SKATE AUCKLAND

Auckland City 2001 Skate Strategy

Contents

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Introduction

Auckland City values the benefits that leisure and recreation activities can have for individuals, families and the community as a whole. We are committed to providing for and facilitating leisure environments and facilities that will enhance the quality of life in the city. This includes providing and advocating for skate facilities to meet the needs of the City's youth.

Skateboarding and inline skating have grown rapidly in popularity particularly over the last 10 years. They have firmly established themselves in Auckland, not only as popular recreation activities, but also as recognised sports. It is more than a fad and is likely to continue well into the future. In fact skating continues to be one of the world's fastest growing participant sports.

Skateboarding appeals to young people for a number of reasons, but mainly because as a sport it values the individual, it is a form of self-expression, it is inexpensive, it is challenging, it can be social and it is fun! Inline skating is not so dominated by the younger age group and has broader appeal than skateboarding. While inline skating is a sport for some, the majority are skating for fitness and recreation.

Overseas research in Australia and America indicates that the level of participation in skateboarding activities in Auckland City is around 7 percent of the population (30 percent of 5 to 20 year olds skateboard). For inline skating it is estimated that the level of participation is around 13 percent of the population. Together these figures suggest that a potential 22,000 to 40,000 people in Auckland City participate in skating activities.

Skateboarding and inline skating are evolving sports – always pushing the limits to go faster and creating new moves. As the popularity of skating has grown, so has the demand for new and diverse opportunities. It has also given rise to some public concerns, such as conflicts between skaters and pedestrians, damage to property and anti-social behaviour.

Auckland City has the important role of providing, managing and maintaining skate facilities, and balancing the needs of skaters with those of the wider community. The skate strategy sets direction for providing and managing skating activities. This is achieved through a combination of the following:

- Providing skate facilities - where and why facilities will be provided/improved.
- Guidelines for developing skate facilities.
- How skate facilities will be maintained and managed.
- Management of skating in public places –legislation, code of conduct, designated skate routes/no-skate zones, planning and designing for skaters in the urban environment.
- Education and awareness – enhancing the image of skating.

The strategy focuses on the needs – both recreational and sporting – of the skateboarder and inline skater. It does not address the needs of competition skating or those who pursue more specialist forms of skating, such as roller hockey.

Providing **Skate Facilities**

Providing skate facilities is a key component of the strategy. Auckland City is, and will continue to be, the primary provider of purpose built skate facilities in the city.

Existing skate facilities

There are three basic styles of skating:

1. Vertical Skating - requiring a vertical plane to provide opportunities for aerial tricks. Facilities that specifically cater for this style include vert (vertical) ramps and performance bowls. These facilities are for the more advanced rider.

2. Lip Trick Skating - skaters perform tricks along the lip or edge of the facility. Half pipe and quarter pipe ramps and bowls cater for this style.

3. Free Style Street Skating – this re-creates the challenge of the street by creating elements from the street environment to ride or jump over (slide, grind and ollie). Such facilities combine ramps and bowls with additional flat, open areas, and extra elements such as funboxes, grind poles, wedges and stairs. Currently this is the most popular style of skating.

At present Auckland City provides nine dedicated outdoor skate facilities. These are freely accessible to users and spectators. They are as follows:

- Victoria Park (Central City) - mixture of wood and concrete street course components.
- Tole Street (Ponsonby) - concrete snake track and bowl.
- Grey Lynn Park (Grey Lynn) - wooden mini ramp.
- Lynfield Park (Hillsborough) - concrete bowls.
- One Tree Hill Domain (Epsom) - concrete snake track and bowl.
- Onehunga Bay (Onehunga) - wooden vert ramp.
- Crossfield Reserve (Glen Innes) - concrete snake track and bowl.
- Waiatarua Reserve (Meadowbank) - wooden mini ramp.
- Little Rangitoto (Remuera) - concrete snake track and bowls.

The main issues

Surveys and discussions have been used to investigate the needs of skaters and what they think of the existing skating facilities. The following key issues have been identified:

Not enough skate facilities
There are not enough places to skate in Auckland. The popularity of skateboarding and inline skating, as both recreational and sporting activities, has grown rapidly in recent years. Providing and maintaining the facilities has not, however, matched this growth. The existing facilities are limited in number, quality and distribution around the city.

