The Shire's core business in sport is to **create an environment where participation is maximised**. This can be achieved by:

- facilitating the prerequisite leadership, organisational and environmental conditions that will provide positive outcomes for participants
- providing a basic range of infrastructure to support sports participation
- marketing and managing facilities to maximise their value to ratepayers, and
- focusing the Shire's involvement in sport on the benefits derived from use of the facilities it provides, by its ratepayers firstly, and visitors secondly.

The Shire's objectives in sport

In providing sports facilities (including skate, BMX and MTB) the Shire aims to:

- promote the benefits of an active lifestyle and social activity
- increase participation in sport, especially by those traditionally marginalised by sport
- provide primarily for the *foundation*, and *participation*, levels of sports development before subsidising *performance* and *excellence* levels of sport⁴
- maximise the opportunities for all residents to play and view sports of their choice, regardless of age, gender, culture or ability

- provide a hierarchy of sports facilities to ensure sport can be sustained at varying levels, including competition, and to promote career paths for participants
- enhance the return on investment in facilities by ensuring facilities are marketed and utilised to the maximum, whilst overuse is prevented
- ensure the quality of facilities matches the level of use and competition appropriate for the Shire to support
- ensure long term viability of facilities by ensuring there is no overcapitalisation on developments, and that facilities are located so as to strengthen sport and capitalise on potential catchments and core markets
- work co-operatively with clubs, schools, peak sporting associations, adjacent municipalities and private providers in the development, management and marketing of sport, and facilities, to minimise competition between local facilities, increase use, encourage joint use, and avoid duplication of services.

⁴ **Foundation**; the development of basic movement skills, eg., school sports. **Participation**; playing for or reasons of enjoyment, fitness or social contact, eg., junior sport or local mums playing social volleyball. **Performance**; where the focus is on players improving in club competitions to meet personal goals, eg. district cricket. **Excellence**; where competitors aim to achieve public measured levels of success, ie. State/National/League competitions.

Opportunities for Skate, BMX and MTB to meet other objectives

Investment in skate and bike facilities and sports development opportunities would assist the Shire to meet a number of its goals and objectives in terms of sports provision. It may also help provide wider benefits for young people.

Skate and bike sports, because of their individual nature, are often exciting to watch. Development of these sports could help raise support and awareness of the needs of youth generally.

There are likely to be additional benefits beyond personal and community benefits of supporting BMX, MTB and skateboarding in the Shire.

The Peninsula is home to one of the major skateboarding and BMX event companies in the country, (Peninsula Events, Australia) a number of skate BMX and MTB retailers, tour operators, professional and sponsored riders, and events.

Should facilities and marketing be further developed there are considerable opportunities for the Shire to accrue economic benefits from these activities.

ATTACHMENT 4. PARTICIPATION AND FUTURE DEMAND

4.1 National and State participation in Skate, BMX and MTB

The key sources of state and national information about skate and BMX participation are:

- the ABS Participation in Cultural and Leisure Activities⁵ for national participation data for children ages 5-14 years
- the ERASS (Exercise Recreation and Sport Survey)⁶ for state participation data for people 15 years and over.

Participation data on skateboarding, inline skating, BMX and Mountain biking available at the state and national level is generally problematic as skateboarding and inlining are combined and also include other roller sports. BMX and MTB are not separated from cycling even though the raw data for each was collected.

The table below presents what participation information is available at the state and national level.

Table 7: National and state skate/ BMX/ MTB participation rates⁷

Code	15+ yrs ERASS AUST ⁸			15+years ERASS VIC ⁹			5-14yrs ABS AUST. ¹⁰		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
Skate	1.0%	0.5%	0.8% ¹¹	0.8%	0.9%	0.8% ¹²	28%	17%	23% ¹³
Cycling¹⁴	12.4%	6.5%	9.4% ¹⁵	13.3%	7.5%	10.3% ¹⁶	70%	53%	62% ¹⁷

Key influences on participation

Although demand for skateboarding has flattened out since 1990, the base is larger. The mass appeal of the sport has grown and the age of participants has widened. There are also more opportunities to compete in skateboarding, BMX and MTB than ever before.

