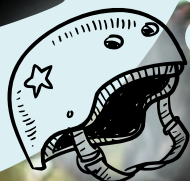


# ROLLING FORWARD



## OUR WHEELED SPORTS PLAN

2024



City of  
**Melville**





Acknowledgment of country/Nyungar statement

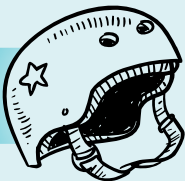
The City of Melville acknowledges the Bibbulmun people as the Traditional Owners of the land on which the City stands today and pays its respects to the Whadjuk people, and Elders both past and present.

City of Melville nagolik Bibbulmen Nyungar ally-maga milgebar gardukung naga boordjar-il narnga allidja yugow yeye wer ali kaanya Whadjack Nyungar wer netingar quadja wer burdik.

City of Melville acknowledges the people of many breasts Nyungar as the ancient owner of this land on which it stands today and pay respect to the Aboriginal people, elders past and present.

Marie Taylor Whadjuk Balardong Nyungar Birdiyia

CONTENTS



Executive summary..... i

1. Introduction ..... 1

2. Wheeled sport activities..... 2

3. City facilities ..... 3

4. Demographics ..... 6

5. Document review ..... 8

6. Consultation outcomes ..... 10

7. Trends ..... 14

8. Participation ..... 17

9. Benchmarking..... 18

10.Provision standards ..... 20

11. Mapping of Wheeled Sports Activities..... 22

12. Site assessment matrix ..... 26

13. Design guidelines..... 28

14. Facility typologies ..... 30

15. Findings and recommendations ..... 33

16. Implementation plan ..... 36





# EXECUTIVE SUMMARY

The City of Melville (City) is delighted to deliver our first dedicated plan that will inform the future provision for wheeled sports facilities. Rolling Forward – Our Wheeled Sports Plan (Rolling Forward) provides a long-term strategic road map for how we should plan, design and develop wheeled sports facilities within the City.

With many of our wheeled sports facilities preceding the year 2000, it is important that we take this strategic approach in the planning, design and development – creating a blueprint for future investment. This approach will seek to meet the needs and aspirations of the community to ensure wheeled sports facilities are functional, diverse, sustainable and accessible.

An evidence-based approach was undertaken in the development of Rolling Forward by analysing its existing network of wheeled sports facilities with a view to determine the most suitable development options for its wheeled sports facilities. The following activities were undertaken in developing Rolling Forward:

- Rolling Forward involved a detailed review of nearly 100 documents that support, influence or challenge the planning and provision of wheeled sports facilities.
- Rolling Forward involved engaging with the community through several workshops and surveys – reaching out to more than 500 community members. The development of Rolling Forward was very well supported.
- A site audit of existing wheeled sports facilities to determine the current level of provision, benchmarking it against other local government authorities.
- A location and catchment mapping exercise for existing and planned wheeled sports facilities within the City, identifying areas with an undersupply.

Key findings have been grouped into the following seven focus areas:

- General
- Infrastructure
- Planning
- Facility management
- Strategic documentation
- Advocacy and partnerships
- Funding.

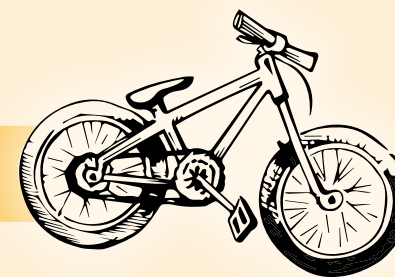
The most significant findings were:

- The City's skate parks are generally in good condition. However, functionality, accessibility, inclusivity and connectivity can be improved with some modifications to supporting the core activity spaces. All sites have an opportunity to enhance skate and BMX provision such as bike education tracks, pump tracks or skills courses and provide multi-purpose informal wheelchair sports facilities.
- The community has greater access to skate facilities, than MTB or BMX facilities (natural surface) largely due to the limited amount of natural surface infrastructure provided by the City and neighbouring LGAs. Significant parts of the community have limited to no access to wheeled sports facilities within a 10-minute ride.

Rolling Forward identified 19 actions for implementation. Key actions are:

- A wheeled sports facilities plan should be developed in an effort to identify future locations, size, level and type of infrastructure suitable at each site. This includes developing a concept or undertaking master planning exercises for Bull Creek, Leeming and Melville skate parks.
- The future planning of wheeled sports facilities must be tested and proven through the development of a needs analysis and/or a feasibility study.

## 1. INTRODUCTION



The City of Melville (City) is a metropolitan Local Government Authority (LGA) located ~9km south of the Perth CBD. Covering an area of 53km<sup>2</sup>, the City has a current population of approximately 110,087 and is forecast to grow to 125,507 by 2036. As a well-established LGA, the City's capacity to supply new public spaces is limited and highlights the importance of optimising existing public spaces to meet the varying needs of our community.

Wheeled sports covers sport and recreation activities including skating, cycling, mountain biking, bicycle motocross, scootering, wheelchair sports, bike polo and roller hockey. It does not include motorised vehicles including go karts or active transport (cycling, e-scooters, etc.). Wheeled sports facilities refers to purpose-built infrastructure that caters for that given activity. The City has several purpose-built wheeled sports facilities or facilities that may cater to wheeled sports.

Wheeled sports facilities provide for a variety of activities across non-organised and organised sport, catering for abilities ranging from novice to advanced. To remain relevant for the community, facilities need to be functional, fit for purpose and responsive to community needs. Modern-day facilities seek to create engaging, accessible, inclusive and safe spaces for their users.

Rolling Forward has been developed to provide strategic direction for wheeled sports facilities across the City. Rolling Forward analysed the existing mix of wheeled sports facilities with a view to guide future planning and provision – ensuring equitable access for the community. As Rolling Forward develops, other disciplines and infrastructure may emerge – noting that bicycles and other forms of transportation have been excluded in the development of this Plan.

**ROLLING FORWARD WILL BE THE MECHANISM FOR PLANNING AND DEVELOPMENT OF THE CITY'S WHEELED SPORTS FACILITIES, THOUGH THE CITY WILL TEST THE MERITS OF ANY FUTURE PROJECT THROUGH THE LIKES OF A FEASIBILITY STUDY AND A CONCEPT PLAN PROCESS.**





## 2. WHEELED SPORT ACTIVITIES

### SKATEBOARDING

- Street
- Park
- Vert
- Freestyle
- Bowl
- Technical
- Wheelchair skating



### SCOOTERING

- Flatland riding
- Park riding
- Street
- Freeride
- Vert riding
- Dirt jumping
- Technical tricks



### INLINE & ROLLER SKATING

- Rolled freestyle
- Inline freestyle
- Speed skating
- Skate cross
- Rink hockey
- Inline hockey
- Roller Derby



### MOUNTAIN BIKING

- Cross country
- Freeride
- Park
- Trials
- Pump track racing



### WHEELCHAIR & ADAPTIVE SPORTS

- Athletics - track and field
- Badminton
- Bowls
- Dance
- Cycling - on and off road
- Volleyball
- Wheelchair basketball
- Wheelchair rugby
- Wheelchair tennis
- Wheelchair skating



### BMX

- Racing track
- Pump track
- Jump lines
- BMX freestyle

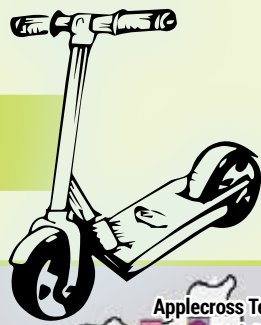


### CYCLING

- Road cycling
- Road race
- Criterium
- Time trial
- Bike polo
- Bike education tracks



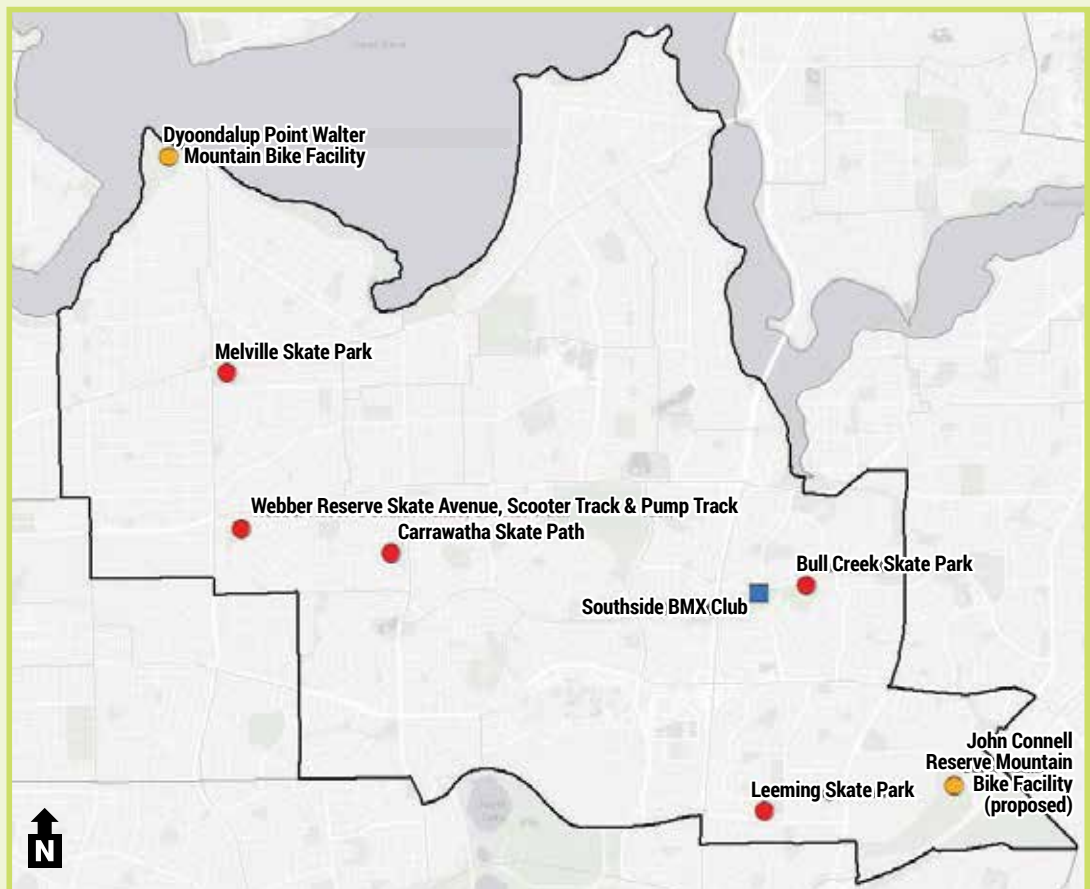
## 3. CITY FACILITIES



**FIGURE 1:**  
Locations of  
all court based  
facilities

- Full-size Multi-Purpose Courts
- Half-Courts/Basketball Pad
- Bowls Clubs
- Indoor Courts
- Melville Tennis Courts
- Melville Tennis Clubs
- Tennis Walls

Court-based facilities currently service or have the potential to service many of the wheeled sports activities mentioned in Section 2.



**FIGURE 2:**  
Locations of  
skate and BMX  
facilities

- Skate Parks
- Mountain Bike Facility
- BMX Club



3.1 FACILITY OVERVIEW

A facility audit was undertaken at each of the City's four existing skate facilities to understand the current provision standards and their functional condition.



BULL CREEK SKATE PARK

- Transition Facility in John Creaney Park
- Two quarter pipes, spine, tabletop and ledge
- Simple design with good flow
- Ample spectator seating

CARAWATHA SKATE PATH

- Elongated path integrated into the Carawatha Park landscape
- Two downhill level changes consisting of entirely street feature, ledges and rails
- Primarily a one directional skating experience



LEEMING SKATE PARK

- Transition dominant hybrid skatepark
- Quarter pipes, spine ramp, box jump, tabletop with rail and three flat bars
- Six-stair with limited run-up and narrow landing
- Average flow and functionality

MELVILLE SKATE PARK

- Transition facility
- Mini-ramp, transition pocket, hips, banks and flat bar
- Simple, compact skate park
- Located adjacent to LeisureFit Melville, the Melville Palmyra Tennis Club and Melville Reserve



The three main skate parks are looking tired, lack diversity and need some attention. The public art on the skateable surfaces while colourful does make it look busy, impacts the performance of the facility and may not be compliant with access requirements, or in the best interest of visually impaired persons.

Table 1 provides a summary of the four skate facilities outlining site and design factors.

