Macedon Ranges Shire Council

Macedon Ranges Shire Skate and BMX Strategy

Adopted by Council

22 November 2023

PLACE

Contents

1. Introduction

Introduction

This Skate and BMX Facility Framework is a summary report that looks at existing and future strategic provision of skate and BMX facilities in Macedon Ranges Shire Council from 2024 through to 2040. Specifically, it focuses on a new best practice models of skate facility provision to ensure the Shire has the most appropriate facilities for skate and BMX park users to enjoy over the next 15 years.

Importantly the strategy focuses on the provision of facilities that best meets the unique demographic and physical distribution of population of the Shire which is made up of a range of large towns across a large distance. The resultant implementation plan calls for an equitable distribution of new facilities to replace aging facilities and complement high quality existing facilities so that everyone who skates or rides in the Shire has appropriate opportunities to enjoy their chosen pursuit across the municipality over the next 15 years.

Process

To prepare this strategy the following has been undertaken and makes up the body of this report.

- Discussion on the changing face of skate and BMX participation, review of improvements of construction of skateparks and definition of the range of different types of BMX and skateboarding and the types of facilities required to cater for these various needs.
- Demographics analysis of ABS data, specifically looking at growth and distribution of 5 to 17 year olds over the next 15 years across the municipality.
- Review of current models of skatepark provision across Australia to determine what are the current best practice trends to assist in determining the best model for Macedon Ranges.
- Assessment of all of Macedon Ranges existing skateparks and BMX tracks to determine what is currently provided and what gaps or issues there are.
- Review of the broad scale demand participation rates and trends of BMX, scooter and skate use to assess current and future demand, and the likely impact on facilities in Macedon Ranges.
- Benchmarking with other similar councils to see where Macedon Ranges is in comparison with other regional councils with regard to existing skatepark provision.
- Review of consultation undertaken with the local community regarding existing skatepark use and what future opportunities are most sought after.
- Definition of the best model of skatepark provision for Macedon Ranges.
- Determination of the potential best new sites for skate and BMX facilities by assessing a series of possible sites using site selection criteria.
- Outline of key recommendations and next steps to ensure a way forward with skate facility provision including showing possible design solutions at preferred sites.

2. Executive summary

Introduction

The following is a summary of strategic work undertaken by Playce Pty Ltd for Macedon Ranges Shire Council between November 2022 and May 2023 regarding current and future skate and BMX facility provision.

A new model

The model of skatepark provision changes significantly between Councils given significant differences in public transport and access, the distribution of population and the clustering of like services and facilities.

Whilst a traditional regional facility model works in Metropolitan, Country Centres and Suburban Areas, a municipality such as Macedon Ranges should consider a different model due to the distance between higher populated townships, creating access issues for younger cohorts. Both Bass Coast and Mornington Peninsula Shire have looked at a number of district facilities across their townships to service each small population cluster rather than a single centralised facility.

For Macedon Ranges Shire, there is around 15-20min drive between each township and given the limited public transport between towns, it is difficult to expect young people to be able to regularly access a single larger facility in one town over others. Therefore a facility in each town is the most equitable approach. The actual scale of these facilities then should respond to the current and estimated future population of each town. As such larger and growing towns would require a larger facility to accomodate greater use accordingly.

Demographics

There will be significant population increases in towns throughout the Shire, particularly Gisborne, Kyneton, Romsey, Riddells Creek and Lancefield. The existing facilities in these towns vary in condition and scale, and these growth areas are key to focus on for future skatepark and BMX provision.

Existing Provision

All of Macedon Ranges existing skateparks and BMX facilities were assessed and are in varied condition. Lancefield has a large new facility, however other larger towns such as Kyneton and Romsey have smaller, older parks that are reaching the end of their life span and require replacement. Many of the BMX facilities have also fallen into disrepair, becoming overgrown and potentially hazardous to use.

Broad Scale Demand

The ABS Children's Participation in Selected Physical Recreation Activities report 2012 data shows the participation of both bike riding and skate wheeled sports (skateboarding, scootering and rollerblading) across Australia are significantly higher when assessed against popular organised sports for both boys and girls. This confirms the broader growing popularity of these activities including both skateboarding and BMX racing being Olympic sports.

Benchmarking with other similar councils

Six other similar municipalities were benchmarked against Macedon Ranges regarding skate provision. Macedon Ranges, when compared against all of the other municipalities, actually has one of the highest provisions of skateparks per capita compared to other councils sampled, however many of the existing facilities have significant issues that require action moving forward to ensure Macedon Ranges has high quality facilities to cater for current and future demand.

Consultation outcomes

Consultation was undertaken through an online survey, skatepark drop-in sessions, and school consultations, with over 200 people engaging in the consultation process.
Participants were asked questions about the existing facility provision, and what skate elements and amenities they would like to see in future facilities. Lancefield Skatepark was popular, showing the appreciation and need for up to date facilities. For skate provision, transition elements, and pump tracks were the highest voted elements, with drinking fountains, toilets, shade and social spaces also proving popular with survey participants.

Suggested Macedon Ranges Model

It is recommended that developing skate and BMX facilities in townships throughout the shire is adopted for Macedon Ranges, with facility sizes ranging from local / spot size facilities (up to approx. 600m2), to district size facilities (up to approx. 1500m2) depending on the size and expected population growth of the township over the next 15+ years.

Additional active elements, such as pump tracks, ball courts, and parkour could be considered in some locations to complement the skate activity, and create active spaces for a wider range of users.

Given the popularity of mountain bike trails in Macedon Ranges Shire, Playce suggest that Council should advocate with land managers (Parks Victoria and DECCA) where mountain biking currently occurs for provision of this sport.

Executive summary (continued)

Locations

Alternate sites were assessed for the re-development of some of the skate and BMX facilities in the shire. Many of the existing locations were deemed suitable, with opportunities for expanding facilities, and further integrating them into the sites. A new location is suggested for Gisborne Skatepark along Robertson Street, with good space, surveillance opportunities, and a potential link to the nearby playspace in Jacksons Creek Reserve.

Recommendations

Short Term: 2024 - 2029

- Detail design, documentation, and construction of local level skatepark in Romsey, as developed by Baseplate.
- Site feasibility study for district level skatepark / active recreation space in Gisborne.
- Consultation, detail design, documentation, and construction of district level skatepark / active recreation space in Kyneton.
- Consultation, detail design, and documentation for local level skatepark in Riddells Creek.
- Consultation, detail design, and documentation for local level skatepark in Woodend.

Medium Term: 2030 - 2035

- Construction of local level skatepark in Riddells Creek.
- Construction of local level skatepark in Woodend.
- Consultation, detail design, documentation, and construction of district level skatepark / active recreation space in Gisborne.
- Consultation, detail design, documentation, and construction of local level pump track in New Gisborne.

Long Term: 2036 - 2040

- Consultation, detail design, documentation, and construction of district level BMX track in Kyneton.
- Consultation, detail design, documentation, and construction of local level pump track in Lancefield.
- Consultation, detail design, documentation, and construction of spot / local levels skate facility in Macedon.

Additional Facility Considerations

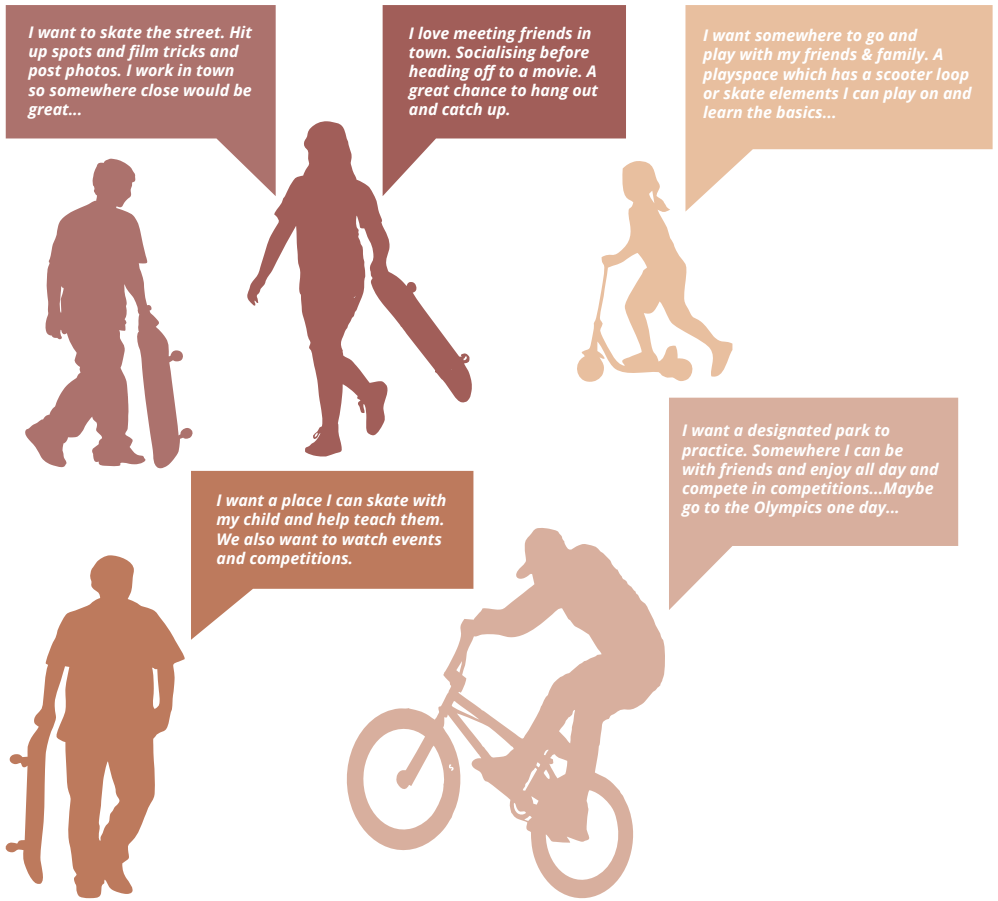
- Council to advocate with land managers (Parks Victoria and DECCA) where mountain biking currently occurs for provision of this sport.
- Consider development of skate spots as part of housing developments in the Shire. Smaller, more informal skate elements to complement or integrate in to other active spaces.

A range of users and a range of needs

When discussing skateboarding and BMX facility provision, it is important to acknowledge that there is no single model that meets everyone's needs. People ride and skate for different reasons, using different terrain and at different levels of expertise.

For some it's a form of transport, to others they have a passion for transition and bowls. For others again it is being able to skate at appropriate urban spaces in the street while others want to train for competition such as the Olympics. For younger children, skate and scootering may form part of a broader play experience.

The sports themselves are continually evolving as are the spaces that are used to accommodate them. Some skate spaces remain relevant forever whilst others are cutting edge and fun but remain relevant for only a short time.



Design and construction improvements

One of the big issues with skatepark provision is that there is a perception of set and forget. It appears that due to the nature of skateparks being constructed out of concrete that they need little maintenance and should remain relevant for 15+ years. Due to the relative young age of the skatepark design and construction industry, the methods of construction and quality of design however continues to evolve and improve. Today's new parks are generally designed and built to a much higher quality.

Therefore, some facilities considered high quality 10 years ago could now be considered antiquated or in poor condition. This is important as many Councils have existing skateparks that are now aging and either are in poor condition or no longer meeting current functional trends. Councils though in many instances may not be aware of these issues due to the informal use of these facilities (no structured clubs or onsite management providing feedback). Skaters and BMX riders will still use a facility even if it is in poor condition or have design issues, simply because there are no alternatives.

Outwardly skateparks are then being assessed as still usable and in good condition but this is not always the actual case and users are coping with these condition and functional issues, rather than enjoying high quality skate spaces that meet current best practice standards. Therefore existing skateparks need to be assessed by professionally qualified specialist skatepark design experts against current best practice in design and construction so Councils are aware of the condition, function and long term viability of their skateparks moving forward.

Any new model needs to consider that all skateparks require ongoing maintenance and regular repairs and in some instances over time, full replacement. Councils as part of any new skatepark project should include the need to provide an asset management plan with defined maintenance standards, and plans for their long term replacement at the end of their lifespan.