The demand for skate facilities is largely focused on street skating, with a high demand for stairs, rails, hips, spine ramps and elements such as “eurogaps”.

Most skate parks are now concrete (unless indoors) and street or “skate plaza” style facilities are popular, particularly with the younger skaters. Few skaters ride half pipes.

⁵ Australian Bureau of Statistics, Children’s Participation in Cultural and Leisure Activities, volume 4901.0, April 2003

⁶ Participation in Exercise recreation and Sport Survey, 2003 Annual Report

⁷ ERAS figures apply to people aged 15-24 yrs, ABS statistics apply to children aged 5-14 yrs

⁸ Participation in Exercise, Recreation and Sport: National Figures 2003, Australian Sports Commission

⁹ Participation in Exercise, Recreation and Sport: Victorian Figures 2003, Australian Sports Commission

¹⁰ Children’s Participation in Cultural and Leisure Activities, Australia, 2004, Australian Bureau of Statistics

¹¹ Collated figures for roller sports which also include in-line hockey and rollerblading

¹² Collated figures for roller sports which also include in-line hockey and rollerblading

¹³ Collated figures for skateboarding and rollerblading

¹⁴ Cycling includes BMX and MTB

¹⁵ Collated figures for roller sports which also include in-line hockey and rollerblading

¹⁶ Collated figures for cycling which also includes BMX and mountain bike riding

¹⁷ Collated figures for bike riding

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

This decline in the in-line market is supported by the ABS *Children's Participation in Cultural and Leisure Activities*¹⁸ report, which indicates a decline in participation in skateboarding/ rollerblading from 30.9% in 2000 to 22.8% in 2003.

Whilst there is still a strong individualistic, anti establishment element in skate boarding, the skateboard market has broadened its appeal to the family market. As skaters mature and become parents there is evidence that they are visiting skate parks with their children, to teach, encourage and watch. There has also been a corresponding demand for programs involving skateboarding, particularly for young children, and an increased trend for church and youth groups to embrace skate activities in association with outreach services.

BMX freestyle and other disciplines have experienced considerable growth in recent years. This is evident at skate parks where the skill level of many young BMXers is good and BMX bikes make up the bulk of use in many parks. In some parks this has warranted the attention of management to instigate organised sessions for different codes and exclude bikes from busy sessions.

4.2 Local Skate and BMX participation

There is strong anecdotal evidence to suggest skate boarding and BMX and mountain biking have a strong participation base in the Shire.

- More than 80% of young people (10-14 year olds) surveyed for this project either ride BMX or skate. 40% of those own one or more of the following: a mountain bike, scooter, skateboard, inline skates/ rollerblades, BMX bike and roller skates.
- The survey results indicate that a number of females participate in all codes of BMX and skating however the bulk of the participants are male.

Local participation figures have been sourced from a survey of school children undertaken for this project in November 2004. This survey was distributed randomly to 20 primary and secondary schools across the Mornington Peninsula Shire, netting 320 usable responses.

The key results relating to participation in skate and BMX follow.

¹⁸ ABS, Children's Participation in Cultural and Leisure Activities, 4901.0, April 2003

Skateboarding

51.6% of respondents to the survey said that they owned a skateboard (33.8% male and 18.9% female).

The following table shows the percentage of young people between 10-14 years who ride or skate. Note a number of people participated in more than one activity.

Table 8: Local participation rates for skate and bike activities: 10-14 year olds

Code	Activity	Total %	Frequency Of Use
Bike	Street riding	57.8	Three times weekly or more
	Mountain bike	22.5	Once a week or less
	BMX Dirt jump	15.9	Once a week or less
Inline skate	Aggressive/ street skating	14.1	Once a week or less
	Speed skating	10.6	Once a week or less
	Inline hockey	8.1	Once a week or less
Skateboard	Street skating	21.6	Three times weekly or more
	Vertical ramp	15.0	Once a week or less

Skateboarding ranked fifth (10.3%) among school students as the favourite activity participated in away from home behind:

- cycling 16.9%
- basketball 14.7%
- swimming/beach 10.9%
- general socializing 10.3%.