TABLE 1: Functional audit summary analysis

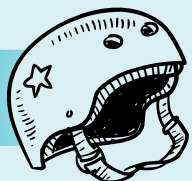
	BULL CREEK	CARAWATHA	LEEMING	MELVILLE
Public space heirarchy	Neighbourhood	Neighbourhood	Neighbourhood	Neighbourhood
Size of public space	>88,400m <sup>2</sup>	12,800m <sup>2</sup>	>33,000m <sup>2</sup>	>33,000m <sup>2</sup>
Facility condition	Fair/Good	Good	Fair/Good	Fair/Good
Facility heirarchy	Fair/Good	Very Good	Fair/Good	Good
Facility type	Transition	Path	Transition/Hybrid	Hybrid
Facility size	320m <sup>2</sup>	45m/160m <sup>2</sup>	500m <sup>2</sup>	320m <sup>2</sup>
Estimated no. of elements	6	6	8-10	5
Connected path	Yes	Yes	Yes	Yes
Sports lighting	No	No	No	Yes
Safety lighting	Yes	Yes	Yes	Yes
Fencing	No	No	Yes	Yes
Shade	Yes	Yes	Yes	Partially
- Type	Natural shade	2 shelters	2 shelters	Natural shade
Seating	Yes	Yes	Yes	No
- Type	1 bench + amphitheatre style	1 bench	1 bench	–
Drinking Fountain	Yes	Yes	Yes	Yes
- Type	S/B/TD	S	S/BT	S
- Universally accessible	Partially	Yes	Partially	Partially
Bins	Yes	Yes	Yes	Yes
CCTV	Yes	Yes	Yes	Yes
Toilets (dedicated)	No	Yes	No	No
Signage	Yes	No	Yes	Yes
Passive surveillance	270°	270°	270°	360°
Car parking	Yes	Yes	Yes	Yes
Bike racks	Yes	Yes	Yes	Yes

S = drinking spout B = bottle filler D = Dog bowl TD = Tipping dog bowl

A maintenance audit was undertaken of each skate park. As Leeming, Bull Creek and Melville Skateparks are all close to 20 years old, it is the view of the skate park specialist that they are all approaching the end of their surface and design life. It is estimated that ongoing maintenance can keep these facilities safe for another five to ten years, however all three of these facilities offer limited appeal to community. The future of these three existing skate parks should be determined by the available space to accommodate additional skate facilities.

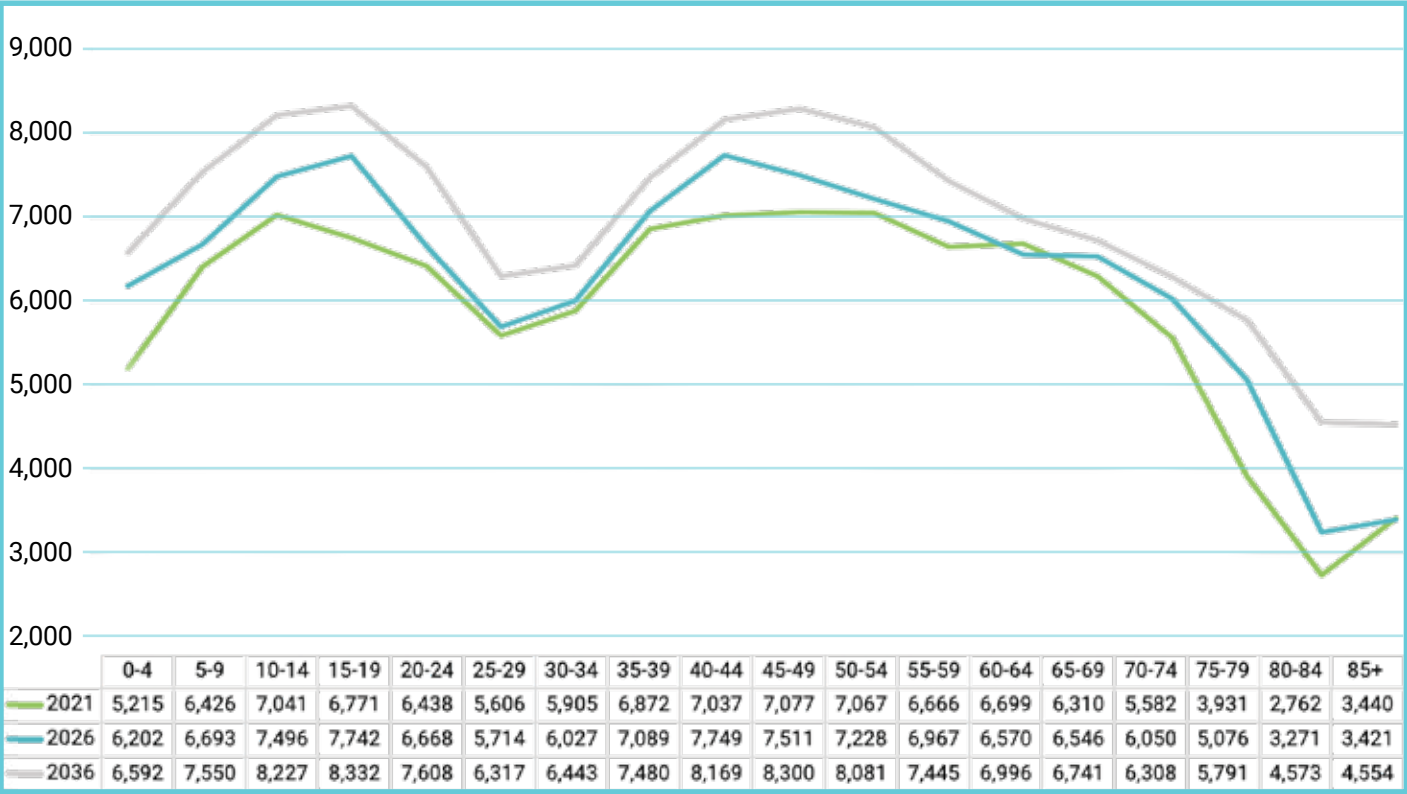


# 4. DEMOGRAPHICS



- The City’s population was estimated to be 110,087 people in 2023 and is forecast to grow to 125,507 by 2036, a net increase of 15,420 people.
- The greatest growth in the City’s population is expected to be in those aged from 10 to 25, an increase of 3,917 people (+19.3%).
- The City’s population growth is expected to be primarily in Murdoch (3,958 people), Applecross (3,449 people), Booragoon (2,682 people), Willagee (2,570 people) and Ardross (1,405 people).
- In 2021, the dominant household type was ‘Couple families with dependents’ which accounted for 36.0% of all households and is forecast to remain the dominant type with 16,977 (34.6%) in 2036.
- It is estimated that there are 4,843 people living in the City that use a wheelchair, which will grow to 5,522 by 2036.
- Figure 3 shows an increase in population of all age groups from 2021 to 2036.

FIGURE 3: Forecast age structure for five-year groups



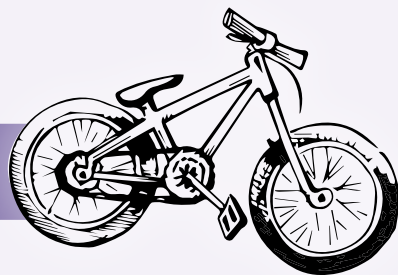
**In summary, population projections indicate need for:**

- Activity spaces for traditional youth-based sports such as skateboarding, BMX and parkour with a view to cater for modern activities such as mountain biking, cycling, and exercise.
- Access to suitably designed outdoor sports courts facilities such as a three-on-three basketball court or multi-purpose space, which pair well with wheeled sports facilities.
- Safe and connected pathways for cycling and walking between and within designated skate and BMX facilities and the broader public space.
- The above current demographic profile and projected growth, indicates existing facilities will likely need to be upgraded or expanded to create community precincts.





## 5. DOCUMENT REVIEW



The review of strategic documentation has identified a range of considerations relating to the provision of community facilities, and more specifically wheeled sports facilities. Rolling Forward is aligned to the following documents:

**Strategic Community Plan 2020-2030** sets the community's vision and aspirations to 2030. It identifies the key strategies and actions required to achieve these aspirations. Rolling Forward addresses the objectives listed in the Strategic Community Plan being Clean and Green, Sense of Community, Healthy Lifestyle and Safe and Secure. As such, Rolling Forward provides an evidence-based platform to guide the future provision of wheeled sports facilities within the City.

**Directions from Young People Youth Strategy 2022-2025** is the City's road map for the delivery of initiatives, programs and services in partnership with young people. A key goal of the focus area "Youth Focus" is "Young people can contribute to the design and implementation of youth projects, events and facilities". Another key outcome of this strategy was the development Priority action 1: Explore the development of more dedicated youth spaces in the City. Actions 1.1 and 1.2 pertain creating new youth spaces and activating the City's outdoor spaces with active pursuits and specifically mentions skateboarding, BMX, mountain biking and parkour. Rolling Forward aligns with this strategy by establishing need for the provision of wheeled sports facilities throughout the City and can further invite young people's contribution to wheeled sports facilities throughout the recommended actions.

**Disability Access and Inclusion Plan 2017-2022** outlines the City's commitment to identifying and addressing barriers to participation. It identifies the need to improve access to buildings and facilities, and services and events. Rolling Forward supports and applies the principles of access, inclusion and equitable provision in developing recommendations for implementation.

The **Corporate Climate Action Plan (2023)** commits the City to several activities across 10 themes – with the most relevant for Rolling Forward being the built environment, habitat protection and transport. Wheeled sports facilities provide important spaces that align with this theme, in particular encouraging active transport, protection of the environment and habitat through sustainable and thoughtful design. All wheeled sports facilities should follow the principles of environment sustainable design.



### Summary of key findings:

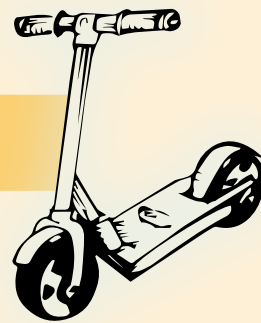
- It is evident that City residents have limited options to participate in wheeled sports activities, citing cost as a barrier to participation and the distance to or the absence of wheeled sports facilities suitable to their needs. The need to improve the variety and diversity of wheeled sports facilities that can cater for beginner and more experienced users is important. The need for supporting amenities like hang-out spaces and toilets are important.
- Wheeled sports facilities need to be safe, accessible and well-designed to ensure they are fit for purpose, functional and provide an equitable level of service throughout the City. Quality community facilities with equitable access to residents should provide opportunities for people to recreate, play, participate, learn and invest in the community.
- The local identity and sense of place will need to be considered in the planning of wheeled sports facilities. There is a need to address access and inequality in respect of provision of sport and recreational services for all. Wheeled sports facilities should cater for all age groups and consider the needs of both young children (and young families) as well as the aged and less physically mobile.
- Wheeled sports facilities should reflect active design principles that encourage participation and physical activity. They must be planned in a way that enables the City to activate spaces throughout the year. Future provision will need to consider meeting the current demands of the City as well as future requirements. A critical measure of success is the City's ability to engage with the community. This includes people with diverse lived experience, women/girls, gender diverse people, children and families, young people, culturally and linguistically diverse sections of the community and other minority groups in the planning and design for wheeled sports facilities.
- Managing safety concerns and ways to minimise public risk, minimise staff requirements, provide flexible programming, and catering for a diverse demographic are all critical considerations. Crime prevention through environmental design and access and inclusion principles are an essential element in the planning and design of wheeled sports facilities, in particular, the location of all wheeled sports facilities. Wheeled sports facilities need to be planned and managed in a way that addresses environmental constraints or opportunities to conserve, protect or regenerate flora and fauna.

Through the document review, several designs objectives have been identified. These need to be addressed in the provision of new or the renewal or upgrade for wheeled sports facilities:

- Fit-for-purpose, functional and adaptable facilities can cater for a broad range of activities and people of varying abilities and skill level.
- Design quality has a direct influence on the attractiveness for a person or family, not only as a participant but quality facilities may provide a reason to reside within a particular area.
- Wheeled sports facilities and supporting amenities need to be designed and located in a way that supports users to feel welcome and safe. The importance of incorporating gender inclusive infrastructure within all new facilities and the upgrading of existing facilities is important.
- Given the advances in technology, wheeled sports facilities need to be future-proofed so they have the capability to adapt and change along with the future needs of the users.
- Co-location with other infrastructure is needed to optimise investment. This may include the shared use of key ancillary facilities to reduce cost and duplication of service resources.
- Minimise issues such as impact on pedestrian access, passive surveillance and noise, and traffic management issues from large car-parking areas.
- Alignment with the cultural value to the Aboriginal community and promotion of cultural significance is essential.



