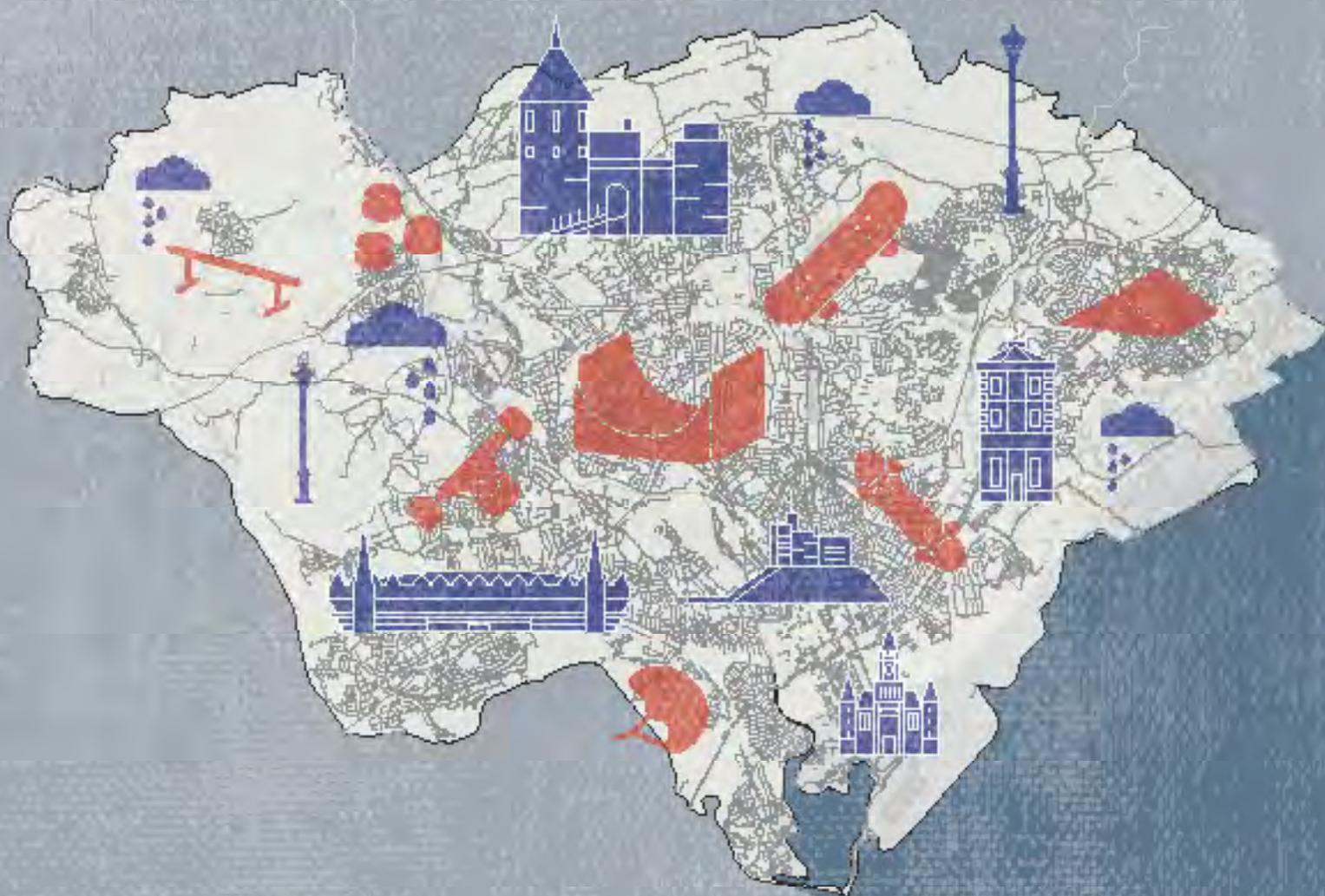


CARDIFF SKATEBOARD AMENITIES STRATEGY

DECEMBER 2022

DRAFT



The Cardiff Skateboard Amenities Strategy was produced by:

van der Zalm + Associates and New Line Skateparks



Consultation and coordination provided by:

Creative Exterior Solutions Ltd.



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We want to acknowledge the hard work of the Parks Department and Consultant Team for coordinating and developing the Cardiff Skate Amenities Strategy. Thanks also to various Council departments that provided input to improve the strategy. Many thanks to Cardiff Skateboard Club and the public that gave their input to ensure the development of a strategy that responds to local needs and interests.

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EXECUTIVE SUMMARY

Why undertake a Skateboard Amenities Strategy?

Skateboarding has been a part of the UK as early as the 1960's and continues to have a strong presence across the country today. Since those early days of skateboarding, Cardiff has been home to a vibrant local skate community who continue to bring life and excitement to the capital city's streets and parks.

After several decades of use, Cardiff's existing skate amenities at the time this report was prepared are in varying levels of disrepair and have required significant resources to maintain minimum safety requirements. Rather than continue to spend limited resources into ageing infrastructure, the Cardiff Skateboard Amenities Strategy will help lay the foundation for a new network of skate amenities that feature low-maintenance modern design and reflect the needs of Cardiff's skate community.

Who was involved in this process?

Local skate advocates voiced their opinions regarding the quality of the local opportunities and in response, the Cardiff Parks Department consulted with Council departments, industry professionals and local skate enthusiasts to shape the future of skateboarding and small-wheeled sports in Cardiff. A vision for Cardiff's skate amenities was developed through a public online survey and meetings with the Cardiff Skate Club. This process provided an opportunity to imagine a new and quality skate infrastructure to support youth and adults alike.

What is guiding the Strategy?

In keeping with the feedback received through the public engagement process and the analysis undertaken by the project team, the

Strategy has defined the following principles, vision, mission and goals to guide the development of skate amenities:

Vision:

Cardiff is home to a vibrant skate community that is well supported by a diverse range of skate amenities across the Council.

Mission:

To support and grow the skateboarding community, foster a diverse user group, and create skate amenities that support a wide range of uses and skill levels.

Goals

1. Area that meets community needs
2. Accessible
3. High Quality and Unique.

What technical analysis was explored?

In addition to public input, the project team undertook an extensive analysis of Cardiff's existing skate amenities, transportation network, population projections, development and growth areas, social policies and a variety of other siting considerations and opportunities. A strategy requires that a base amount of skate terrain be determined so a plan of distribution can be drawn up. The project team referred to the Skatepark Adoption Model (SAM) and made use of the Skateboard GB estimates for the population of skateboarders in the UK to determine the amount of skateable terrain needed.

Most existing skate amenities are small in nature and serve a local leisure centre and it's surrounding neighbourhood. While skate amenities are generally well-distributed across the Council, the catchment area is small and

as a result many areas remain under-served. The challenges are compounded by the aged infrastructure leading to removal and replacement as the most effective option. A re-imagined skatepark network can be built on larger skateparks with larger 'catchment areas' thereby providing greater accessibility to residents across the Council.

The Welsh Index for Multiple Deprivations is used to better understand areas of greatest need and prioritize the roll-out of the strategy.

What does the Strategy recommend?

1. Skateparks in parks

Developing larger scale, modern, network hub skateparks in parks that are accessible by multiple modes of transportation creates incentive to travel, broadens the catchment area of each individual skatepark, and reduces current service gaps across the Council.

The roll-out of four new skatepark hubs and one neighbourhood level skatepark is prioritized by considering both neighbourhoods with greatest inequity and high level of accessibility from other parts of the Council.

2. Skate spots and dots in parks

In addition to the five core skateparks to meet the Council's base needs, it is recommended that smaller skate opportunities called spots and dots be considered for inclusion when upgrading existing local parks or when building new parks.

3. Skateable city spaces

In addition to planning for the development of skateparks, this Strategy recognizes

skateboarding and small-wheeled sports as also occurring beyond the extents of designated skateparks and takes a creative approach to plan and design for these conditions. This plan prioritizes "Skateable City Spaces" in urban plazas developed by the Council or private developers.

4. Improved cycleways to promote skateboarding as active transportation

As improvements included in the Cardiff Cycling Strategy continue to be delivered, skateboarding will become a more viable option for transportation. Finding ways to incorporate additional skate and small-wheeled sport specific considerations to the cycleway network will improve their viability as a mode of sustainable transportation and support their integration into the fabric of the city.

5. High-level facility

Considering the potential for a national level competition facility in the International Village as an element to further the sport of skateboarding in Wales.

Recommendations summary

By 2032, Cardiff's skate amenity strategy will aim to achieve:

- Four new network hub scale skateparks
- One new neighbourhood skatepark
- Several Spots and Dots in Parks
- At least 5,000m² new skate amenity spots in parks for a total of 6,000m² space in parks.
- Rain sheltered skate amenities for year-round participation.



CHAPTER 1 - INTRODUCTION, BACKGROUND & HISTORY





Photo: Stephen Davies

1. INTRODUCTION, BACKGROUND & HISTORY

WHY ARE WE CREATING A SKATEBOARD AMENITIES STRATEGY?

Skateboarding has been a part of the UK as early as the 1960's and continues to have a strong presence across the country today¹. Since those early days of skateboarding, Cardiff has been home to a vibrant local skate community who continue to skate in the capital city's streets and parks.

Cardiff's existing designated skate amenities are in generally poor condition and have raised safety concerns while also straining the limited resources of the Council. In response, the Council has developed the Cardiff Skateboard Amenities Strategy to help guide decisions about investments in skate infrastructure across the Council over the next ten years.



Figure 1. Skateboarding in Tompkins Square Park
Photo: Wil540 (CC BY-SA 4.0 license)



Figure 2. Skateboarding in Tompkins Square Park
Photo: Wil540 (CC BY-SA 4.0 license)

VISION AND MISSION

Our vision for the future is that Cardiff is home to a vibrant skate community that is well supported by a diverse range of skate amenities across the Council.

To reach this vision, our mission is to support and grow the skateboarding community, foster a diverse user group, and create skate amenities that support a wide range of uses and skill levels.

1. Retrieved from Skateboard Great Britain - Skateboard FAQ's. skateboardgb.org/faqs

PROJECT TIMELINE

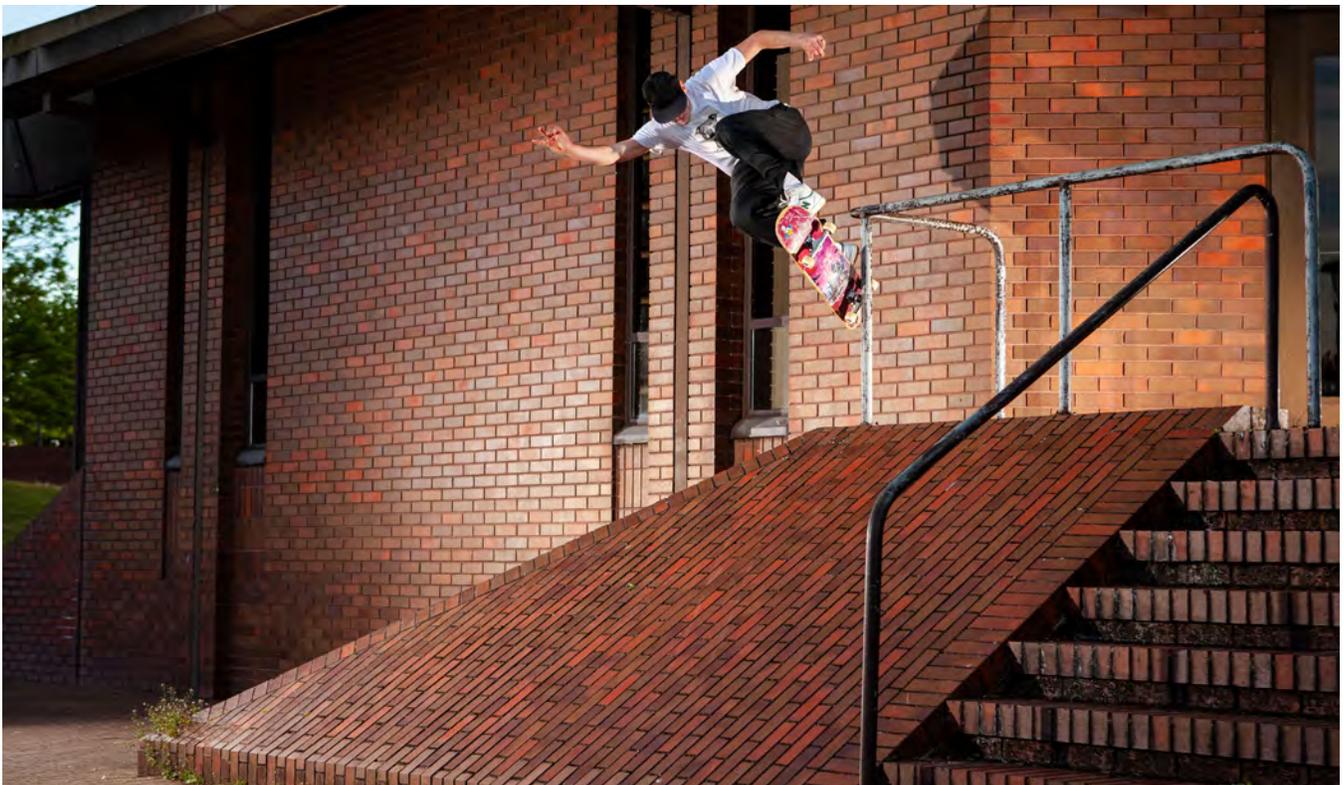
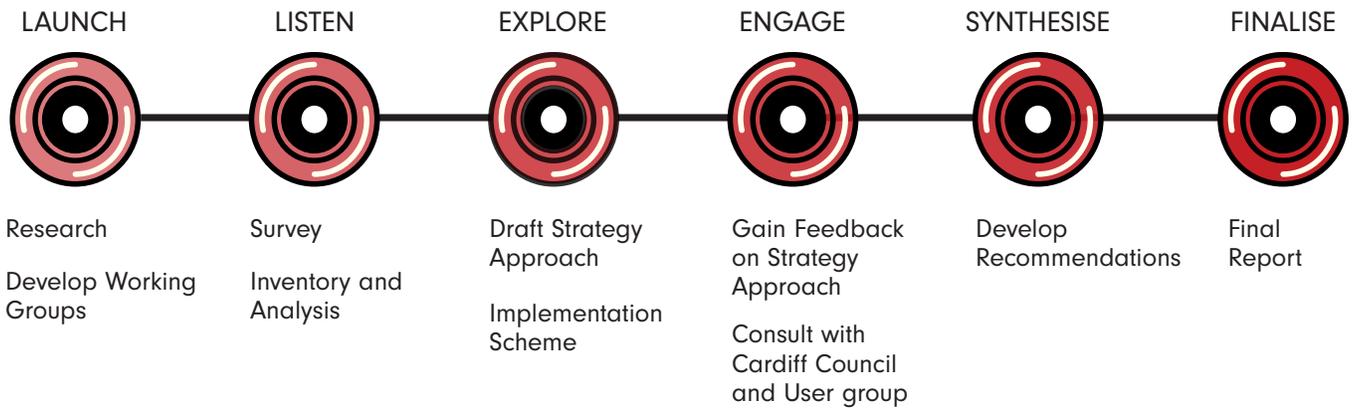


Figure 3. A local skater pops a pole jam over a brick bank.
Photo: Cardiff Skateboard Club

INTRODUCTION TO SKATEBOARDING AND RELATED ACTIVITIES

In simplest terms, skateboarding is a form of recreation where a person rolls on a board mounted on wheels. The activity is popular with youth and spans a variety of different sub-disciplines including downhill longboarding, flatland freestyle, vert and transition skateboarding, as well as street skateboarding among others. Skill in skateboarding can be measured in many ways but is typically associated with the ability to ride smoothly as well as perform progressively difficult tricks. Countless possible combinations of tricks can be performed in sequence and are made unique by the skateboarder's creative imagination and execution. With the case of street skateboarding, tricks are often intrinsically tied to a location, lending geographic notoriety to specific 'skate spots' around the world.

A BRIEF HISTORY OF SKATEBOARDING

Skateboarding was invented in the 1950s in the USA as an alternative to surfing when there were no waves. The first skateboards were cobbled together with found objects and roller skate wheels and were typically ridden on flat land. In the 1970's, technological advancements in skateboard construction – primarily with the invention of polyurethane wheels and more sophisticated truck designs – dramatically changed the ride-ability of skateboards and brought the activity into the mainstream. By the late 70's, the UK skateboard scene had fully taken off with national media attention like the BBC's 'Skateboard Kings' and 'Skateboard! Magazine' bringing the activity into homes across the country.

After somewhat of a slump in the early 1980's, skateboarding underwent another monumental shift in the early 1990's with the emergence of street skating. The widespread movement away from large scale half pipes and into the urban landscape made skateboarding more accessible to a larger group of people and turned everyday objects like benches and handrails into skate features for the creative re-imagination of skaters. Spaces like Bute Square became iconic locations for street skating in the UK and became important gathering locations for the skateboarding community to get together. Much of the skate infrastructure seen in Cardiff today was constructed during this boom time and features the prefabricated construction method that was cheap and simple in the short term. Despite the provision of skateparks, street skating continued to thrive in Cardiff and remains a central pillar of the skateboarding community in the Council today. With its recent introduction into the Olympic Games in Tokyo and a distinct 'Street' category for urban style terrain, street skateboarding has cemented itself as a sport that is here to stay.

Skateboarding has continued to grow in the last several decades both locally and internationally with an increasingly diverse user group adopting the formally male-dominated activity. International organizations like 'Skate Like a Girl' and 'Make Space for Girls' among many others have cropped up in recent years to support and grow the participation of marginalized groups that have been historically excluded from skateboarding.



Figure 4. Skateboarding in California in 1977
Photo: Tequask (CC BY-SA 4.0 license)

OPPORTUNITIES AND BENEFITS OF SKATEBOARDING

Public support for skateboarding has varied over the years but recent research has emerged supporting the wide range of benefits skateboarding and related activities bring to individuals as well as to cities as a whole¹.

Physical Health and Active Lifestyle

Skateboarding is a demanding physical activity that promotes a broad range of health benefits typically associated with high intensity sports including reduced blood pressure and potential coronary heart disease. In addition to the broad benefits associated with high intensity sports, skateboarding also helps develop more specific health benefits not always found in other activities such as a strong sense of balance, flexibility, coordination, endurance and overall strength.



Figure 5. Skaters hanging out.
Photo: Darina Belonogova

“Skating improves my mental health massively. It is also a great way to motivate myself to keep going.”

Cardiff Survey Respondent, Autumn 2021



Figure 6. Young man grabs his scooter during an air.
Photo: Aurthur Ogleznev from Unsplash

Mental Health

Skateboarding has been proven to provide a wide range of mental health benefits including reduced symptoms of anxiety, depression, and overall feelings of stress. These mental health benefits are especially important among youth who are in the formative years of their life and building life-long habits in mental wellness and self-image. With the growing awareness of the importance of maintaining mental health, skateboarding and many related sports offer an accessible and effective option to many people.

1. Corwin et al. (2019) Beyond the Board: Findings from the Field. Retrieved from: Pullias, USC Publications.

Youth Engagement

There are few public spaces that are dedicated to youth. While skate amenities are open to people of all ages, they are widely understood to be oriented towards youth and can be a safe space for young people to feel that they truly belong. As an informally dedicated youth space in the Council, skate amenities can provide safe and accessible structure to the lives of young people, particularly those who are marginalized or have a lack of structure elsewhere in their lives. Furthermore, the act of skateboarding builds positive character traits among young people by teaching perseverance, commitment, resilience, and the virtues of practice among many more. These positive character traits transfer into many other aspects of their life, helping foster healthy and contributing members of society.



Figure 8. Local skater pops a heelflip in Cardiff city centre
Photo: Cardiff Skateboard Club



Figure 7. Two friends hang out at a local skatepark.
Photo: Cottonbro

Community and Social Resiliency

Skateboarding strengthens a sense of community by creating a shared activity that brings people together. A recent study of skateboard culture in the United States found that spaces dedicated to skateboarding such as skateparks, skate shops or skateboard programming all created a sense of community among users (Corwin, et al. 2019). Creating skate amenities and fostering community will help achieve Cardiff's Equality and Inclusion Strategy goals of addressing social isolation and helping build links between citizens, groups, organizations and private businesses.