The areas with the greatest need for both skateboarding and inline skating facilities are;

- to the west in the suburbs of Point Chevalier and Avondale
- centrally in Mt Eden/Balmoral/Epsom
- to the southwest in Sandringham/Three Kings/Mt Roskill
- to the south in Otahuhu, Ellerslie/Panmure and Onehunga
- in the Hauraki Gulf Islands

Quality of existing facilities

Skating is a dynamic activity and over time facility requirements, skill levels and user needs change. The majority of existing venues in Auckland (with the exception of Victoria Park) have a limited range of opportunities, are in poor condition and/or nearing the end of their physical life. They do not adequately cater for a diverse range of skills or skating styles that are evolving today.

Neighbourhood amenity

Purpose built skate facilities are generally sited in residential areas on parks and reserves. As a result, local residents can be affected by the activities of skaters. Typical concerns include noise (particularly if the facility is used at night), the safety of other park users (particularly if located near a playground), vandalism, graffiti and anti-social behaviour.

New and improved skate facilities

Skaters like to have a variety of skating facilities. Australian studies (Sports and Recreation Victoria, 1990) report that the majority of skateboarders are more likely to use a facility that is within 3-5km of their home where they can travel on foot, by board, skate or cycle. In Auckland younger skaters who are less independent are regular users of local facilities. Skaters also travel significant distances to a venue that has a diverse range of quality elements and located on public transport routes. Older skaters, in particular, travel around the city on a circuit for this very reason.

To meet the varying needs of skaters, a three-tier hierarchy of purpose built skate facilities is recommended. The philosophy is one of quality rather than quantity - concentrating resources to develop quality skating facilities that provide a challenging mix of skating elements at a limited number of safe, accessible and suitable locations. Each facility will complement each other thus providing a better range of opportunities across the city. Facilities will be designed for use by skateboarders and inline skaters.

1. **One city-wide skatepark –** minimum size 2,100 sqm (30m wide x 70m long), incorporating a vert and mini ramp and street course components that cater for beginners but primarily meet the needs of the intermediate and advanced/competition level skaters that are 13 + years of age.

2. **Three community skateparks** – minimum size 1,400 sqm (25m wide x 55m long), incorporating a mixture of mini ramp and street course components with a range of design variations between the facilities. Suitable for beginners (providing training facilities to develop their skills) but primarily catering for

intermediate to advanced level skaters that are 13 + years of age who are able to travel some distance (the primary catchment being within 4-5km of the facility).

3. **Neighbourhood skateparks** – minimum size 250 sqm (16m wide x 16m long) to accommodate 10 to 15 skaters at a time. These are local facilities that fill-the-gaps between the community and city-wide facilities, incorporating basic street course components and/or a mini ramp. They cater primarily for beginners to intermediate skaters under 13 years of age who live within 2km of the facility. There are opportunities to integrate existing facilities or work in partnership with the private sector. This will be investigated.

See Figure 1 for the distribution and primary catchments of existing and proposed new facilities.

City-wide skatepark

The city-wide facility is sited within Victoria Park which is located in the central city area. The first stage was completed in December 1999 at a cost of $160,000 and consists of a mixture of plywood and concrete street course components (a pyramid fun box, quarter pipes, wedges, planter boxes, banked ramp and stair grind). It is easily accessible by both private and public transport, and caters for the needs of skaters from across the City and those living in the inner city suburbs.

Stage two involves the addition of a mini ramp that will be constructed in 2001. The addition of a vert ramp, quarter pipe and hipped wedge make up the last stages. These components combined will cost approximately $120,000 and will provide additional skating options (particularly for the intermediate and advanced/competitive skaters) and improve the flo' of the street course. Security lighting and summertime supervision of the facility will be considered to improve safety of its users.

Community skateparks

Development of three community skateparks serving skaters who live in the southern, eastern and western sectors of the City. Victoria Park skatepark will serve the needs of skaters in the northern sector. The aim is that each venue lies within 4-5km of any City resident. The cost of each of these facilities is estimated at $160,000-200,000, depending on site conditions.

The proposed locations for the community skateparks are:

1. Southern Sector - Onehunga Bay Reserve, Onehunga
   This involves upgrading the existing vert ramp (increasing its width, structural strengthening and re-skinning) and extension of the facility into a new concrete and wood street course facility.