## 6. CONSULTATION OUTCOMES



### Engagement Snapshot - Community Survey

- 25 comments specifically supported the development of Rolling Forward - Our Wheeled Sports Plan, outlining the need to have safe, contemporary facilities that encourage a healthy and active lifestyle.
- Four comments were unsupportive of Rolling Forward - Our Wheeled Sports Plan citing safety, noise and behaviours as the reasons.
- Six comments that were considered to be negative regarding the delivery of the potential outcomes of Rolling Forward - Our Wheeled Sports Plan.

### ENGAGEMENT REACH



**1,056**

Melville Talks  
unique visits



**5K**

eNews  
subscribers



**4K**

Direct emails to  
local residents

### PARTICIPATION



**422**

completed  
surveys



**39.8%**

were aged  
between 25-39



**27.7%**

were aged  
between 8-24

### BREAKDOWN OF WHEELED SPORTS

- 50.27%** (187 people) skateboarding
- 23.92%** (89 people) mountain biking
- 22.04%** (82 people) BMX
- 20.97%** (78 people) scootering
- 14.78%** (55) road/criterium racing

### ABOUT PARTICIPANTS

**263** people live in the City with the top four suburbs including:

- Bull Creek (55)
- Leeming (32)
- Willagee (28)
- Melville (27)

**265** people indicated they worked in full-time or part-time/casual capacity

**248** people agreed that the City should invest in developing quality wheeled sports facilities.

**92.47%** (270 people) indicated that they support or strongly support the provision of facilities.

You also told us that wheeled sports facilities:

- Help you keep healthy and well (239)
- Provide a space that encourages socialisation (238)

### MELVILLE FACILITIES

- They need to be improved, catering for a wider range of abilities, providing more risky challenges, increase useability through lighting and having more visual appeal
- You suggested various locations in the areas of Palmyra, Point Walter, Murdoch, Attadale, Booragoon and Brentwood
- The types of facilities you wanted included BMX and MTB tracks/trails, larger skate parks and street style circuits
- Comments relating to the potential of establishing a closed circuit criterium track
- Four comments specifically related to the provision of an indoor/covered facility
- Access to good basketball courts with fully accessible toilets noting that a changing places would be great
- Supporting amenities such as lighting, shade, seating, drink fountains, toilets etc. was identified by many.

### SKATEBOARDING & SCOOTERING

**41.1%**

indicated that they have been skateboarding for over 10 years, with 26.67% skateboarding for 1-3 years

**142**

participate in skateboarding activities on a weekly basis or more, with 25% skateboarding 2-3 times/ week

**Prefer to ride:** In the streets, at a plaza or urban environment, at facilities that enable transition flow skating.

**What you told us about Melville facilities:**

- 130 people have used the Melville Skate Park
- 102 people have used Leeming Skate Park
- 94 people have used Bull Creek Skate Park
- 47 people have used Carawatha Skate Avenue
- Melville was rated as the favourite, followed by Leeming
- 1-2 hours is the average time spent at your favourite Melville facility.

**Top three reasons were:**

- Somewhere for me to improve my skills
- It is the closest to my house/school
- It suits my style/preference for skate /scoot activities

150 rarely used City facilities, and 108 only used them sometimes. **Reasons were:**

- **Distance** - too far from my house
- **Design** - quality, outdated and they don't cater to a particular style, preference or skill level)
- **Societal** - not welcoming, too many older kids, male-dominated spaces, not female friendly

### OTHER SKATEBOARDING & SCOOTERING

**The top three facilities participants either visited/ consider their favourite/ spent the most time:**

- Fremantle Esplanade
- Bibra Lake Skate Parks
- In the streets/urban setting/footpaths

Scarborough bowl was considered the best skatepark in WA.

**They're your favourites because:**

- They suit my style/preference for skate /scoot activities
- They are designed well
- They provide somewhere for me to improve my skills



### You said...

"OUR TEENAGERS NEED A PLACE TO GO THAT IS GOING TO STIMULATE THEM AND GET THEM OUTDOORS."

"I HAVE 4 YOUNG KIDS THAT SCOOTER AND RIDE BIKES SO I WOULD LOVE TO SEE MORE FACILITIES IN OUR AREA THAT THEY CAN USE AND MYSELF AS WELL WITH THEM."

"THEY ARE INCREDIBLY SUPPORTIVE ENVIRONMENTS. OLDER KIDS MENTOR YOUNGER KIDS. IT'S ACTUALLY A MUCH NICER COMMUNITY THAN MOST SUBURBAN COMMUNITIES. THERE IS JUST NOWHERE FOR KIDS/ YOUNG ADULTS TO GO NOW."



### You said...

"IT WOULD BE NICE TO HAVE A TRACK WHERE ELECTRIC DRIVEN DEVICES CAN BE USED IN ORDER TO HONE IN ON SKILLS."

"I THINK THEY ARE ESSENTIAL TO PROVIDE YOUNG ADULTS WITH AN OUTLET TO EXERCISE AND SOCIALISE WITH FRIENDS."

"DESIGNATED FACILITIES PROVIDE A SAFE PLACE FOR PEOPLE TO PARTICIPATE IN WHEELED SPORTS."

"GREAT IDEA TO HAVE A SPACE THAT BOTH CHILDREN, TEENS AND ADULTS CAN USE. PLEASE MAKE THIS DISABILITY FRIENDLY SO CHILDREN AND ADULTS CAN PARTICIPATE FULLY."

"PARENTS NEED TO BE ABLE TO WATCH AND HAVING FACILITIES IS A BONUS."

"GOOD LIGHTING AND SEATING (IN THE SHADE) IS A MUST."

"ON DEMAND LIGHTING 24/7 IS EXTREMELY UNDERRATED FOR SKATEPARKS."

"SKATEBOARDERS WANT REAL STREET SPOTS TO BE INCLUDED IN THE CITY'S INFRASTRUCTURE."

"WOULD BE SUPER COOL TO SEE SOME REAL STREET SPOTS WE ARE ALLOWED TO SKATE AT."

"THERE SHOULD BE AREAS FOR DIFFERENT SKILL LEVELS E.G. AN AREA FOR YOUNGER CHILDREN."

"WE LOVE SKATING AT THE RAILWAY WORKSHOPS IN MIDLAND."

"I LOVE THE IDEA OF A NEW PARK TO ENCOURAGE SKATERS!"

"WE NEED A MIX BETWEEN BAYSWATER AND JOHN DUNN."



## BMX, MOUNTAIN BIKE & CYCLING

**50.4%**

indicated that they have been BMX/MTB/ racing/cycling for more than 10 years

**108**

participate in BMX, MTB and cycle activities on a weekly basis or more, with 26.4% participating 4-5 times/ week

**169**

participated in BMX, with asphalt pump and informal jump tracks being the most popular

**154**

in mountain biking with mountain bike trail riding and trials being the most popular

The Southside BMX Club – Bull Creek BMX was used by the greatest number of people, accounting for 52.80% of all respondents. People said they used this facility on a scale from 'sometimes' to 'always' and was the favourite Melville facility.

All other facilities were used sometimes, with Melville being used rarely.

The top three reasons for using cycling facilities:

- It suits my style/preference for BMX/mountain biking/cycling
- It is the closest to my house/school
- It is somewhere for me to improve my skills
- I feel welcome there

In WA, the facilities that were used the most and considered their favourites, were:

- In the streets/urban setting/footpaths
- Kalamunda Trails
- The Goat Farm
- John Dunn Challenge Park

## You said...

"I FEEL LIKE OTHER WHEELED SPORTS HAVE QUITE A BIT OF INFRASTRUCTURE BUT ROAD CYCLING AND CRITERION RACING HAS LIMITED OPTIONS IN MELVILLE."

"PUMP TRACKS FOR OLDER KIDS, NOT JUST 5 YEAR OLDS."

"MY SON 14YRS CAME 2ND IN THE BMX FREE-STYLE NATIONALS. THERE NEEDS TO BE SAFE WELL-BUILT PARKS FOR HIM. THERE ARE MANY FUTURE OLYMPIC STARS IN WA BUT NOT THE FACILITIES."

## SKATEBOARDING & SCOOTERING

**12**

people said they used facilities for radio controlled cars

**2**

people participate in wheelchair sports, on a daily basis

- One has been participating between 4-6 years, and the other for more than 10 years.
- LeisureFit Melville was used for at least one hour but could be more than three hours at a time.
- HBF Stadium and the Herb Graham Recreation Centre were used often to always.

### Inline and roller skating

- 17 people (48.57%) participate in skating activities on a weekly basis or more, with 25.71% of people skating 2-3 times per week.
- 18 people participated in roller skating and 13 in roller blading/inline skating.
- 11 people indicated that they have been skating for 1 to 3 years, with 9 participating between 4 to 6 years.
- The most popular/utilised facilities for these activities were roller rinks, skate parks, home, local parks/ovals/footpaths that are suitable and other flat surfaces.

## You said...

"I'D LIKE FACILITIES TO BE LOOKED AT FOR THE ENCOURAGEMENT OF WHEELCHAIR SPORTS. NOT A LOT OF COMMUNITIES OFFER PROGRAMS FOR THIS. MY FRIEND IS A WHEELCHAIR BASKETBALL LEAGUE RUNNER AND STRUGGLES TO FIND APPROPRIATE VENUES. IF THE CITY OF MELVILLE COULD LOOK INTO IT, I STRONGLY BELIEVE THERE WOULD BE A HUGE AMOUNT OF COMMUNITY ENGAGEMENT AND VISITATION."

"MORE INTERESTED IN LESS NOISY SPORTS AND SPORTS THAT ARE INCLUSIVE. AS A PARALYMPIAN ALSO ENCOURAGE YOUTH TO STRIVE FOR OLYMPICS/ PARALYMPICS."

"THERE ARE NOT MANY OUTDOOR PLACES TO ROLLER SKATE THAT ARE WELL MAINTAINED."

## 6.1 SUMMARY

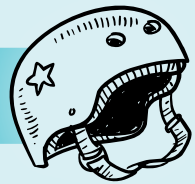
ENCOURAGING PHYSICAL ACTIVITY THROUGH THE PROVISION OF QUALITY COMMUNITY FACILITIES IS HIGHLY IMPORTANT, ESPECIALLY THE PROVISION OF SPACES FOR YOUNG PEOPLE. THESE MUST INCLUDE FACILITIES THAT PROMOTE MOVEMENT, STRENGTH, COORDINATION AND SOCIALISATION.

- The City is currently planning/delivering two new wheeled sports facilities at Webber Reserve in Willagee and an extensive Mountain Bike facility at Dyoondalup/Point Walter Reserve in Bicton.
- The City is currently undertaking the John Connell Reserve Master Plan (a regional public space) which is likely to include opportunity for wheeled sports facilities because of the engagement process.
- There is an opportunity to prioritise young people and create a plaza style wheeled sports facility within the Westfield Booragoon expansion project.
- The key outcomes from the community survey, jams sessions and drop-in session are:
  - Most respondents supported the development of Rolling Forward, citing that people need to have safe, contemporary facilities that encourage a healthy and active lifestyle.
  - For the City's three main skate parks, the common theme was that they needed to be improved. Suggestions include catering for a wider range of abilities, providing more challenging facilities, sport and security lighting, having a covered or indoor facility, creating spaces with more visual appeal and distributing wheeled sports facilities evenly throughout the City.
  - The suburbs of Palmyra, Point Walter, Murdoch, Attadale, Booragoon and Brentwood are areas where people suggested could be investigated for future wheeled sports facilities.
  - Accessibility and supporting infrastructure were important in creating spaces for both the participant and spectators.
  - The Jam sessions were popular, attracting people from outside of the City.





## 7. TRENDS



**This section outlines current and emerging trends which impact on the development of wheeled sports facilities:**

- Public spaces enhance a sense of place, contribute to the built form, provide sporting and recreational opportunities, play a lead role in environmental conservation, and provide the opportunity to connect with nature. In the City, many of the large public spaces provide not only for formal sporting activities but also serves the social interests of the population.
- High quality and accessible wheeled sports facilities are important in providing spaces and opportunities for people's physical and mental health and well-being. It is important to create environments that enable people to lead active and healthy lives, placing greater focus on integration with urban planning, provision and/or connectivity of walking and cycling paths, provision of sport and recreation facilities and programs and access to public spaces.
- Future provision is influenced by a range of social, cultural and built environment factors. In planning for wheeled sports facilities, it is important to understand these drivers by taking a needs-based approach and look to cater for a variety of sports, including recreation and community activities, providing it can be justified. Contemporary planning seeks to create hubs and precincts that cater for a broad range of needs.
- Increasing financial constraints for the funding of infrastructure and future maintenance, has meant that funding for all community facilities is becoming increasingly difficult. In addition, local governments are faced with a challenge to deliver community facilities in a timely manner as the need emerges.
- In recognition of the above, the City needs to ensure that the community are involved in the development of wheeled sports facilities, especially in lieu of any particular provision standard. It is important to capture what activities people are interested in, explore viable opportunities, consider how the space may be adaptable into the future.