Creating a model that meets everyones' needs

It is important to look at the various users and determine a model that best caters appropriately for as many users as possible. Importantly the model needs to be flexible and diverse like the users that engage in these pursuits. Unlike many sporting pursuits, where there are set court dimensions and rules, skateboarding, scootering and freestyle BMX, have no specific set facility type; it is rather the difference in spaces that provides the diversity and interest in use.

There are also so many different types of activity that one single space or model simply does not cater appropriately for everyone's needs. Street skaters in particular, rarely use skateparks, preferring to find spots in the urban realm to hit up and enjoy. Bowl skaters however will organize road trips and travel 100s of kilometres just to session a new bowl. Vert skaters and riders require large steep ramps to undertake their chosen pursuit, whilst BMX freestyle riders seek out box jumps, spines and other big transition areas in purpose built concrete or dirt parks. It is therefore critical to start to understand the various styles of skateboarding, scootering and BMX and these are summarized on the following pages.

Transition skateboarding / riding

Transition skateboarding is essentially riding curved bowls and pools or part thereof. Generally the transition or curved surfaces are usually bowls which are essentially a re-creation of the empty pools utilized in California in the 1970s.

Popular over the world, these facilities can come in all shapes and sizes, and include single bowls, snake runs & combination bowls. Generally each bowl is unique and riders will travel to enjoy the unique character of each bowl, particularly those more complex or deep. Whilst usable and enjoyed by both skateboarders and BMX, bowls can be designed to provide greater value for either group such as including spines, street spines etc for greater BMX use.

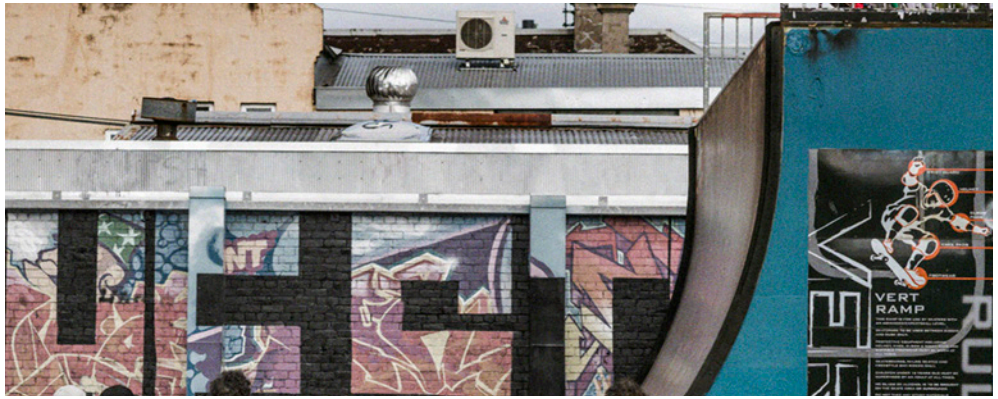
'Park and street' skateboarding / riding

Often confused with plaza skating, park and street style skateboarding is utilising contrived elements that were created to replicate urban elements utilized in the street by riders and skateboarders. Mainly to give these users a safe place to skate, they were first created in the late 1990s and are still popular today. Elements created over this time have now become standard features found in many skateparks.

With park style facilities, there are elements such as fun boxes, ledges, spines, banks, quarter pipes, jump boxes and hips. With street style facilities there are elements that are more street focused elements such as rails and ledges and stairs. Olympic skateboarding events are held on both on a park and street style courses.

Vert skateboarding / riding

Vert skateboarding and BMX is all about using large ramps (generally 3m+ in height with at least 30cm vertical face at tops of ramp) for doing vertical tricks. Popular in the 2000s and a mainstay for events such as X Games, the broader interest and number of ramps appears to be waning however there are still many vert skaters across the world enjoying these facilities. They are mainly constructed from steel with steel/composite (skatelite) riding surface.



Plaza skateboarding / riding

The final main form of skateboarding and riding is called plaza or street. This is generally simply utilising the existing street and finding spots or elements to skate or ride. Generally urban spots such as an open plaza, set of stairs or seating are favored spaces. As there has been significant angst by the broader community with skaters utilising spots that impact on others, plaza and street spots are now being created in urban centres around the world that allow skate to occur freely. Importantly these spaces use urban materials and layouts and generally do not include park style elements that are contained at skateparks.

Scooter loops

Scooter loops are low level flowing tracks, with rolled “pump bump” features, and banked corner “berms”, designed for younger wheeled sports users. The rollers and berms help the users regulate their speed around the track, and learning to “pump” the smaller elements prepares users for riding larger tracks. The tracks will generally be a simple loop, with minimal options for gaps / transfers. Scooter loops are often integrated into playspaces, due to their low level and accessibility for a range of users. The tracks are usually concrete or asphalt to provide a smooth surface for smaller wheels, and can be ridden by scooters, skateboards, and bikes of all sizes.

BMX tracks

BMX Tracks are generally large, dedicated facilities with start ramps, gravel / dirt jumps / rollers, and larger asphalt berms. These facilities are suitable for BMX’s and bikes with larger wheels, as the tracks are generally unsealed.

Pump tracks

Pump tracks have many similar elements to scooter loops, however are larger, and can be ridden at greater speeds by more experienced riders. The tracks may have the opportunity to be ridden in different configurations, with lines that cross over, or transfers between berms / rollers. This can make the tracks more interesting to ride for more experienced users, whilst still being accessible for learners.

The nature of pump tracks encourages users to “pump” to generate speed, so users can go at their own pace, building up technique to go faster. Pump Tracks are often “raceable”, with users undertaking time-trial style races against each other. The surfacing of pump tracks is usually asphalt or concrete to maximise the number of users, from skateboards to mountain bikes.

Skateboarding at the Olympics

Skateboarding made its Olympic debut at the Tokyo games in 2021. There was a ‘street’ competition for males and females which is based on competitors using a street/plaza course with obstacles found in most skateparks, such as rails, ledges, hubbas, stairs etc. There was also a ‘park’ competition for male and females with a focus on transition skateboarding including large open bowls, hips and curved transitions.

Skateboarding is confirmed for the next Olympics in Paris, with qualifying events already taking place. Given the unstructured nature of skateboarding and its cultural resistance to organized competitions, actually being part of the Olympics at this time signifies an important step in its evolution as a sport.

Many skateboarders enjoy skateboarding more as a recreation pursuit and being with friends and don’t see it as a sport. This will always be a critical part of the culture and history of skateboarding and should always be promoted and fostered when considering places and spaces for skate activity. There is however now also a pathway to high level competition for those that want to pursue this more specific sporting side of skateboarding.

Skateparks, whilst providing for that informal recreation enjoyment are now therefore potentially also a venue to practice and train in readiness for major events such as the Olympics. Councils and other providers of public recreation and sporting spaces need to acknowledge that the provision of new skate facilities need to be of a high standard and consider these competition requirements, much like more traditional sports.

4. Strategic Approach

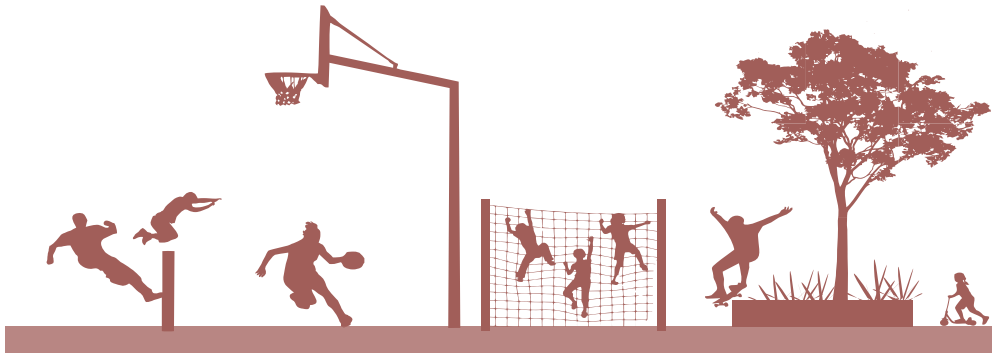
As outlined previously, people skate and ride for so many different reasons and the traditional hierarchical skatepark model has created some significant issues. To overcome this and provide direction for the successful future of skatepark provision, the following new approach is suggested that focuses on two key options.

Skate Specific

Designated single purpose facility to allow for all designated skate/BMX and scooter requirements.

- Sporting facility focus on larger regional spaces in central locations that can be complemented with the multipurpose and skateable spaces.
- Contrived skate elements such as transition, bowls, street and park style components.
- May also include some plaza and vert options.
- Designed for those interested in using a space for a longer time to practice and socialise.
- Opportunities for those wanting to train for Olympics and participate and watch events and competitions.
- Caters for all ages including young children learning as well as older skaters and riders.
- Truly intergenerational as given skateparks first rose to prominence in the 1980s, there are now generations of skaters and riders that still participate.
- Provides central open major facility to allow progression of all sports from beginner to advanced. Allows for high end training, participating in events and competitions. Is large, open and can be activated regularly.
- Becomes the central major skatepark for entire communities and a destination sporting facility for both locals and visitors accordingly.
- Needs to be in a central easily accessible location. Whilst an urban space is an option, it can easily be accommodated in parkland context. Space needs to be large enough to cater for facility and associated ancillary requirements such as parking, toilets etc...

Multipurpose



Multipurpose space to allow for a range of recreation and play activities to occur including skate/BMX.

- Skate component could be quite small (200-300 sq.m) as part of larger space.
- Skate elements form part of larger recreation hub. Could include scooter loop, ledges & rails or mini ramp element.
- Caters for beginner skaters, scooterers and riders. More of family experience as part of broader play experience for tweens and younger children. Also local residents that want to have short stay skate opportunity without traveling large distances to go to district facility.
- Caters for all ages of residents who live locally but focuses more on young children and their families, older tweens and young adults as part of a larger recreation/play precinct.
- Allows for localised skate provision at a small scale for local residents and younger children without need to travel to large facility.
- Essentially provides tween play to complement other recreation and play options such as ball courts, parkour or fitness. Allows for teens and young adults living in suburbs to also enjoy skate informally as part of larger precinct.
- Needs to be aligned with other play and recreation spaces such as a playground and/or ball courts in a public neighbourhood park or space.
- Can be urban but important that it is close to residential areas for ease of access and use.

5. Confirming Demand

Introduction

Given that skateboarding, BMX and scootering are undertaken by most participants as informal unstructured recreation, it is difficult to quantify participation unlike organised sports which have clubs and members to determine use and popularity. In recognition of this the ABS undertakes a three yearly survey/research that includes data on children's participation in bike riding, skateboarding, rollerblading and scootering. This information is invaluable as it highlights the significant popularity of these activities, particularly compared against traditional popular organised sports and activities. This is summarised in the table below.