Low Barriers to Access

The relatively inexpensive upfront costs for equipment and no additional fees for participation make skateboarding and many related activities very low barrier to access. This is important as it provides a level playing field for people from many different socio-economic positions to participate. For people who have been marginalized or are otherwise unable to recreate through more traditional avenues, skateboarding and related sports can provide a low barrier opportunity to stay healthy and happy. Local grassroots initiatives have emerged over the years including “On Board Cardiff” championed by local non-profits to reduce these barriers further by providing young people in need with refurbished skateboards and equipment¹.



Figure 10. A young person with their skateboard.
Photo: Allan Mas



Figure 9. Slightly larger and softer compound wheels help with skating on rough surfaces, but are less ideal for tricks.
Photo by Vova Krasilnikov

Transportation

Skateboarding has also become an important mode of transportation for many people living in Cardiff with 39% of survey respondents listing transportation as their ‘riding style’. Although there are many challenges in promoting skateboarding as a viable mode of transportation, there are also a wide range of benefits that merit investing in. For example, improvements made to meet the needs of a small-wheeled mode of transport will typically achieve the highest level of accessibility, providing co-benefits to individuals with challenges to mobility. Additionally, skateboarding and related sports are very well suited for multi-modal transportation, effectively amplifying a city’s public transit system and overcoming service gaps on the local level.

1. Based on active programs during the development of the Strategy.



Figure 11. Don Wallie Mecure Hotel, Cardiff
Photo: Cardiff Skateboard Club

TRENDS AND PRECEDENTS IN SKATE AMENITIES

Skateboarding is exploding in popularity and has inspired a wide range of new and exciting approaches to skate amenity provision. Most notably, the borders of skate amenity space or skateparks are being increasingly blurred with skate amenities actively supported and located within general public space.

Do-It-Yourself (DIY)

Do-It-Yourself (DIY) skateparks and skate amenities are in many ways the birthplace of skateparks. They are typically grassroots initiatives championed by local skaters and community groups to fill a gap in service of Council-sanctioned skate spaces. They are characterized by numerous “homemade” and often moveable skate features that can be reconfigured by the users to suit their imaginations. The hard work that goes into maintaining these spaces often breeds a strong sense of community among users.



Figure 12. DIY skatepark in Vancouver Canada
Photo: Nathan Ross

Semi-Moveable Skate Features

Semi-permanent and semi-moveable skate features have gained popularity for their ability to allow land owners to pilot skate amenity locations without necessarily committing to permanent interventions. They can also be used in spaces with seasonal uses such as events, providing activation and programming during the off-season. They are a natural progression from the DIY skate amenity and are typically professionally designed and installed with a forklift of similar equipment.

Figure 13. Heavy steel skateable features in Malmo, Sweden.
Photo: Maria Eklind (CC BY-SA 2.0 license)



Skateable Art

Skateable art features are a natural synthesis of two activities that both contribute to rich and vibrant urban space. Many of the iconic skateable art in the past has been unsanctioned and unplanned for, however recent projects across the world have encouraged the skating of public art features and integrated skateboarding into considerations of their design and construction. Developing skateable public art increases the public engagement with the art piece while simultaneously providing photogenic and iconic spaces for the skate community to gather around.



Figure 14. Skateable art as part of a small skate amenity in Lyon France. Photo: New Line Skateparks

Indoor and Sheltered Facilities

Skate amenities are difficult to use in the rain which can limit participation in skateboarding and related activities particularly during the winter months and in wet climates like that of the UK. In order to provide year-round opportunities to skate, many cities around the world are building sheltered areas above key skate amenities in their network and/or finding ways to develop fully indoor facilities. Although the Cardiff skate community currently benefits from privately operated indoor facilities, additional skate amenities that are rain-sheltered would improve access for the user group, particularly those who are marginalized and/or unable to pay entrance fees.



Figure 15. Covered Skate Facility in Surrey, Canada
Photo: New Line Skateparks

Skateable Greenways and Linear Amenities

Taking advantage of slivers of space adjacent to transportation corridors, cycleways or other active transportation routes has also grown in popularity in recent years. As a popular form of transportation, skateboarders have long found opportunities to skate features along their route regardless if they were intended to be skated. Intentionally designing for these features to be integrated into the active transportation plans allows for potential conflicts to be mitigated while inspiring creativity and excitement along the route.



Figure 17. A skate spot is integrated into a secondary pedestrian path through a park in Texas, USA. Photo: New Line Skateparks



Figure 16. Stone ledge features integrated into a concrete walkway. Photo: New Line Skateparks

Urban Integration

Large, flat and smooth spaces are ideal locations for skate amenities as they provide minimal threat of wheels catching on debris and adequate space for a variety of users to cohabitate. Urban plazas and squares typically exhibit many of the character traits that make for a great place to skate and in some progressive cities have become areas designed specifically to promote the activity without creating formal boundaries within the space. In these areas, careful consideration of busy pedestrian areas, expensive or unfortified materials, and noise generation must all be taken into account. Nevertheless, site specific design considerations have proven the potential for these spaces to become some of the strongest assets in a city's skate amenity network.



Figure 18. Smith grind by a local skater.
Photo: Cardiff Skateboard Club

KEY TAKEAWAYS

Skateboarding emerged in the UK in the 1960s and has grown to become a mainstream activity particularly among youth. During the early years of skateboarding's history, the activity was focused entirely on dedicated ramps and 'vert' bowls. The evolution of the sport has since grown to encompass the entire urban landscape with typical street features like stairs, rails and ledges becoming obstacles for skaters to perform a variety of tricks.

The overlapping uses of these public spaces has been a point of friction between members of the public and contributed to misconceptions about the skate community. Recent research has demonstrated however, that many of these negative stereotypes are false and that skateboarding and related activities in fact bring a wide range of benefits to individuals as well as to the Council as a whole. The benefits of skateboarding include improved physical and mental health, youth engagement, community resiliency, accessible recreation, and active transportation among others.

The shifting public perception of skateboarding towards a more positive and supporting attitude has fostered a wide range of innovations in the provision of skate amenities. Progressive cities are now looking for new and creative ways of integrating skate amenities into their cities including along cycleways, pedestrian areas, in conjunction with public art pieces and in temporary or modular configurations.



Photo: Mark Synan



CHAPTER 2 - EXISTING SKATE AMENITY INVENTORY

CARDIFF'S EXISTING SKATE AMENITIES

In order to make informed decisions about the future development of skate amenities in Cardiff, it is important to first understand the existing skate amenity infrastructure of the Council. While many of the important locations for skateboarding and related activities are located in park space, urban space beyond the parks also play a critical role in supporting Cardiff's skate community and should be considered when planning future amenities.

Cardiff currently has twelve skate amenities ranging in size from roughly 130 square metres to 800 square metres, with the majority of the skate amenities falling below 500 square metres.

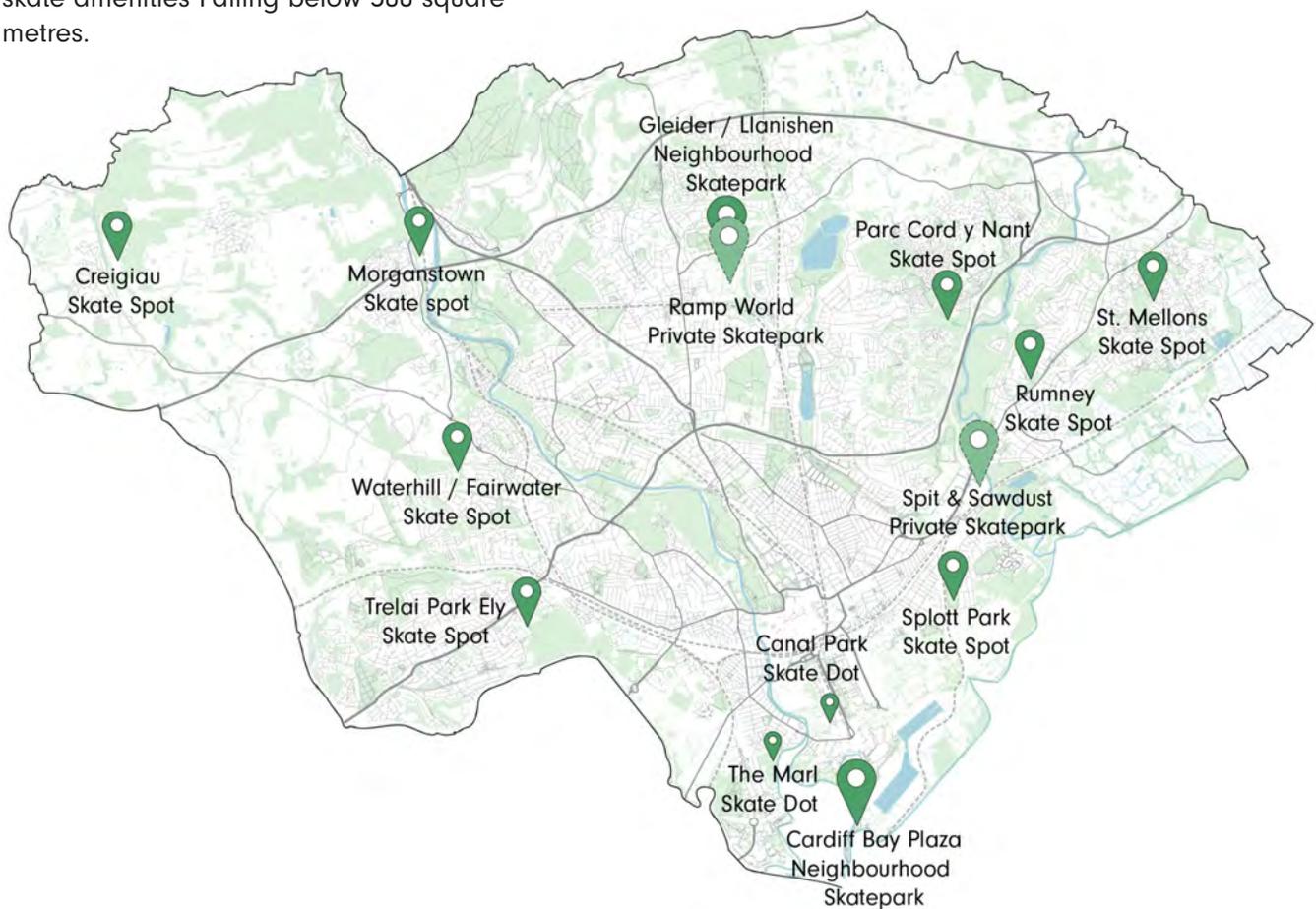
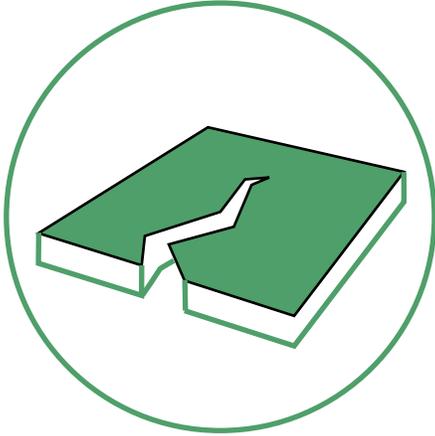


Figure 19. Map of Cardiff's existing skate amenities

EXISTING SKATE AMENITY	SIZE	DESCRIPTION
Cardiff Bay Plaza Skatepark	800m ²	Cardiff's largest and only concrete skatepark designed primarily around street-style features. This park is well loved by the community but is difficult to access.
Gleider Llanishen Leisure Centre Skatepark	610m ²	<p>Common Descriptors</p> <ul style="list-style-type: none"> Features In need of Repair Well Located Prefabricated Wood Construction on tarmac
Parc Coed y Nant Skate Spot	530m ²	
Morganstown Skate Spot	500m ²	
Trelai Park Ely Skate Spot	460m ²	
Creigiau Skate Spot	440m ²	
Splott Park Skate Spot	430m ²	
St. Mellons Skate Spot	400m ²	
Rumney / Eastern Leisure Centre Skate Spot	310m ²	
Waterhill / Fairwater Skate Spot	300m ²	
The Marl Skate Dot	130m ²	
Canal Park Skate Dot	80m ²	

Figure 20. Table of Cardiff's existing Skate amenities

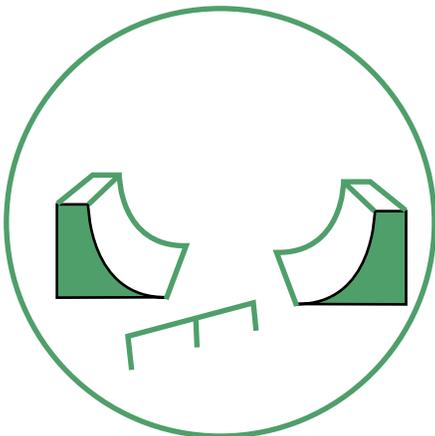
2. EXISTING SKATE AMENITY INVENTORY



KEY CHARACTERISTICS OF EXISTING SKATE AMENITIES

Rough or Irregular Surface Condition

A smooth surface is extremely important for skateboarding and related small wheeled activities as the small diameter wheels can easily catch on cracks, aggregate and other irregularities on the ground. The majority of the prefabricated skate amenities in Cardiff are placed on TARMAC surfaces which are smooth when first poured, but wear in rainy and cold conditions exposing aggregate and creating an abrasive and coarse surface.



Prefabricated Construction

With the exception of the Cardiff Bay Plaza Skatepark, all of the Council's skate amenities are constructed using prefabricated panels, platforms and features. This construction method was popular in the 1980s and 1990s for its lower upfront construction cost, modularity, and relatively quick installation. Unfortunately, these features also deteriorate much faster than concrete skate amenities leading to higher ongoing maintenance costs and reducing overall participation among user groups. The majority of the Council's skate amenities are in poor condition and in some cases pose safety concerns for users.



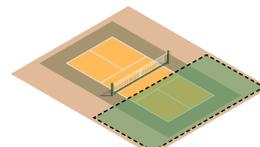
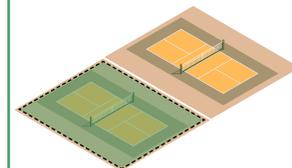
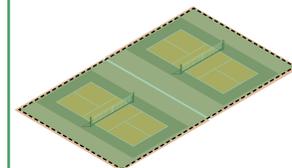
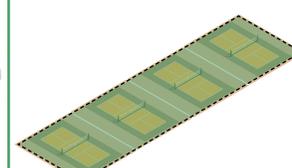
Generally Well Located

8 of the 12 skateboard parks in Cardiff are located next to community facilities (Leisure centres or HUB's), which are typically equipped with toilets, showers, and cafes. Consideration should be given to allow skaters access to the facilities which can encourage the facilities to be used longer and create a community destination. Cardiff Bay Plaza, Morganstown, Trelai Park, and Creigiau are in isolated locations, the remaining 8 are all within good transport links (buses, trains, or both) and are well located.

SKATE AMENITY TYPOLOGIES

Skate amenities come in a wide range of shapes and sizes, each with their own benefits and drawbacks within a Council-wide skate amenity network. Available space, adjacent land uses, budget implications, supporting infrastructure, opportunities for programming

and a wide range of additional factors will all vary substantially based on the scale of intervention. Four classifications of skate amenities are used in the Cardiff Skate Amenity Strategy to define both existing assets as well as help frame recommendations for future developments.

	CHARACTER	EXAMPLE	SETTING +ACCESS	TYPICAL SIZE
DOT			Ideally highly accessible by walk, bike and public transportation in a local park or more urban setting	> 150m ²
SPOT			Ideally highly accessible by walk, bike and public transportation in a local park or more urban setting	150m ² - 600m ²
NEIGHBOURHOOD			Flexible in location, generally in larger parks/ plazas. High density areas will reach capacity more quickly. Access to local and rapid transit is ideal.	600m ² - 1,200m ²
NETWORK HUB			Flexible in location, generally in larger destination parks or community centres. Transit access is necessary to ensure Council- wide access.	1,200m ² - 2,500m ²

BEYOND SKATEPARKS

Dedicated skateparks are generally the backbone of a healthy skate amenity network. They provide the sanctioned space, purposefully designed features, and consistent quality that ensures people from diverse backgrounds and skill levels can practice safely. The identity of skateboarding however, is tied inherently to the urban landscape and as a result will always happen beyond the boundaries of a city's skateparks.

Cardiff has a thriving street-based skate community that have taken to public plazas and squares in search of inspirational places to skate. The street scene in Cardiff is so vibrant in part because of the aging skatepark infrastructure around the Council, but also because of the unique character of the city.

Street-skating and related activities in public space has been and continues to be a source of friction between skaters and the general public. Many cities have taken defensive approaches with ledge caps and skate deterrents, and others have opted to ban the activity altogether. While these measures have been effective in reducing skateboarding in some cases, they have also sent a clear and negative message to the skate community. The active exclusion of skaters from public space continues to be a complicated issue with many factors to consider.

Progressive cities around the world are finding ways to incorporate skateboarding and related activities into public spaces beyond skateparks in a way that is intentional and safe for everyone.

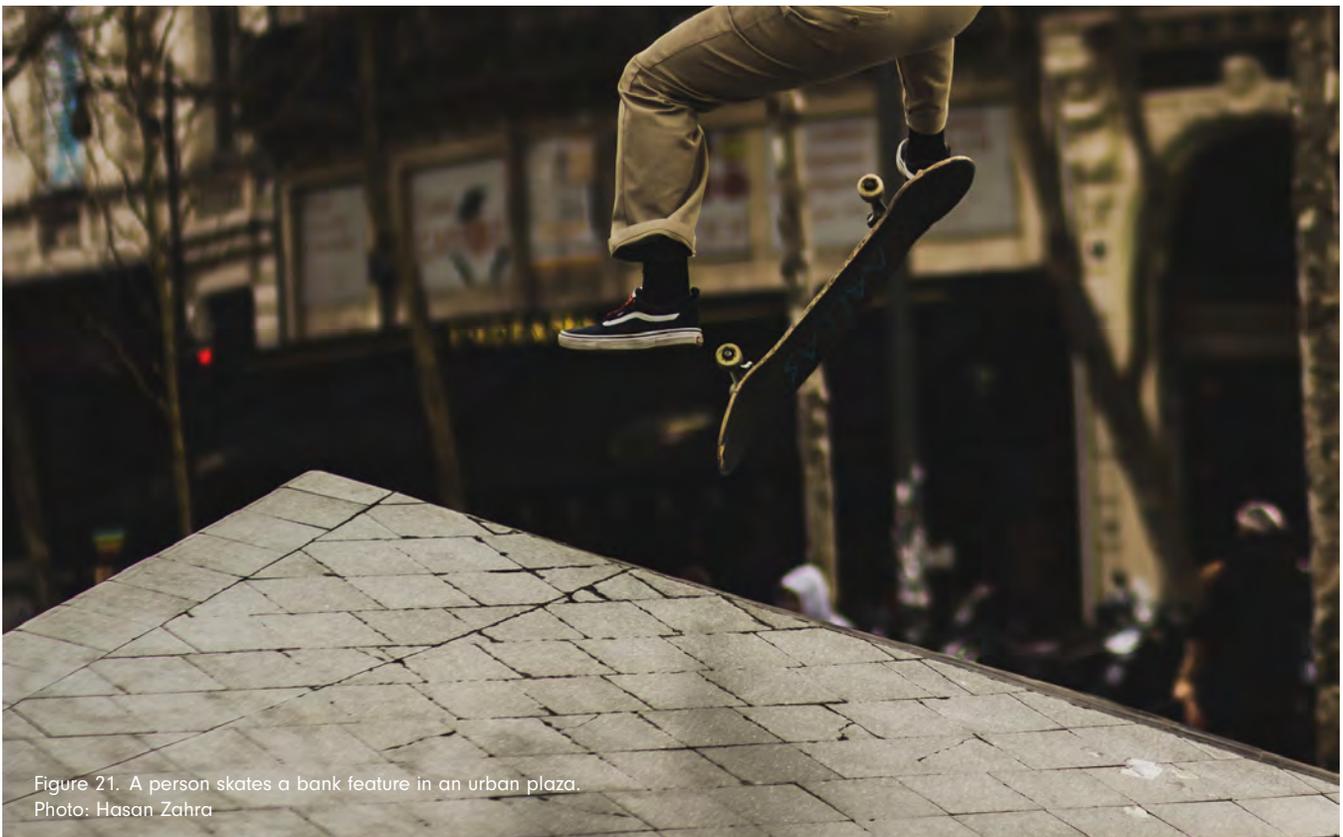


Figure 21. A person skates a bank feature in an urban plaza.
Photo: Hasan Zahra

RAIN-SHELTERED SKATE AMENITIES

Cardiff currently has two privately operated indoor skateparks which provide pay-for-use services including programming, lessons and rentals. These facilities are a major supporting asset in Cardiff's skate amenity network, providing options to participate in skateboarding and related activities during the wetter seasons of the year.