**There are several design considerations that align with the future directions of wheeled sports facilities:**

- Locations of wheeled sports facilities need to be centrally and prominently located to the catchment and positioned for optimal design outcomes. Aesthetics is important as it provides scenic amenity and a sense of place. Integrating a building, playspace or BMX track into the landscape makes it less visually intrusive and can enhance user experience.
- Environmentally sustainable design needs to be well thought out alongside a cost-benefit analysis. Elements that have become the norm are water and energy saving devices, solar generation, water sensitive urban design, material reuse and building orientation.
- Design, structure, fittings and finishes will be guided by the type of wheeled sports facilities but should be constructed with robust and readily replaceable materials and seek sustainable alternative building materials to brick and mortar where possible to reduce construction costs, whilst maintaining the integrity of the asset.
- Flexible designs that accommodate varying and changing needs, whilst ensuring that specific needs of key users can be met. Going beyond best practice, Australian Standards and other compliance.







# 8. PARTICIPATION



This section identifies participation data that influence the provision of wheeled sports facilities:

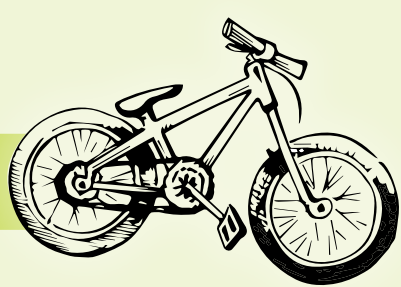
- The Department of Local Government, Sport and Cultural Industries reports that nationally, sport provides an estimated \$83 billion in combined economic, health and educational benefits annually. It is estimated that sport provides a return on investment of \$7 for every dollar spent.
- AusCycling reports that for every kilometre cycled, \$1.58 of health benefits are generated. For every \$1 invested in cycling infrastructure, around \$5 is returned in the form of health benefits.
- The World Health Organisation reports that 81% of children between the ages of 11 and 17 are now inactive, with girls most affected (85% are inactive vs 78% of boys).
- The National Health Survey reports that approximately 30% of children aged between 2 to 17 and 44% with 7 in 10 (73%) young people are insufficiently physically active.
- The Australian Bureau of Statistics report:
  - Young people are more likely to participate in non-structured physical activity than the more traditional sports.
  - Participation in sport was similar between males and females, but females participated more often.
  - That 96% of people participated in free time activities and spent on average 5 hours 27 minutes of their day on these activities.
- The Australian Sports Commission estimates participation in skateboarding is up by 119,000 people from 2019-2021, of which 86% (102,340) were female.

	SKATING	CYCLING	MTB
National participation of people aged 15+	171,000	2,607,400	317,903
National participation of people aged 14 & under	19,600	53,500	12,221
Participation by males aged 15+	114,570	1,616,588	260,680
Participation by females aged 15+	56,430	990,812	57,223
Participation of males aged 14 & under	12,740	33,170	8,921
Participation of females aged 14 & under	6,860	20,330	3,300
Participation of those living with a disability	9,918	312,170	23,524
Percentage of unorganised activity	76.7%	91.6%	79.3%
Total participation in WA	19,426	315,189	36,674
Percentage of national rate	11.4%	12.1%	1.6%

Community benefit and the value of community, sport and recreation is a fundamental consideration in the planning, provision and management of all wheeled sports facilities.



# 9. BENCHMARKING



Industry benchmarking identifies accepted approaches with regard to community facility provision. LGAs across Australia have been taking a multi-faceted approach in planning for community facilities. Essentially this means going beyond the standard X ha per capita through a robust, evidence-based analysis of supply, usage and future demand. The table below outlines several approaches in attempting to standardise provision with the most common of these are population and catchment ratios.

TABLE 2: Approaches to provision

Standard Type	Description	Example	Benefit	Disadvantage
Population ratio	Number of facilities per head of population – typically per 1,000 population.	1 skate park per 25,000. 1 BMX jump line/ pump track per 35,000.	Easy to apply as everyone understands the principal.	Over-estimates cohorts of the population. Does not account for residential density or where people live. Does not consider quality or function.
Distance catchment	Maximum distances (m or km) which residents should have to travel to gain access to a facility.	800m from the farthest residential property.	As above. Accounts for where people live.	Does not consider quality or function.
Timed catchment	Maximum travel time (minutes) residents should have to travel to gain access to a facility.	5-minute walk. 5-minute cycle. 5-minute drive.	As above. Accounts how people travel.	Does not consider quality or function.
Area/ percentage	Specified amount of land reserved for a facility, or where embellishments are directly related to the site classification.	A local skate park is to be <150m². A district level skate park must only have two shade shelters.	Easy to apply. Easy to budget for.	Does not consider quality or function - or site constraints.
Facility specification	Sets specific characteristics for a facility.	Pump track must be 250m in length. Every skate park must have a quarter pipe.	Easy to control levels of provision. Easy to budget for.	Does not consider quality or function. Lack of diversity.
Function	Focuses on the providing a variety of facilities across the City and its catchments.	Skate/BMX specific; skateable/ rideable; multi-purpose. Novice, beginner, advanced beginner, advanced or elite	Provides a range of opportunities for all. Creates sport pathways.	May lead to more facilities or larger facilities - thus cost more.
Zones	Provision specific to a local area based on zonal structures of the City.	1 skate park per Ward, townsite or Place Area.	Easy to apply as everyone understands the principal.	Does not consider quality or function. Does not account for residential density or where people live.

To establish a benchmark for provision of wheeled sports facilities, the following industry documents were reviewed to establish the City’s provision standards.

The **Classification Framework (2012)** developed by Department of Local Government, Sport and Cultural Industries, outlines two central categories – function (sport, recreation and nature) and provision catchment (regional, district, neighbourhood, local). Following a hierarchy approach, these are primarily used by LGAs to determine appropriate site areas.

The **City’s Public Spaces Strategy (2017)** highlights the importance of high-quality public spaces as being vital components of healthy and liveable neighbourhoods. It recommends that the City prioritise improving the quality, amenity, safety, accessibility, useability and sustainability of public spaces. It outlines the City’s classification framework for public open space into two main categories:

- Function (primary use and expected activities):
  - Sport spaces – multi-purpose sports courts, BMX facility (Southside) and other specific infrastructure.
  - Recreation spaces – plazas, piazzas and civic squares, skate parks and casual exercise.
  - Nature spaces – track and trails.
- Catchment hierarchy – Regional parks, district parks, neighbourhood parks, local parks, and small parks, piazzas and urban spaces

Developed by Parks and Leisure Australia WA, the **Guidelines for Community Infrastructure (2020)** provides a view of potential facility requirements for sport and recreation. It bases its provision standards on facility per head of population, which can be applied against the City’s current and future population. These must not be viewed in isolation and are useful for benchmarking facility provision.

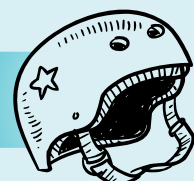
**LGA benchmarking** – in lieu of having national or state based preferred facilities standards for wheeled sports facilities, LGAs sought to create their own provision standards to provide for the community, with varying degrees of success.

Rolling Forward reviewed 22 strategies/plans of a similar nature to understand how LGA’s plan for wheeled sports. The review included facility hierarchy, population and distance catchments, length of stay, facility size and number of users. With this mind, Rolling Forward seeks to establish provision standards for Wheeled Sports in the City.





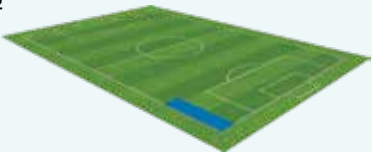
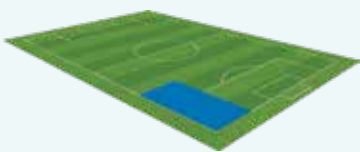
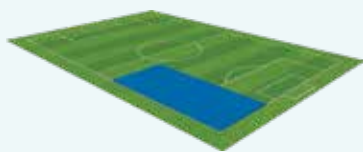
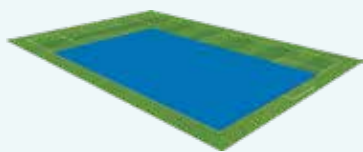
# 10. PROVISION STANDARDS



Provision standards are a mechanism used by LGA's that defines the minimum level of provision for community facilities.

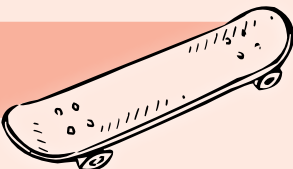
**Table 3** sets out the standards for wheeled sports facilities and their functions within the City, noting that some facilities may need to have their own subset. The City will need to use this as a starting point for establishing the appropriate sizing, distribution and diversity of function, not necessarily hierarchy of function. It is important to note, that the optimal mix of skate and BMX facilities will be guided by many factors and should be used as a tool for facility prioritisation.

**TABLE 3: Provision standards for Wheeled Sports Facilities**

Hierarchy	Local (Node)	Neighbourhood	District	Regional (Hub)
<b>Description</b>	Nodes consist of low impact objects centrally located and integrated within public space, civic precincts or along transport corridors to encourage cross-generational interactions. They should be well-located, highly visible with good pedestrian networks. The smallest node usually has a small number of skateable and/or rideable objects placed sequentially, offering little attraction for those that don't participate in the given activity.	Local spaces integrate a small number of active elements into an existing public space. Like nodes, these spaces should be in highly visible spaces which are easily accessible through local pedestrian networks with access to public transport. The focus of these spaces is to create opportunities for residents to hang out and socialise as opposed to holding large scale events and attracting many users.	District spaces should cater for a diverse range of activities and participants. These should be a focal point for larger catchments and located with other spaces such as playgrounds, playing fields, community centres or activity centres. These spaces must be located nearby public transport and well connected by pedestrian networks. A district space can cater for large numbers of users and the capacity to host small events such as competitions, demonstrations and youth events.	A regional space is intended to be the central facility within the City and attract participants not only from the neighbouring suburbs but from the wider metropolitan area. They are generally located within a major activity centre and has convenient access to public transport. Regional spaces must be integrated with major focal points of the City and provide a range of functions providing a cross-generational interactions and experiences.
<b>Area</b> (skateable/rideable surface only)	Size: <150m <sup>2</sup> 	Size: 200-450m <sup>2</sup> 	Size: 500-900m <sup>2</sup> 	Size: >1,000m <sup>2</sup> 
<b>Population catchment</b>	1:2,500-5,000	1:5,000-10,000	1:10,000-25,000	1:100,000
<b>Distance catchment</b>	400-800m	800m-2km	2-5km	Extends beyond the City.
<b>Timed catchment</b>	Walk: <10min   Cycle: <5min	Walk: 10-25min   Cycle: 5-12min Drive: <5min	Cycle: 10-30min Drive: Approx. 5min	Drive: average 30min. Generally, people will drive from afar to use a facility of this nature.
<b>Function</b>	Skateable/rideable Novice, beginner and advanced beginner.	Skateable/rideable and/or multi-purpose Novice, beginner, advanced beginner and advanced.	Skateable/rideable; multi-purpose and/or skate/BMX specific Novice, beginner, advanced beginner & advanced.	Skate/BMX specific and multi-purpose. Beginner, advanced beginner, advanced and elite.
<b>Zone based catchment</b>	Included where relevant or needed.		One per Townsite or Ward.	One per City.
<b>No. of concurrent users</b> (active/passive)	Up to >5/>5	~15/8	15-30/10-20	~30-50/>30
<b>Length of stay</b>	Short (<60 min)	Short (30-120min)	Long (1-3 hours)	Long (3+ hours)
<b>Examples of essential and/or supporting infrastructure</b>	<ul style="list-style-type: none"> <li>• Street style and other skate elements</li> <li>• Scooter track or loop</li> <li>• Multi-use games area</li> <li>• Nature spaces</li> <li>• Hangout spaces</li> <li>• Table tennis or futsal table</li> <li>• Footpaths/bike path links.</li> </ul>	<ul style="list-style-type: none"> <li>• Street style and other skate elements</li> <li>• Scooter track or loop</li> <li>• Pump track or BMX jump trail</li> <li>• Multi-use games area/3-on-3 basketball court</li> <li>• Nature spaces</li> <li>• Hangout spaces</li> <li>• 3-on-3 basketball court</li> <li>• Table tennis or futsal table</li> <li>• Footpaths/bike path links</li> <li>• Toilets (within the public space).</li> </ul>	<ul style="list-style-type: none"> <li>• Street style and other skate elements</li> <li>• Scooter track or loop</li> <li>• Pump track and/or BMX jump trail</li> <li>• Mountain bike track or skills course</li> <li>• Multi-use games area/dual 3-on-3 basketball courts</li> <li>• Nature spaces</li> <li>• Quiet and hangout spaces</li> <li>• Table tennis or futsal table</li> <li>• Footpaths/bike path links</li> <li>• Floodlighting/security lighting</li> <li>• Electricity (3 phase)</li> <li>• Toilets (proximal to the facility)</li> <li>• Drinking fountain</li> <li>• Capacity to cater for local or City events/competitions.</li> </ul>	<ul style="list-style-type: none"> <li>• Street style and other skate elements</li> <li>• Scooter track or loop</li> <li>• Pump track and/or BMX jump trail</li> <li>• Mountain bike track or skills course</li> <li>• Multi-use games area/dual 3-on-3 basketball courts</li> <li>• Nature spaces</li> <li>• Quiet and hangout spaces</li> <li>• Table tennis or futsal table</li> <li>• Footpaths/bike path links</li> <li>• Floodlighting/security lighting</li> <li>• Electricity (3 phase)</li> <li>• Toilets (proximal to the facility)</li> <li>• Drinking fountain</li> <li>• Capacity to cater for local or City events/competitions.</li> </ul>