Participation comparison

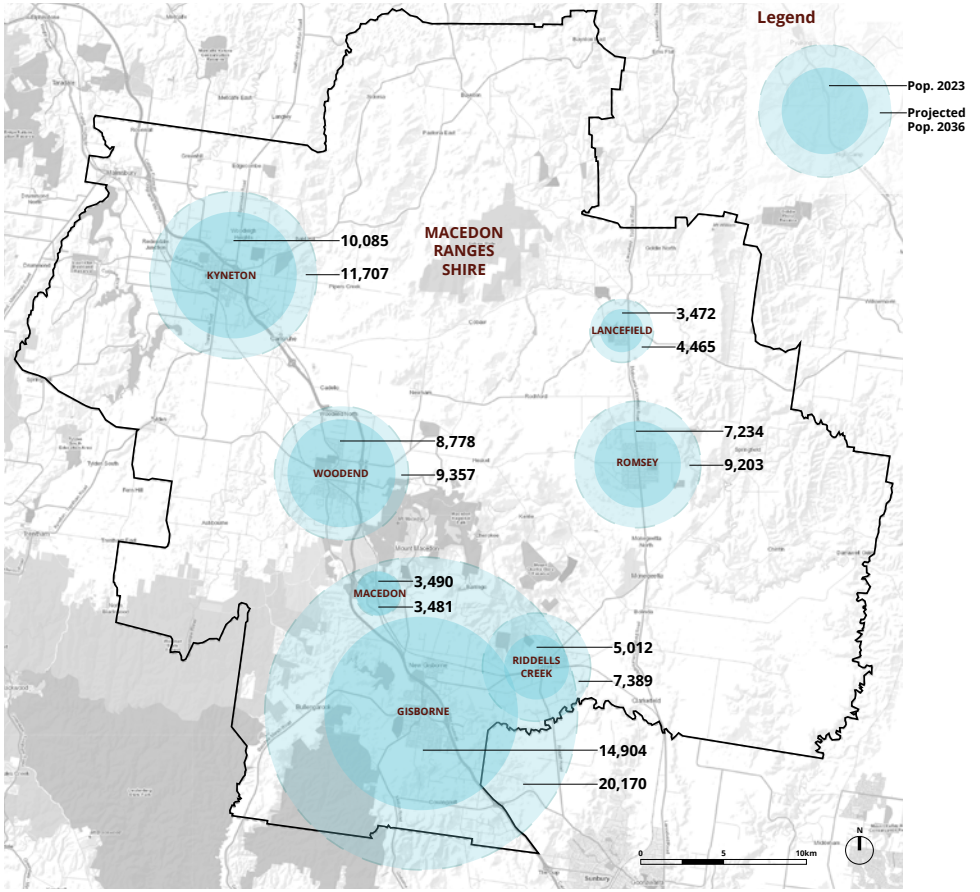
The following table shows how significant the popularity of both bike riding and skate wheeled sports (skateboarding, scootering and rollerblading) are across Australia when compared to the most popular organised sports for both boys (soccer, swimming and AFL) and girls (dancing, swimming, netball). Importantly these figures pick up all bike riding and do not distinguish BMX from other bike usage. The figure for the skate wheeled sports is also general and does not break numbers down into detail for each sport. Given the current popularity with young children for scooters for informal play and transport, this will no doubt have contributed to the high participation data.

Given that the numbers for both bike riding and skate wheeled sports have grown, they represent a significant level that needs acknowledgment when considering both current and future provision of skate and BMX spaces for Macedon Ranges. As a minimum based on these numbers, provision for spaces to participate should be a priority for the Council to ensure this existing and steady demand is catered for appropriately.

	2006		2009		2012	
	number	participation rate	number	participation rate	number	participation rate
	'000	%	'000	%	'000	%
MALES						
Bike riding	**1003**	**73.4**	**922.5**	**66.1**	**999.8**	**69.9**
Skateboarding or rollerblading or scootering	**..**	**..**	**780.4**	**55.9**	**857.8**	**60**
Soccer (outdoor)	268.5	19.6	277.8	19.9	309.7	21.7
Swimming/Diving	225.7	16.5	240.1	17.2	235.2	16.5
Australian Rules football	188.5	13.8	223.7	16	212.7	14.9
FEMALES						
Bike riding	**803.2**	**61.9**	**721.1**	**54.4**	**770.6**	**56.8**
Skateboarding or rollerblading or scootering	**..**	**..**	**562.2**	**42.4**	**640**	**47.2**
Dancing	300.1	23.1	348.5	26.3	367.4	27.1
Swimming/Diving	236.8	18.2	262.8	19.8	256.9	18.9
Netball	224.1	17.3	225	17	220.4	16.2

Table: Children's Participation in Selected Physical Recreation Activities compared with top three organised sports, by sex - 2006, 2009 and 2012 (ABS 2012)

Map of projected population growth



Area	Population 2023	Projected Population 2036	% Increase
Gisborne	14,904	20,170	**35.33%**
Kyneton	10,085	11,707	**16.09%**
Woodend	8,778	9,357	**6.59%**
Romsey	7,234	9,203	**27.22%**
Riddells Creek	5,012	7,389	**47.42%**
Macedon / Mount Macedon	3,490	3,481	**-0.25%**
Lancefield	3,472	4,465	**28.61%**
Macedon Ranges Shire	**52,975**	**65,771**	**24.16%**

6. Community Engagement

Assessment Criteria

The following pages outline the result of the consultation undertaken for the Macedon Ranges Skate & BMX Strategy. Working with the Macedon Ranges Shire Council, Playce conducted face-to-face consultations and an online survey to gather feedback and comments from the community.

It is very important to understand what people like and dislike, what issues and challenges they face, and also collect stories and valuable local knowledge from the residents. The results from these consultations will be used as the foundation for developing the strategy for skate and BMX facilities in Macedon Ranges Shire.

A unique opportunity exists within the region. There are several skateparks that need upgrading which allows for a varied terrain offering for the community. As the survey highlights, there is a diverse range of user groups. There is a varied opinion of things they would like to be considered in the proposed facilities. The aim will be to ensure the communities wants and expectations are met across the proposed new spaces

Consultation Sessions

3 Skatepark Consultations

2 School Consultations

248 Online Surveys Completed

Results

Who are we?

Female: 40%

Male: 58%

Non-binary / other: 2%

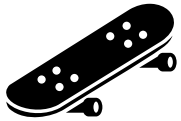
What we do?

Mountain Bike
41.63%

BMX
25.32%

Scooter
37.34%

Roller Skate / Blade
15.45%



Skateboard
31.33%

Spectator
18.03%

Overview of feedback in order of importance

Survey respondents were asked to rate the desirability of different components for the future development of wheeled sports facilities, the most important items are listed below:

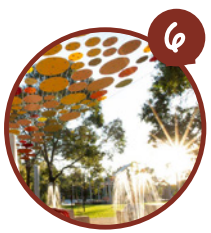
Transition/flow elements

Miniramp

Pump Track

Drinking fountains

Toilets



Shaded areas

Places to rest during riding

Community Engagement Summary

From the face-to-face community consultations and 4 weeks of the online survey, there were more than 200 participants engaged in the consultation process. Ideas and thoughts were collected from the community and a number of key needs and wants were identified. The following consultations were held:

- Wednesday 15th March - Drop-in Session at Romsey Skatepark

- Saturday 18th March - Drop-in Session at Kyneton Skatepark

- Wednesday 22nd March - Drop-in Session at Woodend Skatepark

- Thursday 30th March - School Consultation Session at Braemar College

- Thursday 30th March - School Consultation at Gisborne Secondary College

- Thursday 2nd March - Thursday 30th March - Online Survey

There was a large range of ages and user groups as per the data and community members were passionate and engaged. The gender split of 40% female to 58% male (2% were non-binary or other). The majority of participants were local to Macedon Ranges.

Most of the participants visit the various skateparks and BMX tracks on a weekly or monthly basis. Lancefield was the most popular skatepark with 55% of those surveyed rated it as fantastic. Locality was a strong factor for usage with Woodend and Lancefield being equally used despite 45% of those surveyed rating Woodend as poor.

Overall, there was strong interest across the board in upgrading the skate and BMX facilities in the Macedon Ranges and ensuring more social and active play spaces with shade and amenities.

Within the skate and BMX section, most voted elements are:

- Transition and flow elements
- Mini ramp
- Pump track

Other facilities important to the community are:

- Drinking fountains
- Toilets
- Shaded areas
- Places to rest and hang out in between riding

We have heard throughout the consultations that intermediate and beginner areas are important, and there is a need for pump tracks.

Ensuring that the spaces are welcoming, have visibility and safety and cater to a range of skill levels is also important. Safety concerns from users and parents regarding Romsey skatepark were raised by several consultation participants.

The Kyneton skatepark was raised as a safety concern as the metal ramps become hot and are not meeting flush with the concrete surface, causing a hazard.

Lancefield was universally liked and mentioned as a potential design direction. In the skatepark section, the most preferred style among participants is a transition and flow style park, suitable for beginner and intermediate riders. The direction was for a combination of street and transition elements that flow and link up.

Overall, it is a great outcome. The community embraced some ideas, and see it as an opportunity for a space that can be enjoyed by all residents of the Macedon Ranges.

There were leading trends for the upgrade of pump tracks, the upgrade of skateparks, and inclusion of social and active play; there was also a strong emphasis on a space with shade structures, providing outdoor social and hangout spaces.

Lighting

45% of survey respondents rated lighting as very important. This was not one of the top 7 highest rated components for inclusion in the future development of facilities in the shire, however, lighting is a key consideration for skatepark provision.

The inclusion of sports level lighting will increase a skateparks usable hours, especially during Autumn / Winter months when the sun sets earlier. This is particularly important for older skatepark users who are restricted to using the facilities after work hours.

Lighting can also help reduce risk, as some users will attempt to ride un-lit skateparks in low light, which can be dangerous.

Due to the relatively high fixed cost of lighting, it is not always included, especially in smaller skateparks where the cost of lighting is proportionally high in comparison to the skatepark footprint and cost. When given the choice, skatepark users often prefer the installation of a larger skatepark initially, with the potential for adding lighting as a second phase.

With this in mind, lighting would generally be included in the development of larger scale facilities, district level and above, with the opportunity to add lighting to smaller facilities as a second phase after monitoring use / requests from users.

The strategy suggests lighting two of the skate facilities, Gisborne and Kyneton. These are the proposed district level facilities, and the town's locations provide access to a lit facility for users from the south and north of the Shire.

Mountain Bike Trails

42% of survey respondents ride mountain bikes, and 45% rated mountain bike trails as very important for inclusion in the development of wheeled sports facilities in Macedon Ranges Shire.

The development of mountain bike trails is quite different from other wheeled sports facilities such as skateparks and pump tracks, as there is a requirement for specific terrain, and the scale of the facilities can be very large.

Due to the popularity of mountain bike trails in the Macedon Ranges Shire, there should be consideration for development of these facilities. Due to the land required, Council should advocate with land managers (Parks Victoria and DECCA) where mountain biking currently occurs for provision of this sport.

Pop-Up Skateparks

Pop-up skate facilities are generally comprised of portable steel or skatelite ramps and obstacles, that can be set-out on an existing asphalt or concrete slab. These facilities can be set-up for local community events, or provide a temporary skatepark in towns that do not have a dedicated facility.

The features of pop-up skateparks are generally smaller, modular obstacles, allowing them to be transported easily. This can limit the function of the obstacles, catering for less experienced riders, and not providing the range of obstacles and opportunity for progression desired by more experienced users.

Requirement for storage, transport, and supervision are also considerations for pop-up skateparks. A list of pros and cons for pop-up skate facilities are as follows:

Pros:

- Provides temporary skate solution, that can be used to gauge interest and potential for development of dedicated skate facility in a town.

- Opportunity to change obstacle layout and location, can be adjusted to suit space available to set-up.

- Can be quickly set-up and relocated for community events, suitable for location alongside food trucks, markets, and other activities.

- Can help engage conversation / potential to dispel concerns around skate facilities being installed in a town.

Cons:

- Generally smaller / linear obstacles with limited opportunity for progression.

- Requirement for existing open asphalt or concrete slab area to set-up.
  May affect use of existing infrastructure (car park etc)

- Requirement for storage of ramps when not in use, and transport for relocation.

- Less durable than a concrete skatepark and require more frequent maintenance.

- Require set-up / management by Council team or contractor.

- Temporary, do not provide a dedicated skate facility for a town.

Whilst it is not recommended that pop-up skateparks are considered as a long term solution for skatepark provision, if there is infrastructure in place to facilitate these pop-up facilities they could be considered for smaller townships that do not have the population to service a permanent facility, or as a temporary option, and way to gauge interest for a skatepark in a town prior to the installation of a dedicated skate facility.

7. Existing Skate Facility Reviews

Introduction

Representatives from Playce visited the 10 existing skate facilities in Macedon Ranges Shire in November 2022.

Assessments of the skate facilities have been rated using three criteria; Condition, Function and Amenities. These criteria are then combined to give an overall ranking of each facility. The function and condition of a facility are closely linked, if the condition of a facility is poor, then the function is impacted. Alternatively, a facility can be in great condition, but the flow, layout and arrangement of obstacles can be poor and unsuitable for the user's needs.