The Council however has no publicly accessible or free to use skate amenities that are sheltered from the rain. This limits the ability for skaters who experience economic or other barriers to accessing pay-for-use spaces from participating

year round. The lack of public facilities also leaves the Council vulnerable to losing all rain-sheltered skate amenities in the event that the privately operated facilities should have to close temporarily or permanently.

Creating free to use, publicly accessible rain-sheltered skate amenities is one way to ensure that the Cardiff skate community is supported into the future. Another option may be to provide financial or subsidized programs in partnership with the existing indoor facilities to ensure skaters of all backgrounds are able to participate in the activity they love.

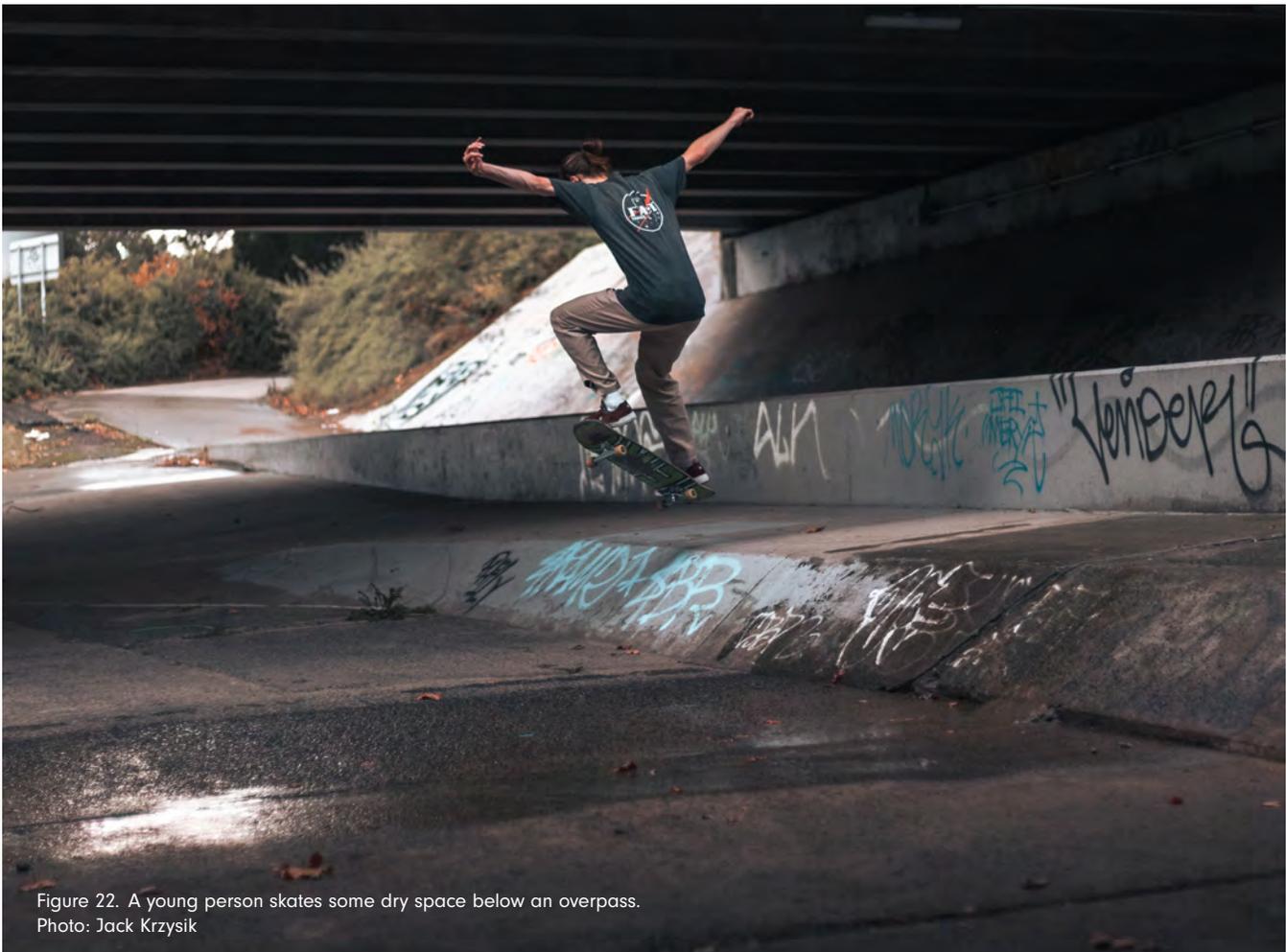


Figure 22. A young person skates some dry space below an overpass.
Photo: Jack Krzysik

SKATING AS TRANSPORTATION

Skateboarding is an often overlooked form of sustainable transportation that promotes both an active lifestyle among users and offers a unique opportunity to amplify the public transportation network.

Although skateboarding over longer distances is typically not ideal, skateboards offer a unique transportation opportunity in their portability. The small and lightweight nature of a skateboard lends itself naturally to multi-modal trips, connecting bus and train stops with the trip origins and final destinations.

Unlike cyclists, skaters are able to easily carry and store their skateboards without worrying about bike racks, locks, elevators and other inconveniences. This is particularly useful in small, urban environments, work settings, and living quarters, where space is a typically at a premium.

Although skateboarding offers a number of potential benefits to a city's transportation network, there are also specific needs for skateboarding to be viable. Wet conditions, irregular or coarse surfaces and inadequate space all impact the ability for skaters to get around.



Figure 23. A young skater rides home from school.
Photo: Pasja1000 (Pixabay)

“

We need smoother paths
to be able to travel on
skateboards...

”

Cardiff Survey Respondent, Autumn 2021

THE CARDIFF SKATE COMMUNITY

The popularity of skateboarding and related sports is growing around the world and Cardiff is no different. The local skate community is growing each year and the Council has the opportunity to support them through the provision of skate amenities as well as supporting community-led initiatives and events.

Grassroots organizations like the Cardiff Skateboard Club (CSC) have emerged as a community hub for skaters from across the Council to get together. The CSC organizes a number of important programs and events for the local skate community including the local contingency of the international “Go Skate Day” each summer. The CSC currently doubles Cardiff’s only independent skateboard shop providing a focus of local skate goods to residents from across the Council and beyond.

The development of Cardiff’s private indoor skateparks is also an indicator of the thriving local skate scene. Although many cities across the world experience wet climates similar to that of Wales, relatively few cities have had the community respond by creating their own privately run skateparks. This is not only a testament to the initiative of the local skate community and their desire to be involved in the creation of their skate amenities, but also



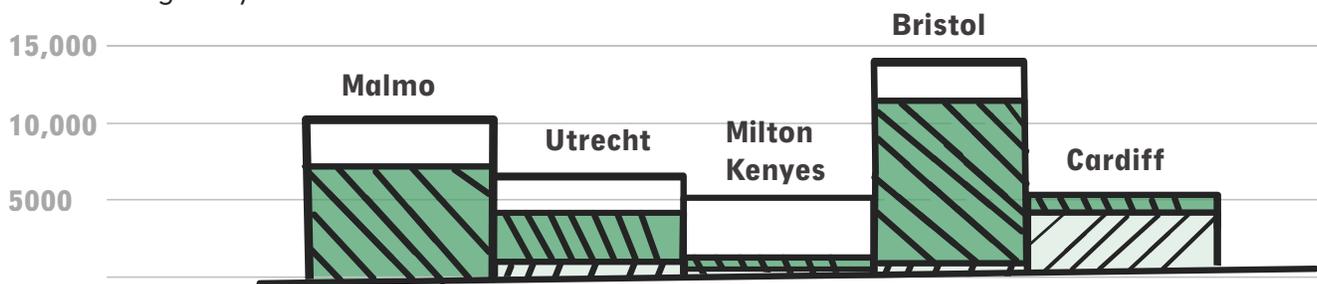
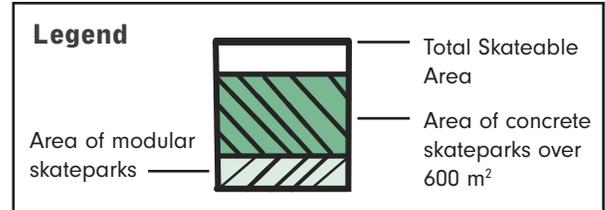
Figure 24. Local skater at Callaghan Square.
Photo: Cardiff Skateboard Club

can be a sign that the aging skate amenities are no longer meeting the community’s needs.

Engaging with the local skate community in the development of new skate amenities and the renovation of existing skate amenities will be critical in ensuring investments are best serving the community.

COMPARISON CITIES

In order to understand how Cardiff is doing, it is useful to look at local, regional and international comparison cities that share commonalities of culture, city climate, size. The following cities have benefited from skate positive culture or the implementation of a skate strategy and were used in a benchmarking analysis:



City	Malmo Sweden	Utrecht Netherlands	Milton Keynes England	Bristol England	Cardiff Wales
Population	350,000	360,000	190,000	700,000	365,000
Population per 1,000m ² of Skateparks	43,000	50,000	59,000	47,000	83,000
Total Skateable Area	10,300m ²	6,100m ²	4,900m ²	14,900m ²	5,300m ²
Area of Skateparks (>600m ²)	7,000	3,900	1,400	12,250	1,400
Number of Skateparks (>600m ²)	8	5	2	8	1
Modular Skatepark total area	0m ²	910m ²	250m ²	500m ²	4,500m ²
Skatepark average size	1,300m ²	500m ²	320m ²	1,670m ²	550m ²
Area of Skate Spots and Dots (<600m ²)	4,300	100	1,400	1,000	4,000m ²
Urban Plazas that are Skate Friendly	4	0	3	2	0
Distribution of Skate Spaces*	Good	Good	Good	Good	Fair
Fun Facts	Malmo has a skateboard high school and a strong DIY culture High level of festivals and events		Considered the UK capital of skateboarding. Many pro skateboarders took advantage of the modernist design of city.	Bristol's Skate Spot located at Lloyds Amphitheatre marked as one of the 25 most iconic skate plazas in the world.* King-pin	Cardiff has two indoor** not-for-profit skateparks totaling at 3,300m ²

*Distribution assessment based on coverage by residential/urban areas. Poor = small portion of City with coverage, Fair = Some parts of the City Have coverage, Good = Generally equitable coverage, Excellent = optimal coverage.

** Report does not include areas of private skateboard amenity space.

- Malmö is a world leader that has both developed a core group of skateparks, while supporting skateboarding in urban plazas.
- Utrecht is located in the Netherlands and is similarly sized city both in population and overall area.
- Milton Keynes is a comparatively small city that is considered the UK capital of skateboarding. 20th century modernist architecture has led to a thriving street skateboarding scene.
- Bristol is a large neighbouring city that has created a sizeable skatepark infrastructure.
- Cardiff has distributed small skate amenities equitably across the city, but they are mostly modular and nearing end of life, requiring increased ongoing maintenance.



Figure 25. A quiet moment at a skatepark in Bristol.
Photo: Zygimantas



Figure 26. Skatepark in Malmö, Sweden.
Photo by Maria Eklind (cc-by-sa-2.0 license)



CHAPTER 3 - PUBLIC & STAKEHOLDER ENGAGEMENT



3. PUBLIC & STAKEHOLDER ENGAGEMENT

PUBLIC ENGAGEMENT & OUTREACH OVERVIEW

Public engagement is a critical element in planning skate amenities. Hearing from the public ensures the strategy can be catered specifically to the needs of the community and that the allocation of resources can be most effective in filling service gaps.

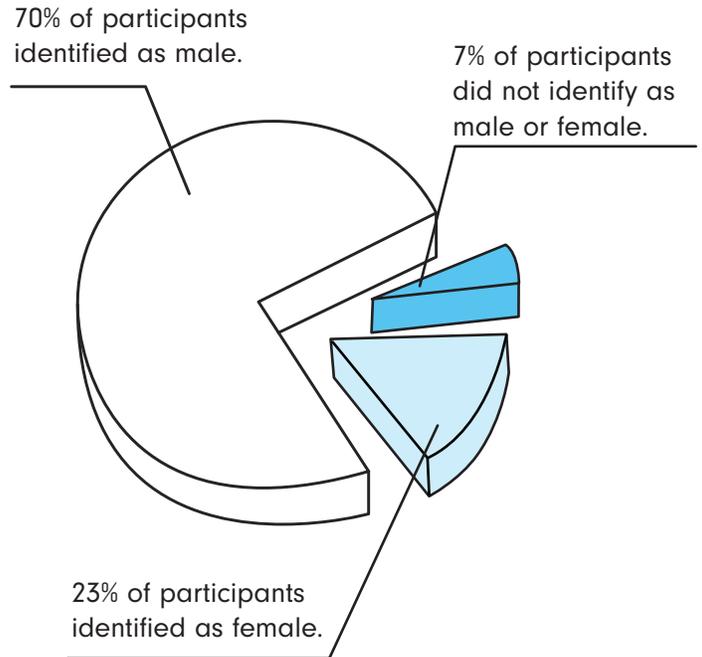
In developing the Cardiff Skate Amenities Strategy, the cornerstone of the public engagement process was a public survey conducted in Autumn of 2021. The online survey received 709 respondents highlighting the interest in skateboarding and related activities in Cardiff.

Although it is commonly thought that skateboarding and other small wheeled sports are practiced almost entirely by young men, the public engagement process suggests the skate community in Cardiff may also be more diverse than previously thought. In the public survey, 23% of respondents identified as female, 3% identified as gender diverse / non-binary, and 4% preferred not to say or left the question blank.

Despite being a public plaza not intended as a skate amenity, Callaghan Square was mentioned frequently in the open-ended comments section of the survey, emphasizing its importance as a hub for the skate community.

“ More designated places need to be integrated into the city. What we do have is falling apart... ”

Survey Respondent, Autumn 2021

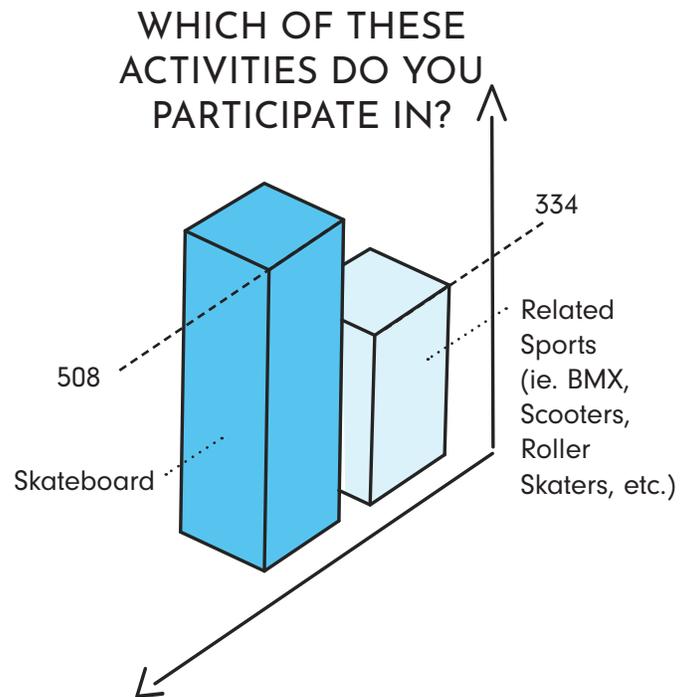


TOP 10 FAVOURITE SPACES TO RIDE	
1. Street	(70)
2. Cardiff Bay Plaza	(67)
3. Skate park	(65)
4. Rails and Ledges	(38)
5. Spit & Sawdust	(37)
6. Outdoor	(36)
7. Ramps	(36)
8. Bute Square / Callaghan Square	(34)
9. Flat Space / open and smooth	(31)
10. Ramp world	(30)

- Informal Street Spots (205)
- Formal Skateparks (235)

The public engagement process also highlighted the diversity of user groups that are interested in skate amenities. Of the 709 survey respondents, 47% of survey respondents noted their participation in related sports either exclusively or in addition to skateboarding.

When asked on their view of the existing skate amenities, the most popular responses were "Fair" (1313 total votes) and "Poor" (1,165 total votes). The exceptions to this trend are the "Overall Enjoyment" of Cardiff skate amenities which the majority of respondents rated as "Good" and the "Availability of Amenities" such as shade and water which the majority of respondents rated as "Very Poor." This data suggests that overall, the skate amenity network has room for improvement.



HOW ARE WE DOING WITH OUR EXISTING SKATE AMENITIES?

	Excellent	Good	Fair	Poor	Very Poor	I Don't Know
Accessibility	23	142	231	133	46	11
Variety of Skateable Features	16	119	238	153	53	7
Amount of Skateable Space	9	87	190	219	70	9
Condition of Skate Surfaces and Features	20	105	208	161	82	7
Distribution Across the Region	4	50	149	231	123	25
Overall Enjoyment	52	233	212	60	22	5
Availability of Amenities (Shade, Water, etc.)	8	28	85	208	238	16



Figure 27. Cardiff Bay Plaza. Photo: Mark Synan.



Figure 28. Callaghan Square, Cardiff is one of the most popular informal skate spots in the Council. Photo: Elliot Brown (CC BY-SA 2.0 License)

When asked about the top three things that need improvement amongst Cardiff's skate amenities, the top responses were covered space, design new public plazas to permit / encourage skateboarding, and more skateable terrain / space. The desire for covered skate amenity space among survey participants suggests the current privately run indoor facilities in the Council are not meeting the user group needs. The interest in integrating skate amenities in public plazas underscores other findings in the survey which suggest a desire amongst the community for skateboarding and other small wheeled sports to be considered and encouraged in the public realm. Finally the desire for more skateable terrain / space suggests the current skateable space is inadequate at meeting the needs of the community.

“Skate facilities should be well maintained and the strong, welcoming community celebrated in order to challenge unfounded negative perceptions.”

Cardiff Survey Respondent, Autumn 2021

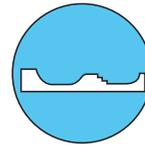
TOP THREE THINGS TO IMPROVE



1. Covered space



2. Design new public plazas to permit / encourage skateboarding



3. More skateable terrain / space

KEY TAKEAWAYS

The responses clearly indicate general dissatisfaction in the current skate amenity network, particularly with regards to the amount of skateable space, the distribution across the region, and the availability of amenities.

Half of the top 10 favourite places to ride were unsanctioned public spaces outside of skateparks, highlighting the desire among survey participants for skate amenities to be integrated into the public sphere.

The top three improvements listed by survey participants were covered space, designing new public plazas to permit / encourage skateboarding, and more skateable terrain / space.



CHAPTER 4 - SKATE AMENITY PLANNING





4. SKATE AMENITY PLANNING

INTRODUCTION

Deciding where to locate skate amenities is a complex task. For a skate amenity to be successful, it requires a careful consideration of numerous criteria ranging from city-wide distribution and access to site-specific qualities and considerations. This chapter examines these criteria, analysing the city through the lens of both a skater and a city planner to provide the framework for a skate amenity network that works for everyone.