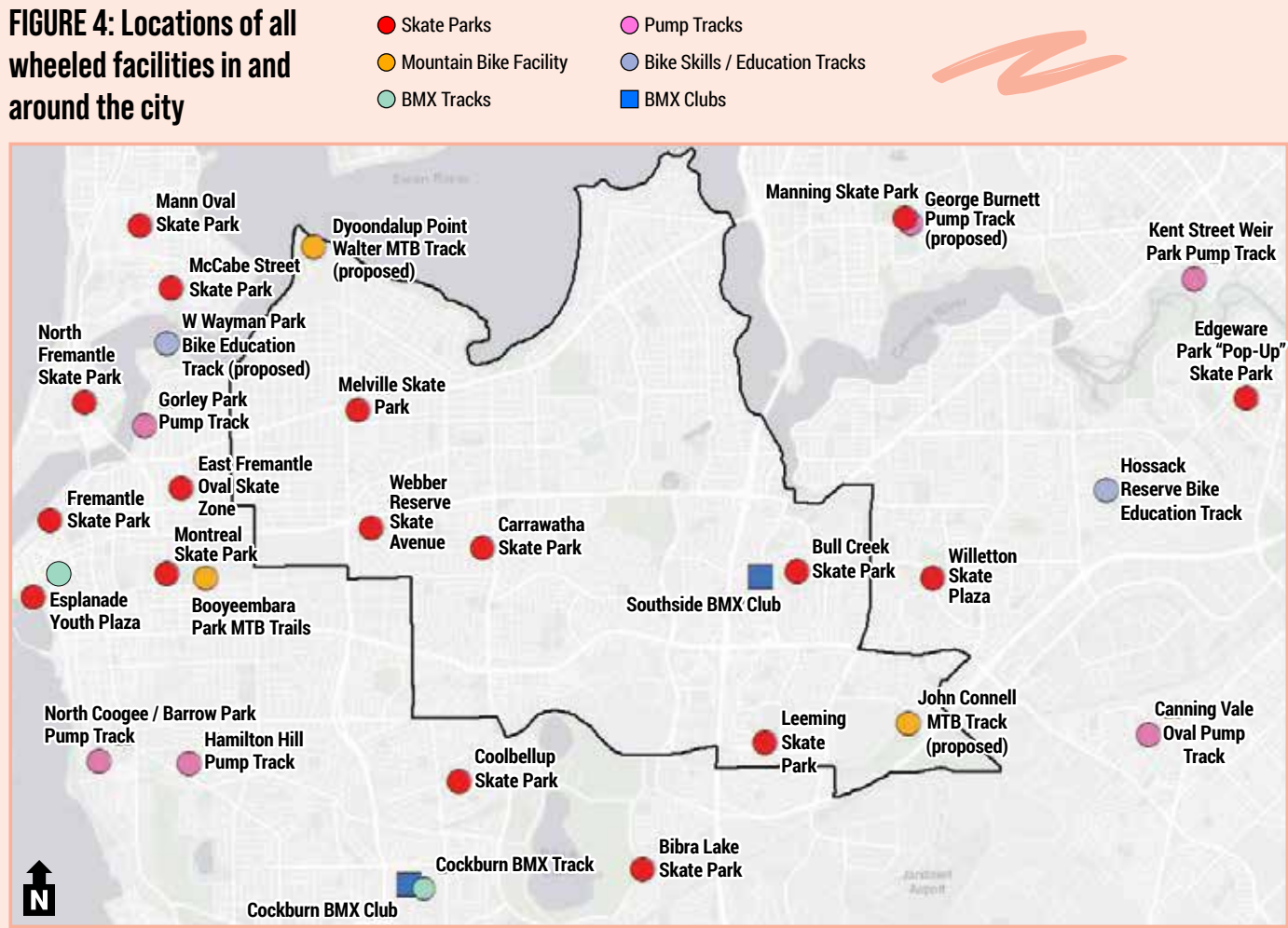


# 11. MAPPING OF WHEELED SPORTS ACTIVITES



Following the benchmarking activity, all wheeled sports facilities in and around the City were mapped (Figure 4). It should be noted that the term skate park accounts for a wheeled sports facility where BMX, scooters and other skating activities may take place.

FIGURE 4: Locations of all wheeled facilities in and around the city



The findings of the location mapping exercise are:

- The City is currently serviced by four skateable and rideable wheeled sports facilities and one BMX track. Three of these facilities are located east of the Kwinana Freeway, which can be considered a major participative barrier. One is centrally located in the City's northwest and the skate path in the central southwest.
- The City has an under-provision of skateable facilities through the spine running from Applecross, through Booragoon to Murdoch. There is a distinct lack of rideable trail/tracks for BMX and mountain bikes and cycling. Even with the provision of the planned Point Walter and small Webber Reserve facilities, there will still be an inequitable level of provision across the City.
- The community could access the North Fremantle and Manning skate parks but would need to cross the river to do so. The river is considered a major participative barrier. The Willetton Skate Plaza is close to those living in the suburbs of Leeming and Bull Creek – effectively providing three skate parks within the catchment.
- Coolbellup Skate Park is located proximal to the south-west corner of the City, which aids in servicing Kardinya and Murdoch.
- There are several wheeled sports facilities located in the City of Fremantle and a future one planned within the Town of East Fremantle. Some of these are located some distance from the western border of the City but service the Melville community due to the type and size of the facilities.

Based on the provision standards identified in Section 9, the following maps were developed to identify gaps in provision. Facilities classed into three categories:

- **Skate and BMX facilities** (red) – these are concrete facilities typically called skate parks.
- **BMX and MTB tracks** (yellow) – these are natural surface jump lines catering only for BMX or MTB.
- **BMX Club** (blue) – these are the club-based facilities.

Note: That the 10-minute cycle catchments are 2km based on an average speed of 12km/hr (approximately 2km in 10 minutes).

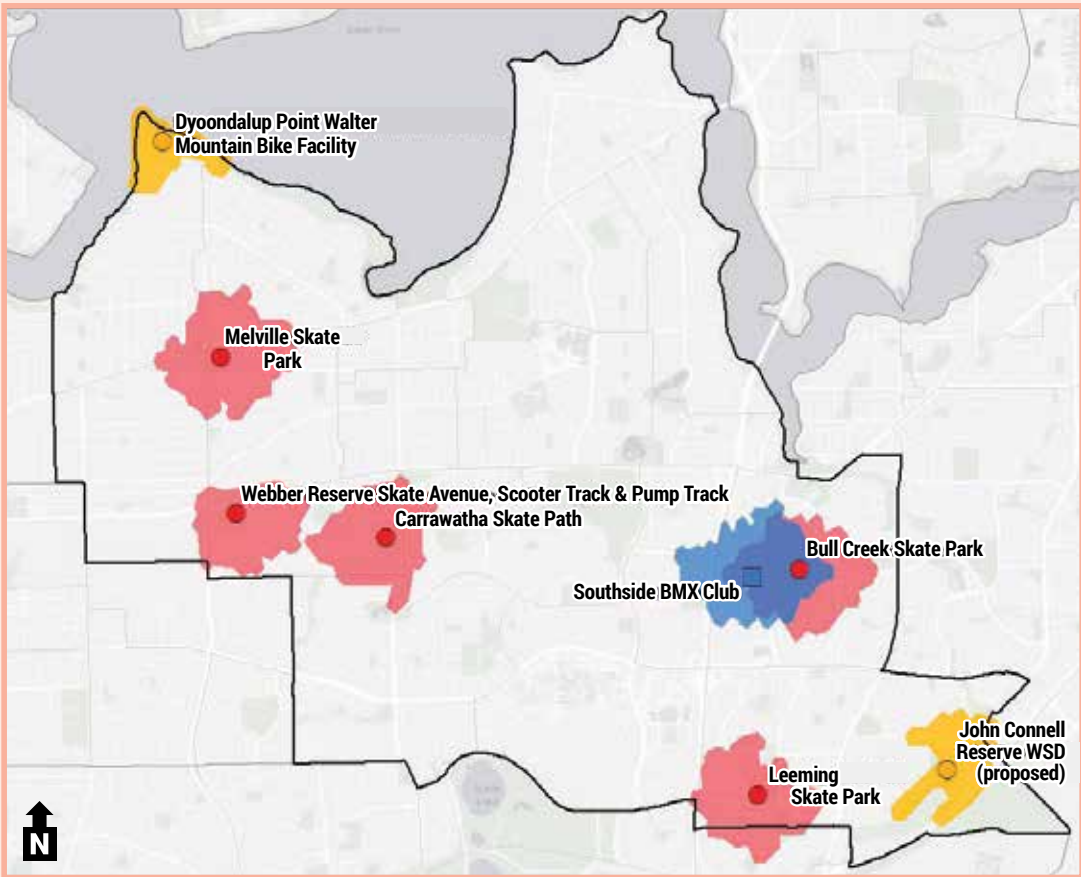
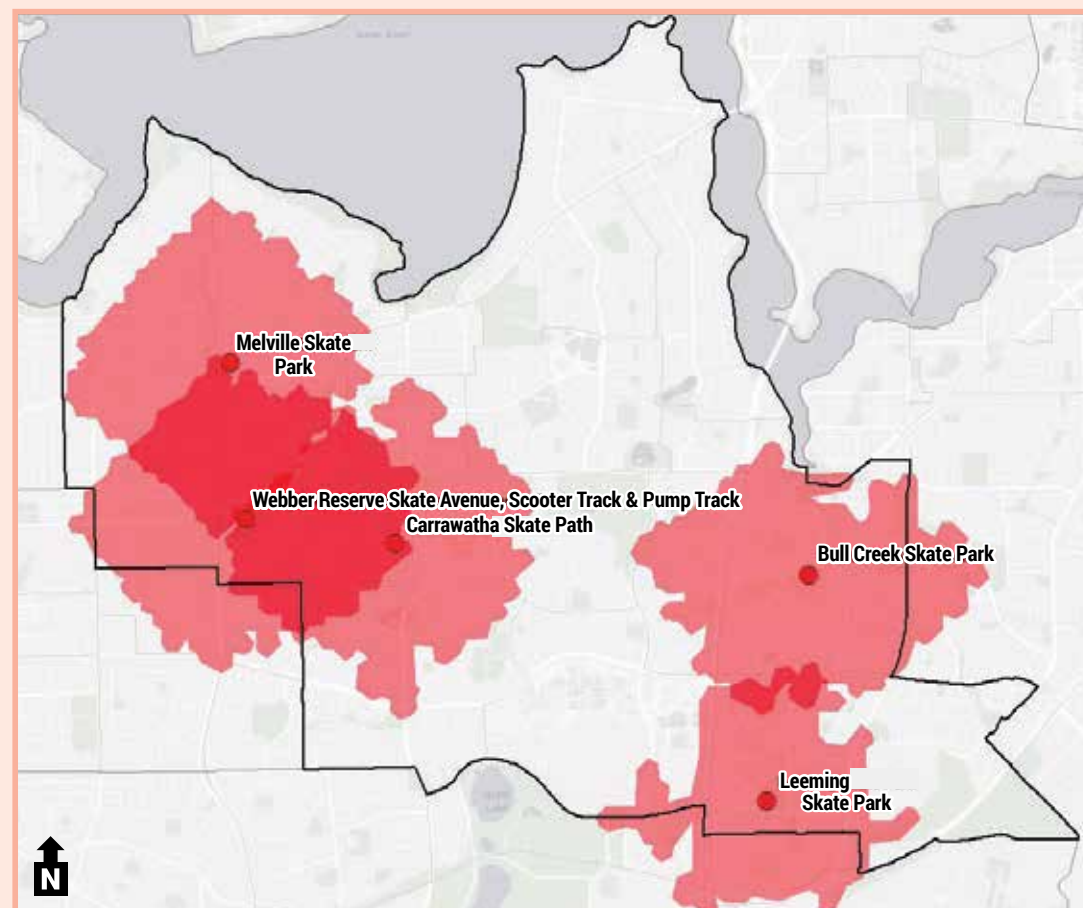