Skate Facility Rating System

Condition

E (1) – Excellent – This park is a recently built facility with high quality finishes and is showing no real signs of wear and tear. It should have a life span of approximately 20 years if maintained regularly.
G (2) – Good - The facility is likely a few years old and is starting to show some wear, however with regular maintenance and minor repairs it is expected to have a lifespan of at least 15 years.
F (3) – Fair - This is generally an older facility (8-10+ years) that is showing its age or a newer park that wasn't built to current best practice standards. It has visible issues with surfaces and other elements. It should still have a lifespan of 10 years although repairs and maintenance should be a priority. Funding consideration should be made for replacement/ major repairs.
P (4) – Poor - Once again, these are primarily older facilities (15+ years) or are new parks that are not built to current best practice standards and are deteriorating quickly. These parks are showing significant issues with their condition and have an expected lifespan of 5 years or less. Whilst repairs will provide some assistance to the longevity to the park, many issues are widespread. These parks should have regular maintenance to ensure risks are minimized and a plan should be in place to look at major repairs or full replacement.
H (5) – Hazard - Facility is unsafe due to structural failure, poor design or extreme surface degradation and requires immediate action or closure.

Function

E (1) – Excellent – Layout and variety of obstacles suitable for intended use.
G (2) – Good - Layout and variety of obstacles generally suitable, however adjustments/ improvements could be made.
F (3) – Fair – Layout and variety of obstacles adequate, however improvements are necessary.
P (4) – Poor – General issues with layout and variety of obstacles, major improvements required.
H (5) – Hazard – Obstacles dangerous or arranged in unsafe layout that could result in injury.

Amenities

Amenities are also rated from Excellent to Hazard, based on the inclusion of bins, seating, shade, drinking fountains etc... and the suitability of their location in relation to the skate facility.

Assessment Criteria

The overall facility rating system used for each site was as follows:

E (1) – Excellent - A recently built facility with high quality finishes showing no real signs of wear and tear. It should have a lifespan of approximately 20 years if maintained regularly. The layout of the facility, variety of obstacles and amenities are suitable for intended use.
G (2) – Good - The facility is likely a few years old and is starting to show some wear, however with regular maintenance and minor repairs it is expected to have a lifespan of at least 15 years. Layout and variety of obstacles and amenities generally suitable, however adjustments/improvements could be made.
F (3) – Fair - This is generally an older facility (8-10+ years) that is showing its age or a newer park that wasn't built to current best practice standards. It has visible issues with surfaces and other elements. It should still have a lifespan of 10 years although repairs and maintenance should be a priority. Funding consideration should be made for replacement/ major repairs. Layout and variety of obstacles and amenities adequate, however improvements are necessary.
P (4) – Poor - Primarily older facilities (15+ years) or newer parks that are not built to current best practice standards and are deteriorating quickly. These parks are showing significant issues with their condition and have an expected lifespan of 5 years or less. Whilst repairs will provide some assistance to the longevity to the park, many issues are widespread. These parks should have regular maintenance to ensure risks are minimized and a plan should be in place to look at major repairs or full replacement. General issues with layout and variety of obstacles and amenities, major improvements required.
H (5) – Hazard - Facility is unsafe due to structural failure, poor design or extreme surface degradation and requires immediate action or closure. Obstacles and amenities are dangerous or arranged in unsafe layout that could result in injury.

Individual reviews of each facility have been completed, and a facility assessment table outlining further information and amenities for the sites has also been generated.

Existing Skate Facility Reviews

Facility Hierarchy

A hierarchy rating for each facility has been included in the facility assessment table based on the following definitions:

Spot (Generally under 200m²)
Primary catchment area usually within walking distance of most users. Spot facility locations are not considered suitable for larger facilities as they are generally provided in residential settings and have limited or constrained function for multiple activities and events. These sites provide for active recreation opportunities. Generally single focus (street elements, ramp), as part of broader recreation precinct. Focus on intermediate/beginner but still usable by more advanced users.

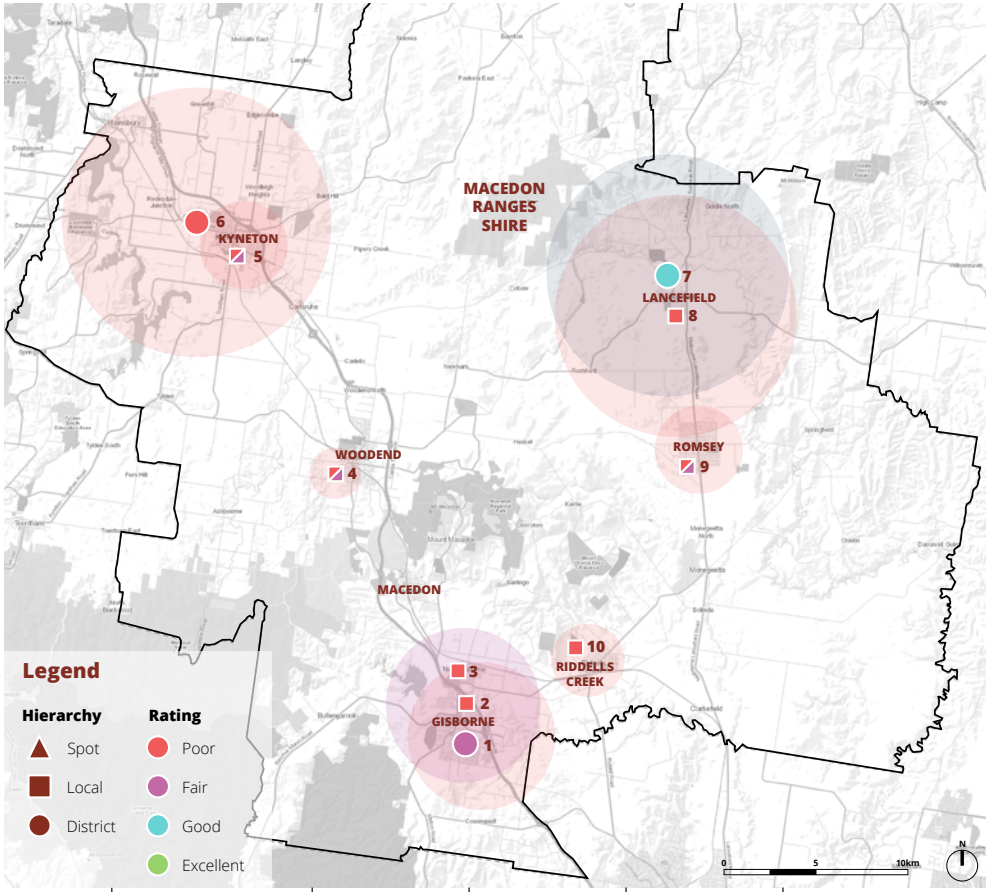
Local (Approx. 200-600m²)
Primary catchment area of single local government areas or multiple suburb areas, approx. 15min travel time to access. Provides a mix of recreational, competitive and program formats of participation. Generally services the needs of local communities for training activities and for participation programs. Generally single focus (street elements, ramp), as part of broader recreation precinct. Focus on intermediate/beginner but still usable by more advanced users.

District (Approx. 600-1500m²)
Primary catchment area includes large local government areas, but often covers various Councils due to the nature of the competition or sport, approx. 30min travel time to access. District facilities service a l ocal catchment to provide a mix of recreational, competitive and program formats of participation. Either single user focus (bowl, or street components) or mix thereof. Can be used by users from beginner through to advanced level.

Regional (Over 1500m², or significant components such as iconic bowl)
Primary catchment of local users with extended catchment across multiple local council areas, primarily for competition and events. Provides for high level competition and training, and/or a broad range of sport and active recreation opportunities for a large number of participants across local and regional geographic catchments, generally beyond a single local council area. Regional facilities are best provided at high profile sites in accessible locations with links to transport nodes and/or commercial / community centres and services. All user types (street, park, bowl, vert etc).

It should be noted that whilst some facilities may fit the size of a specified hierarchy, they don't always provide the function of that hierarchy. An example of this could be a skatepark with the footprint of a district facility, however it's limited features and function see it rated as a local facility.

Map of existing facilities



Facility	Name	Size	Type	Rating	Hierarchy
1	Gisborne Skatepark	630m2	Skate	Fair	District
2	Gisborne Bike Track	300m2	Bike Track	Poor	Local
3	New Gisborne Bike Track	N/A	Bike Track	Poor	Local
4	Woodend Skatepark	210m2	Skate	Poor / Fair	Local
5	Kyneton Skatepark	360m2	Skate	Poor / Fair	Local
6	Kyneton Bike Track	1550m2	Bike Track	Poor	District
7	Lancefield Skatepark	990m2	Skate	Good	District
8	Lancefield Bike Track	600m2	Bike Track	Poor	Local
9	Romsey Skatepark	360m2	Skate	Poor / Fair	Local
10	Riddells Creek Skatepark	300m2	Skate	Poor	Local

Gisborne Skatepark

Overview

Construction Year: Approx. 2001
Footprint: Approx. 630m²
Model: Skate specific
Skate Style: Street/park
Amenities: Bin x3, bench x2, picnic table x2, shelter x1, signage x1, concrete access path.
Features:
1/4 pipes, flat banks, flat bank hips, fun box with flat bank hips, bank to bank gap, hubba ledge & rail, grind block, flat rail, handrail / flyout rail, stair set, and flat bank to block.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	**F (3)**	**F (3)**	**F (3)**	**F (3)**

The concrete surfacing of the skatepark is in a fair condition for the age of the facility. There are gaps / chips appearing at joints, and around some steelwork elements that could cause hazards for riders with smaller wheels.

The earthwork mounding around the park has been eroded, exposing the underside of ramps in some areas, and allowing debris to fall on to the skate surface in others. Informal access tracks to the facility have formed from the car park to the west, with further erosion / tracks around the shelter.

The facility caters for street and park style riders. The layout and some of the features in the park are slightly dated, however the obstacles are well spaced and usable.

Amenities on site are fair, with plenty of seating and bins available, however some of the amenities are not easily accessed, and require crossing the skatepark or use of the informal access paths to reach them.

Skatepark overview facing north.

Sheltered seating area.

Skatepark overview facing south.

Recommendation

Interim Recommendations

- Monitor cracks and damage to surfaces throughout facility, repair as required. Consider re-instatement of eroded earthwork areas, and formalise access tracks as required.

Strategic Recommendations

- Prioritise site feasibility study to determine location for development of new district facility. Undertake consultation, design, documentation, and construction of new district facility including skatepark, pump track, and other active youth spaces at the preferred site location (subject to outcome of site feasibility study), as per the implementation plan.

Gisborne Bike Track

Overview

Construction Year: Approx. 2018
Footprint: Approx. 300m²
Model: Bike specific
Skate Style: Bike track
Amenities: Signage x1, the pump track is linked to the skatepark so shares some amenities from the previous page, however there are limited amenities dedicated to the pump track.
Features:
Earthwork / gravel track with pump bumps / rollers and berms.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	**H (4)**	**P (4)**	**P-F (4-3)**	**P (4)**

The bike track is in a generally poor condition with erosion occuring at the bases of the berms, pump bumps, and general earthwork mounding. Whilst more experienced riders may be fine navigating around these issues, they could cause inexperienced riders to fall. Larger rocks are being exposed from erosion, which could also cause issues if left unaddressed. There are existing issues with poor drainage.

The layout of the track includes an informal starting ramp connecting to the skatepark, a series of low pump bumps / rollers, a berm and a series of higher pump bumps / rollers. The proportions of the rollers / berms appear to be inconsistent, and inexperienced riders may struggle to safely regulate speed.

The unsealed gravel / earthwork finish of the track makes it suitable only for riders with larger wheels (BMX, mountain bikes etc), and the track is not suitable for scooter or skateboard riders.

Pump bumps / rollers.

Pump track connection to skatepark.

Eroded berm.