2. Western Sector - Riversdale Reserve, Avondale
   Development of a new concrete street course facility.

3. Eastern Sector - Crossfield Reserve, Glen Innes
   Development of a new concrete street course facility.

Neighbourhood skateparks

These are local facilities for skaters within walking distance (2km) of where they live. The cost to construct a new facility is estimated at $100,000- 130,000, depending on site conditions.

Possible variations of these facilities include a street format where the layout simulates a street with components along its edge; a flat hard surface with street course components; a bowl format incorporating street course components; or a ramp. There is the opportunity to incorporate mobile or modifiable equipment to provide flexibility for different skating opportunities. There is also an opportunity to work in partnership with the private sector, for example, making use of an existing hard surface within a school's grounds either permanently or temporarily (over the summer period).

Providing neighbourhood facilities includes upgrading existing facilities and developing new ones.

Upgrade existing facilities

- Grey Lynn Park
  Upgrade mini ramp, incorporating noise control measures to address surrounding residents' concerns.

- Tole Street Reserve
  Make minor modifications to the edges and end of the snake track (e.g. extend concreted areas). Incorporate some basic street course components.

- Waiatarua Reserve
  Put in a path to the ramp, extend the width of the ramp and re-skin.

- One Tree Hill Domain
  Widen the snake track and increase the height of the bowl sides. Re-surface the entire facility.

- Lynfield Reserve
  Add some basic street course components to existing flat area.

- Little Rangitoto Reserve
  Improve the angles of the 'pool' bowl and provide a link between it and the upper bowl. Incorporate basic street course components in upper bowl.

Develop new facilities

- New concrete street course facilities are planned for Taiwaipareira Reserve (Waiheke Island) and Lagoon Stadium (Panmure).

- New facilities are required in Point Chevalier (street course), the Mt Eden/Balmoral/Epsom area (street course), the Sandringham/Three Kings/Mt

Roskill area (mini ramp), Otahuhu (street course) and Great Barrier Island (mini ramp).

Inline skating routes

The inadequate provision and range of smooth surfaced 'scenic route' opportunities for inline skaters has meant that defacto facilities are currently used (i.e. walkways and footpaths) which can be unsafe for both skaters and other users of these spaces.

In addition to the purpose built facilities outlined above, the provision and condition of scenic routes for recreational inline skaters requires improvement. These include:

- Upgrading the pavement surfaces along Eastern Bays (Tamaki Drive), the Auckland Domain and Quay Park areas.
- Widening or building new sections of footpath around the Eastern Bays area.
- Investigating ways of designing cycleways, as defined in Auckland City's Cycling and Walking Strategy (1999), to accommodate inline skating (for example the north-western cycleway).

Guidelines for **Developing a Skate Facility**

To develop a new purpose built skate facility, the following process is recommended. This can be used as general reference. While the information is believed to be correct, no assurance is given to the completeness or accuracy of the following process and it should not be relied on without making further and full inquiries. The guidelines are based on previous experience, the Brisbane Skate Story produced by Brisbane City in 1997, and the Skate Facility Guide produced by Sport and Recreation Victoria in 2001.

1. Assess demand

Define the main user groups, the types of skating activities that interests them and their overall skill level.

2. Form a project group

Include relevant Council officers, local Councillors/Community Board members, a local skate representative(s) and local business and resident representatives, as appropriate.

3. Establish the budget

The budget will help to determine many things including final size, materials, type of components and the provision of amenities and landscaping. Ideally the facility design should not be compromised by the budget as this may impact on its attractiveness to skaters and consequently its use. If the budget is not sufficient the development could be staged and/or alternative funding sources considered, such as grants and sponsorship. Costs can also be reduced if an existing hard area is utilised or a partnership is entered into.

A corresponding maintenance budget must be set in place, which provides for graffiti and litter removal, repairs and replacement.

4. Consult with the community

This is dependent on the locality and type of facility. Consultation may be initiated at the beginning, occur throughout the whole process or take place once the concept design has been developed. Where relevant it should include other users of the site, nearby and interested residents, local businesses and stakeholders. At the very least nearby residents should be involved in the overall planning, location and design of the facility, particularly the landscaping and noise control.

5. Find the best site

The selection of a good location for a skate facility will, along with the design, play a large part in determining its success. Preferably the facility should be located on land that is owned by the Council. Ensure that young people are involved in this process.