FIGURE 5: Wheeled sports facilities – 10-minute walk catchments



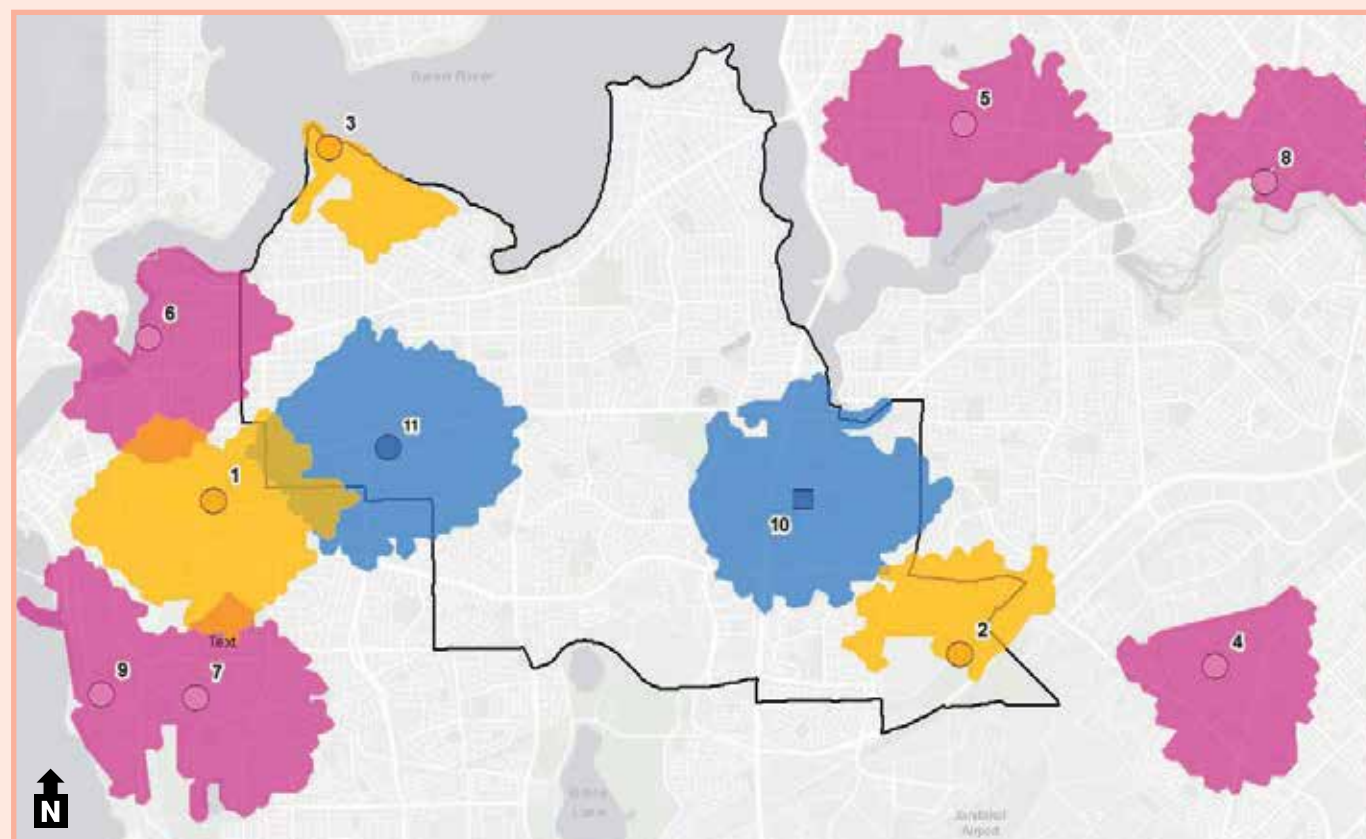


**FIGURE 6: City of Melville and surrounding areas: skate, scooter & freestyle BMX facility 10-minute cycle time catchments**

● Skate Parks  
■ Skate Park Catchment Areas

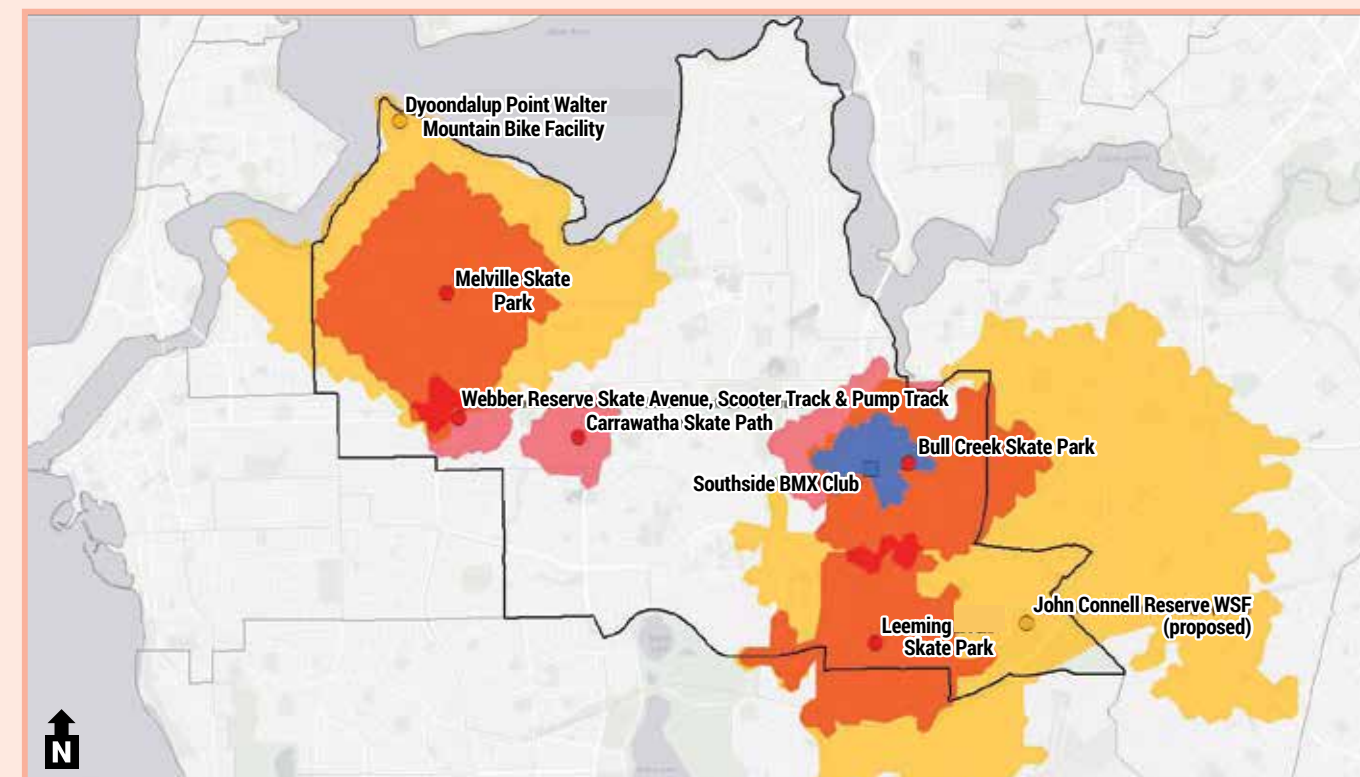
**FIGURE 7: City of Melville and surrounding areas: BMX and MTB (natural surface) tracks cycle time catchments**

● Pump Tracks  
■ Pump Tracks Catchment Areas  
● Mountain Bike Facility  
■ MTB Facility Catchment Areas  
● BMX Facility  
■ BMX Facility Catchment Areas



**FIGURE 8: City of Melville: Wheeled sports facilities – distance catchments**

● Skate Parks  
● MTB Facility  
● BMX Club  
■ Skate Park Catchment Areas  
■ MTB Facility Catchment Areas  
■ BMX Club Catchment Areas

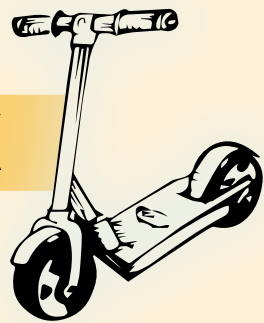


**It must be noted that the analysis does not account for the size, quality or access limitations because of barriers such as the Canning and Leach Highway, the Swan and Canning Rivers, the Kwinana Freeway, North Lake Road or South Street.**

- Currently, the City does not provide any MTB facilities (noting that the Dyoondalup/Point Walter facility will change this) bike education tracks, pump tracks, non-racing jump lines, skate plazas/street style facilities, beginner level facilities or facilities catering to a more advanced level.
- The distance-based catchment maps identify a distinct corridor that is void of any wheeled sports facilities. This corridor runs north-south through the centre of the City.
- The south-eastern edge of the City has a satisfactory level of provision where community members can access a jump line, two skate parks and in the future some proposed facilities at John Connell Reserve. However, the area needs BMX tracks/challenging jump lines, and more challenging skate facilities.
- The western edge of the City is catered for but is provided with smaller facilities at Melville Reserve and Carawatha Park. The future Webber Reserve and Dyoondalup Point Walter facilities will enhance this provision with the latter at a regional scale. However, it is likely more challenging skate facilities and BMX jump lines/or pump tracks would be required.
- The south edge of the City is not catered for with the two City of Cockburn facilities being the closest.
- The 10-minute walk catchment map provides good insight to how likely people are to have access to a wheeled sports facility. It shows a significant amount of white space throughout most of the City meaning that a wheeled sports facility is not provided within an acceptable accessible distance.
- The City is well serviced by the Southside BMX Club for BMX racing.
- The mapping demonstrates that LGAs provide more skate parks (skateboarding) for the community when compared to track-based infrastructure. The likely logic is that a concrete skate park can cater for many other wheeled sports such as freestyle BMX. The mapping demonstrates that much more of the community has (will have) access to a skate facility (approximately 50% of the community will be within a 10-minute cycle from a skate facility).
- The suburbs of greatest advantage are shown in the darker overlapping colours. The absence of colour shows areas with no access.



# 12. SITE ASSESSMENT MATRIX



Separate to Rolling Forward, the next step in the process would be to identify the most suitable sites for wheeled sports facilities. This would involve assessing the suitability of City’s public spaces against critical location and design criteria, including:

- Access to public transport.
- Safe pedestrian and cycle links.
- Safe drop off zone and adequate car parking.
- Visually prominent from roads and public spaces.
- Good natural and passive surveillance.
- Effective access for emergency services.
- Associated amenities such as public toilets, water, shelter and shade.
- Close to retail outlets selling food and drinks.
- Maintain a minimum buffer of 50 metres from residential property boundaries.
- A place where young people want to be or adjacent to or directly where they currently congregate.
- Proximity to existing shopping centres, community facilities or schools.
- Within or adjacent to a major activity hubs and attractors, including facilities for other user groups (e.g. playgrounds).
- In suburbs where users have identified demand through consultation processes.
- Complement and do not duplicate, other suitable and available outdoor recreational facilities.



A site assessment matrix was developed which includes three overarching core criteria – location suitability, siting design factors and access and transport, each with its own sub-criteria. These are listed in Table 4. Once suitable sites have been identified the City could then proceed in assessing and prioritising the development, renewal or upgrade of a wheeled sports facility.

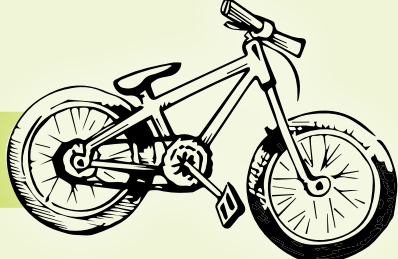
The City will involve the community in the prioritisation process. Seeking input, feedback and participation from the community will ensure their needs are adequately represented, fostering a sense of ownership and increasing the likelihood of successful implementation and utilisation of the facilities.