Steps for Building the Skate Amenity Network:

1. Aligning Policies - What is most important?
2. Terrain Needs - How much do we need?
3. Building a Network - Where do we need it?
4. Prioritization - How should we achieve it?
5. Additional Skate Infrastructure

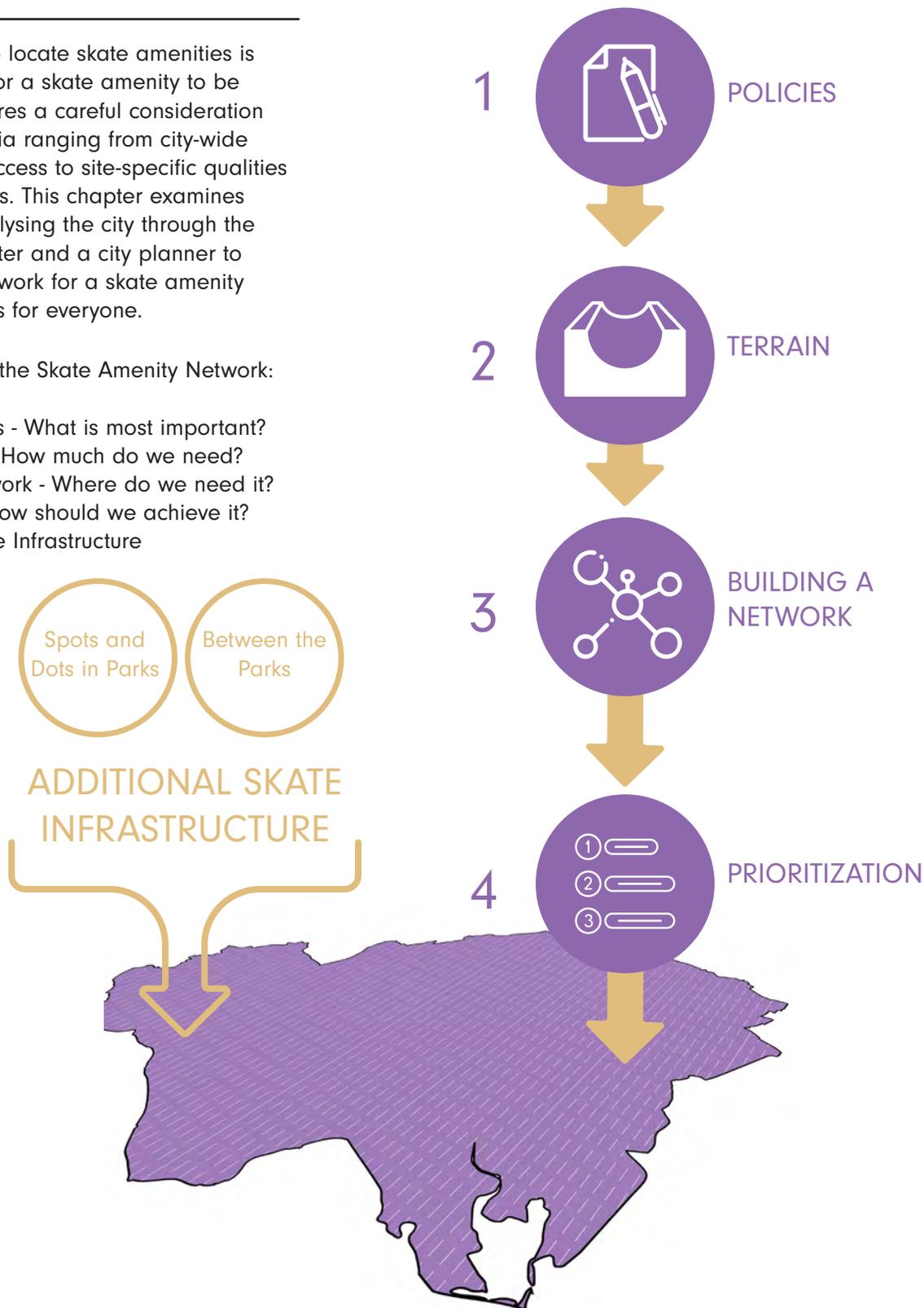




Figure 29. A pro WCMX athlete rides a ramp.
Photo: Andi Weiland | SOZIALHELDEN (CC BY-NC 2.0)

ALIGNING POLICIES

The Cardiff Skate Amenity Strategy aligns itself with several of the Cardiff Council and Welsh Government’s existing plans and strategies. These are to synthesize goals and ensure investments made in skate amenities bring the most benefit to the most people.

SOCIAL POLICY

Document	Organization	Description	Aligned Goals
Equality & Inclusion Strategy	Cardiff Council	This strategy strives to combat inequalities and exclusion of individuals in the city by integrating equality into everything the Council does.	Skateboarding’s inherent low barrier to access contributes to the provision of recreation opportunities that are inclusive and equitable. Ensuring the prioritization of sites matches priority areas in the Equality & Inclusion Strategy will promote further synthesis of goals.
Well Being of Future Generations (Wales) Act 2015	Welsh Government	This Act seeks to ensure the social, economic, environmental and cultural well-being of Wales.	Supporting the skate community contributes to several of the Act’s goal indicators including improving mental well-being and participation in sporting activities.
Welsh Index of Multiple Deprivation (W.I.M.D. 2019)	Welsh Government	The W.I.M.D. is a national statistic that scores an area’s income, employment, health, education, access to services, housing, community safety, and physical environment.	Although there are not specific goals associated with the W.I.M.D. it is intended to help guide decisions around funding, programs and services in an effort to improve the well-being of individuals living in more deprived areas. Providing high quality skate amenities in more deprived areas will contribute positively to the health and access to services of that area.

PLANNING POLICY

Document	Organization	Description	Aligned Goals
Local Development Plan (LDP)	Cardiff Council	The LDP is the overarching plan that sets social, economic and environmental objectives for sustainable development over 15 years.	The locating of skate amenities within the city's areas of growth will ensure the skate amenity network is future-proof and serving the growing community. Planning for the inclusion of skate amenities in the early stages of design will ensure optimal fit within the city and the skate amenity network.
Cardiff Green Infrastructure SPG - Open Space in New Developments TGN	Cardiff Council	This document provides guidance and information about the retention and provision of green infrastructure elements in new developments.	Appendix 4 outlines the importance for teen gathering space in new developments and the role skate amenities can play in providing safe and accessible space for teens and young adults. The Appendix also lays out basic factors and considerations for the implementation of skateparks which are reiterated in this Strategy.
Cardiff Transport Strategy (CTS)	Cardiff Council	The CTS dove-tails with the LDP and sets the goals and objectives for the transportation of people, goods and services throughout the city.	The CTS aims to increase the percentage of sustainable travel within Cardiff. By advancing the potential for skateboarding and other small-wheeled activities as a mode of transport, the Skate Amenity Strategy contributes to the CTS by adding consideration for new modes of sustainable transportation not yet explicitly considered.
Planning Policy Wales - Technical Advice Note (TAN) 16: Sport, Recreation and Open Space	Welsh Government	This document provides guidance relating to sport, recreation and open space for local planning authorities when developing LDPs within their jurisdiction.	The provision of skate amenities helps achieve strategies highlighted in this TAN including "Climbing Higher" which aims to promote sport, physical activity and active recreation. The TAN specifically notes that meeting young people's recreational needs is a priority, particularly outside of schools.

TERRAIN NEEDS

Determining the appropriate amount of designated skateable space needed to meet the needs of a city is complex. As was emphasized in the public engagement process, skateboarders and related small wheeled user groups often participate in areas beyond the skateparks as much as they do within them.

The method used to establish the base recommended skateable space for Cardiff is adapted from the Skatepark Adoption Model (SAM), developed by The Skatepark Project (formally the Tony Hawk Foundation). This method has since been used to establish the baseline needs for a wide variety of international cities from Vancouver, BC in Canada to Minneapolis, Minnesota in the USA among others.

Skateboard GB, the official governing body for skateboarding in the UK, estimates that 750,000 people skated in the UK in 2020². With an estimated population of around 67 million people, this equates to a participation rate in

skateboarding in the UK of approximately 1.12% of the population. Based on a projected 2040 population in Cardiff of 385,000 people, the number of estimated skaters in Cardiff in 2040 will be 4,296³. Assuming all other skate amenity user groups such as BMX riders, inline skaters, and scooters amount to an additional 50%, the total number of skate amenity users in 2040 will be 6,445.

Only a fraction of the total skate amenity users will be participating at a given time. Estimating that only 25% of this total user group can be considered 'Core Riders' and use skate amenities at least once per week, and that only 25% of these 'Core Riders' may be using skate amenities at a given time, the peak load of the Cardiff skate amenity network in 2040 is estimated at 403 riders.

2. Skateboard GB. Available at skateboardgb.org/faqs

3. Government of Wales. Available at <https://gov.wales/subnational-population-projections>

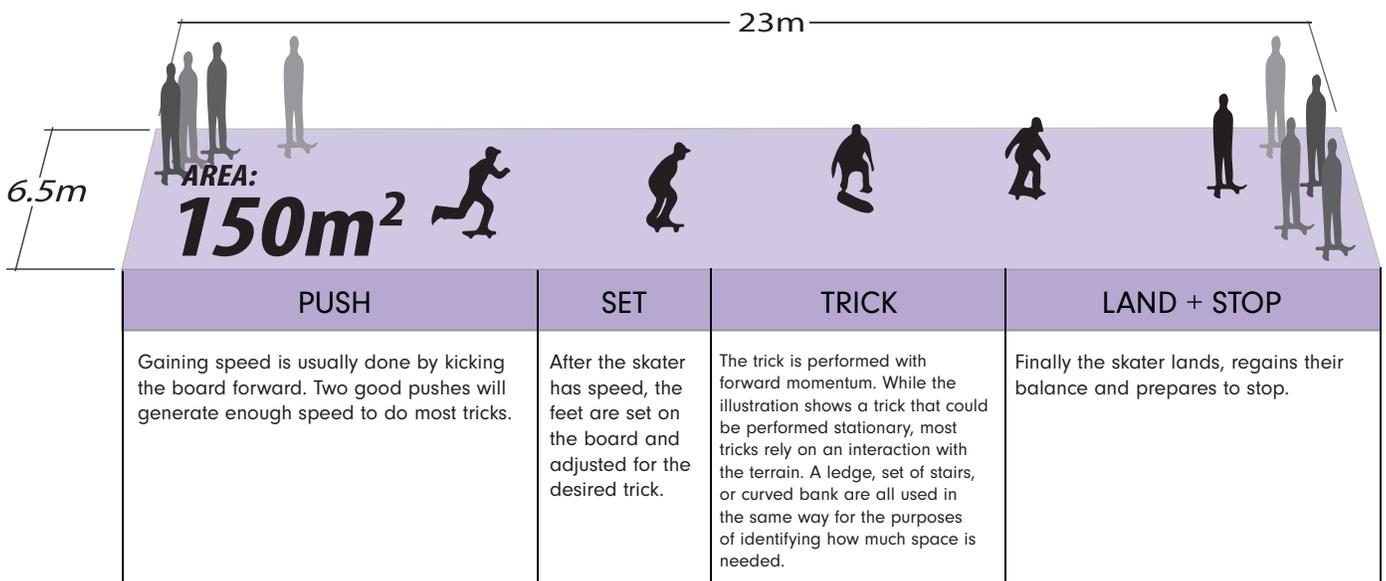
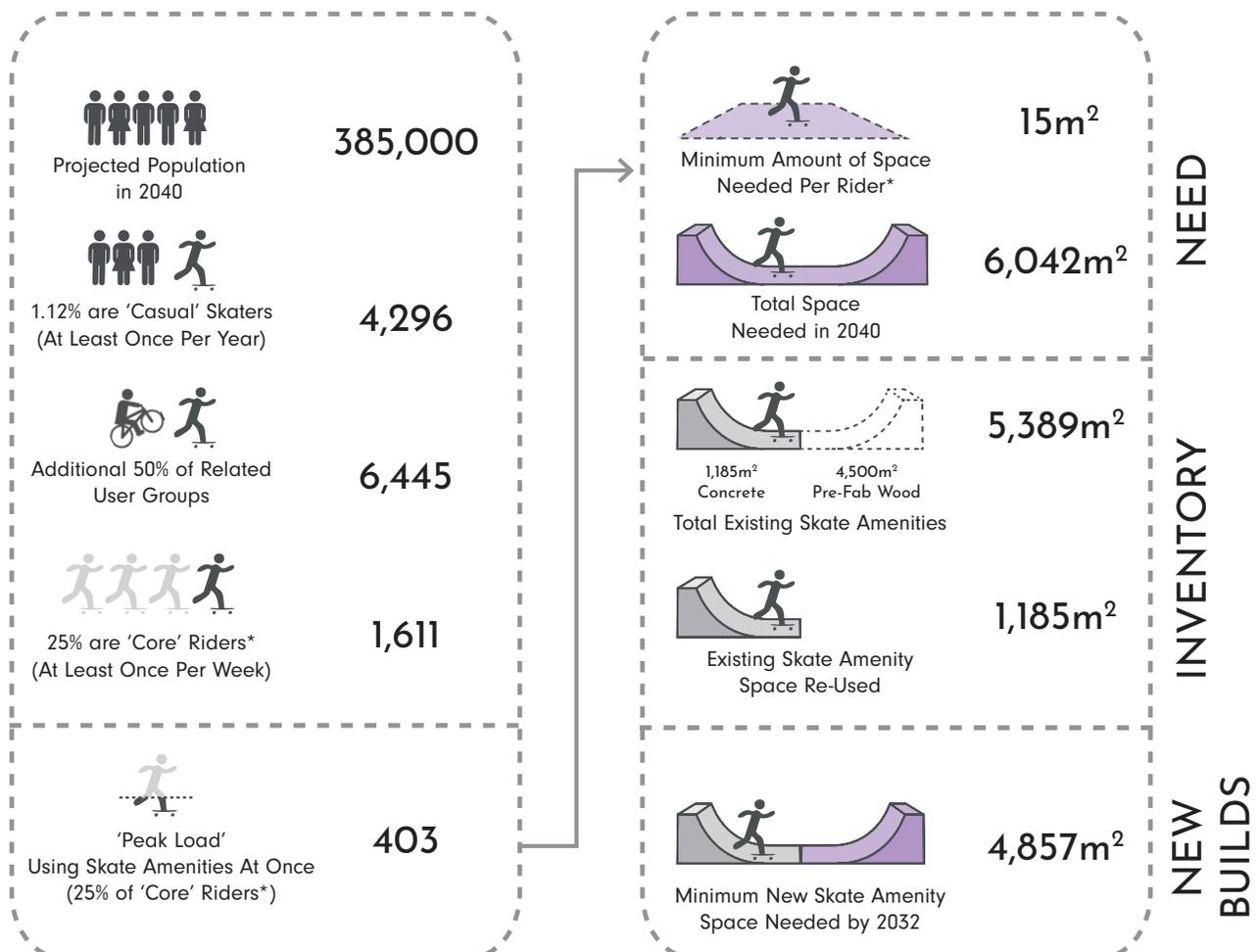


Figure 30. Diagram of How Much Space is Required to Perform a Trick. Adapted from the Skateboard Adoption Model.

The SAM concept also considers the social element of skating and to properly plan for the use of a skate amenity space, multiple simultaneous users need to be considered. The model highlights that while 10 users may be using a skate amenity, only a single person can actually perform a trick on the obstacle at a time. Understanding that 150m² can be taken as an average amount of space necessary to perform a trick safely, 15m² can be taken as an appropriate amount of space per individual user in a 10-person group.

Based on this calculation, the total minimum skate space needed in 2032 will be 6,042m². Unfortunately, only 1,185m² of the existing skate amenity space is constructed with concrete and can be retained into the future. This leaves a total minimum remaining base need of 4,857m² by 2032.

This estimate should be considered a conservative goal to reach the baseline required provision of skateparks and additional skate amenity space should be constructed wherever feasible.



*Rider(s) is used to describe skateboarders, BMX riders, scooters, and other related activities

BUILDING A NETWORK

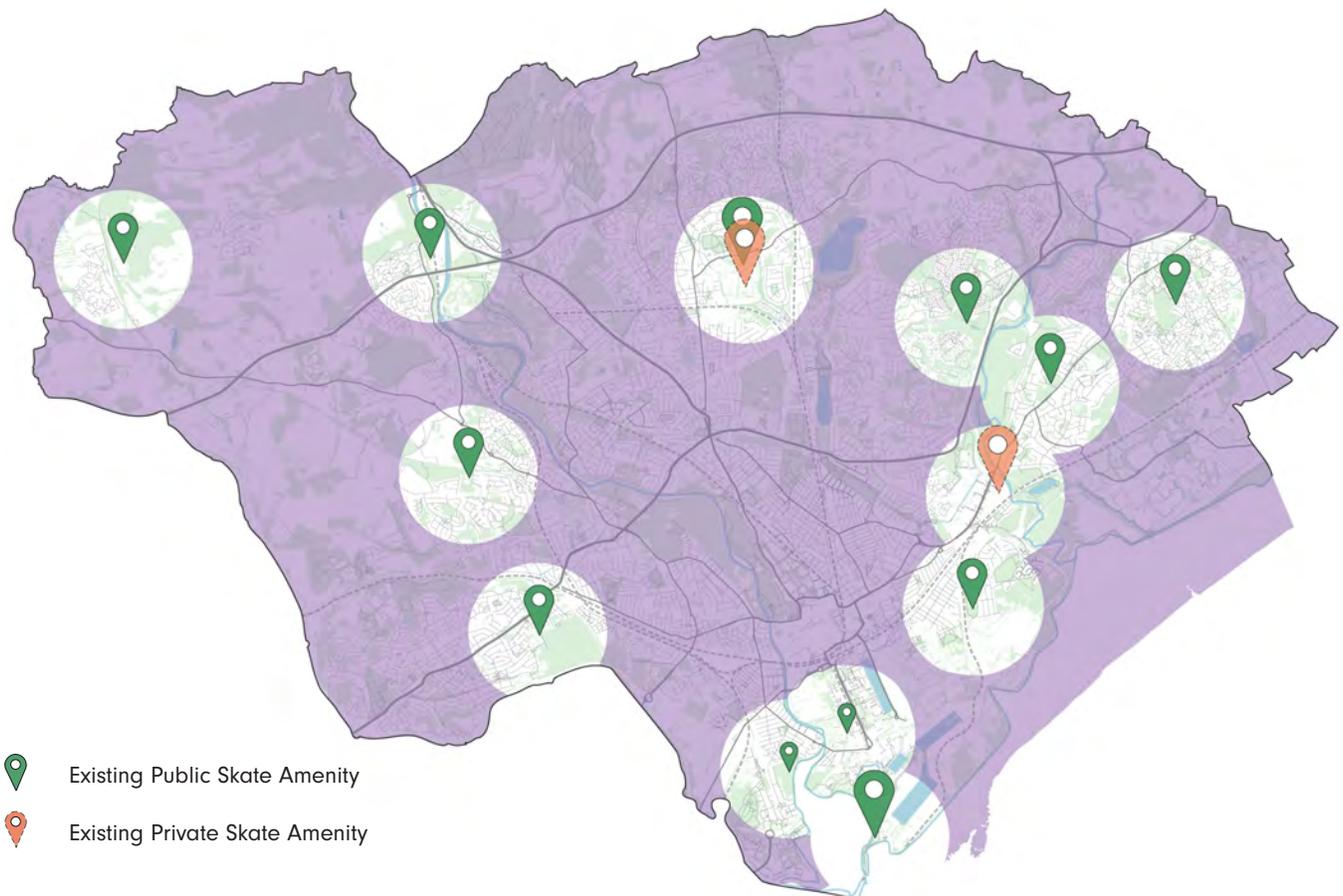
Local Catchments

Cardiff currently has 12 publicly owned skate amenities and 2 privately run skateparks. The existing skate amenities are distributed across the Council within predominantly suburban neighbourhoods and typically adjacent to leisure centres.

The existing skate amenities are small and generally do not function as destinations for riders to travel to from across the city. Instead, they serve a local community within a short walk or roll from their home.

While this provides excellent service if you live within a neighbourhood served by a skate amenity, it results in large gaps in the city where individuals are left without local access or incentive to travel longer distances to reach the next skate amenity.

As a result, the current distribution of skate amenities is well spaced across the Council but still under serves the city as a whole. The map below illustrates the gaps that exist in the city beyond 1km radius of existing skate amenities.