15% of respondents said they participated in skateboarding competitively (2.2% female, 12.8% male).

The highest participation rate was amongst young people aged 10 to 14 years.

The majority of skaters in Mornington Peninsula consider themselves to be at the intermediate level (28%), and 19% at the beginner level.

Of the 21.6% who participated in street skating, 42% participate three times a week or more.

Inline Skating

Forty seven percent of young people surveyed said they owned inline skates or roller blades (22.5% females and 23.8% male).

Fourteen percent of school students indicated that they engage in aggressive inline skating (those likely to use skate parks). A further 10 % participate in speed skating and 8% in artistic inline skating).

Inline Skating ranked seventeenth (3.1%) among school students as a favourite activity participated in away from home.

9.7% of respondents said they participated in inline skating competitively (3.4% female, 5.9% male).

The highest participation rate was amongst young people aged 10 to 14 years.

BMX

Forty percent of students own a BMX bike.

31.3% of males said they owned a BMX bike compared to 9.1% of young females.

BMX ranked sixth (8.4%) among school students as a favourite activity participated in away from home.

15% of respondents said they participated in BMX competitively (2.2% female, 12.5% male).

Of the 15.9% who participate in dirt jump BMX, 37.3% participate one day a week or less (12.8% of the 15.9% were males).

The highest level of participation occurred amongst young people aged 10 to 14 years. This can then be said to be the core market for skateboarding, inline skating, and BMX bike riding.

MTB

Sixty percent of students surveyed said they owned a mountain bike (30.3% males, 28.4% females).

22.5% of school students said they regularly ride a mountain bike (8.8% females, 13.8% males).

The majority of students who ride a mountain bike, ride only once a week or less.

No students indicated that they compete in mountain biking as a sport. No students indicated mountain biking as a favourite activity.

Using the participation rates collected from the local survey the following table shows the likely number of people currently participating in each of the codes.

Table 9: Estimated number of people participating in skateboarding, inline skating, BMX and MTB by township 2006

Planning Area/Township	2006 Pop'n	Skateboarding			Aggressive inline			BMX			Mountain bike		
		Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Balnarring, Baln'g Bch, Merricks, M'cks Bch, Somers	271	19	8	27	11	7	19	16	4	20	17	13	30
Bittern, Crib Point	550	46	14	60	26	13	39	37	7	44	40	23	63
Dromana, Safety Beach	521	40	14	54	23	14	36	32	8	40	35	24	58
Flinders, Shoreham, Point Leo	138	11	4	15	7	3	10	9	2	11	10	6	16
Hastings	592	47	16	63	27	15	42	38	8	46	41	26	67
HMAS Cerberus	43	3	1	4	2	1	3	3	1	3	3	2	5
Mornington East	844	68	22	90	39	21	60	55	12	67	59	36	96
Mornington, Moorooduc, Tuerong	915	62	28	90	36	26	62	50	15	65	54	46	100
Mount Eliza	1336	108	35	143	62	33	95	87	18	105	94	58	152
Mount Martha	811	65	21	86	37	20	57	52	11	63	56	36	92
Portsea, Sorrento, Blairgowrie	186	12	6	18	7	5	13	10	3	13	11	10	20
Red Hill, Red Hill S, Merricks N, Main Ridge, Arthurs Seat	318	26	8	34	15	8	23	21	4	25	23	13	36
Rosebud, Rosebud W, McCrae, Boneo, Fingal, Cape Schanck	1129	93	29	122	53	27	80	75	15	90	81	48	129
Rye, Tootgarook, St Andrews Beach	683	55	18	73	31	17	48	44	9	54	48	30	77
Somerville, Tyabb, Baxter, Pearcedale	1401	117	35	152	67	33	100	94	19	113	101	59	160
Mornington Peninsula Total	9738	774	258	1032	443	243	686	623	136	759	672	429	1100

4.3 Future demand

Market potential

The market potential is the maximum likely size of the market assuming there will be additional facilities established and marketing undertaken to stimulate demand.