TABLE 4: Site Assessment Matrix

CRITERIA DESCRIPTION
<b>Location (site) suitability</b>
Planned use is considered as appropriate under the City's hierarchy and zoning classification.
Is a serviced site – power, water, sewer, optic fibre etc.
Is free from encumbrances, easements and the like.
Site constraint planning risk factors.
Proximity to community facilities, neighbourhood or commercial centres.
Proximity to desired population catchments.
The site is large enough to cater for the proposed facility.
Impact on existing activities.
Impact on open space.
<b>Siting design factors</b>
Is at an acceptable distance away from residential properties.
Site topology.
Has good natural and passive surveillance.
If required, will the site have the capacity to cater for events.
Will be supported by existing amenities (drinking fountains, toilets, shade, shelter and seating).
Will the site be adjacent to other outdoor activity recreation spaces.
<b>Access &amp; Transport</b>
Proximity to public transport stations or bus stops.
Access from existing (or planned) road network.
Access via a pedestrian friendly network (shared use paths).
Access is available for operational and emergency vehicle needs.
Car parking and drop off areas area available.



13. DESIGN GUIDELINES



In conjunction with relevant Australia Standards, Codes of Practice and other guiding documents the general requirements are shown below. The intended outcome is to provide a diverse range of wheeled sports facilities for the community, of all ages, to enjoy in a safe, inclusive and fun manner.

TABLE 5: Summary of General Requirements

Element	Description
Landforms & topography	Landforms are a fundamental characteristic of the natural environment and act as natural landmarks or meeting spaces for people to congregate or start an adventure. The design of any new wheeled sports facilities should respond directly to existing site character while meeting all requirements for drainage, earthworks and access.
Landscaping	When designing new wheeled sports facilities soft landscaping should be an important consideration. Garden beds can create boundaries and screens, ameliorate noise, soften edges, act as rain gardens, protect against the heat island effect, define access points, provide colour and texture whilst trees can provide shade and frame views and add to the overall character of the space.
Signage	All sites must have the appropriate level of wayfinding signage throughout the site which provides both conditions of use and explanatory signage to assist with managing risk and helping users understand and utilise the spaces accordingly.
Shade & shelter	Shade and shelter are important for any outdoor community facility and even more so in a space that is designed to encourage the community to be active. Providing options to seek refuge from the sun is very important.
Seating & tables	Seating should focus on social interaction and be configured to provide areas to hang out and gather as well as take refuge from the weather. These spaces must be designed with a focus on maximising site lines to main activity spaces. Seating and tables must include provision for wheelchair access and wherever possible placed under fixed shelters.
Rubbish bins	Rubbish bins are to be included in all designs and the number of bins will be dependent on the size, access and circulation and within the site. Bins need to be located at key entrances and close to paths to ensure ease of access and emptying.
Drinking fountains & drink stations	All wheeled sports facilities excluding some types of skate nodes, should have at least one drinking fountain that is wheelchair accessible in a central location near the social areas. Ideally, they should have a tippable dog bowl and drink bottle filler.
Toilets	Universal accessible public toilets should be provided at all district and regional wheeled sports facilities given the scale and significant numbers of users of the space. If there is capacity to collocate a new wheeled sports facilities near existing public toilets, this would be preferable.
Fencing	In some cases, general perimeter fencing (not sport specific), may be required due to the type of activity or the site topography, though any fencing should be considerate to maintaining accessibility.
CCTV	Should CCTV be required at a wheeled sports facilities the design must identify the locations for CCTV.
Lighting	The provision of sports level lighting at wheeled sports facilities enables the community to use the facilities during the darker times of the day, particularly in winter where it gets dark from 5pm.
Noise	Noise pollution is often cited as an issue when deciding on a location, but research has shown that noise levels for concrete facilities is between the level of a chat and that of a car. It is recommended that a noise impact assessment is undertaken for any change in use should a facility be within 50m of a residential property without any noise attenuation measures.

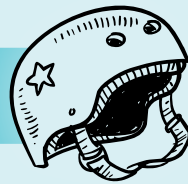
TABLE 5: Summary of General Requirements (continued)

Element	Description
Access	Universal Design is defined as “the design of products and environments to be usable by all people to the greatest extent possible without the need for adaptation or specialised design.” When planning wheeled sports facilities, principles of universal design must be considered.
Graffiti	Through diligent planning, the likelihood of graffiti can be minimised through, passive surveillance, clear sight lines, CCTV, programming and encouraging use through the provision of multi-generational facilities and lighting.
Workmanship	The design and construction of these spaces must abide by, and incorporate all relevant Australian Standards, regulations and compliance criteria, including this Plan, within the design except where higher or specific standards are described in a particular brief or construction documentation. All wheeled sports facilities must be designed by a specialist professional designer with proven extensive experience and expertise to the satisfaction of the City, or the design assessed independently by one prior to construction. Specific wheeled sports facilities such as skate parks, BMX tracks and sports courts must be constructed by contractors with an understanding and a proven track record of such specialised constructions. During the design stage an inspection and maintenance schedule will need to be established to ensure safety and quality is met to minimise long-term maintenance because of poor design or construction.
Spectrum of sport	<div>Contemporary approaches for the planning of skate parks consider a range of factors such as the hierarchy of spaces, different types of skateboarding disciplines and the diversity of uses by skateboarders, scooter riders and BMX riders. Wheeled sports facilities need to be strategically planned to ensure that they can accommodate different skill levels and preferences of the community. The skill competency pyramid shown below identifies the five levels involved in learning and becoming competent in a skill and how a facility may reflect their needs.</div> <div><p><b>ELITE/PROFESSIONAL</b> 1 regional (municipal) facility Scarborough, Bayswater</p><p><b>ADVANCED/ATHLETE</b> 1 regional (municipal) facility and/or 1 district facility per catchment area Fremantle, Midvale, Scarborough, Bayswater, Bibra Lake</p><p><b>ADVANCED BEGINNER/EXPERIENCED</b> 1 district facility per catchment area and/or 1 neighbourhood facility per service catchment Leeming, Bull Creek, Ocean Reef, Mills Park</p><p><b>BEGINNER/NOVICE</b> 1 neighbourhood facility per locality/service catchment Melville, Forrestfield, Coolamon, Baldivis, Landsdale, Belmont</p></div>

Wheeled sports facilities must be planned in accordance with the general principles listed above and must consider each activity at a given site and location. The quantity, type and other considerations will need to be determined during the design stage, based on a site assessment in line with the outcomes identified in Rolling Forward.



## 14. FACILITY TYPOLOGIES



This section outlines the distinct types (typologies) of wheeled sports facilities that caters for the wheeled sports activities mentioned in Section 2. Each includes a brief description and key requirements.

### 14.1 SKATE PARKS

Planning for skate parks can be tricky due to the various styles of skating meaning that one type does not fit all. Skate parks are usually located in large public spaces, but they can be designed as a small element in a small park, along streets or can be a stand-alone facility catering for a wide range of users. Common types of skate parks include:

- **Skate plazas** - skate plazas are open and flowing spaces designed to appear as urban infrastructure such as stairs, railings, planters and benches.
- **Skate paths** - interesting architectural and street-inspired structures built alongside a pedestrian path in its own skate zone.
- **Transition** - incorporate ramp and vertical based objects such as half pipes, launch ramps, snake runs and bowls.
- **Hybrid** - describes a design that incorporates street and transition elements to cater for a diverse range of skate styles and devices within one facility.
- **In the street** - take inspiration from popular skateable architecture found in urban landscapes, replicating them in a space where skateboarding is permitted.

### 14.2 SCOOTER LOOP

A scooter loop is a relatively flat path network for young park users of all wheeled disciplines but may also consists of smooth rolling bumps and jumps. These are usually one-way, vary in length and have a typical width of not less than 1.5m. Scooter loops are aimed at providing young park users an unhindered riding experience in a controlled loop framework and assist in developing basic skills but can be used advanced beginners where they perform jumps and tricks at a faster rate. They can be included as part of a larger skatepark to ensure there are opportunities for beginners use which can alleviate conflict with more advanced skatepark users. They can also be implemented as a wheeled play component as part of a play or recreation space.

### 14.3 BMX COMPETITION TRACK

BMX tracks are purpose built sporting facilities catering for the widest range of competition level BMX users. Competition BMX tracks are area dependent and should be designed and constructed in accordance with UCI guidelines. Typically, these competition spaces are all considered to be suitable state and national competitions, which means that siting is of key importance, as the facility will attract substantial crowds of both participants and spectators. Carparking, area provision for grandstand seating, temporary amenities, team pits and event stalls need to be allowed for and are dependent on the scale of the event to be held.

### 14.4 PUMP TRACKS & JUMP LINES

A pump track/trail is a playground for all wheels, from mountain bikes and BMXs to skateboards and scooters. By combining multiple jumps, rollers (small jumps that you roll over instead of jumps with lips that you hit to get air), berms and banked turns they are accessible for all. Teaching the basic skills of carrying momentum, balance and speed by using your arms and legs to pump your bike/board/scooter around the track. Pump tracks are intended to develop the skills of riders as they rely on the movement of the rider pumping the bike instead of pedalling. Pumps tracks can be of a variety of scales and complexity. The term pump track is used for smaller spaces whilst larger more extensive facilities can be called pump trails. Pump tracks are commonly built out of clay, but in more recent times in situ concrete, asphalt using a modular concrete or fibreglass composite.

### 14.5 MOUNTAIN BIKE TRACKS & TRAILS

There are a significant number of types of events and activities associated with mountain bikes. Tracks can range from circuits of 6km through to 50kms to obstacle-based mountain bike activities. Given the need for extensive trails and steep terrain, a mountain bike course or track in an urban public space will be more of a training space. Currently, there are no Australian Standards or guidelines for mountain bike trail design and construction in Australia. In lieu of Australian Standards or guidelines, trail builder's and land managers currently rely on high level guidelines published by the International Mountain Bike Association to justify design and construction decisions and must be referred to during the design process.

### 14.6 MOUNTAIN BIKE SKILLS & TRIALS

These facilities are different to those mentioned above, as they can be planned for at any public space and can easily be accommodated for on level ground. Skills riding involves balance and body positioning, braking, cornering, climbing and descending, hopping, drops and jumps and reading. Trials riding is a niche discipline within mountain biking that emphasises precision and balance. It involves navigating technical terrain with a focus on obstacle negotiation.

### 14.7 BIKE EDUCATION TRACKS

A bike education track, also known as a bicycle skills course or bike training facility that is essentially a path network. However, it is a specially designed for individuals, particularly children and novice cyclists can learn and practice essential bike riding skills in a controlled and safe environment. These tracks are typically used for educational purposes and to promote bicycle safety. It also provides a facility for children learning to scooter and can complement a skate and BMX facility in developing a multi-generational facility. Bike education tracks are intended to mimic real-world riding conditions, with some common features being:

- Cones and markers to practice manoeuvring and steering.
- Traffic signage - stop and give way signs and traffic signals to teach road awareness and safety.
- Narrow lanes and curves to practice balance and control.
- Miniature intersections, roundabouts and one-way tracks to simulate real traffic scenarios.
- Line marking, pedestrian crossings and parking bays.



## 14.8 MULTI-USE GAMES AREAS

Multi-use games areas are spaces with a solid surface and line markings for several ball games and are typically fitted with nets and goals for playing casual games such as 3-on-3 basketball, small-sided soccer etc. and if designed with a wall it can be used as a hit-up wall, bouldering and cricket. These spaces can also cater of for a host of other sports including roller hockey.

## 14.9 SPORTS COURTS

Multi-purpose sports courts like those at LeisureFit Melville can cater for many types of wheelchair sports activities as mentioned in Section 2. In most cases the courts do not need to be modified, only the equipment itself. Attention needs to be given to:

- The quality of flooring must be suitable for wheelchairs. Standards Australia produces two documents to assist in determining what surface is applicable to a particular sport.
- Sport court dimensions and lines must be confirmed by the relevant National or State Sporting Association during the project planning process.

## 14.10 YOUTH PLAZAS

Youth plazas are becoming more popular which integrates various types wheeled sports facilities with other youth orientated attractions such as basketball courts, music stages, multi-use games areas, ping pong tables, parkour and hang out spots. These youth spaces cater to young peoples' daily social needs with the capacity to accommodate larger events such as workshops, demonstrations, and youth festivals.



## 15. FINDINGS & RECOMMENDATIONS



In developing Rolling Forward, the following findings and recommendations are presented for actioning:

### 15.1 GENERAL

In the City, it is evident that many of the large public spaces provide not only for formal sporting activities across the spectrum (skills competency pyramid), but also serves the social interests of the general population. As such it is important to develop a diverse network of wheeled sports facilities – including various terrains, tracks and structures throughout the City region. These are to be based on site specific opportunities, community consultation and user design input.