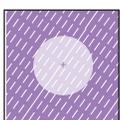
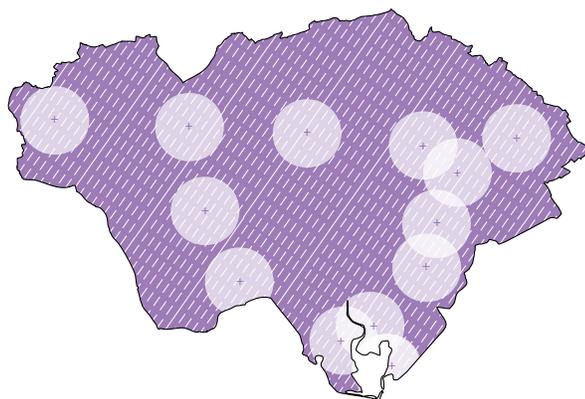
Consolidating Skate Amenities

Based on the SAM assessment, Cardiff only requires 653m² of additional skate amenity space to meet the base level needs of the skate community. With the exception of the Cardiff Barrage skatepark however, all of the Council’s existing wood construction skate amenities are in need of replacement or decommissioning.

This opens the possibility of envisaging a new way of delivering skate amenities in a manner that reduces service gaps across the city, continues to meet the community’s needs, is cost efficient, and utilises the latest tools in contemporary skate amenity planning.

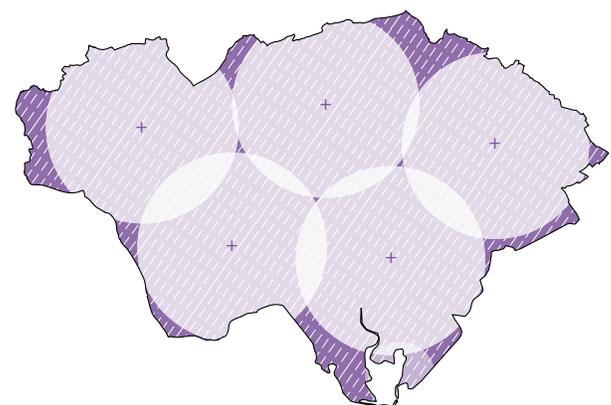
Rather than propose negligible increases in size to each of the existing skate spot locations, the Cardiff Skate Amenities Strategy envisions a new skate amenity network that utilises larger skateparks as “network hubs” to serve residents both locally and across the city. This approach uses larger scale skateparks with modern design and construction to incentivise travel from a broader catchment area - reaching more people than the previous neighbourhood scale catchment zones.

To achieve this vision requires the permanent decommissioning of some existing skate amenity locations and reallocating the footprint of two or three smaller amenities into a single, larger skatepark.



Skate Amenity Catchment Area

Figure 31. Diagram of existing catchment



Skate Amenity Catchment Area

Figure 32. Diagram of proposed consolidation strategy

BUILDING A NETWORK

BENEFITS OF THE CONSOLIDATED APPROACH

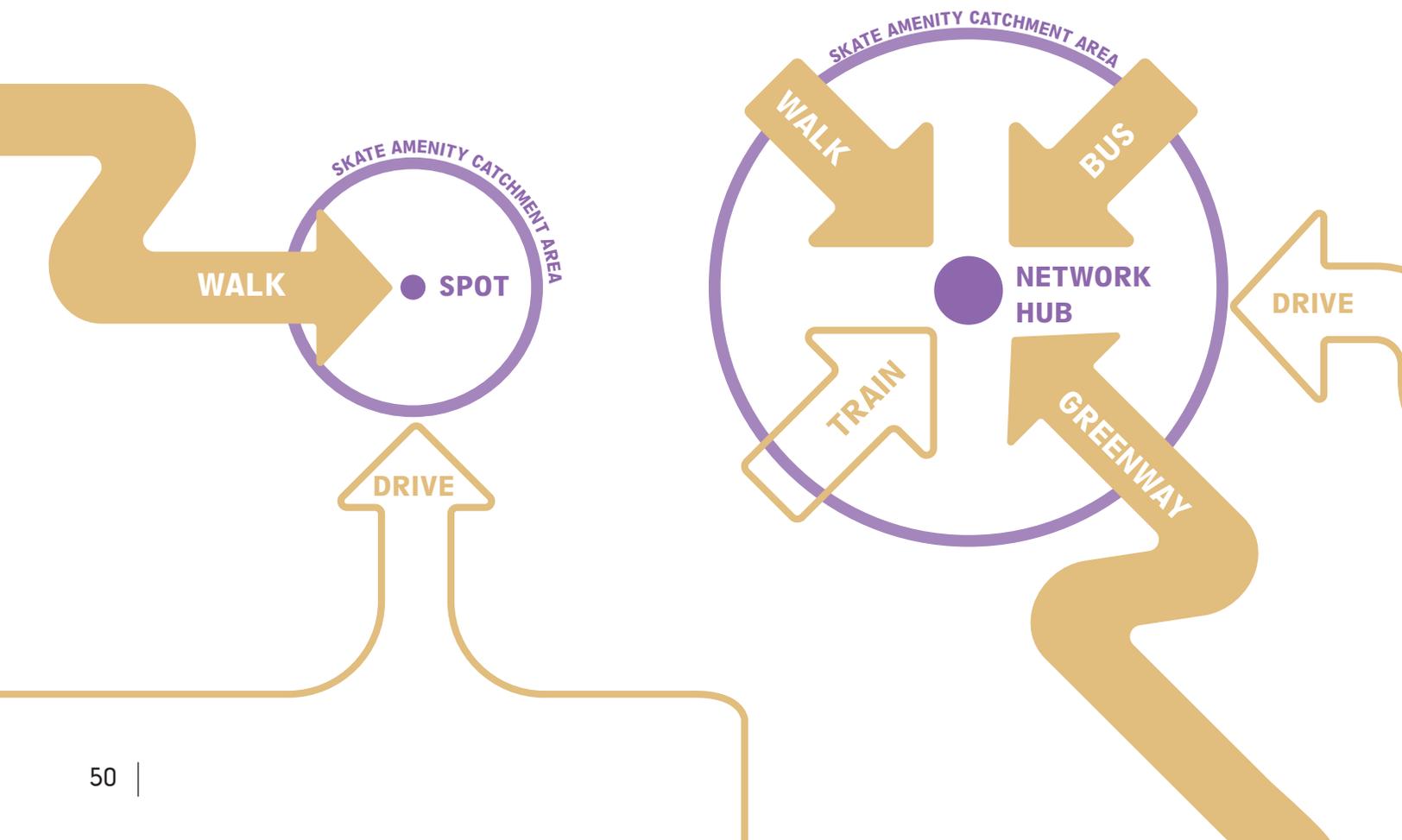
- More equitable access from all areas of the city
- Reduced strain on maintenance schedule from fewer sites to visit
- Improved opportunity for social gathering and community building from larger catchment zones

Locating Network Hub Skateparks

Finding the right locations for network hub skateparks is critical to the success of the consolidation approach. With fewer skate amenities in the network, the relative importance of each individual skateparks increases. If skateparks are poorly located, the network will be less able to support the skate community.

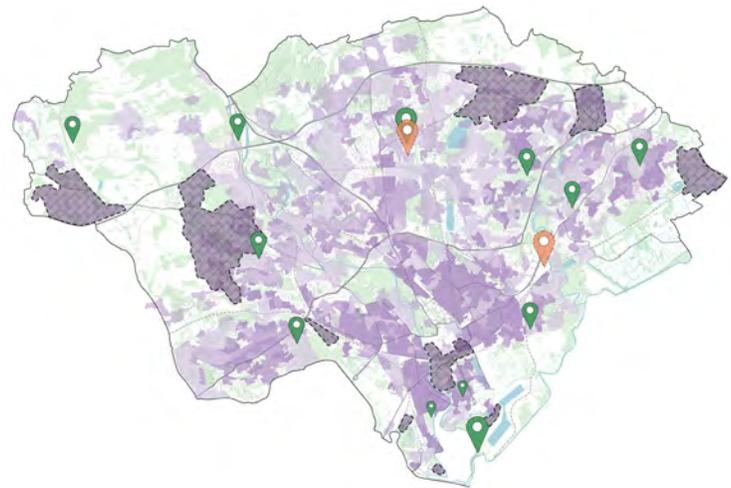
Three primary criteria are used for determining the best locations for network hub skateparks:

1. Population Density and Growth
2. Accessibility
3. Equity



Population Density and Growth

Within the Local Development Plan (LDP) are areas that have been designated as "Strategic Sites" of growth in the city. These areas will be experiencing significant change over the coming years and are planned to have a variety of new housing, employment opportunities and other community uses. The areas highlighted in the map indicate the strategic sites identified by the Council's planning department.



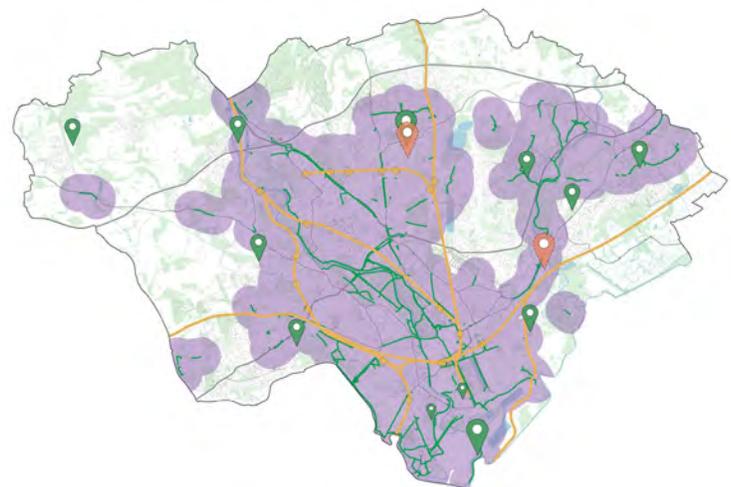
-  Existing Private Skate Amenity
-  Existing Public Skate Amenity
-  Population Density
-  Strategic Sites for Future Growth

Accessibility

Ensuring future skate amenity locations are integrated seamlessly into the existing and future transportation network ensures that people who are traveling to skateparks can do so easily and without barriers.

Of the multiple transportation options, active transportation routes like cycleways are most important in locating Cardiff's network hub skateparks. They provide the most sustainable transportation option to get across the city and are a low barrier option for individuals of diverse ages and backgrounds.

Public transportation is also an important mode to consider when assessing accessibility. Cardiff's train service connects important areas of the Council and although not illustrated on the map, works in tandem with the bus network to provide a sustainable and low cost alternative to driving.



-  Existing Private Skate Amenity
-  Existing Public Skate Amenity
-  Existing Cycleways
-  Existing Train and Stations
-  Within 500m of Cycleways or 1km of Train Stations

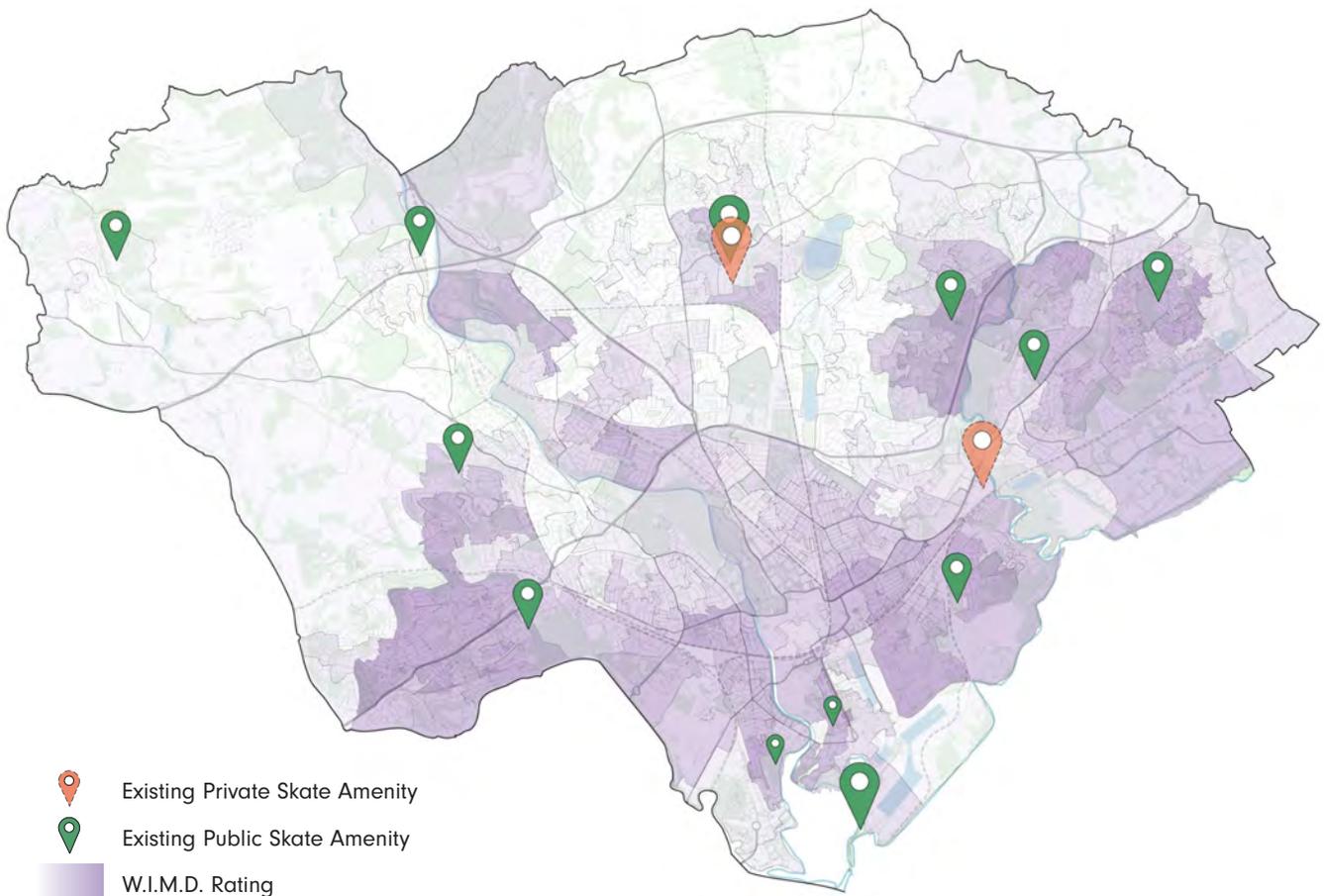
PRIORITIZATION

Skateboarding and related sports have the potential to provide low barrier recreation opportunities and numerous additional spin-off benefits in physical health, mental health, community building among others. Providing resident of the city with equitable access to high quality skate amenities and the benefits they provide is a central goal for the Cardiff Skateboard Amenity Strategy.

The Welsh Index for Multiple Deprivation (W.I.M.D.) provides guidance in the prioritization of skate amenities by identifying areas within the city that experience relatively greater levels of deprivation. While the W.I.M.D. incorporates factors like employment and education that

will not be directly impacted by the provision of skate amenities, they are nevertheless high priority areas for community investment and will benefit from the inclusion of skate amenities. For this reason, W.I.M.D. designations can be used as a tool for prioritizing the order of new skate amenity construction projects, with new skate amenities being developed in higher rated W.I.M.D. areas first.

The darker areas on the map indicate higher priority W.I.M.D. areas.



ADDITIONAL SKATE INFRASTRUCTURE

Skate Spots and Dots In Parks

While the network hubs will function as the foundation for the skate amenity network in Cardiff, there are many additional ways to augment the system where opportunities arise.

For example, upgrades and renewals of existing parks as well as the development of new parks in Cardiff present an excellent opportunity to integrate smaller scale skate amenities like spots and dots. This may be as simple as planning to fortify designed site elements like seating or edges to be skate friendly, or be more involved with dedicated skate space as a programmed element in the design.

The integration of skate spots and dots will be opportunistic and follow existing schedules and plans for park upgrades, renewals and developments. The low barrier nature of skateboarding and related small wheeled sports however, should be considered especially important when park upgrades are occurring within high priority W.I.M.D. zones or areas known to have other barriers to recreation.

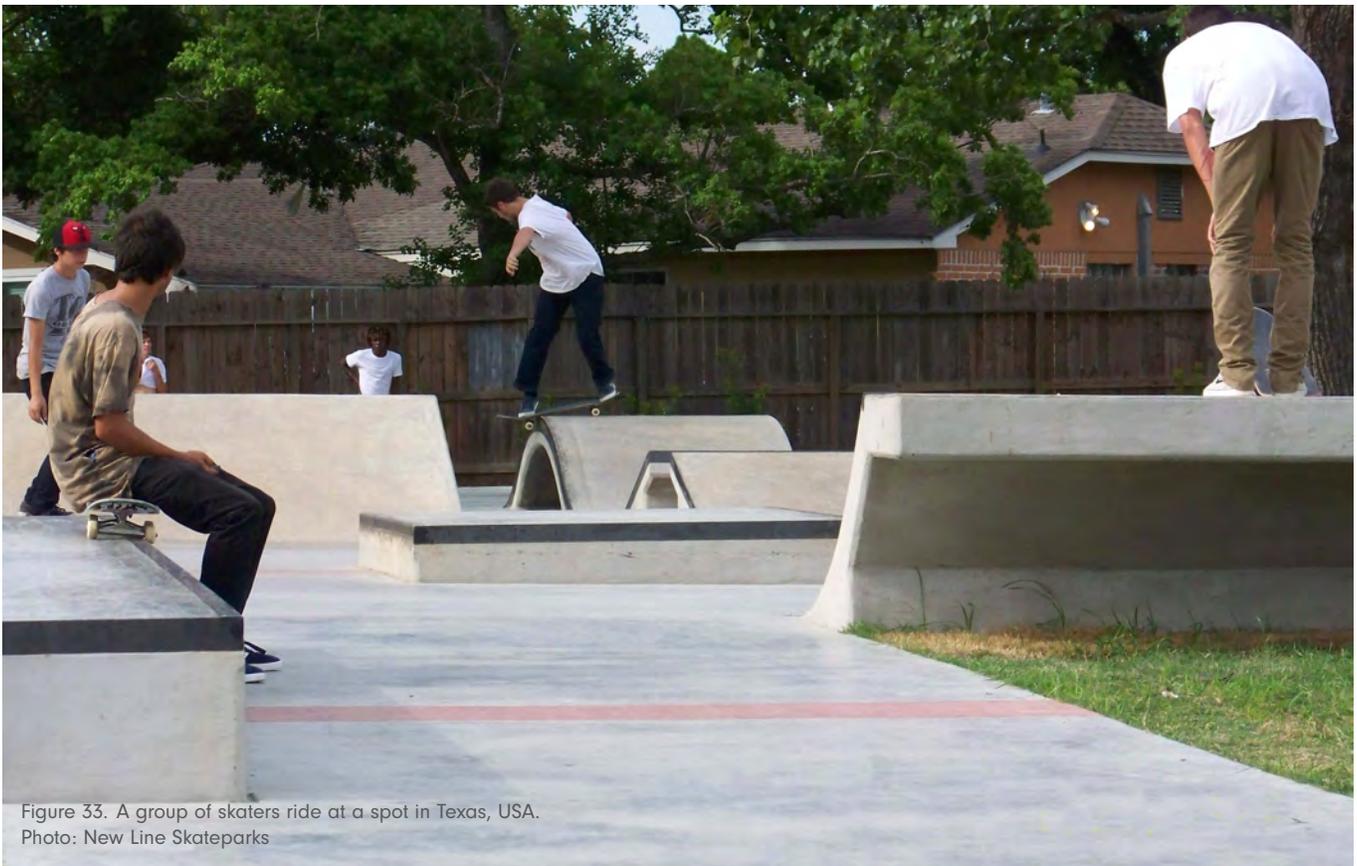


Figure 33. A group of skaters ride at a spot in Texas, USA.
Photo: New Line Skateparks

Skateable City Spaces

Despite having limited sanctioned skate amenities, the city centre is a popular destination for the skateboard community in Cardiff. Public plazas like Callaghan Square offer skaters open space with street-based obstacles and a central location to meet up and socialize.