Recommendation

Interim Recommendations

- Reshape gravel / earthwork features to create a more consistent flowing track, remove any larger debris, address drainage / ponding issues through landscaping where possible.

Strategic Recommendations

- Prioritise site feasibility study to determine location for development of new district facility. Undertake consultation, design, documentation, and construction of new district facility including skatepark, pump track, and other active youth spaces at the preferred site location (subject to outcome of site feasibility study), as per the implementation plan.

New Gisborne Bike Track

Overview

Construction Year: TBC
Footprint: Undefined
Model: Bike specific
Skate Style: Bike track
Amenities: Signage x1.
Features:
At the time of assessment the bike track was very overgrown, and no features were assessable.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	**H (5)**	**H (5)**	**P (4)**	**H (5)**

At the time of assessment the bike track was very overgrown, the only identifiable feature was the signage.

The track is located to the east of Ross Watt Reserve, and there is no formalised access path or amenities for the track. The current site location has accessibility issues, and is close to nearby residential properties.

Mounding for berms / rollers for the track were visible, however appeared to be delapidated to the point they would be hazardous to use. The overgrowth of the track also reduced visibility of any hazards that may be present, creating further danger if used.

Overgrown BMX Track signage.

Overgrown BMX Track mounds.

Overgrown site.

Recommendation

Interim Recommendations

- Cut overgrown grass / foliage in the reserve, reshape gravel / earthwork features to create a more consistent flowing track, remove any larger rocks / debris, address drainage / ponding issues through landscaping where possible.

Strategic Recommendations

- Upon completion and endorsement of the Ross Watt Reserve Masterplan, undertake consultation, design, documentation, and construction of a local level pump track, depending upon progress of other priority elements at Ross Watt Reserve.

Woodend Skatepark

Overview

Construction Year: Approx. 1999
Footprint: Approx. 210m²
Model: Skate specific
Skate Style: Street
Amenities: Bin x1, bench x1, signage x1, nearby car park however no accessible path to skatepark.
Features:
1/4 pipe, flat bank hip, grind block, euro gap, handrail, flat bank, hubba / flyout ledge.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	**P (4)**	**P-F (4-3)**	**P (4)**	**P (4)**

There are gaps / chips appearing at joints, and around some steelwork elements that could cause hazards for riders with smaller wheels. Gaps present at the joints around the top of banked elements may become particularly hazardous.

The earthwork mounding around the park has been eroded, exposing the underside of ramps in some areas, and allowing debris to fall on to the skate surface in others. There are particular issues at the bases of the ramps, where debris could cause riders to fall.

The features of the park are usable, however the proportions and spacing of some elements feels dated, and provide limited flow.

No shelter is provided for the skate area, however there are trees to the north and west of the facility that may provide shade at certain hours of the day.

Skatepark facing North.

Erosion of earthworks around skatepark.

Cracking / surface damage a joints.

Recommendation

Interim Recommendations

- Address issues with erosion and debris from the earthwork mounding around the skatepark through landscape re-modelling, repair key cracks / chips on features that are hazardous.

Strategic Recommendations

- Undertake consultation, design, documentation, and construction of new local facility with skatepark and amenities. Future development of nearby Community Centre to be considered when skatepark design is undertaken, as per the implementation plan.

Kyneton Skatepark

Overview

Construction Year: Approx. 2001
Footprint: Approx. 360m²
Model: Skate specific
Skate Style: Park
Amenities: Shelter x1, picnic table x2, bench x2, signage x1, bin x1, nearby car park however no accessible path to skatepark.
Features:
A combination of steel & pre-cast concrete features on a concrete slab including: 1/4 pipes, flat banks, spine, jump box / gap with ledge, kerb slider, and grind block / manual pad.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	**P-F (4-3)**	**P-F (4-3)**	**F (3)**	**P-F (4-3)**

Refer also “Kyneton Skatepark Assessment July 2021” undertaken by Baseplate.

Many of the safety issues highlighted in the report from July 2021 have been addressed, steel coping has been capped where required, and obstacles in hazardous positions have been relocated. A few issues regarding the skatepark standards remain un-addressed.

The park is a combination of pre-fabricated steel & concrete elements on a concrete slab. Many of these elements are well worn, and dated. The layout of the elements is also dated, and the park does not have a coherent flow.

At the time of the assessment there were drainage issues present, with a swale / ponding occuring to the south west of the skatepark.

Amenities on site were generally fair, however there is no accessible path to the skate area, and the shelter is not located in a good location for spectators.

Skatepark facing west.

Skatepark facing east.

Repairs to skatepark steel.

Recommendation

Interim Recommendations

- Address out-standing issues highlighted in “Kyneton Skatepark Assessment July 2021”, monitor further degredation of the skatepark and repair accordingly.

Strategic Recommendations

- Undertake consultation, design, documentation, and construction of new district facility including skatepark, pump track, and other active youth spaces, in-line with re-development of adjacent oval, as per the implementation plan.

Kyneton Bike Track

Overview

Construction Year: TBC
Footprint: Approx. 1500m²
Model: Bike specific
Skate Style: Bike track
Amenities: Signage x1
Features:
Earthwork / gravel track with pump bumps / rollers and berms and concrete start ramp.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	**H (5)**	**P (4)**	**P (4)**	**P (4)**

At the time of assessment hazard tape was accross the access point of the facility, and tree management works appeared to be happening.

The grass mounding and earthworks around the track appeard to be recently mown, however many of the elements required shaping, and had become dilapidated.

Erosion of the elements was present, with exposed rocks appearing on the pump bumps / rollers. Experienced riders may be able to navigate these issues, however the may present hazards to inexperienced users. The proportions of the rollers / berms appear to be inconsistent, and inexperienced riders may struggle to safely regulate speed.

The unsealed gravel / earthwork finish of the track makes it suitable only for riders with larger wheels (BMX, mountain bikes etc), and the track is not suitable for scooter or skateboard riders.

The facility is lacking any formalised amenities.

BMX track facing East.

BMX track facing West.

BMX track access path & signage.

Recommendation

Interim Recommendations

- Reshape gravel / earthwork features to create a more consistent flowing track, remove any larger debris, address drainage / ponding issues through landscaping where possible.

Strategic Recommendations

- Undertake consultation, design, documentation, and construction of new district facility, considering re-shaping / re-surfacing of track, with opportunity to integrate spectator seating and additional amenities, as per the implementation plan.

Lancefield Skatepark

Overview

Construction Year: Approx. 2017
Footprint: Approx. 990m²
Model: Skate Specific
Skate Style: Park
Amenities: Signage x1, sculptural seating blocks, re-purposed seating "bleachers", bin x1 .
Features:
Level change with stair set, banks, rails & ledges, street area with kicker gap, hip & blocks, flat bank to kerb features, transition section with pump bump, pocket, hips & combination mini-ramp, pump path & track.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	**G (2)**	**E (1)**	**F (3)**	**G (2)**

Lancefield Skatepark includes a wide range of features for both street and transition riders. The obstacles are well spaced, and the varied heights / complexity of the features provide the opportunity for progression. The concrete surfacing of the skatepark is in a generally good condition, with minor cracking in some areas.

The skatepark is located to the south east of the recreation reserve, approx. 45m from the nearest car parking. There is no formalised access to the skatepark.

Repurposed bleacher seating has been provided under the shade of a nearby tree. The bleachers are in a dilapidated state, however remain usable.

At the time of inspection the pump track / path area was overgrown, with plants extending over the path which could be hazardous. Leaves and other debris were collecting at the edge of the skatepark due to overgrowth too.

Skatepark facing South West.

Skatepark bleacher seating.

Overgrown skatepark pump features.

Recommendation

Interim Recommendations

- Cut back vegetation surrounding the skatepark so features are clear, and debris can be swept away from skate areas, monitor cracks and repair as required.

- Consider adding a formalised access path, and repair of bleacher seating.

Lancefield Bike Track

Overview

Construction Year: TBC
Footprint: Approx. 600m²
Model: Bike specific
Skate Style: Bike track
Amenities: The pump track is linked to the skatepark so shares some amenities from the previous page, however there are limited amenities dedicated to the pump track.
Features:
Earthwork / gravel track with pump bumps / rollers and berms.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	**H (4)**	**P (4)**	**P-F (4-3)**	**P (4)**

At the time of assessment the bike track was very overgrown, berms and pump bumps / rollers were identifiable, but appeared to be delapidated to the point they may be hazardous to use. The overgrowth of the track also reduced visibility of any hazards that may be present, creating further danger if used.

The layout of the track was largely unclear, however proportions of the rollers / berms appear to be inconsistent, and inexperienced riders may struggle to safely regulate speed or naivgate around the track.

There is nor formalised access or connection between the bike track and the skatepark, and no amenities serving the track directly.

Overgrown berm.

Overgrown bike track facing north.

Overgrown bike track facing south.

Recommendation

Interim Recommendations

- Cut overgrown grass / foliage in the reserve, reshape gravel / earthwork features to create a more consistent flowing track, remove any larger rocks / debris, address drainage / ponding issues through landscaping where possible.

Strategic Recommendations

- Undertake consultation, design, documentation, and construction of new local facility considering re-shaping of track, sealed surfacing, integration with the skatepark, inclusion of spectator seating, and additional amenities, as per the implementation plan.

Existing Skate Facility Reviews

Romsey Skatepark

Overview

Construction Year: Approx. 2001
Footprint: Approx. 360m²
Model: Skate specific
Skate Style: Park
Amenities: Signage x1, bench x2, bike rack, bin x 1.
Features:
Quarter pipes, roll-in / bank, kicker, rails, grind block, fun box with rail & bank to bank gap.

Assessment

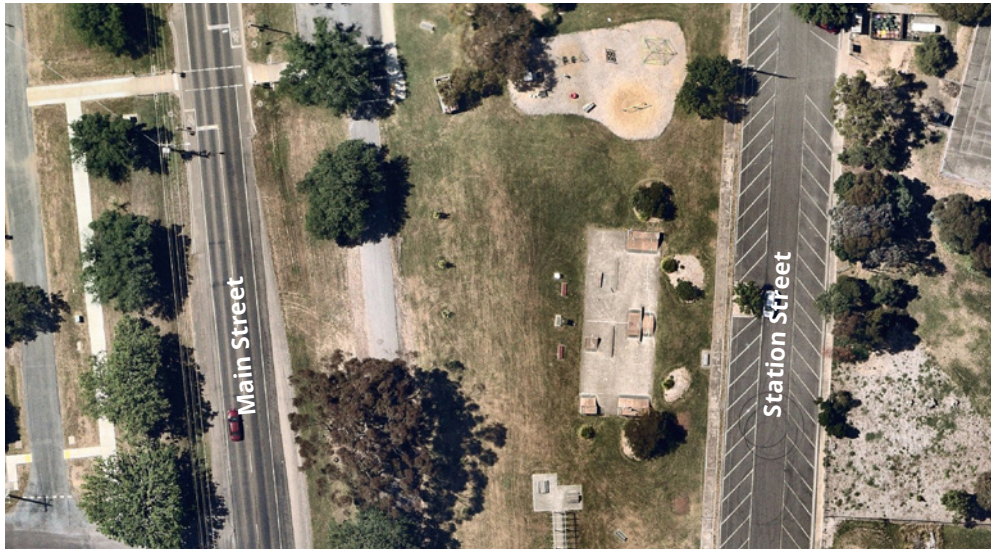
Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	**P-F (4-3)**	**P-F (4-3)**	**P-F (4-3)**	**P-F (4-3)**

Refer also "Romsey Skatepark Assessment July 2021" undertaken by Baseplate.

Some of the safety issues highlighted in the report from July 2021 have been addressed, steel coping has been capped where required, and obstacles in hazardous positions have been relocated. A few issues regarding the skatepark standards remain un-addressed.

The park is made up of pre-fabricated concrete elements on a concrete slab. Many of these elements are well worn, and dated. The layout of the elements is also dated, and the park does not have a coherent flow.

An access path is not provided for the facility.



Skatepark facing South.

Skatepark facing North.