A number of factors need to be considered including:

Known demand

- Able to attract a high proportion of the skating community, as determined through the strategy.
- Located where young people want to be and/or adjacent to where they congregate.

Accessibility

- Free access to users and spectators.
- Easily accessible by public and private transport (particularly buses/trains for community skate facilities) and by cycle, skate and foot (particularly important for neighbourhood facilities).
- Not too close to any busy roads. Fencing may be required.
- Easily accessible by emergency vehicles.

Site suitability

- Compatible with its proposed environs and the interests of other users.
- Where there is minimal conflict with other users.
- Large enough to accommodate the facility.
- Adequate distance from residential dwellings and incompatible land uses and/or able to absorb/buffer any noise that may disturb nearby residents.
- Preferably served by a path network or route.
- Visually prominent, pleasant site with good public surveillance for safety and to minimise potential anti-social behaviour.
- A suitable distance from trees to minimise interference with skaters, shading of the facility and reduce possibility of leaf litter, twigs etc.

Close to compatible facilities

- Close to complementary facilities such as toilets, water, shade and seating.
- Close to other recreation, community and youth-related facilities. This has the added benefit of increasing general public surveillance.

6. Determine the design

Any purpose built skate facility should reflect the needs of the skaters who will use it. It should also complement other existing or proposed facilities so that a range of opportunities is provided across the City. If the facility does not meet the needs of the skaters, it will not be well used. The challenge is to design a skate park that has built in flexibility so it can change and grow to meet the needs of skaters in years to come.

The following are some aspects to be considered:

Skater involvement

Involvement of skaters in the design is critical to ensure the facility meets their needs. This also helps to create a strong sense of ownership and responsibility for the facility. An experienced skater/designer should direct the design process.

Skill level

- Cater for a range of skill levels.
- Accommodate both skateboarding and inline skating.

Layout and components

- The facility should be visible to both skaters and spectators.
- Select components to meet the desired skill level and style of facility.
- Provide variety and versatility.
- Consider height, relation of components and fall zones.
- Consider distance between items for flow and to minimise conflict.
- Incorporate mobile or modifiable equipment where possible to provide flexibility (particularly for neighbourhood facilities).
- Consider orientation in relation to sun etc.
- Take advantage of the terrain of the site, for example ramps and bowls can use existing ground contours.

Materials

Select suitable materials to meet the design and construction requirements of the facility and the local conditions. It is preferable that the facility be built with wood and/or concrete. Wood provides a surface with grip sufficient to allow good control and at the same time allow skaters to slide freely in the event of a fall. It is also easier to construct and repair. However, it does require relatively high maintenance and is easily damaged. Concrete is quieter, more durable and requires less maintenance. However, it can be trickier to build with and repair, structures are heavier and cannot be dismantled or easily moved and it is generally more expensive initially. Wooden facilities are preferred by skaters.

Noise

Noise from using the facility and from conversations can be a source of annoyance, particularly at night. The facility must adhere to noise restrictions under the provision of the Auckland City District Plan 1999. Noise reduction can be achieved through landscape design, construction, materials used and specific acoustic treatments.

Risk management

- Good design is a key component to safety. Some critical issues include gradients, transitions, radius of curves and height, distance between components, surface finishes, drainage and placement of equipment.
- The design must meet Council safety standards (when they are developed).
- Signage can help to manage risk. It can educate, inform and regulate activities.
- Consider lighting the facility either for security purposes or night use. There are potential implications in terms of safety and impact on adjacent residents (noise and light).
- Consider fencing around the site to catch airborne equipment and/or stop people falling into the facility accidentally.

Landscaping and amenities

The facility location and design must be complementary to the park environment.

- Integrate hard areas with any adjacent green areas.
- Consider providing trees and shrubs for shade, as a physical barrier, for aesthetics and to blend the facility in with the surrounding environment.
- Consider the visual aesthetics of the actual design in terms of shapes and colour.
- Include amenities, whether new or shared, such as paths, toilets, drinking water, seating and litter bins, where possible.

7. Development Approvals

This may include applying for and obtaining resource/building/earth-working consents. During this process there may be a period when the proposed development is notified and submissions received. If there are objections, there may be hearings and appeals. This can lengthen the process and increase costs.