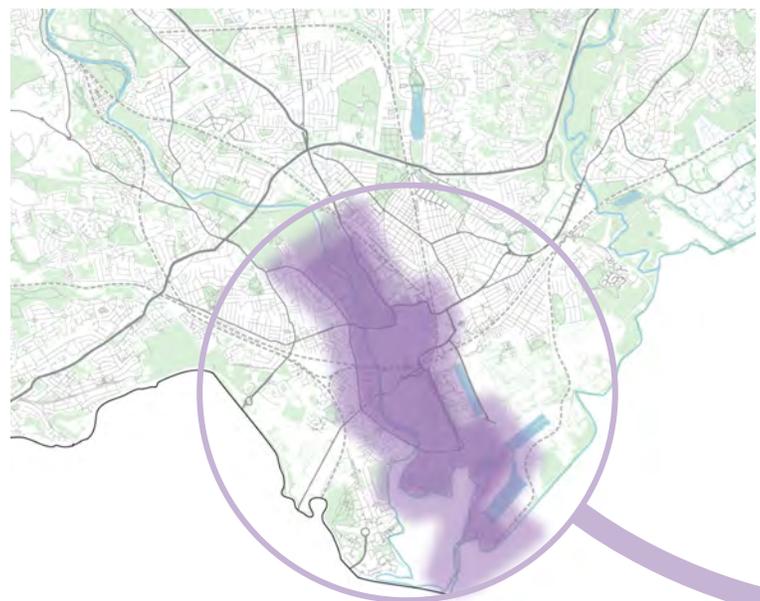
As has been highlighted in this report, unplanned street-based skateboarding can be the source of friction in public realm between skaters and the general public. Finding ways to intentionally design for the integration of skate amenities into the city centre is therefore key to meeting the needs of the skate community in Cardiff and mitigating sources of conflict that may otherwise exist.

The Cardiff Skate Amenity Strategy proposes a priority area for incorporating skate spots and dots with the development and/or renovation of public spaces within the city centre. While skate spots and dots can be integrated into the landscape in any part of the Council, this area has been prioritized for having the greatest benefit for the skate community and the most potential for collaboration with urban development projects.

Within the prioritized area, land managers and developers are encouraged to find opportunities to plan for the intentional integration of skating into their designs of public space. This can be achieved through designated skate amenities and areas, fortified site furnishings, reduced use of skate deterrents, alternate circulation routes and additional considerations in site planning and design.

Key Considerations:

1. Avoid conflicts with business and commercial areas
2. Avoid large pedestrian areas where pedestrian movement is key
3. Avoid conflicts with vehicles, emergency services, waste management, and other important infrastructural services



Priority Area for Reviewing Opportunities for Skateable City Spaces



Skating as Transportation

Cardiff's transportation network is evolving towards sustainable and accessible alternatives to car travel. Cardiff Council has a number of initiatives underway to improve how residents move through the Council, most notably the Cardiff Transport Strategy (CTS) and Local Transport Plan (LTP).

Much of the planning to date has focused on improving public transportation options as well as cycling and walking infrastructure for residents. However skateboarding has also been found to be a popular way to get around in Cardiff with 36% of respondents to the public survey noting their participation in skateboarding as a means of transportation. Bringing skateboarding and related small wheel activities into the discussion around active transportation options can provide

additional leverage to help the Council reach its goals highlighted in the CTS and LTP. Simple but important considerations in infrastructure upgrades that incorporate the perspective of small-wheeled user groups can have a profound impact on their viability as modes of transportation. For example, ensuring new cycleways are wide enough to accommodate multiple users and passing, surfaces are consistent and smooth, and slope grades are minimized, will all dramatically impact the likelihood for people to choose a small-wheeled mode of transportation over a motor vehicle. As some of the initiatives highlighted in the CTS and LTS are already underway, improvements for small-wheel user groups will need to be incorporated where flexibility still exists.

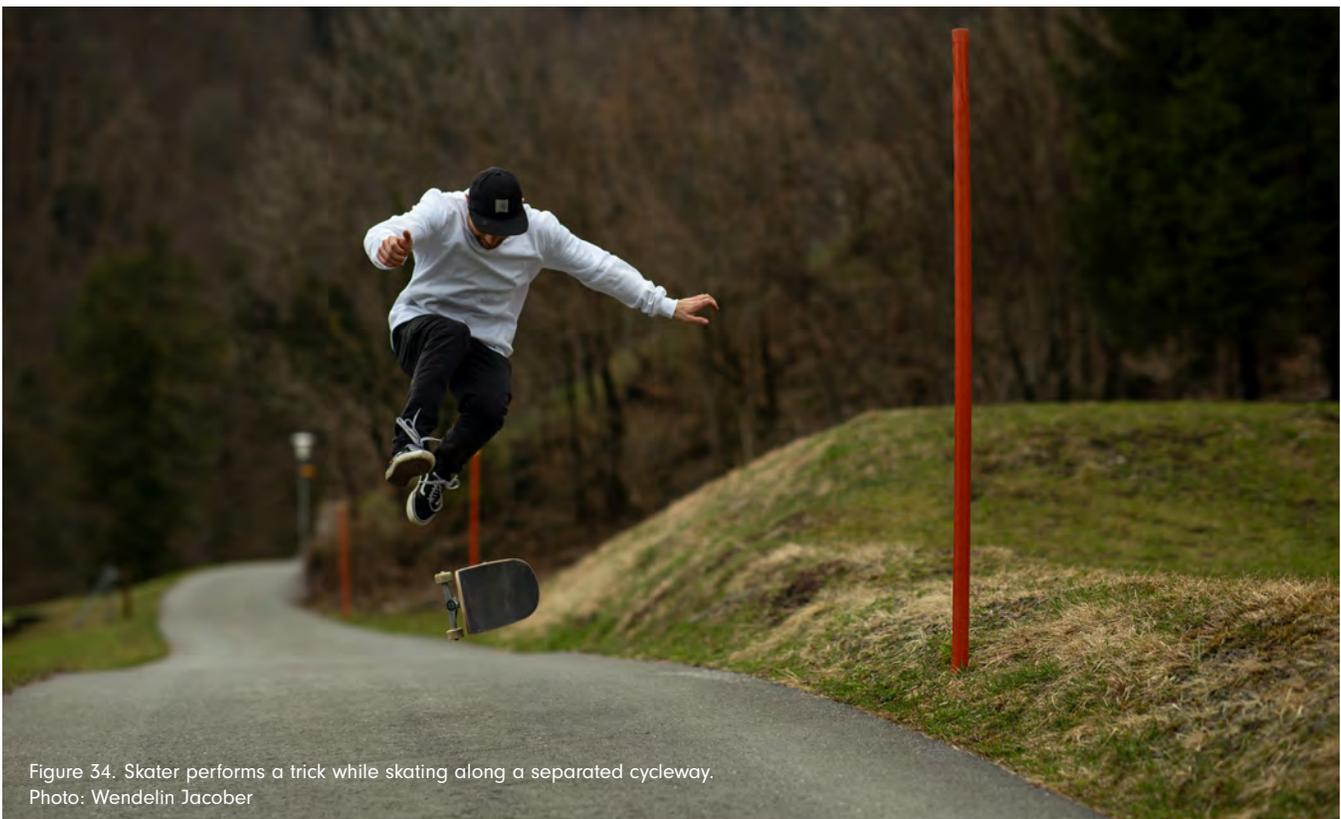


Figure 34. Skater performs a trick while skating along a separated cycleway.
Photo: Wendelin Jacober

Competition and Destination Skateparks

As Wales' capital city, Cardiff plays an important national role in sport. The international sports village in the south west edge of the city hosts a variety of high level sport training facilities and still has significant spaces left to support other sports. Skateboarding may be another sport facility added to this national space for sport achievement. This would be a significant addition that could support local and national athletes who may want to compete internationally. While skate terrain as part of the city skate network has not been allotted for this potentiality, a high level facility could bring skateboarding to the next level in both Cardiff and Wales. A new venue of this sort should seek broad funding from all levels of government and even private sponsorship.

The international sports village is a growing urban area of the city and has become the heart for high level competition sports in the Wales. The area is home to a number of sports facilities including an ice rink as well as Olympic level training facilities like the Cardiff International White Water facility as well as the Cardiff International Pool.

This area in the city is already relatively well served by the existing Cardiff Barrage skatepark and is therefore a lower priority location within the city-wide network. Nevertheless, the location is well suited for the provision of a competition or destination level skatepark as a training facility for Olympic level skateboarding.



Figure 35. The forks skatepark in Winnipeg, Canada.
Photo: New Line Skateparks



CHAPTER 5 - RECOMMENDATIONS



INTRODUCTION

Based on the Council's existing inventory, the feedback gathered in the public engagement phase of the project, and the skate amenity analysis outlined in the previous chapters, the Cardiff Skateboard Amenities Strategy puts forward a series of key recommendations to meet the needs of the skate community now and in the future.

There are five implementation areas that will see this plan fulfilled. New builds and decommissioning old skateparks in parks, spots and dots in parks, skateable city spaces, skate friendly cycleways, and a competition/destination skatepark. The recommendations for each implementation area are summarized in the table on the next page.

Across all implementation areas, it is important to ensure that skate amenities are designed to be accessible and inclusive to a diversity of users. These design considerations will vary based on site conditions but can include:

- improved lighting,
- maintained pathways around the site,
- more seating and observation areas,
- wider entrances in and out of areas,
- creation of dedicated beginner areas and features,
- sub-division of space to ensure single groups don't dominate the area, and
- adequate provision of toilet facilities.

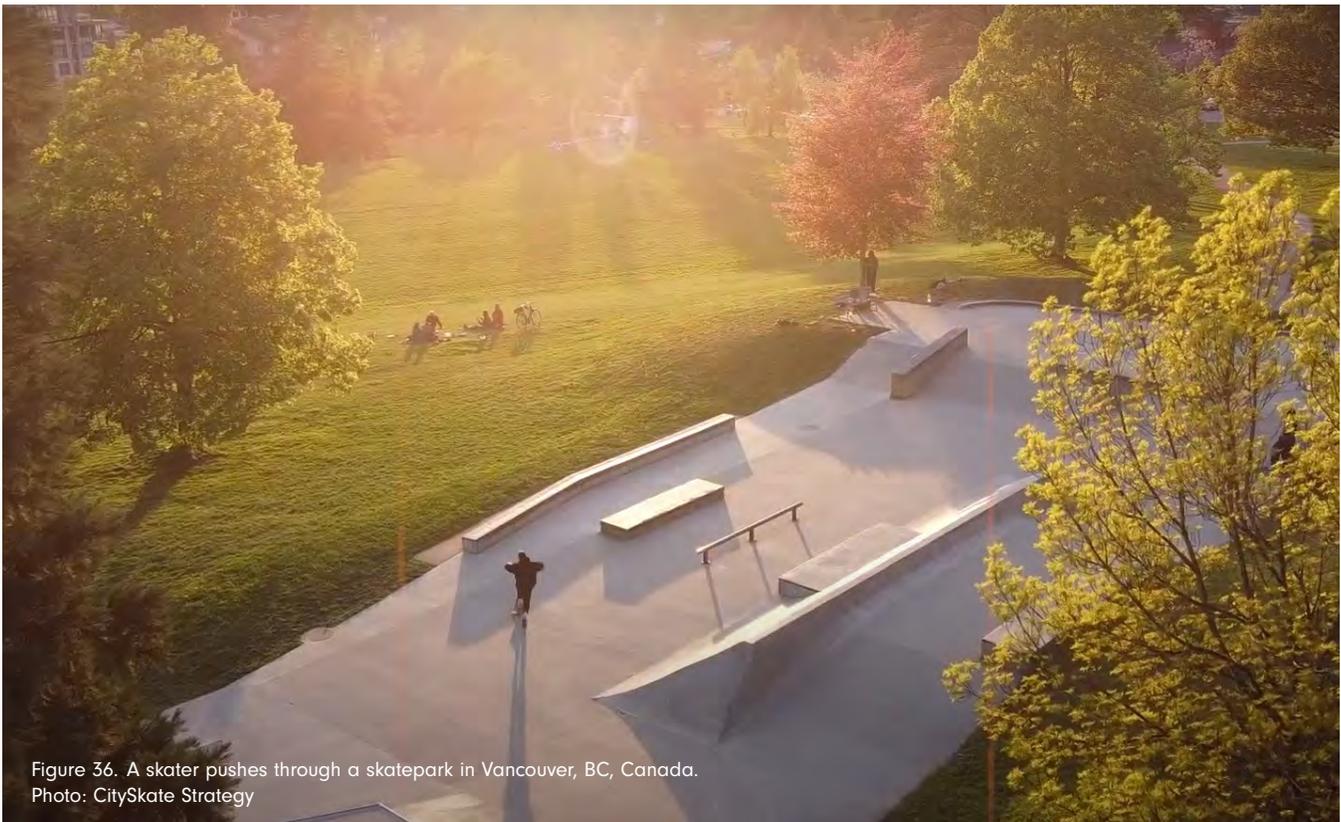


Figure 36. A skater pushes through a skatepark in Vancouver, BC, Canada.
Photo: CitySkate Strategy

KEY ACTIONS PLAN SUMMARY

IMPLEMENTATION AREA	KEY ACTION
New Builds in Parks	1. Ensure high quality and long lasting skate amenities.
	2. Construct four new 'Network Hub' and one new "Neighbourhood" scale skateparks to act as the foundation of the skate amenity network.
Spots and Dots in Parks	1. Include skate spots and dots in the list of potential program items when upgrading or designing new neighbourhood parks.
Skateable City Spaces	1. Work with Cardiff Council Departments to locate new temporary or permanent skate spots and dots in the public realm.
	2. Collaborate with institutions such as Primary or High schools to explore the creation of skate amenities as part of renovations in education settings and related amenity spaces.
	3. On private lands and privately funded new public spaces, encourage private developers to provide skateable features or spaces as part of the provision of public amenities where appropriate and where there is compatibility with the associated development and uses.
	4. Explore opportunities for sheltered skate amenities whether in public or private buildings or under existing highway infrastructure etc.
Skate Friendly Cycleways	1. Look for opportunities to integrate skate spots and dots when upgrading existing or implementing new cycleways in the city.
	2. Explore ways to improve cycleway connections between different skate amenities and rapid transit stops in support of small wheeled sports accessibility.
	3. Consider small-wheeled access to the overall cycleway network to support skateboarding as a pivotal mode of sustainable transportation.
Competition / Destination Skatepark	1. Consider whether Cardiff should be home to a training or competition level skateboarding facility at the International Village.
	2. Investigate external and additional funding opportunities for the creation of a competition level training facility.

PRIORITY AREAS FOR SKATEPARKS

Larger scale network hubs and a neighbourhood scale skatepark will act as the core of the skate network, providing destination locations for riders from all over the city. These will be located to optimize distribution and accessibility. The prioritization of roll-out is based on the W.I.M.D. mapping.

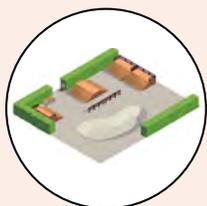
A consolidated collection of “Network Hub” skateparks can provide incentive for users from larger areas across the city. As a connected network, the skateparks provide increased “catchments” covering the Council lands.

Key Actions

1. Ensure high quality and long lasting skate amenities.
2. Construct four new ‘Network Hub’ and one new “Neighbourhood” scale skateparks to act as the foundation of the skate amenity network.

Urban Spots and Dots with New Developments		
Key Action 1		Suggested Size
1.1	Establish a list of pre-approved qualified contractors and consultants specializing in skatepark design and construction	n/a
1.2	Engage with the skate community to ensure skateparks are designed to suit the user group’s specific needs	n/a
2.1	Construct a Network Hub skatepark in East Cardiff	1,000m ²
2.2	Construct a Network Hub skatepark at the Cardiff Centre	1,200m ²
2.3	Construct a Network Hub skatepark in West Cardiff	1,200m ²
2.4	Construct a Network Hub skatepark in North Cardiff	1,200m ²
2.5	Construct a Neighbourhood skatepark in the South Cardiff	600m ²

SKATE AMENITY TYPOLOGIES

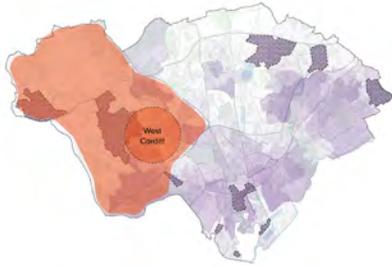


NEIGHBOURHOOD
SKATEPARK
600m² - 1,200m²

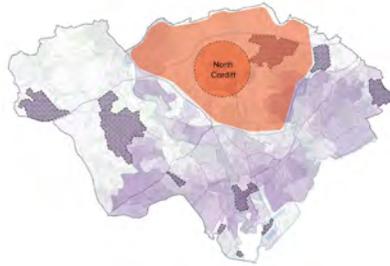


NETWORK HUB
SKATEPARK
Larger than 1,200m²

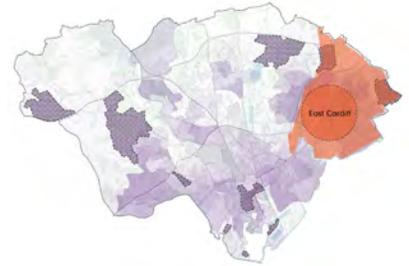
West Cardiff Catchment



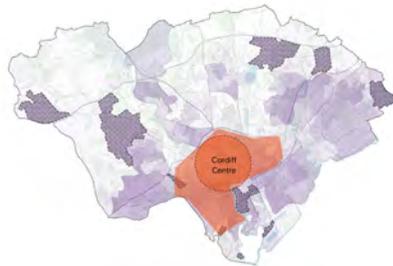
North Cardiff Catchment



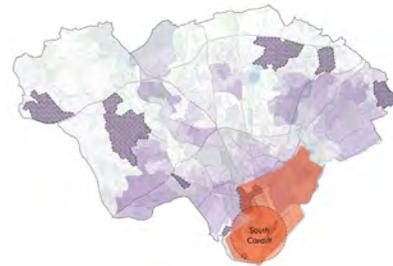
East Cardiff Catchment



Cardiff Centre Catchment



South Cardiff Catchment



Proposed Priority Districts for Network Hub Skateparks



SELECTING A SUITABLE SITE FOR A SKATE AMENITY

There are a wide range of criteria that need to be considered when selecting a site for a new skate amenity. This criteria will also vary depending on the scale of the skate amenity, with larger amenities generally requiring more site-specific considerations. For a detailed breakdown of ratings, see the Site Selection Criteria Matrix on the next page.

Neighbourhood Planning

Neighbourhood planning takes into consideration broader scale criteria that will impact the suitability of a skate amenity including the categories of compatibility and access.

Compatibility considers things such as sensitive and mutually beneficial land uses. Residential uses may be sensitive to noise and require a distance of setback, while schools, leisure centres or commercial and industrial uses may be beneficial or benign.

Access considers the ability for riders to get to the site, ideally by means of active or public transportation.

Site Specific Planning

Site specific planning takes the finer grain criteria into consideration to determine whether or not the characteristics of the site lend themselves towards a skate amenity and includes the categories of site suitability and landscape integration.

Site suitability deals with a wide variety of factors ranging from construction access and considerations to visibility and safety concerns. For instance, a specific site that lack visibility and will be more prone to vandalism and negligent behaviour.

Landscape integration considers the existing landscape features and whether or not they can support a skate amenity. For instance, how established trees may be impacted by the introduction of a skate amenity.

Supporting Amenities

Additional consideration should be given to the availability of supporting amenities as outlined in the chart below.