- Supporting infrastructure must be provided at each site. This may include lighting, shade, seating, drink fountains, toilets etc. Elements of co-location and integration within existing public spaces or neighbourhood centre precincts assists in a facility's ultimate success. The City should continue to plan multi-sport facilities but seek to provide dedicated spaces specific to some disciplines.
- The City's skate parks are in good condition. However, functionality, accessibility, inclusivity and connectivity can be improved with some modifications. All sites have an opportunity to enhance skate and BMX provision with the likes of bike education track, pump tracks or skills courses – and provide multi-purpose informal wheelchair sports facilities.
- The City should adopt the Provision Standards, Site Assessment Matrix and Prioritisation Assessment Matrix for wheeled sports facilities.

### 15.2 INFRASTRUCTURE

- Undertake a concept/master planning exercise for the Leeming, Bull Creek and Melville Skate Parks. Noting that some planning investigations are identified for the areas adjacent to Leeming Skate Park to better activate the centre. Each must consider providing for all age groups and abilities, types of wheeled sports, as well as informal recreational (parkour, exercise, informal sports) and supporting infrastructure. Safety in design principles, application of crime prevention through environmental design, the use of environmentally sensitive design and accessibility requirements needs to be applied to each concept/master plan.
- The BMX track at Bob Gordon Reserve, used by Southside BMX and accessible to the public, could be improved to aid in the long-term future of the club. A concept plan for the track facility is recommended.
- The City is to continue with its current range of wheeled sports facilities projects at Webber Reserve in Willagee, Dyoondalup Point Walter in Bicton and yet to be defined facilities at John Connell Reserve in Leeming.
- The community has greater access to skate facilities than MTB and BMX facilities (natural surface) largely due to the limited amount of natural surface infrastructure provided by the City and other LGAs.



- Significant parts of the community have limited to no access to wheeled sports facilities within reasonable cycling catchment (10-minutes). It is a increased issue for the following areas: suburbs north of Canning Highway, parts of Kardinya, John Connell Reserve and along the Attadale – Booragoon – Winthrop – Murdoch corridor. The City needs to address this inequity by investigating the following options:
  - Providing BMX and MTB tracks at a suitable level, within a given site. The City must consider the diverse types of riding as identified in Section 2.
  - Provide and integrate scooter paths and bike education facilities within suitable playspaces.
  - Providing skate parks at suitable locations. The City must consider the diverse types of skating as identified in Section 12.
  - Seek opportunities to provide wheeled sports nodes along suitable path networks as identified in the City's Walk and Ride Plan. This may need to be areas such as neighbourhood and activity centres, along transit corridors or in parts of a public space.

## 15.3 PLANNING

- The future planning of a wheeled sports facilities must be tested and proven through the development of a needs analysis and/or feasibility study. This will enable the City to confirm viability, facility requirements and extent of works.
- The City must undertake a noise impact assessment for any potential change within a public space , should a facility be within 50m of a residential property without any noise reduction measures. In line with Environmental Protection (Noise) Regulations 1997, the assessment should seek to define the noise impact of sources that are different to ambient noise environment.
- A wheelchair sports plan (or position paper) is required to understand what needs to be provided in the development of future wheeled sports facilities.
- The City will focus on obtaining meaningful feedback from all community cohorts, in the planning and design for wheeled sports facilities.
- When planning wheeled sports facilities, the City must undertake its due diligence in relation to Aboriginal Cultural Heritage, accessibility, climate change, conservation and sustainability and safety.
- All wheeled sports facilities must be designed by a specialist professional designer with proven extensive experience and expertise to the satisfaction of the City, or the design assessed independently by one prior to construction.
- The City is to specifically address wheelchair access to its network of courts-based facilities. This should include multi-use indoor and outdoor courts.
- Access and inclusion are key considerations in the development or renewal of any wheeled sports facilities. It is recommended that the City engages a certified access consultant to undertake a review of existing wheeled sports facilities to help with renewal planning or where compliance needs to be addressed.

## 15.4 FACILITY MANAGEMENT

- The City should budget funds to resolve the maintenance items identified in the condition audit.
- The City needs to develop a maintenance and audit schedule for all wheeled sports facilities. Audit of existing facilities should be conducted by a specialist like those undertaken at City play spaces. It is recommended that an access audit is undertaken at all court-based facilities to identify the following:
  - Areas that are not compliant but must be addressed irrespective of when the facilities were built.
  - Areas that are not compliant (at the time of development) and could be addressed in future renewals, upgrades or considered in a master planning process.
  - Areas that could be improved, going beyond best practice – providing inclusive and accessible facilities for the community. These recommendations align with the City's Disability Access Inclusion Plan and other plans.
- The review of the PHAZE program identified risks to the surface and the user, which suggests it may not be beneficial to continue as it currently is. It is recommended that painting of skateable or rideable surfaces should cease but it may be beneficial to paint other elements like walls instead.

## 15.5 STRATEGIC DOCUMENTATION

- The Infrastructure Strategy 2016-2036 does not mention or recognise skate, BMX, MTB, wheeled sports or youth-based activities. It is recommended that the City includes these in the next version of the document, as these are akin to play and sporting spaces.
- The Department of Planning, Lands and Heritage has developed a new document titled Safer Places by Design which should now guide crime prevention through environmental design. It is recommended that the City updates the Crime Prevention Through Environmental Design of Buildings Policy to reflect any change.

## 15.6 ADVOCACY & PARTNERSHIPS

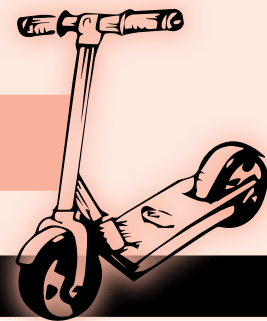
- Seek to partner with retail, commercial or education providers to develop wheeled sports facilities, like that seen in Willetton. There is an opportunity to create a plaza style wheeled sports facilities within the Westfield Booragoon expansion project Library and Cultural Centre. In addition, there are many shopping centres in the City, and this should be seen as a valid way to improve the public realm.
- Seek to partner with another LGA to jointly develop a facility that shares a common boundary. The most obvious ones being the City of Cockburn and the City of Fremantle. It must be noted that this will not address the identified shortfalls.
- Investigate potential opportunities with the likes of the Water Corporation to gain access to areas previously not open to the public – like the Micro Parks (Green basins) program in the Town of Victoria Park, which reclaimed use of drainage basins for community.

## 15.7 FUNDING

- Wheeled sports facilities are eligible for funding through the Department of Local Government, Sport and Cultural Industries or Lotterywest. It is recommended that the City seek to submit a grants application for every project which will help to offset the capital cost or assist in providing more.
- Furthermore, the City should seek funding through the Outdoor Active Recreation Participation Grants Program for programs that focus on the natural landscape. This could involve bike education, course maintenance and caring for the natural environment to establish community ownership of its public spaces.



# 16. IMPLEMENTATION PLAN



The following table outlines the recommended actions which have been broken down into the following timeframes.

Priority	Description
Immediately	As soon as practicably possible
Short term	12 months to 2 years
Medium term	3 to 5 years
Long term	Beyond the 5-year horizon
Ongoing	Regular and consistent planning and dialogue required throughout the delivery of the project

TABLE 6: Implementation Plan

Activity	Description	Priority
GENERAL		
Adopt Rolling Forward: Our Wheeled Sports Plan	Formally adopt <b>Rolling Forward</b> as the strategic guide for wheeled sports facilities in the City of Melville.	Immediately
Planning for future facilities	The future planning of a wheeled sports facilities must be tested and proven through the development of a needs analysis and/or feasibility study. Utilise the site assessment matrix to evaluate each location and if required, apply the result to the prioritisation assessment matrix.	As required
FACILITY PLANNING		
Develop a wheeled sports facilities infrastructure provision plan	Develop a wheeled sports facilities plan which is to identify future locations, size, level and type of infrastructure suitable/most appropriate for a given site/s. This includes developing a concept or master planning exercise for Bull Creek, Leeming and Melville skate parks. Noting that some planning investigations are identified for the areas adjacent to Leeming Skate Park to better activate the centre.	Short term
Southside BMX Club	The BMX track at Bob Gordon Reserve, used by Southside BMX and accessible to the public, could be improved to aid in the long-term future of the club. A concept plan for the track facility is recommended.	Short term
Current planned wheeled sports facilities	Continue with current range of wheeled sports facilities projects at Webber Reserve, Dyoondalup Point Walter and yet to be defined facilities at John Connell Reserve.	Ongoing
Access audits and design reviews	Engage a certified access consultant and/or persons with lived experiences, to undertake an audit/review of all existing wheeled sports facilities – Bull Creek, Carawatha, Leeming and Melville, and with all future wheeled sports facilities designs.	Ongoing

TABLE 6: Implementation Plan (continued)

Activity	Description	Priority
FACILITY PLANNING (CONTINUED)		
Court based facilities	Address access (and facility requirements) to its network of court-based facilities as a part of the Active Reserve Infrastructure Strategy review (planned to commence in 2024-2025).	Immediately/ Short term
Maintenance at existing facilities	Budget to resolve the issues and areas of concern at the following wheeled sports facilities. Note that the City will need to confirm the scope of works in line with the outcomes of a future planning process. <ul style="list-style-type: none"><li>• Bull Creek Skate Park – Paint removal, patching and grinding and coping replacement.</li><li>• Carrawatha Skate Park – Slab replacement.</li><li>• Leeming Skate Park – Paint removal, patching and grinding.</li><li>• Melville Skate Park – Paint removal, patching and grinding and slab replacement.</li></ul>	Short term
Embed maintenance schedule	Develop a maintenance schedule for all wheeled sports facilities. This involves the resourcing for staff to conduct routine inspections and undertake the works in line with the schedule.	Immediately /Ongoing
Access audit and review of existing court based facilities	Engage a certified access consultant and/or persons with lived experiences, to undertake an audit and review of court-based facilities (indoor and outdoor) to identify the following: <ul style="list-style-type: none"><li>• Areas that are not compliant but must be addressed irrespective of when the facilities were built.</li><li>• Areas that are not compliant (at the time of development) and could be addressed in future renewals, upgrades or considered in a master planning process.</li><li>• Areas that could be improved, going beyond best practice – providing inclusive and accessible facilities for the community.</li></ul>	Short term
Facility audits	Engage a specialist to undertake regular audits of wheeled sports facilities in line with the type of facility, materials and use. For example: <ul style="list-style-type: none"><li>• Natural surface facilities would need to be audited more frequently – likely to be on an annual basis.</li><li>• Hard surfaces like skate parks – every three years unless deterioration is noticed during the City's regular maintenance checks.</li><li>• Internal wheeled sports facilities such as those at LeisureFit Melville would be in line with building asset management practices. Typically, every 3 to 5 years.</li></ul>	Ongoing/ Annually



**TABLE 6: Implementation Plan (continued)**

Activity	Description	Priority
<b>Review of the PHAZE program</b>	Review the PHAZE program against the risk with a view to continue the program on non-skateable or rideable surfaces such as walls, pillars etc.	<b>Short term</b>
STRATEGIC DOCUMENTATION		
<b>Updating of City documentation</b>	Update the following documentation in line with the next review/version: <ul style="list-style-type: none"> <li>• Infrastructure Strategy 2016-2036 – to specifically recognise skate, BMX, MTB, wheeled sports and youth-based activities.</li> <li>• Crime Prevention Through Environmental Design of Buildings Policy – to reflect any change because of the new Safer Places by Design by DPLH.</li> </ul>	<b>Short term</b>
ADVOCACY & PARTNERSHIPS		
<b>Investigate partnership with LGAs</b>	Seek to partner with another LGA to jointly develop a facility that shares a common boundary. The most obvious ones being the City of Cockburn and the City of Fremantle.	<b>Ongoing</b>
<b>Investigate partnership with commercial and retail landowners.</b>	Seek to partner with commercial and retail landowners to develop civic precincts akin to Willetton Skate Plaza.	<b>Ongoing</b>
<b>Investigate site opportunities for State agencies.</b>	Seek to partner with the likes of the Water Corporation and the Department of Education to gain access to areas that may be suitable for development.	<b>Ongoing</b>
<b>Update the City's Advocacy Plan</b>	Incorporate the vision for a street style or plaza within a neighbourhood or retail centre into the City's advocacy plan and commence dialogue with proponents of these centres.	<b>Short term</b>
FUNDING		
<b>Grant funding (capital funding)</b>	Establish early dialogue with funding bodies for identified projects prior to submitting a grants application for every project, with the most suited funding body (Lotterywest or DLGSC).	<b>Ongoing</b>
<b>Program funding</b>	Seek funding through the Outdoor Active Recreation Participation Grants Program for programs that focus on the natural landscape.	<b>Ongoing</b>







Follow us:

 @melvillecity

 @melvillecity



City of  
**Melville**