Cracking / rough surfacing on obstacles.

Recommendation

Interim Recommendations

- Monitor cracks and damage to obstacles throughout facility, repair as required, pending re-development works mentioned below.

Strategic Recommendations

- Install new skate facility, detail design currently being undertaken by Baseplate.

Riddells Creek Skatepark

Overview

Construction Year: Approx. 2009
Footprint: Approx. 300m²
Model: Skate specific
Skate Style: Park
Amenities: Signage x1, Bench x1, concrete access path to car park.
Features:
Small street section with banks & rail, bowl with spine & roll-in section.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	**H (5)**	**P (4)**	**P (4)**	**P (4)**

Cracks in the concrete surfacing are present in many locations at the steelwork joints in the bowl. In some locations cracks / blow-outs are big enough to stop a skateboard wheel and cause users to fall.

At the time of inspection water was ponding along the north side of the bowl, away from the drainage pit, and did not appear to be able to reach the pit without intervention.

The street section includes very low level features that are close together. The size and proximity of the features makes them unusable for many riders, and provides little opportunity for learning or progression.

Access paths are provided to the facility, however amenities are lacking.

Pooling of water at base of bowl.

Concrete cracking at joints.

Small “street” section features.

Recommendation

Interim Recommendations

Repair key cracks / blow-outs throughout the bowl, and address drainage issues.

Strategic Recommendations

- Undertake consultation, design, documentation, and construction of new local facility with skatepark and amenities, as per the implementation plan.

8. Facility comparison benchmarking

Given Macedon Ranges location in central Victoria close to Melbourne, comparing it to other major regional centres and adjacent municipalities, can give a good understanding of where it currently sits in skatepark provision. To do this, six other centres across regional Victoria have been compared against Macedon Ranges.

Table 2 provides a snap shot of population and numbers of skateparks to get an understanding of current provision. It outlines that generally most municipalities, all have a facility of at least a district scale, if not regional.

Macedon Ranges, when compared against all of the other municipalities, actually has one of the highest provisions of skateparks per capita compared to other councils sampled in this table.

Outwardly then it could be said that Macedon Ranges is a leading council in skate provision however this table does not assess the quality, age or functionality of these parks or where they are located within their councils. Therefore it only shows that Macedon Ranges is performing well in provision however the existing skatepark assessments outlined previously show that there are some significant issues with many of the existing facilities that require consideration moving forward to ensure Macedon Ranges has high quality facilities to cater for current and future demand.

COUNCIL/SHIRE	REGIONAL SKATEPARK (1200 sq.m+)	DISTRICT SKATEPARK	LOCAL SKATEPARK	BIKE / PUMP TRACK	FACILITY TOTAL	TOTAL POPULATION	PEOPLE PER FACILITY
MACEDON RANGES	0	2	4	4	10	51,743	5,174
MITCHELL	0	2	2	3	7	49,684	7,098
GREATER BENDIGO	1	2	3	8	14	121,221	8,659
MOUNT ALEXANDER	0	0	1	2	3	20,253	6,751
HEPBURN	0	1	2	2	5	16,604	3,321
MOORABOOL	0	0	3	1	4	37,895	9,474
MELTON	1	2	5	1	9	198,975	22,108

Table 2 Benchmarking of existing skateparks with sample of Councils in comparison to Macedon Ranges Shire

Choosing the best model

GEOGRAPHICAL IMPLICATIONS OF SKATEPARK DISTRIBUTION MODELS

INTRODUCTION

The model of skatepark provision changes significantly between Councils given significant differences public transport and access, the distribution of population and the clustering of like services and facilities. In summary, local government areas can be classified as follows;

METROPOLITAN

These are generally inner city municipalities with good public transport. (Eg: Yarra, Boroondara). In this instance, the recommended hierarchical model of provision focuses on a central regional facility and then is complimented with local spaces as applicable.

COUNTRY CENTRES

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

SUBURBAN AREAS

These are outer city municipalities with significant urban development but more limited public transport. Casey and Cardinia Shire are considered as this type of municipality. It is generally recommended that 1-2 large regional facilities are located at a central space within the LGA with a series of smaller localised parks distributed across the suburbs.

TOWNSHIPS

These are outer metro and semi-rural municipalities such as Bass Coast and Mornington Peninsula Shire where there are only a few major centralised population centres, with smaller townships making up the majority of the population. Macedon Ranges Shire sits within this typology.

DISCUSSION

Whilst a traditional regional facility model works in Metropolitan, Country Centres and Suburban Areas, a municipality such as Macedon Ranges should consider a different model due to the distance between higher populated townships, creating access issues for younger cohorts. Both Bass Coast and Mornington Peninsula Shire have looked at a number of district facilities across their townships to service each small population cluster rather than a single centralised facility.

For Macedon Ranges Shire, there is around 15-20min drive between each township and given the limited public transport between towns, it is difficult to expect young people to be able to regularly access a single larger facility in one town over others. Therefore a facility in each town is the most equitable approach. The actual scale of these facilities then should respond to the current and estimated future population of each town. As such larger and growing towns would require a larger facility to accomodate greater use accordingly.

THE HIERARCHY OF THE MODEL

Following on from the above, the demographics of the shire provide clarity on the scale and frequency of facilities. These are outlined below, showing current population and expected growth over the next 10 years. By analysising the current projected population of every town and immediate surrounding district, we get clarity on where the larger population centres are and which towns are growing. As outlined below, there is no single major population centre, rather a number of similarily sized towns. Therefore skate provision is based upon similar scaled facilities accordingly, with focusing on slighlty larger spaces in Gisborne, Kyneton and Romsey whilst smaller facilities can be considered in Macedon and Lancefield (noting it already has a new skatepark).

Macedon Ranges Shire	**2023**		**2036**		**Change between 2023 and 2036**		**Suggested scale of facility**
Area	Number	%	Number	%	Number	%	
Gisborne District	14,904	100.0	20,170	100.0	+5,266	+35.33	large district facility
Kyneton District	10,085	100.0	11,707	100.0	+1,622	+16.09	large district facility
Lancefield District	3,472	100.0	4,465	100.0	+993	+28.61	local
Macedon and Mount Macedon District	3,490	100.0	3,481	100.0	-9	-0.25	local / spot
Riddells Creek District	5,012	100.0	7,389	100.0	+2,377	+47.42	sub district facility
Romsey District	7,234	100.0	9,203	100.0	+1,969	+27.22	sub district facility
Woodend District	8,778	100.0	9,357	100.0	+579	+6.59	sub district facility

Source: https://forecast.id.com.au/macedon-ranges

9. The Right Locations

Introduction

The following section outlines where possible new skateparks should be sited. It looks at whether the existing skateparks be replaced with a new facility, or whether new locations should be considered wtihin the various townships that better serves the community. A number of sites have been nominated by Macedon Ranges Shire and these were assessed following site discussions and meetings. These sites are assessed against a number of site selection criteria to confirm which is the most suitable location accordingly.

Site selection criteria

To ensure the best locations for new skateparks across the shire, park, a number of site selection criteria have been developed. The overall size or scale of a space is an important consideration to ensure a skatepark of an appropriate size can be accommodated. There are also a range of more general criteria that should be applied to determine the suitability and feasibility of a site being able to accommodate a a skate space. These have been established using information from the SRV Skatepark guide (2001) and Playce's own professional experience (successfully designed over 400 skatepark projects worldwide). These are listed to in the table on the following page. Obviously all criteria are not weighted the same, with some being absolutely critical (such as physical scale) whilst others are more preferable (eg: close to shopping centres). The weighting is also summarized in the table. These criteria have then been applied to a number of proposed locations within the shire to determine possible new locations in most of the towns. Lancefield has not been assessed given it has a recent high quality skatepark built in its town. Macedon has also not been assessed due to the minor nature of a possible skate space for this smaller township.

Discussion

Following a detailed review of a range sites (shown in the table on the following page) there are some interesting outcomes. For Gisborne, whilst the existing skatepark location ranks reasonably well, a new possible location south of Jackson Creek on Robertson Street ranks even higher. Given its central, highly visible location near the Police Station and McDonald's, this new site is worth serious consideration for a new district facility.

For Kyneton, after reviewing both the existing skatepark and a possible new location at the Botanical Gardens, the existing skatepark ranked much higher, particularly with natural surveillance and accessibility. Woodend sites both ranked well, with a proposed new site at Buffalo Stadium ranking high however it is close to housing. The existing skatepark, whilst on a smaller site, can still be expanded to accommodate a larger facility and was deemed the preferred location for redevelopment. For Romsey, the existing site was assessed and ranked very highly so looking for another location was not deemed necessary. At Riddells Creek, an alternative site at Lions Park was assessed against the existing facility location and ranked equally. This is mainly due to natural surveillance. If the trees along the boundary of the existing skatepark reserve could be removed, the Riddells Creek Recreation Reserve is the preferred location for an upgraded facility.

A snapshot of site assessments

Gisborne

Existing Skatepark

✓ *Already used as a skate facility*
✓ *Part of existing recreational precinct*
✓ *Close distance town centre*
✗ *Location quite land locked*
✗ *Site not highly visible from road*

Jackson creek Location

✓ *Large open space area*
✓ *Close to police station*
✓ *Close to food and drink*
✓ *Close distance to town centre*
✓ *Path access to major playspace*
✓ *Land not used for other recreation use*
✓ *High natural surveillance*

Kyneton

Existing Skatepark

✓ *Already used as a skate facility*
✓ *Part of existing recreational precinct*
✓ *Close distance to town centre*
✓ *High natural surveillance*

Botanical Gardens

✗ *Site not highly visible from road*
✗ *site difficult to access*
✗ *Low natural surveillance*

Woodend

Existing Skatepark

✓ *Already used as a skate facility*
✓ *Part of existing recreational precinct*
✓ *Close proximity to town centre*
✓ *High natural surveillance*
✗ *Location quite land locked*

Buffalo Stadium

✓ *Large open space area*
✓ *Close to existing ball courts*
✓ *Close to toilets*
✗ *Close to housing on other side of street*
✓ *High natural surveillance*

Riddells Creek

Existing Skatepark

✗ *Low natural surveillance*
✗ *Site not highly visible from road*
✓ *Part of existing recreational precinct*

An alternate site location at the Lions Park Precinct was considered for Riddells Creek skatepark, however it is no longer considered suitable due to over-development of the site.