FEATURE	DOT	SPOT	NEIGHBOURHOOD	NETWORK HUB
Bins	X	X	X	X
Integrated or Stand Alone Benches			X	X
Fountains, Taps or Restaurant/Cafes with Water		X	X	X
Shade Structure/Trees		X	X	X
Lighting			X	X
Picnic Table Area			X	X
Toilets in Proximity			X	X
On-Site Toilets				X
On-Street Parking				X
Off-Street Parking				X
Food Provisions in Vicinity				X

Site Selection Criteria							
Scale	Category	Criteria	Description	Dot	Spot	Neighbourhood	Network Hub
				Consideration Level			
Neighbourhood Planning	Compatibility	Buffer Zone	Enough space between homes and skate amenities to mitigate against noise impacts (>30m)	Medium	Medium	Major	Major
		Adjacent Park Uses	Opportunity to co-locate with other recreation facilities and amenities	Minor	Medium	Major	Major
		Land Use Around Parks	Compatibility with land uses around the park	Minor	Minor	Medium	Major
	Access	Cycleway	Reasonably accessible by a cycleway	Minor	Medium	Major	Major
		Public Transit	Reasonably accessible by public transit	Minor	Medium	Major	Major
		Pedestrian Focused	A location with high walkability potential	Medium	Major	Major	Medium
Site Specific	Site Suitability	Buildability	Locations that allows an ease of construction	Minor	Medium	Major	Major
		Visibility	Location allows for more eyes on the amenity space to improve safety and avoid nuisance	Medium	Medium	Major	Major
		Existing Landscape	Able to work around high value vegetation, slope and hydrology	Medium	Medium	Major	Major
	Landscape Integration	Stormwater Integration	SAB requirements and opportunities to accommodate and support site stormwater	Minor	Minor	Medium	Major
		Noise Reduction	Using existing land form or landscape features to help with noise mitigation	Minor	Medium	Major	Major
		Wind Buffer	Using existing land form or landscape features to help with excessive wind across the site	Minor	Medium	Major	Major

SPOTS AND DOTS IN PARKS

While larger skateparks (neighbourhood scale, and network hub scale) serve the greater city, skate spots and dots will improve network connectivity and amenity distribution around Cardiff. Spots and dots are important elements in the overall strategy and should be considered in the city centre as well as less densely populated areas of the city.

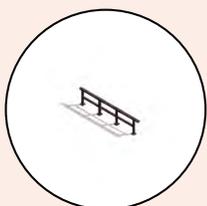
Key Action

Include skate spots and dots in the list of potential programme items when upgrading or designing new neighbourhood parks:

1. Request for Proposals' for new park designs to include skate amenities for consideration in park programming. This may include dedicated skate spaces, skate friendly furnishings, skateable art, among other skate-oriented features.
2. Promote and incorporate alternative site furnishing details that differ from the typical skate deterrent approach and that increase durability and allow for skateboard and small-wheel use.
3. Include the skate community in the design and review of skate features to ensure the amenities meet their specific needs.



SKATE AMENITY TYPOLOGIES



SKATE DOT
Less than 150m²



SKATE SPOT
150m² - 600m²



Figure 38. A skate dot integrated into a park in Texas, USA.
Photo: New Line Skateparks

SKATEABLE CITY SPACES

The heart of the Cardiff skate community is in the city centre. While a centrally located network hub skatepark in this part of the city is critical to the overall network, it was clear through the public engagement process that there is a desire to integrate skate spaces into the public realm. Proactively planning for 'skate friendly zones' in the city centre can meet this community need and also overcome some of the conflicts of unplanned co-habitation that have occurred in the past.

Key Action 1

Work with Cardiff Council Departments to locate new temporary or permanent skate spots and dots in the public realm.

Key Action 2

Collaborate with institutions such as Primary or High schools to explore the creation of skate amenities as part of renovations in education settings and related amenity spaces.

Key Action 3

On private lands and privately funded new public spaces, encourage private developers to provide skateable features or spaces as part of the provision of public amenities where appropriate and where there is compatibility with the associated development and uses.

Key Action 4

Explore opportunities for sheltered skate amenities whether in public or private buildings or under existing highway infrastructure etc.



Figure 3.8. A secondary circulation route allows for skating and pedestrian access.
Photo: New Line Skateparks

DO'S AND DON'TS OF SKATEABLE CITY SPACES

	 DO'S	 DON'TS
DEFINING SPACE	Ensure existing uses are maintained after introducing a skate amenity.	Overlap incompatible uses without adequate space.
	Use site furnishings, materials, planters, and softscape areas of the plaza to suggest primary uses.	Completely fence-in an areas unless necessary.
	Create opportunities for sharing of site amenities like rest areas, seating areas and water fountains.	Create exclusive areas for specific user groups.
CIRCULATION	Ensure your skate amenity is not interfering with primary pedestrian circulation through the space.	Put skate features in congested pedestrian areas.
	Take advantage of under utilized width in circulation routes to 'bump-out' an area for a skate amenity.	Rely on busy or congested pedestrian areas for 'run in' or 'run out' areas of a skate feature.
MATERIALS	Use textured or more rough surfaces for areas not intended for small-wheeled sports.	Install skateboard deterrents in areas that are under utilized, unprogrammed or not busy.
	Use steel, stone or other hard-wearing material in constructing skateable features like ledges and seating.	Use coarse surface materials within the 'run in' or 'run out' of a skate feature.
VISIBILITY	Find opportunities for skate features in prominent locations within the space.	Locate skate amenities in hidden or secluded locations.
	Ensure clear sight-lines around skate features.	Create blind corners, particularly in the 'run up' and 'run out' areas.

SKATE FRIENDLY CYCLEWAYS

A skate friendly city-wide cycleway network will help encourage active transportation, while linking existing and future skate amenities, neighbourhoods and urban nodes.

Key Action 1

Consider small-wheeled related improvements to the overall cycleway network to support skateboarding as a pivotal mode of sustainable transportation.

Key Action 2

Look for opportunities to integrate skate spots and dots when upgrading existing or implementing new cycleways in the city.

Key Action 3

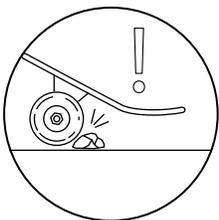
Explore ways to improve the cycleway connections between different skate amenities and rapid transit stops in support of small wheeled sports accessibility.



Figure 40. A skater pushes down a cycleway.
Photo: Maksim Goncharenok.

SKATE FRIENDLY CYCLEWAY IMPROVEMENTS

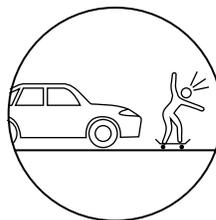
The following four key considerations make a cycleway more 'skate friendly' and can help with future improvements to support an overall skate-able network. These considerations can apply to cycleways in both parks and city lands and support the overall accessibility for those with mobility needs.



Smooth Surface



Increased Width



Traffic Calming



Integrate Spots and Dots



Figure 41. A cyclist passes a skate dot integrated into the cycleway in BC, Canada.
Photo: Travis Martin

COMPETITION / DESTINATION SKATEPARK

Cardiff, as a capital city, has the opportunity to become the centre for high level skateboarding both within Wales and the UK more broadly. The creation of a competition level skate facility would centre Cardiff as a destination for high level skateboarding and support the growth of the skate community towards international competitions like the Olympics. While the International Sports Village is not a recommended location for a Network Hub skatepark, it nevertheless presents a unique opportunity to create a skatepark on par with other Olympic level facilities in the area.

Key Action 1

Consider whether Cardiff should be home to a training or competition level skateboarding facility at the International Village.

Key Action 2

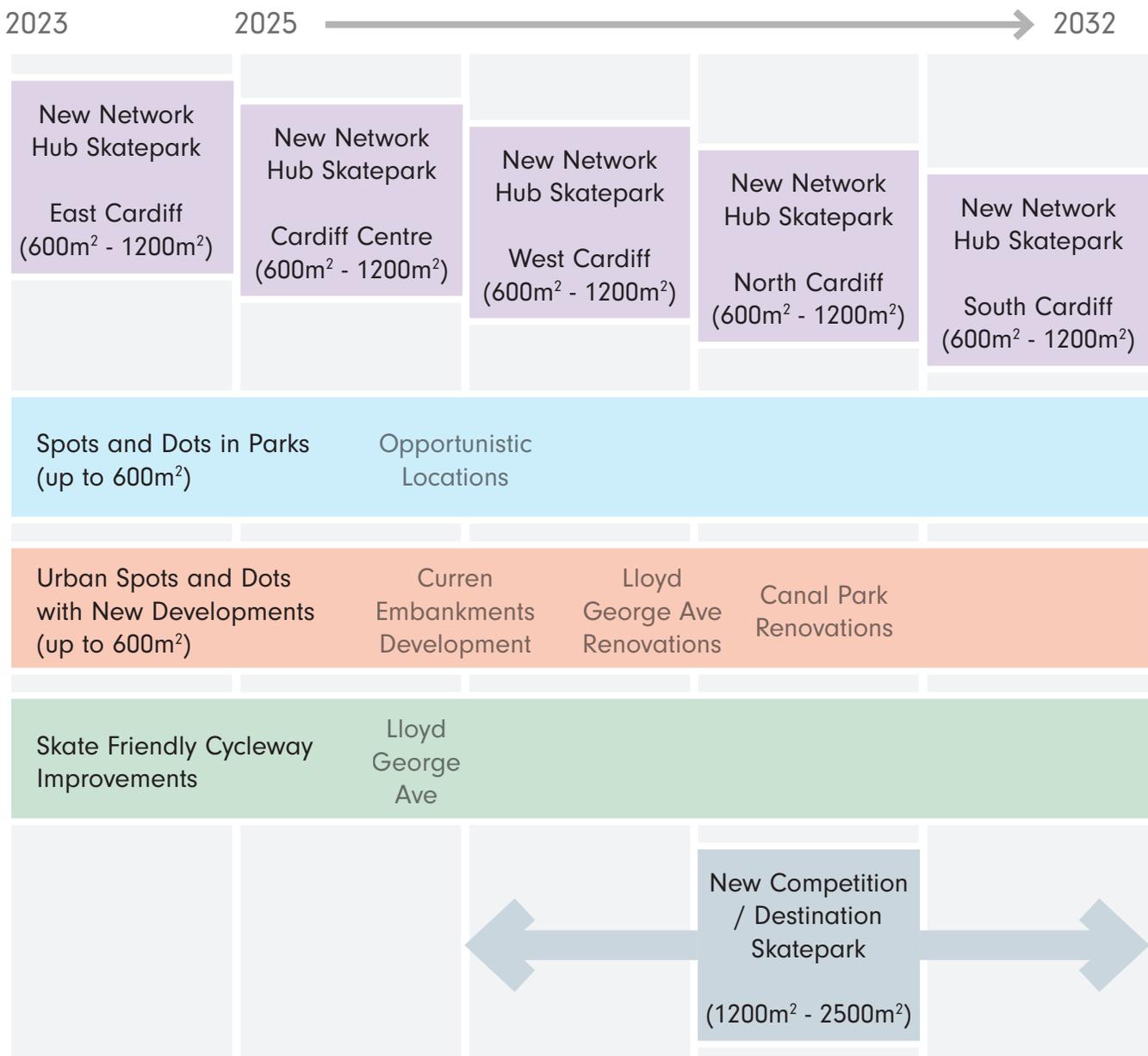
Investigate external and additional funding opportunities for the creation of a competition level training facility.



Figure 42. Vandergriff skatepark in Texas, USA.
Photo: New Line Skateparks

RECOMMENDED TIMELINE ROLL OUT

The following timeline shows the recommended roll-out for each of the five implementation areas through to 2032. Within each column of the timeline, the implementation areas are listed in order of priority from top to bottom. Where implementation items are ongoing they have been included as a band stretching across the length of the timeline.



SKATEBOARD PARKS LOCATIONS AND TYPES PLAN

The following detailed plans have been developed to guide the implementation of the Strategy recommendations.

The overall size of Cardiff's expanded skateboard park network follows the guidelines set out in the Strategy and aims to exceed the minimum recommended space requirement of new skatepark space outlined in Chapter 4.

The specific locations of each skatepark will be determined on a case-by-case basis and will consider the adjacent land uses as well as the key considerations highlighted in the Strategy.

The features, terrain style, extents and overall design layout of each skate amenity will vary and should be developed in consultation with professional skatepark designers, community members and relevant stakeholders.

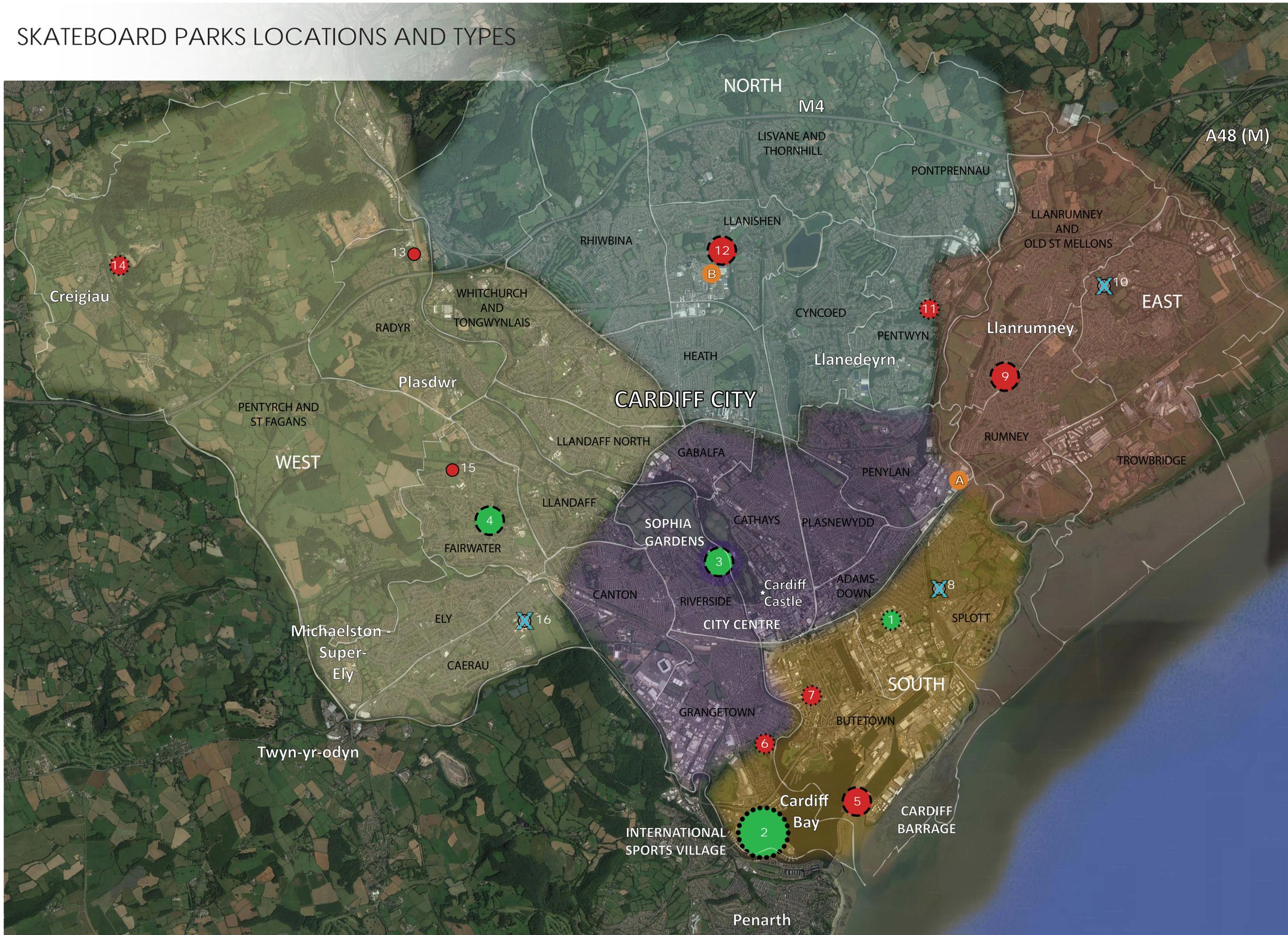
Any additional opportunities for developing skate amenities that have alternate sources of funding but are otherwise not included in these plans should be considered as supplemental to the overall skate amenity network and supported when possible.





Figure 43. Mt. Pleasant Skatepark in Vancouver, Canada
Photo: New Line Skateparks

SKATEBOARD PARKS LOCATIONS AND TYPES



- CARDIFF SKATEBOARD PARK AMENITIES: NEW LOCATIONS**
1. **MALTINGS SKATEBOARD PARK** - New concrete SPOT (350m²).
 2. **INTERNATIONAL SPORTS VILLAGE SKATEBOARD** - New concrete NETWORK HUB (2000m²).
 3. **SOPHIA GARDENS SKATEBOARD PARK** - New concrete NEIGHBOURHOOD PARK (1200m²).
 4. **FAIRWATER SKATEBOARD PARK** - New concrete NEIGHBOURHOOD PARK (1200m²).

- CARDIFF'S SKATEBOARD AMENITIES: EXISTING UPGRADED OR REMOVED**
5. **CARDIFF BAY PLAZA SKATEBOARD PARK** - Retain existing concrete skateboard park. NEIGHBOURHOOD PARK (795m²).
 6. **THE MARL SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete SPOT (100m²).
 7. **CANAL PARK SKATEBOARD PARK** - Decommission existing metal ramp. Replace with a new concrete SPOT (150m²).
 8. **SPLOTT PARK SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete SPOT (0m²).
 9. **LLANRUMNEY SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete NEIGHBOURHOOD PARK (1000m²).
 10. **ST MELLONS SKATEBOARD PARK** - Decommission existing wood skateboard park. No replacement planned. Convert back to lawn. (300m²).
 11. **PARC CORD Y NANT SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete SPOT (300m²).
 12. **GLEIDER / LLANISHEN NEIGHBOURHOOD SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete NEIGHBOURHOOD PARK (1200m²).
 13. **MORGANSTOWN SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete DOT (300m²).
 14. **CREIGIAU SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete SPOT (600m²).
 15. **WATERHILL / FAIRWATER SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete DOT (300m²).
 16. **TRELAI PARK ELY SKATEBOARD PARK** - Decommission existing wood skateboard park. No replacement planned. Convert skateboard park back to original car park. (0m²).

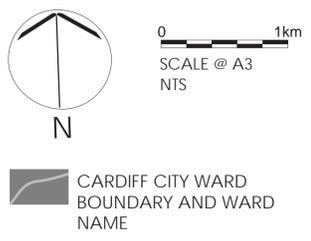
- CARDIFF'S SKATEBOARD AMENITIES: PRIVATE SKATEBOARD PARKS.**
Shown for context/information only.
- A. SPIT & SAW DUST PRIVATE SKATEBOARD PARK.
 - B. RAMP WORLD PRIVATE SKATEBOARD PARK.

AREAS FOR NEW DOTS AND SPOTS:
See page XX
In addition to the allocated DOT/SPOTS shown, aim for a minimum XXXXm² of DOT/SPOT skateboard parks in the different catchment areas shown.