The ABS national participation rate for skateboarding and inline skating for those aged 10 to 19 years is shown below to project the market potential for 2011. The participation rate used for females was 13.9% and males 27.9%. Using this method, the potential number of skaters in the Shire at 2011 is estimated at 4165. This is compared to the number of current skaters estimated at 1700.

The participation figures from the local school survey have been applied to the 2011 population projections to estimate the market potential for MTB and BMX as there are no national participation rates for BMX or mountain bike riding. Based on projections the market potential for BMX and MTB has been estimated at 3806, compared to the current participation estimated at 1869.

The following tables show the estimated market potential for 2011.

Table 10: Market potential: skateboarding/ inline skating (10 to 19 year olds)

Township/Planning Area	2011 Pop'n	Male	Female	Total Skaters
Balnarring, Balnarring Bch, Merricks, Merricks Bch, Somers	528	66	41	106
Bittern, Crib Point	1049	166	63	229
Dromana, Safety Beach	1197	160	87	247
Flinders, Shoreham, Point Leo	250	36	17	53
Hastings	1054	152	71	223
HMAS Cerberus	469	94	18	112
Mornington East	1773	244	125	369
Mornington, Moorooduc, Tuerong	1925	222	157	379
Mount Eliza	2708	377	189	566
Mount Martha	1743	242	122	364
Portsea, Sorrento, Blairgowrie	375	44	30	74
Red Hill, Red Hill Sth, Merricks Nth, Main Ridge, Arthurs Seat	576	84	38	122
Rosebud, Rosebud W, McCrae, Boneo, Fingal, Cape Schanck	2190	303	153	457
Rye, Tootgarook, St Andrews Beach	1453	200	102	302
Somerville, Tyabb, Baxter, Pearcedale	2651	386	176	562
Mornington Peninsula Total	19940	2776	1389	4165

Table 11: Market potential mountain bike and BMX (10 -19 year olds) for 2011

PLANNING AREA	POP TOTAL 2011	MTB			BMX		
		Female	Male	TOTAL	Female	Male	TOTAL
Balnarring/Beach/ Merricks/ Merricks Beach/ Somers	528	26	33	58	8	30	38
Bittern/ Crib Point	1049	40	82	122	13	76	89
Dromana/ Safety Beach	1197	55	79	134	17	73	91
Flinders/ Shoreham/ Point Leo	250	11	18	29	3	17	20
Hastings	1054	45	75	120	14	70	84
HMAS Cerberus	469	12	46	58	4	43	47
Mornington East	1773	79	121	200	25	112	137
Mornington/ Moorooduc/ Tuerong	1925	99	110	209	32	102	134
Mount Eliza	2708	119	186	306	38	173	211
Mount Martha	1743	77	120	197	24	111	136
Portsea/ Sorrento/ Blairgowrie	375	19	22	41	6	20	26
Red Hill/ Red Hill South/ Merricks North/ Main Ridge/ Arthurs Seat	576	24	41	66	8	38	46
Rosebud/ Rosebud West/ McCrae/ Boneo/ Fingal/ Cape Schanck	2190	97	150	247	31	139	170
Rye/ Tootgarook/ St Andrews Beach	1453	65	99	164	21	92	112
Somerville/ Tyabb/ Baxter/ Pearcedale	2651	111	191	303	35	177	213
Mornington Peninsula Total	19940	879	1373	2252	280	1274	1553

4.4 Expressed demand for additional facilities

Two percent of school students indicated that they would like to participate in skateboarding but do not, for the following main reasons: 'facilities are not good enough', 'no club or team' or 'too expensive'.

Interestingly, females over 15 years placed a higher importance on the need for additional skate facilities in the Shire than males. The reverse was true for BMX facilities; a slightly higher proportion of males said it was important to provide additional BMX facilities across the Shire than females.