Lions Park Precinct

✗ *Restricted space due to existing development*
✓ *High natural surveillance*
✓ *Part of existing recreational precinct*

Romsey

✓ *Large open space area*
✓ *Close to police station*
✓ *Close to food and drink*
✓ *Close distance to town centre*
✓ *High natural surveillance*

Lancefield

✓ *Already used as a skate facility*
✓ *Part of existing recreational precinct*

10. Site Assessment Table

Higher ranking site:

		Gisborne		Kyneton		Woodend		Riddells Creek		Romsey	Lancefield
CRITERIA	**WEIGHTING** (10 being most important)	Site 1: Existing skatepark	Site 2: Open Space south of Jackson Creek	Site 1: Existing Skatepark	Site 2: Botanical Gardens	Site 1: Existing Skatepark	Site 2: Buffalo Sports Stadium	Site 1: Existing Skatepark	Site 2: Lions Park	Site 1: Existing Skatepark	Site 1: Existing Skatepark
Is the proposed site capable to cater for a space minimum 1500 sq/m that enables regional scale skate space?	8	4	8	8	5	6	8	8	3	8	8
Is the site visually prominent with good public surveillance for safety?	8	3	7	8	1	8	8	4	7	8	5
Is the site location an adequate distance (50m) from residential dwellings and incompatible land uses to avoid potential noise and light intrusions?	8	8	8	8	6	8	3	8	8	8	8
Is there a safe drop off area or adequate car parking if applicable?	6	5	6	6	3	6	6	4	4	5	5
Is the site a short distance from police response calls and does it provide ease of police access?	6	3	6	5	2	5	4	5	5	6	5
Can the site provide adequate emergency vehicle access (fire and ambulance)?	6	4	6	6	2	6	6	5	5	6	5
Is the site close to or can accommodate amenities (water, toilets, shade, food and drink)?	6	5	5	5	6	6	6	4	6	6	5
Will the location of a skate facility on the site not substantially displace existing recreational or other site users?	6	4	6	6	4	5	5	5	3	5	5
How readily accessible is the site to regular cleaning for existing council cleaning and maintenance teams?	6	4	5	6	6	5	5	5	5	6	5
Is the location consistent with the strategic land use, masterplanning, planning scheme and zoning?	6	5	5	6	4	5	5	5	4	6	6
Is the proposed site not impacted by major existing land use implications or services?	5	3	6	5	2	4	5	5	4	5	5
Are there shared path connections to the proposed site?	5	4	5	3	4	5	5	2	3	3	0
Is the site in close proximity to existing shopping centres, sports or recreation facilities or interested schools?	5	4	5	4	2	4	4	3	5	5	4
Is there appropriate access to public transport at the proposed site?	4	0	0	0	0	1	1	3	3	0	0
Can the proposed site provide safe entry to and from the site and safe setbacks from busy roads and intersections?	4	3	3	3	3	2	3	4	4	4	4
Is the site free from major geotech, ground water and drainage implications?	4	2	2	4	3	4	4	4	4	4	4
Can the site facilitate minimal loss of significant trees?	3	3	3	3	1	2	3	0	1	3	3
Can the site facilitate minimal impact on pedestrian or road network and access including existing desire lines?	2	1	2	2	2	2	2	2	2	2	2
Is the proposed site adjacent to other like/complimentary activities to create a greater recreational experience ?	2	2	2	2	2	2	2	2	2	2	2
TOTALS	100	67	90	90	58	86	85	78	78	92	82

11. Implementation Plan

PRIORITY	WORKS	SCALE	SKATE ELEMENTS	COMMENTS
SHORT TERM (2024-29)	Detail design, documentation, and construction of Romsey Skatepark	LOCAL	*Suggested enclosed bowl and street elements as shown in Baseplate Design*	*A design of Romsey Skatepark has been developed by Baseplate for the local Lions Club following community engagement with local skate stakeholders. Prioritise the construction of this new park to replace aging facility. Current commitment of $550,000 towards the construction of this facility from the State Government.*
	Site feasibility study for Gisborne Skatepark / Active Recreation Space	DISTRICT	*TBC*	*Prioritise study to determine preferred site location for Gisborne Skatepark / Active Recreation Space. Consider existing site, Robertson Street location, and any other potential sites identified by Council. Site locations to undergo a comprehensive site feasibility assessment, taking into account safety, accessibility, visual impact, and other important factors.*
	Design of Kyneton Skatepark / Active Recreation Space	DISTRICT	*Suggested street focus with some transition elements incl bowl subject to community feedback incl pump track and other recreation elements*	*A design process should be undertaken as a priority for this skatepark given the population of Kyneton and current aging condition of the existing facility.*
	Construction of Kyneton Skatepark / Active Recreation Space	*As outlined above*	*As outlined above*	*Construction of new park to replace aging facility.*
	Consultation, detail design, and documentation of Riddells Creek Skatepark	*As outlined above*	*Suggested mini ramp or bowl and basic street elements subject to community feedback*	*Design process to be undertaken for this skatepark given aging condition of the existing facility.*
	Consultation, detail design, and documentation of Woodend Skatepark	LOCAL	*Suggested mini ramp or bowl and basic street elements subject to community feedback*	*A design process should be undertaken for this skatepark given the aging condition of the existing facility. Future development of nearby Community Centre to be considered when skatepark design is undertaken. Timeline and co-ordination of Community Centre development with skatepark design to be confirmed by Council.*
MEDIUM TERM (2030-35)	Construction of Riddells Creek Skatepark	*As outlined above*	*As outlined above*	*Construction of new park to replace aging facility.*
	Consultation, detail design, and documentation of Gisborne Skatepark / Active Recreation Space	*DISTRICT*	*Mix of elements to accommodate district elements incl bowled elements, street components and pump track*	*Complete design for redevelopment of Gisborne Skatepark. Given current fair condition of existing facility, implementation of new park not as high priority. Note significant opportunity to consider other location as new facility that ties in with possible playspace upgrade as intergenerational recreation precinct.*

Implementation Plan (continued)

PRIORITY	WORKS	SCALE	SKATE ELEMENTS	COMMENTS
MEDIUM TERM (2030-35)	Construction of Woodend Skatepark	*As outlined above*	*As outlined above*	*Construction of new park to replace aging facility.*
	Construction of Gisborne Skatepark/Active Recreation Space	*As outlined above*	*As outlined above*	*Construction of new park to replace aging facility.*
	Consultation, detail design, and documentation of New Gisborne Pump Track	LOCAL	*Suggested bitumen pump track with rollers and berms subject to community feedback*	*A design process should be undertaken for this pump track given the degraded condition of the existing facility.*
	Construction of New Gisborne Pump Track	*As outlined above*	*As outlined above*	*Construction of new park to replace aging facility.*
LONG TERM (2036-40)	Consultation, detail design, and documentation of Kyneton BMX Track upgrade	DISTRICT	*Upgrade / renewal of existing track subject to community feedback*	*Develop design considering re-shaping / upgrade of track, surfacing could remain as dirt pending consultation with community. Opportunity to integrate spectator seating, additional amenities, and provide recreational BMX opportunities.*
	Consultation, detail design, and documentation of Lancefield Pump Track upgrade	LOCAL	*Upgrade / renewal of existing track subject to community feedback*	*Develop design considering re-shaping / re-surfacing of track. Opportunity to include sealed surface for riders with smaller wheels. Consider integration with skatepark, inclusion of spectator seating, and additional amenities.*
	Construction of Kyneton BMX Track upgrade	*As outlined above*	*As outlined above*	*Construction of new BMX track to replace aging facility.*
	Construction of Lancefield Pump Track upgrade	*As outlined above*	*As outlined above*	*Construction of new pump track to replace existing facility.*
ADDITIONAL FACILITY CONSIDERATIONS	Site feasibility, consultation, detail design, documentation, and construction of local level skate elements at smaller townships across the Shire subject to demand	SPOT / LOCAL	*Suggested mini ramp or basic street elements subject to community feedback*	*Given small scale of elements, consider co-locating skate components with other recreation space such as skate ledges around existing basketball court, or integration into other suitable developments.*
	Consider inclusion of skate provision in new housing developments throughout the Shire	SPOT / LOCAL	*Lower level / informal skate elements built into proposed developments*	*Opportunities for inclusion of lower level / informal skate elements as part of playspaces, ball courts, and landscape plas for open space developments in new sub-divisions. For example: skateable seating / ledges next to ball courts.*
	Council to undertake advocacy for mountain bike trail provision			*Whilst not the focus of this strategy, there was some community interest in mountain bike trails as part of the survey outcomes. Council to advocate with land managers (Parks Victoria and DECCA) where mountain biking currently occurs for provision of this sport.*

Implementation Budget Estimates

Facility	Key Implementation Elements				Implementation Plan Budget Estimates		
	Site feasibility study	**Consultation, detail design & documentation of new facility**	**Construction of new facility**	**Total budget for renewal**	**Short Term: 2024 - 2029**	**Medium Term: 2030 - 2035**	**Long Term: 2036 - 2040**
Romsey Skatepark	N/A	$30,000	$960,000	$990,000	$990,000		
Riddells Creek Skatepark	N/A	$30,000	$500,000	$530,000	$30,000	$500,000	
Gisborne Skate & Active Hub	$15,000	$90,000	$1,500,000	$1,605,000	$15,000	$1,590,000	
Kyneton Skate & Active Hub	N/A	$90,000	$1,500,000	$1,590,000	$1,590,000		
Woodend Skatepark	N/A	$40,000	$600,000	$640,000	$40,000	$600,000	
New Gisborne Pump Track	N/A	$20,000	$250,000	$270,000		$270,000	
Kyneton BMX Track	N/A	$40,000	$600,000	$640,000			$640,000
Lancefield Pump Track	N/A	$20,000	$250,000	$270,000			$270,000
Smaller Township Assessments	N/A	$15,000 (each site)	$150,000 (each site)	$165,000 (each site)			$165,000 (each site)
			Grand Total	$6,700,000	**Short Term Total:** $2,665,000	**Medium Term Total:** $2,960,000	**Long Term Total:** $1,075,000

The table above outlines the main facilities considered in this strategy. Additional "spot / local" facilities should be considered in future developments throughout the Shire (for example new housing estates where active facilities could be included), to provide complementary, informal skate facilities.

12. Implementation Strategy

Discussion

From undertaking this strategic review it is clear that the existing skate and BMX facilities in Macedon Ranges Shire do not appropriately meet the community's needs. Many of the existing facilities are run down and have functional and condition issues. The consultation undertaken to date expresses a need for a new or upgraded facilities, with opportunities for pump tracks and additional amenities to make the spaces cater for wider ranges of users.

There will be significant population increases in towns throughout the Shire, particularly Gisborne, Kyneton, Romsey, Riddells Creek and Lancefield. The existing facilities in these towns vary in condition and scale, and these growth areas are key to focus on for future skatepark and BMX provision.

For Macedon Ranges Shire, there is around 15-20min drive between each township and given the limited public transport between towns, it is difficult to expect young people to be able to regularly access a single larger facility in one town over others. Therefore a facility in each town is the most equitable approach. The actual scale of these facilities then should respond to the current and estimated future population of each town. As such larger and growing towns would require a larger facility to accomodate greater use accordingly.

The condition assessments, size, age, and risk of each facility has also informed the implementation strategy. Older facilities with dated steel ramps (such as Romsey and Kyneton) present the highest level of risk, and are therefore prioritised in the strategy. The following recommendations are outlined below.

Recommendations

Short Term: 2024 - 2029

- Detail design, documentation, and construction of local level skatepark in Romsey, as developed by Baseplate.
- Site feasibility study for district level skatepark / active recreation space in Gisborne.
- Consultation, detail design, documentation, and construction of district level skatepark / active recreation space in Kyneton.
- Consultation, detail design, and documentation for local level skatepark in Riddells Creek.
- Consultation, detail design, and documentation for local level skatepark in Woodend.

Medium Term: 2030 - 2035

- Construction of local level skatepark in Riddells Creek.
- Construction of local level skatepark in Woodend.
- Consultation, detail design, documentation, and construction of district level skatepark / active recreation space in Gisborne.
- Consultation, detail design, documentation, and construction of local level pump track in New Gisborne.