8. Tender the project for construction

Specialists in the field must undertake design and construction, so that they are safe, robust and meets the needs of the skaters. This will also help to minimise maintenance costs.

9. Construct the facility

Ensure the standard of construction of the facility is extremely high. This means all specifications are met, particularly those for gradients and angles, and that all skating surfaces are smooth.

10. 'Launch' the facility

This may involve an official opening with a skate event. Ensure that young people are involved.

11. Maintenance and management

Before a skate facility is built, a process of deciding how it is to be maintained and managed should be established. Skaters can make an important contribution at this stage.

The 'assets' created during the construction of a skate facility must be accurately recorded in Auckland City's asset register, to assist with long term maintenance and renewal.

Skate Facilities **Maintenance and Management**

Auckland City is responsible for maintaining and managing the facilities it provides. This includes ensuring the facility is safe, in good repair, clean and graffiti-free.

Maintenance

An effective and regular inspection, maintenance and cleaning program is important to ensure the longevity of the facility and increase safety. This includes damage to the equipment, integrity of all surfaces and structures, gaps or raised edges, oils and other slippery surfaces and debris on or surrounding the riding surfaces. Any repairs are to be undertaken by a specialist and a process for checking and signing off on the quality and timing of work performed. The painting of facilities to dissuade graffiti will continue. Painting specifications need to address colour, glare and traction (particularly on skating faces).

The current maintenance cost for a wooden ramp is approximately $4000-5000 per annum. This includes repairs, graffiti removal and cleaning. Maintenance of concrete facilities generally revolves around graffiti removal and is approximately $2500-3000 per annum. If built correctly concrete facilities should not require re-surfacing. Many of the existing facilities are falling into disrepair when funding is not available, or when damage occurs and contingencies are not available to rectify it. The maintenance and renewal of skate facilities will be incorporated into Auckland City's Parks, Open Spaces and Streetscapes Asset Management Plan

Management

A means of measuring usage at skate facilities will be established. This will allow Auckland City to evaluate and develop facilities that react to the changing skating environment.

In general skate facilities will remain unsupervised, unless a need is established. This means the location, design, maintenance and signage is important. Managing the community and city-wide facilities could benefit from a co-operative approach. A committee could be set up with Council participation to:

- Address management issues, e.g. graffiti, noise complaints etc.
- Organise competitions and events.
- Keep the Council informed of maintenance issues.
- Develop strategies to maximise the use of the facility.

In association with the local skating businesses (currently Cheapskates), Auckland City will continue to organise summer events (Skate Jam Series) in the inner city. The potential for holding events in other areas of the city will also be explored. Applications to use skate facilities and urban spaces for various events and promotions will also continue to be assessed.

Dealing with complaints

When dealing with frequent complaints about a particular facility a full audit will be undertaken. This includes the number and location of the complainant(s), the popularity of the facility and the level and time of use (day and night). Solutions can be found through assessing;

- Facility location (visibility, surveillance).
- Facility design (materials, construction, lighting, attractiveness).
- Landscape elements (buffering, physical barriers, aesthetics).
- Establishing a committee of local residents, police and skaters (this has proved to be relatively successful with the Lynfield facility). Where complainants and the skaters can work together to solve the problems there is more likelihood of success.
- Signage.
- Bylaw enforcement.

All solutions must be explored. Only if the solutions implemented do not work after a reasonable timeframe (3 - 6 months) should removal of the facility be considered. An alternative site in the vicinity should be found to relocate the facility, if this is viable.

Conflicts

Conflicts may occur between groups at facilities where a mix of sports congregate, for example between skaters and BMX riders. Strategies to minimise conflicts include:

- Creating a culture of responsibility and a sense of involvement by users.
- Designing a number of skate facilities to accommodate BMX bikes, where a demand is established.
- Providing a purpose built facility for use by BMX riders and inline skaters (who have similar requirements).
- Educate facility users.
- Signage and enforcement.

Auckland City Safety Standards

It is recommended that the Council develop its own safety guidelines for the design, operation and maintenance of its facilities. At present there are no specific safety guidelines covering the construction of skate facilities. Under common law (and reinforced by legislation such as the Local Government Act 1974 and the Building Act 1991), the Council has a legal duty to safely install and maintain its skate facility assets. The Council may be liable for costs if a person alleged the asset was unsafe/damaged or if a participant was injured because it was unsafe.