- 60% of respondents identified that they would prefer to see skate and BMX facilities located separately.
- Overall eighty four percent of household survey respondents said that it is important to provide additional skate facilities across the Shire.
- Overall eighty two percent of household survey respondents said that it is important to provide additional BMX facilities across the Shire.
- 35% of respondents suggested that they would prefer several large facilities for each type of skate/ BMX discipline.
- Young people preferred the idea of mobile equipment least (ie equipment that can be moved to different parks).
- Types of facilities preferred were:
 - street skate/ BMX area (28.1%)
 - BMX dirt jumping area (17.8%)
 - BMX racing track (13.4%)
 - a skate/ BMX bowl (12.5%) and
 - vertical ramps (8.4%).

The community meeting identified a strong demand for MTB and BMX facilities as well as those to serve inlines and skateboards.

ATTACHMENT 5. EXISTING FACILITY DETAILS

Rye Bowl

This park, located on the RJ Rowley Recreation Reserve has two bowls including an 8ft deep bowl, block and rail and a cradle (the only one in the southern hemisphere). It attracts older skaters, and has a more “old skool” feel than other skate parks on the Peninsula. The park was constructed by *Concrete Skate Parks Australia*. Toilets are currently provided in the reserve.

The park is on a small site. The site would benefit from shade, water, tables, and a less steep entry path so it can be accessible people using a wheelchair. A further stage has been suggested, to provide additional street components.

Some additional management and minor works would be desirable to treat worn grass surrounds, increase the width of landing and launch areas to remove potential conflicts between users, and remove the difference in height from the concrete apron and the grass surrounds (to avoid a trip hazard). See image following.



Hastings Skate Park

This is a more “street” style of skate park, constructed in concrete. It is located on the Hastings foreshore and appears to have a more family feel, attracting younger skaters.

It appears to have a good range of elements suitable for a wide range of users.

It would be desirable to regrade, stabilise, re topsoil and replant the grass surrounds given the poor visual impact, the loose dirt now spreading onto the skating surface (which is a hazard to riders) and likely erosion.

The park would benefit from shade and seating close by for skaters, as well as a path leading to the facility is unsealed.

There is some minor damage to the concrete in parts that would be best rectified before it worsens.

There is some graffiti artwork although this has attracted further graffiti on the skating surface that is not desirable. A more regular maintenance program is required to remove graffiti and to clean the skating surface.

See following images.





Mornington Skate Park

This park is located in a major community reserve, but is not centrally located in terms of the business district. It has provision for seating and shade (although the sails were not installed when inspected). The shade sails have been stolen twice. A council logo on the sails may reduce the likelihood of them being stolen.

The park is small, designed as a series of ramps and street elements on a flat concrete slab. It caters to relative young / inexperienced riders.

The site is not a prominent one. It is well screened from the road, and it is well away from houses.

The grass surrounds appear quite worn and drainage appears to be a problem.

Due to the large number of young people in Mornington, the high use of the park now and its location in a major activity centre, this park could be developed into a district standard facility.



Crib Point Skate Ramp

The ramp is located adjacent to a playground in a pleasant treed park setting.

The facility is a steel half pipe. It has a relatively long “flat” and it is quite narrow, suggesting that it may have been designed as a portable ramp (to fit on the back of a truck). The condition of the ramp appears only fair. There is evidence of rust along the edges and under the coping. The surface is rough in places and the welds and joins need further inspection.

If it can be retained in a serviceable condition it will cater for a good proportion of young riders until it can be replaced with a better standard and a more contemporary facility.



The Shire's Portable Ramps

The Shire has two portable mini ramps that are rotated around the Shire. These ramps are of steel construction and are designed to fit onto the back of a truck. This requirement constrains the design and provides limitations for the range and skill development of skaters. The ramps are used, however when the suite of permanent and transportable facilities are provided, as proposed, and if and when the condition of this ramp deteriorates, it is suggested that the ramps be decommissioned. Local satellite transportable street elements are proposed to replace these steel transportable mini ramps.