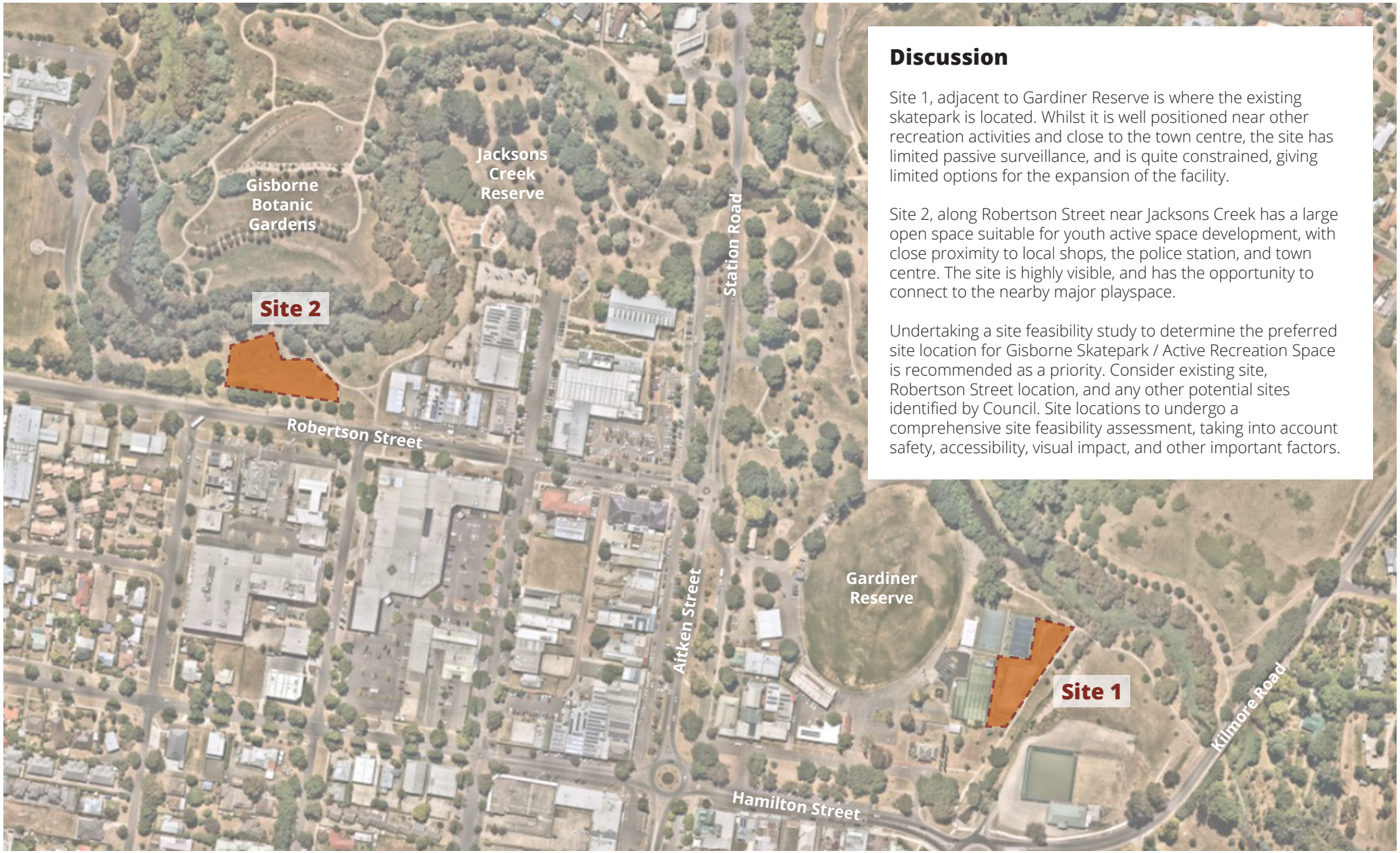
Long Term: 2036 - 2040

- Consultation, detail design, documentation, and construction of district level BMX track in Kyneton.
- Consultation, detail design, documentation, and construction of local level pump track in Lancefield.

Additional Facility Considerations

- Site feasibility, consultation, detail design, documentation, and construction of local level skate elements at smaller townships across the Shire subject to demand.
- Council to advocate with land managers (Parks Victoria and DECCA) where mountain biking currently occurs for provision of this sport.
- Consider development of skate spots as part of housing developments in the Shire. Smaller, more informal skate elements to complement or integrate in to other active spaces.

Gisborne Skatepark sites



Discussion

Site 1, adjacent to Gardiner Reserve is where the existing skatepark is located. Whilst it is well positioned near other recreation activities and close to the town centre, the site has limited passive surveillance, and is quite constrained, giving limited options for the expansion of the facility.

Site 2, along Robertson Street near Jacksons Creek has a large open space suitable for youth active space development, with close proximity to local shops, the police station, and town centre. The site is highly visible, and has the opportunity to connect to the nearby major playspace.

Undertaking a site feasibility study to determine the preferred site location for Gisborne Skatepark / Active Recreation Space is recommended as a priority. Consider existing site, Robertson Street location, and any other potential sites identified by Council. Site locations to undergo a comprehensive site feasibility assessment, taking into account safety, accessibility, visual impact, and other important factors.

Gisborne Skatepark Example Skate Facility

Woodend Skatepark sites

Discussion

Site 1 is where the existing skatepark is located, and well positioned near other active / public spaces. Future development of nearby Community Centre to be considered when skatepark design is undertaken to confirm opportunities to integrate the project planning. Timeline and co-ordination of Community Centre development with skatepark design to be confirmed by Council.

Woodend Skatepark Example Skate Facility

Riddells Creek Skatepark sites

Discussion

The existing skate facility is located at site 1, next to the Scout Hall. The site is connected to the nearby recreation reserve, however it is slightly separated from other active areas, and hidden behind trees.

An alternate site location at the Lion's Park precinct was investigated for Riddells Creek skatepark, however it is no longer considered suitable due to over-development of the site. The potential location (Site 2) has been included on this page for reference.

Riddells Creek Skatepark Example Skate Facility

Discussion

Opportunity to develop new approx. 450m2 skate facility with sheltered seating / amenities, and connection to nearby active spaces.

A potential layout for the new facility has been provisionally shown at the existing skatepark site. Visibility / surveillance of the site should be improved as part of the development too, with opportunity to remove trees along the site boundary if required.

Indicative design only

Kyneton Skatepark sites

Discussion

The existing skate facility is located at site 1, adjacent to the Showgrounds sports ovals. The oval nearest the skatepark is to be ugraded, so re-development of the skate facility in this location will need to work with this upgrade.

Site 2 is located to the west corner of the Botanic Gardens, near the playspace. Whilst this site is well located near other youth activities, there is not much opportunity for surveillance and there is poor access.

Kyneton Skatepark Example Skate Facility

Discussion

Opportunity to develop active youth precinct with approx. 1200m2 skatepark, 300m2 pump track, half court, and fitness elements. The facility should have sports level lighting, sheltered seating, and other suitable amenities. Consider development of adjacent oval when developing skate facility layout.

Romsey Skatepark Example Skate Facility

Kyneton BMX Track

Discussion

The Kyneton BMX Track is the only facility of its typology in the Macedon Ranges Shire, and caters for BMX and mountain bike riders.

Responses to the survey indicated the facility is not well used, with only 3% of respondents using it weekly, and 11% using it monthly. 36% of respondents also found the facility to be in poor condition.

39% of survey respondents rated BMX Tracks as very important, so there is some calling for this type of facility in the shire.

As the track caters for wheeled sports users with larger wheels (BMX and larger bikes) there may not be a requirement for a sealed surface on the track, however the existing facility will require re-shaping, and considerations should be made to re-design to cater for recreational BMX opportunities, with inclusion of seating and other amenities.

Rollinson Reserve has been discussed as an alternate location for a BMX Track in Kyneton. An Equestrian Facilities Plan is currently being undertaken to determine the suitability of this alternate site location.

Lancefield Pump Track

Discussion

The Lancefield Pump Track is currently and un-sealed dirt track which was overgrown at the time of inspection.

The Lancefield skate facility is already large in relation to the town population, however as there is already a pump track as part of the facility, formalising and developing the track should be considered.

Providing a sealed surface for the pump track would allow use for riders with smaller wheels (scooter / skateboards), expanding the facility for all wheeled sport users. There is also opportunity for connection / integration with the skatepark, and addition of seating and other amenities.

Additional Spot Facilities

Discussion

Macedon, Malmsbury, Tylden, Darraweit Guim, and Bolinda are examples of smaller townships that can be serviced through the provision of skate and BMX facilities in the larger townships. The growth and demand for skate and BMX facilities in these smaller townships should continue to be monitored and subject to demand, skate elements may be incorporated into other developments within these townships.

More informal skate "spots", with elements such as a ledges, rails, and smaller ramps could be considered in the area and other developments throughout the Shire.

These skate elements could be included as part of other active spaces such as ball courts, playspaces, and parkour areas.

Pop-up / temporary transportable facilities may be considered in the future. Any implementation would be subject to a business case through budget processes. The business case would need to consider where and when the facility can operate, safety considerations and equitable use across the shire.

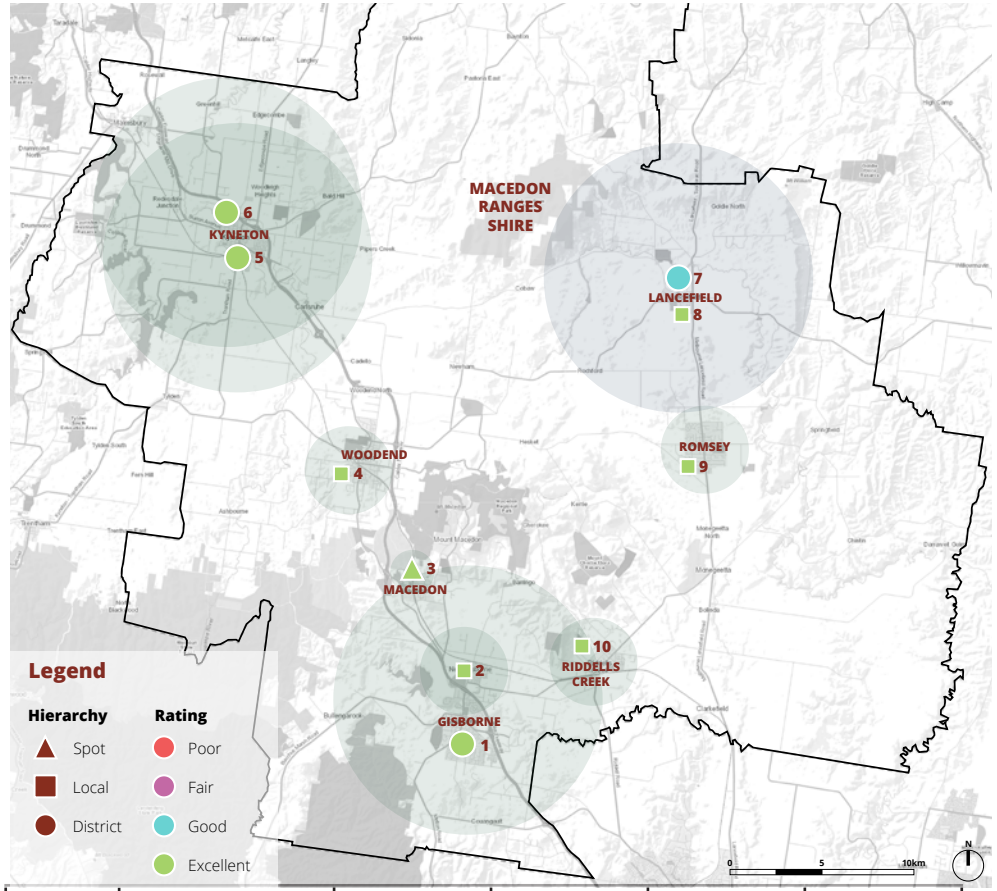
Skatepark Cost Discussion

Due to the specialized nature of the work, and importance for high quality finishes and tolerances, there are a limited number of contractors that undertake skatepark construction. There have been considerable escalation of costs for the installation of skateparks in recent years, in-line with the market in general.

Different skatepark styles present varying construction complexities. Transitions and bowls require large areas of blended concrete, where plaza's may have more custom steel elements. Therefore the footprint cost rate for skateparks varies depending on the typologies, however an estimated footprint rate has been used as an initial guideline.

The shape and footprint required for the different skatepark typologies also varies, and the size of skateparks are not "set" like other sporting activities, therefore skatepark designs can be adjusted to suit budgets and sites accordingly. Guideline footprint areas for the facilities have been included in the adjacent table, however they are subject to change as the projects develop.

Map of proposed facilities



Facility	Name	Size	Type	Rating	Hierarchy
1	Gisborne Skatepark	1200m2	Skate	Excellent	District
2	New Gisborne Pump Track	300m2	Pump Track	Excellent	Local
3	Macedon Skate Spot	150m2	Skate	Excellent	Spot
4	Woodend Skatepark	600m2	Skate	Excellent	Local
5	Kyneton Skatepark	1200m2	Skate	Excellent	District
6	Kyneton BMX Track	1500m2	BMX Track	Excellent	District
7	Lancefield Skatepark	990m2	Skate	Good	District
8	Lancefield Pump Track	300m2	Pump Track	Excellent	Local
9	Romsey Skatepark	690m2	Skate	Excellent	Local
10	Riddells Creek Skatepark	450m2	Skate	Excellent	Local