Signage

Skaters are responsible for their own safety at skate facilities as they bring their own equipment. Signage can be used to educate, to inform and regulate activity, to reduce possible dangers and disclaim liability. Some skaters may perceive signs as

authoritarian and ignore them. It is therefore important to ensure skaters are involved in the design and wording for maximum impact. Language should be kept simple and where possible positive wording used. Wording should also be checked for legal and insurance implications.

Basic elements include, promoting the use of safety equipment, adult supervision if under a certain age, contact numbers in case of emergency, if the facility is damaged or problems arise and a liability disclaimer.

Skating in **public places**

The main issues

Carparks, footpaths and public spaces, anywhere that has a hard, flat, skateable surface (particularly in and around shopping centres), are popular areas for street skating. The main issues are conflicts between skaters and pedestrians and the damage to urban infrastructure. Associated issues include noise, abuse and intimidation from skaters when asked to leave or be careful. Retailers, particularly in the CBD, have expressed concerns that skaters obstruct shoppers and potential customers and damage private property. With the number of inner city residents increasing, complaints have also been received about skating late at night.

On the other hand skaters often suffer abuse and intimidation from the public. Often those involved in skating do not maintain what is thought of as a conventional appearance. Looking and behaving differently as a well as hanging out for long periods of time at skate facilities can cause conflict and misunderstanding in the local community.

Statutory Law

The Land Transport Act (March 1999) has broadened the definition of a vehicle to include skateboards, inline skates and roller skates. People using these items are now legally required to be careful and considerate of other road users, including pedestrians, and must now stop if involved in a crash to check on the condition of anyone else involved.

However, skateboards, inline skates and roller skates are not considered motor vehicles or cycles, and may still be used on footpaths, unless forbidden by local bylaws.

The legislation allows local councils to introduce bylaws limiting or restricting where skateboards and inline skates can be used. Auckland City Council's bylaw addresses reckless and intimidatory behaviour. When skaters are dangerous, cause injury or are a nuisance to people in public places, the fine is $60.00. If damage is caused to property or injury to others a $750.00 fine may be charged. It can be difficult to enforce this legislation.

The current bylaw does not govern where skateboarders, inline skaters, cyclists and users of similar devices may or may not go. There are also no regulations that require skaters to abide by safety standards (for example wearing safety equipment such as helmets and kneepads).

Some Councils in New Zealand have prohibited the riding of skateboards in designated areas.
However, there is little hard evidence to suggest this is effective unless introduced along with other measures such as the provision of skate facilities, codes of conduct and designated skate routes, developed in conjunction with skaters. These measures are being applied as a "skatesafe programme" by the City of Melbourne.

Code of Conduct

This involves setting up a working party of skaters, businesses, youth advisors, the Police and council officers to negotiate and develop a code of conduct for skaters that provides information about:

- An agreed set of protocols (for responsible skating behaviour) on the street and at facilities.
- Agreed strategies to enforce codes of conduct.
- Laws and penalties in relation to skating.
- Preferred skate routes and no-skate zones, particularly in the Auckland Central Business District.
- Safety.

A code of conduct was developed in consultation with skaters to coincide with the opening of Victoria Park skatepark. Stickers and posters were used to promote the code and the opening. This now needs to be reviewed.

Designated skate routes/no-skate zones

Some skaters will prefer to skate in areas not designed for them, either because of the inherent attraction (for example the street is convenient and is a challenge), because there are not enough facilities available or they are crowded, or the facilities are failing to keep their interest.

A nominated list of designated skate routes and no-skate zones should be investigated, particularly in the CBD, in consultation with skaters, businesses and the Police. Selection can be determined by analysing pedestrian traffic, the physical environment of the area (width of the footpath, physical suitability, obstacles/street furniture infrastructure) and connection to transport. This can be supported through bylaw details.

The following streets and public spaces have been trialled as no-skate zones and signage erected accordingly: Bledisloe Lane, Elliot Street, Darby Street, Freyberg Place, Vulcan Lane, High Street, Lorne Street, Khartoum Place, the Art Gallery Court Yard and Waitemata Plaza.

These areas were identified because of the numbers of pedestrians, problems that have been experienced to date, complaints received and submissions made from Heart of the City business association and other business owners. The areas were not supported by a bylaw and a review is now required.

Urban planning and design

Skaters should be considered in all urban planning and design processes. This can mean designing skate-friendly environments where the issues associated with skating in the street, road safety and urban planning and design are considered. There are some good examples overseas where the needs of skaters have been integrated into urban design. Proactive steps can be taken to protect the edges of structures attractive to skaters by ensuring they are durable enough to cope with such use (for example providing metal edges to steps and kick plates on the bottom of glass doors).

Alternatively design methods can be used to protect vulnerable infrastructure from damage, or discourage use in inappropriate places, or slow skating in public places where conflict may arise. Methods include:

- Placing physical barriers/lugs along seats, rails and shop front edges.
- Installing slats or grooves in joints of blocks.
- Installing seats with slats front to back instead of horizontally.
- Designing gaps into walls and seats to avoid continuous surfaces that allow skaters to 'grind' and 'slide'.
- Avoiding the construction of low walls or placing some form of physical barrier along the wall.
- Creating physical barriers, for example using planting and textured or raised surfaces in the pavement, such as cobbles.

Developers leaflet

Development of a leaflet for inner city developers looking at skate issues to consider when designing and building.

Education and awareness

An education and awareness program is required involving skaters, the skating industry, the Police and the general community to raise awareness and promote the various aspects of skating and the Council's involvement.

Key aspects of this program include:

- Educating the public about the benefits of skating and enhancing its image.
- Encouraging community involvement when planning skate facilities, and ongoing involvement after they have been commissioned.
- Promoting the skate facilities.
- Promoting the Code of Conduct.
- Educating the public and skaters about the designated skating routes and no-skate zones.

- Increasing public awareness about existing legislation.
- Promoting the developers leaflet.

Implementation

Skate Facilities

An Audit of Skateboard Facilities was completed in 1999 and updated in 2000. In line with the audit, the skate strategy's priorities for the developing and upgrading skate facilities over the next 5 years are:

Funded/partially funded projects

Victoria Park	Construct a new mini ramp. NZ Lottery Grants Board has funded $30,000.
Onehunga Bay Reserve	Upgrade the vert ramp. Community Board has funded $24,000.
Riversdale Reserve	Develop a new street course facility. Estimated cost $215,000. Community Board has funded $50,000.
Crossfield Reserve	Re-develop skate facility. Cost yet to be defined. Community Board has funded $82,000.
Taiwaipareira Reserve	Develop a new street course facility. Cost yet to be defined. Community Board has funded $90,000.
Lagoon Stadium	Develop a new street course facility. Estimated cost $150,000 Community Board has funded $89,000.
Grey Lynn Park	Upgrade mini ramp. Community Board has funded $11,500.

Projects awaiting funding

Victoria Park	Construct a vert ramp, wedge and quarter pipe and install security lighting.
Sandringham/Three	Develop a new neighbourhood facility (mini ramp).
Kings/Mt Roskill Mt Eden/Epsom/Balmoral	Develop a new neighbourhood facility (street course).
Point Chevalier	Develop a new neighbourhood facility (street course).
Otahuhu	Develop a new neighbourhood facility (street course).
Great Barrier	Develop a new neighbourhood facility (mini ramp).
Onehunga Bay Reserve	Add street course components.

Tole Street Reserve	Concrete over gobi blocks and form a breakout at end of snake track, incorporate basic street course components.
Waiatarua Reserve	Add handrail around launching pad, increase the ramp width and re-skin, develop a path to the ramp.
One Tree Hill Domain	Modify snake track and bowl and re-surface.
Lynfield Reserve	Add street course components.
Little Rangitoto Reserve	Upgrade pool bowl and link to upper bowl, add some street course components to upper bowl.

Maintenance and Management
Set up a regular inspection, maintenance and cleaning programme. Any repairs required to be undertaken by a specialist. Develop safety guidelines for the design, operation and maintenance of skate facilities. Develop signage for skate facilities to educate, to inform and regulate activity, to reduce possible dangers and disclaim liability.

Skating in public places
Set up a working party to develop;

- A code of conduct for skaters.
- Designated skate routes and no-skate zones in the CBD.
- Developers leaflet for urban planning and design.

Education and Awareness
Set up a working party to develop a marketing campaign promoting skating management activities.

Review process
It is important that this strategy remains relevant to the changing needs of skaters. The strategy will be reviewed to encourage its ongoing appropriateness every five years.