- CENTRE OF CARDIFF
- NORTH OF CARDIFF
- SOUTH OF CARDIFF
- EAST OF CARDIFF
- WEST OF CARDIFF

- PROPOSED/NEW SKATEBOARD PARKS:**
- NETWORK HUB SKATEBOARD PARK
 - NEIGHBOURHOOD SKATEBOARD PARK
 - SPOT SKATEBOARD PARK
 - DOT SKATEBOARD PARK

- NEW LOCATIONS
- EXISTING LOCATION REFURBISHED
- EXISTING LOCATION DECOMMISSIONED
- PRIVATE SKATEBOARD PARKS



PROJECT TITLE
CARDIFF CITY SKATEBOARD PARKS ANALYSIS

CLIENT
CARDIFF COUNCIL

PRODUCED BY
CREATIVE EXTERIOR SOLUTIONS LTD & VAN DER ZALM ASSOCIATES

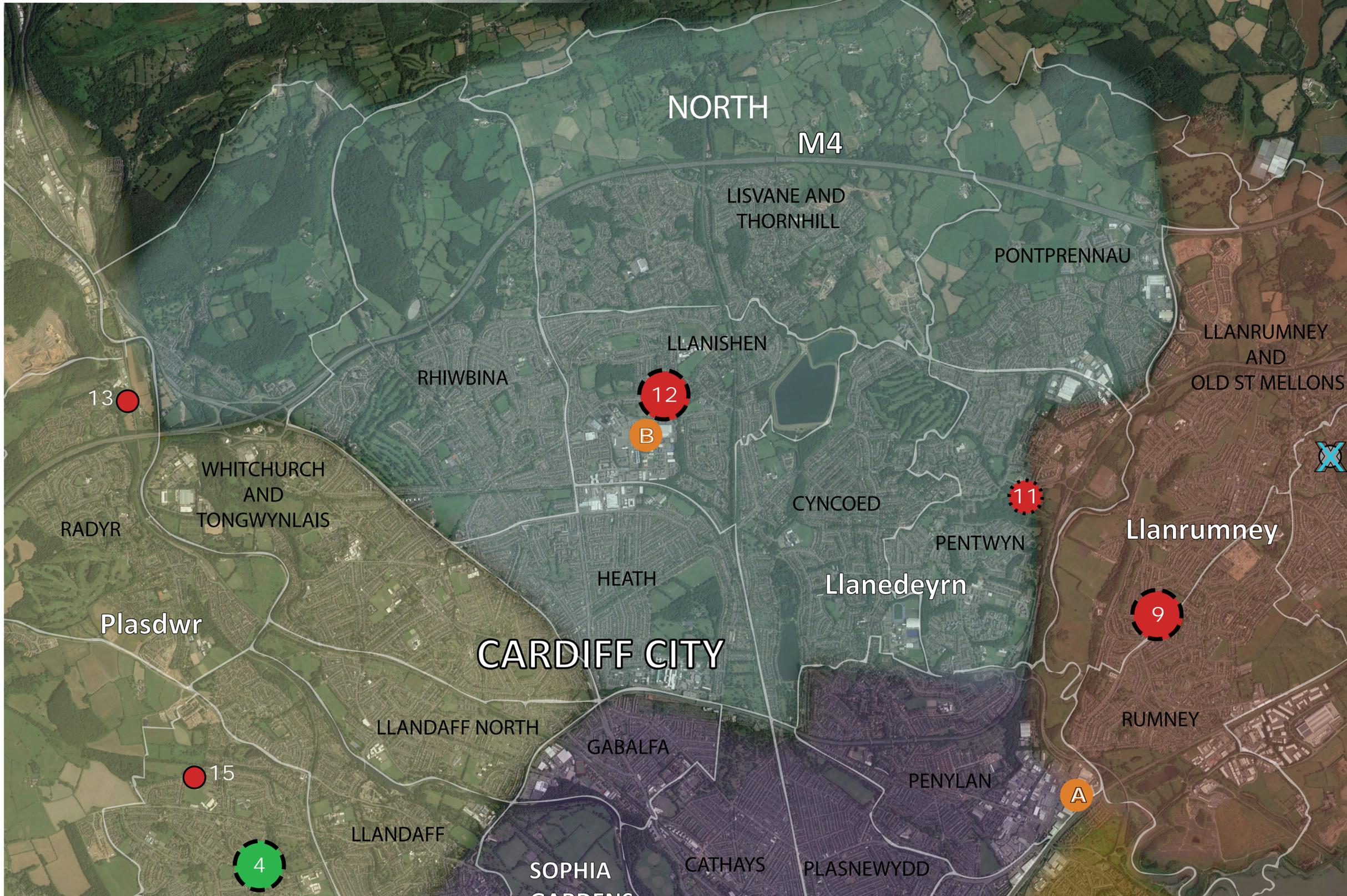
REV.	DESCRIPTION	DATE	APP. DATE
A	Inclusion of skateboard parks sizes	17/11/2022	

DATE SCALE@A1 NOV 2022 AS SHOWN **DRAWN CHECKED** MS/AS MS

SKATEBOARD PARK LOCATIONS AND TYPES

DRAFT

SKATEBOARD PARK ANALYSIS - NORTH CARDIFF



CARDIFF SKATEBOARD PARK AMENITIES: NEW LOCATIONS

1. **MALTINGS SKATEBOARD PARK** - New concrete SPOT (350m²).
2. **INTERNATIONAL SPORTS VILLAGE SKATEBOARD** - New concrete NETWORK HUB (2000m²).
3. **SOPHIA GARDENS SKATEBOARD PARK** - New concrete NEIGHBOURHOOD PARK (1200m²).
4. **FAIRWATER SKATEBOARD PARK** - New concrete NEIGHBOURHOOD PARK (1200m²).

CARDIFF'S SKATEBOARD AMENITIES: EXISTING UPGRADED OR REMOVED

5. **CARDIFF BAY PLAZA SKATEBOARD PARK** - Retain existing concrete skateboard park (795m²).
6. **THE MARL SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete SPOT (100m²).
7. **CANAL PARK SKATEBOARD PARK** - Decommission existing metal ramp. Replace with a new concrete SPOT (150m²).
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13. **MORGANSTOWN SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete DOT (300m²).
14. **CREIGIAU SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete SPOT (600m²).
15. **WATERHILL / FAIRWATER SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete DOT (300m²).
16. **TRELAI PARK ELY SKATEBOARD PARK** - Decommission existing wood skateboard park. No replacement planned. Convert skateboard park back to original car park. (0m²).

CARDIFF'S SKATEBOARD AMENITIES: PRIVATE SKATEBOARD PARKS.

Shown for context/information only.

- A. SPIT & SAW DUST PRIVATE SKATEBOARD PARK.
- B. RAMP WORLD PRIVATE SKATEBOARD PARK.



SCALE @ A3
NTS



CARDIFF CITY WARD
BOUNDARY AND WARD
NAME

AREAS FOR NEW DOTS AND SPOTS:

See page XX
In addition to the allocated DOT/SPOTS shown, aim for a minimum XXXXm² of DOT/SPOT skateboard parks in the different catchment areas shown.

- | | |
|-------------------|-----------------|
| CENTRE OF CARDIFF | EAST OF CARDIFF |
| NORTH OF CARDIFF | WEST OF CARDIFF |
| SOUTH OF CARDIFF | |

PROPOSED/NEW SKATEBOARD PARKS:

- | |
|-------------------------------|
| NETWORK HUB SKATEBOARD PARK |
| NEIGHBOURHOOD SKATEBOARD PARK |
| SPOT SKATEBOARD PARK |
| DOT SKATEBOARD PARK |

- | |
|----------------------------------|
| NEW LOCATIONS |
| EXISTING LOCATION REFURBISHED |
| EXISTING LOCATION DECOMMISSIONED |
| PRIVATE SKATEBOARD PARKS |



PROJECT TITLE
**CARDIFF CITY SKATEBOARD PARKS
ANALYSIS**

DRAWING TITLE
NORTH CARDIFF SKATEBOARD PARKS

CLIENT
CARDIFF COUNCIL

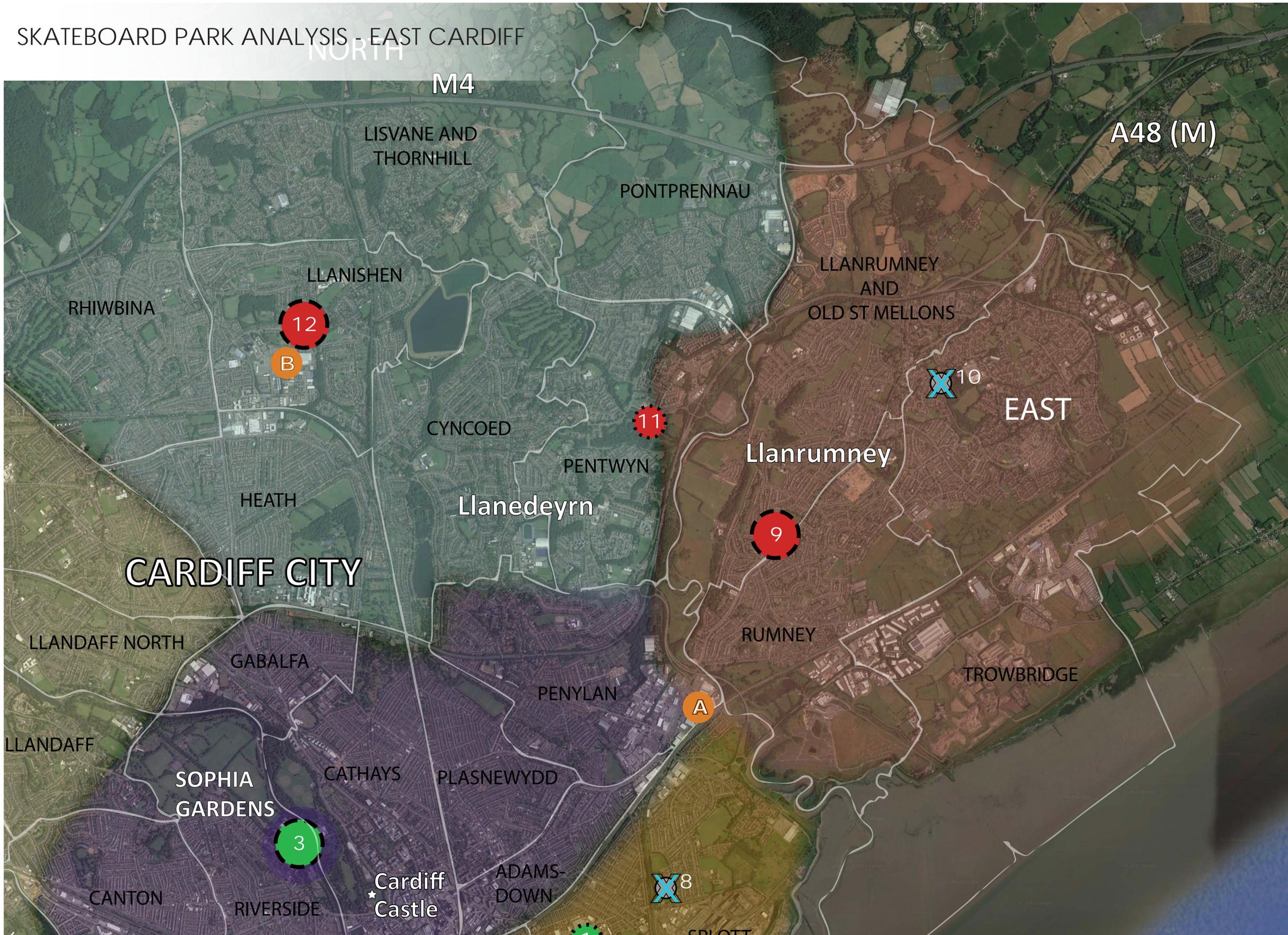
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VAN DER ZALM ASSOCIATES

REV.	DESCRIPTION	DATE	APP. DATE
A	Inclusion of skateboard parks sizes	NOV 2022	17/11/2022

DATE SCALE@A1 NOV 2022 AS SHOWN
DRAWN CHECKED MS/AS MS

DRAFT

SKATEBOARD PARK ANALYSIS - EAST CARDIFF



CARDIFF SKATEBOARD PARK AMENITIES: NEW LOCATIONS

1. **MALTINGS SKATEBOARD PARK** - New concrete SPOT (350m²).
2. **INTERNATIONAL SPORTS VILLAGE SKATEBOARD** - New concrete NETWORK HUB (2000m²).
3. **SOPHIA GARDENS SKATEBOARD PARK** - New concrete NEIGHBOURHOOD PARK (1200m²).
4. **FAIRWATER SKATEBOARD PARK** - New concrete NEIGHBOURHOOD PARK (1200m²).

CARDIFF'S SKATEBOARD AMENITIES: EXISTING UPGRADED OR REMOVED

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CARDIFF'S SKATEBOARD AMENITIES: PRIVATE SKATEBOARD PARKS.

Shown for context/information only.

- A. SPIT & SAW DUST PRIVATE SKATEBOARD PARK.
- B. RAMP WORLD PRIVATE SKATEBOARD PARK.



SCALE @ A3
NTS
0 1km

AREAS FOR NEW DOTS AND SPOTS:

See page XX
In addition to the allocated DOT/SPOTS shown, aim for a minimum XXXXm² of DOT/SPOT skateboard parks in the different catchment areas shown.

- CENTRE OF CARDIFF
- NORTH OF CARDIFF
- SOUTH OF CARDIFF
- EAST OF CARDIFF
- WEST OF CARDIFF

PROPOSED/NEW SKATEBOARD PARKS:

- NETWORK HUB SKATEBOARD PARK
- NEIGHBOURHOOD SKATEBOARD PARK
- SPOT SKATEBOARD PARK
- DOT SKATEBOARD PARK

- NEW LOCATIONS
- EXISTING LOCATION REFURBISHED
- EXISTING LOCATION DECOMMISSIONED
- PRIVATE SKATEBOARD PARKS



PROJECT TITLE
CARDIFF CITY SKATEBOARD PARKS ANALYSIS

DRAWING TITLE
EAST CARDIFF SKATEBOARD PARKS

CLIENT
CARDIFF COUNCIL

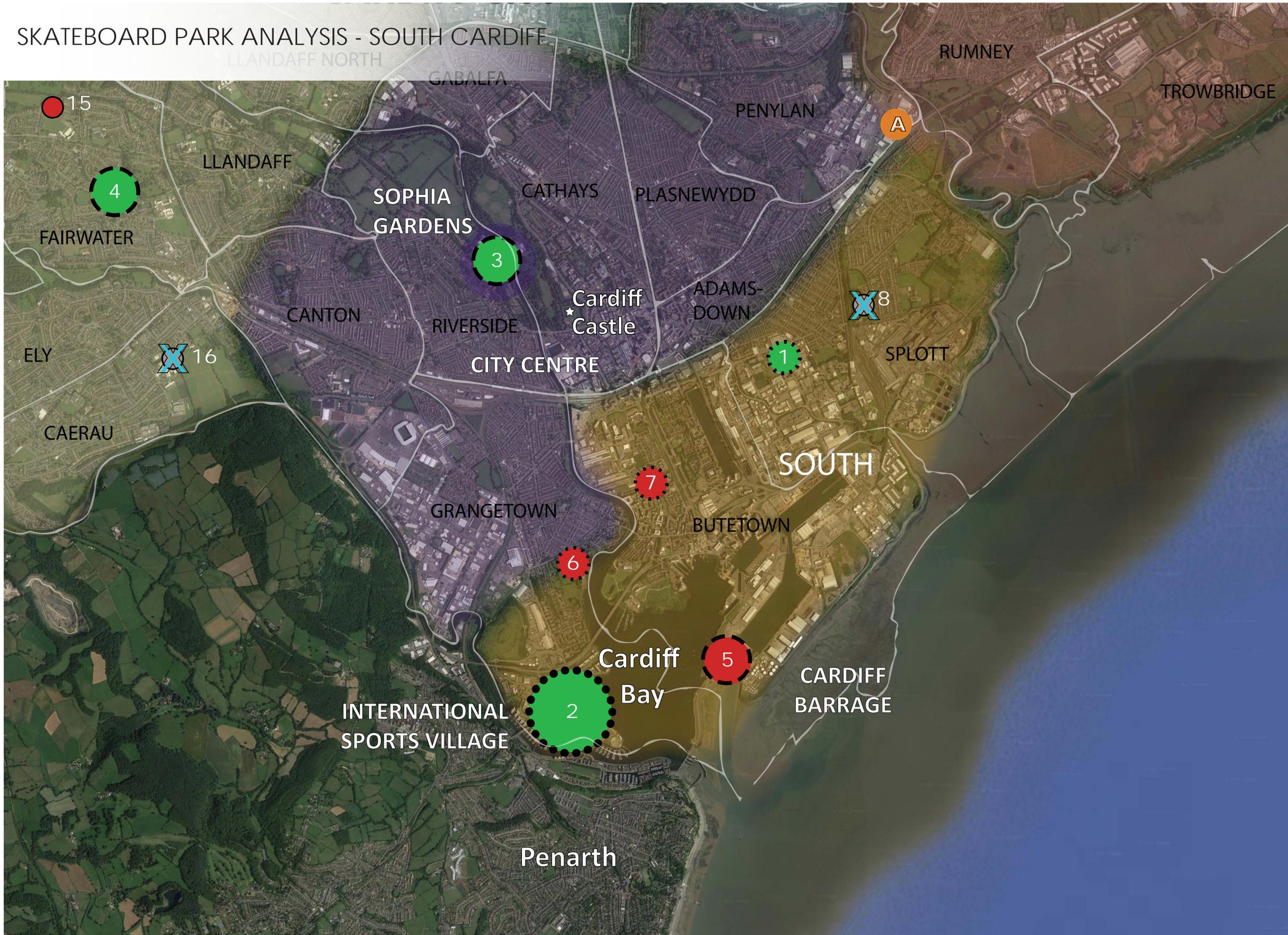
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CREATIVE EXTERIOR SOLUTIONS LTD & VAN DER ZALM ASSOCIATES

REV.	DESCRIPTION	APP. DATE
A	Inclusion of skateboard parks sizes	17/11/2022

DATE SCALE@A1 NOV 2022 AS SHOWN
DRAWN CHECKED MS/AS MS

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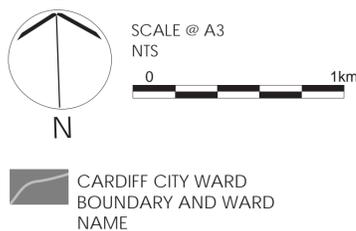
SKATEBOARD PARK ANALYSIS - SOUTH CARDIFF



- CARDIFF SKATEBOARD PARK AMENITIES: NEW LOCATIONS**
1. **MALTINGS SKATEBOARD PARK** - New concrete SPOT (350m²).
 2. **INTERNATIONAL SPORTS VILLAGE SKATEBOARD** - New concrete NETWORK HUB (2000m²).
 3. **SOPHIA GARDENS SKATEBOARD PARK** - New concrete NEIGHBOURHOOD PARK (1200m²).
 4. **FAIRWATER SKATEBOARD PARK** - New concrete NEIGHBOURHOOD PARK (1200m²).

- CARDIFF'S SKATEBOARD AMENITIES: EXISTING UPGRADED OR REMOVED**
5. **CARDIFF BAY PLAZA SKATEBOARD PARK** - Retain existing concrete skateboard park (795m²).
 6. **THE MARL SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete SPOT (100m²).
 7. **CANAL PARK SKATEBOARD PARK** - Decommission existing metal ramp. Replace with a new concrete SPOT (150m²).
 8. **SPLOTT PARK SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete SPOT (0m²).
 9. **LLANRUMNEY SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete NEIGHBOURHOOD PARK (1000m²).
 10. **ST MELLONS SKATEBOARD PARK** - Decommission existing wood skateboard park. No replacement planned. Convert back to lawn. (300m²).
 11. **PARC CORD Y NANT SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete SPOT (300m²).
 12. **GLEIDER / LLANISHEN NEIGHBOURHOOD SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete NEIGHBOURHOOD PARK (1200m²).
 13. **MORGANSTOWN SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete DOT (300m²).
 14. **CREIGIAU SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete SPOT (600m²).
 15. **WATERHILL / FAIRWATER SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete DOT (300m²).
 16. **TRELAI PARK ELY SKATEBOARD PARK** - Decommission existing wood skateboard park. No replacement planned. Convert skateboard park back to original car park. (0m²).

- CARDIFF'S SKATEBOARD AMENITIES: PRIVATE SKATEBOARD PARKS.**
Shown for context/information only.
- A. SPIT & SAW DUST PRIVATE SKATEBOARD PARK.
 - B. RAMP WORLD PRIVATE SKATEBOARD PARK.



AREAS FOR NEW DOTS AND SPOTS:
See page XX
In addition to the allocated DOT/SPOTS shown, aim for a minimum XXXXm² of DOT/SPOT skateboard parks in the different catchment areas shown.

- CENTRE OF CARDIFF
- NORTH OF CARDIFF
- SOUTH OF CARDIFF
- EAST OF CARDIFF
- WEST OF CARDIFF

- PROPOSED/NEW SKATEBOARD PARKS:**
- NETWORK HUB SKATEBOARD PARK
 - NEIGHBOURHOOD SKATEBOARD PARK
 - SPOT SKATEBOARD PARK
 - DOT SKATEBOARD PARK

- NEW LOCATIONS
- EXISTING LOCATION REFURBISHED
- EXISTING LOCATION DECOMMISSIONED
- PRIVATE SKATEBOARD PARKS



PROJECT TITLE
CARDIFF CITY SKATEBOARD PARKS ANALYSIS
DRAWING TITLE
SOUTH CARDIFF SKATEBOARD PARKS

CLIENT
CARDIFF COUNCIL

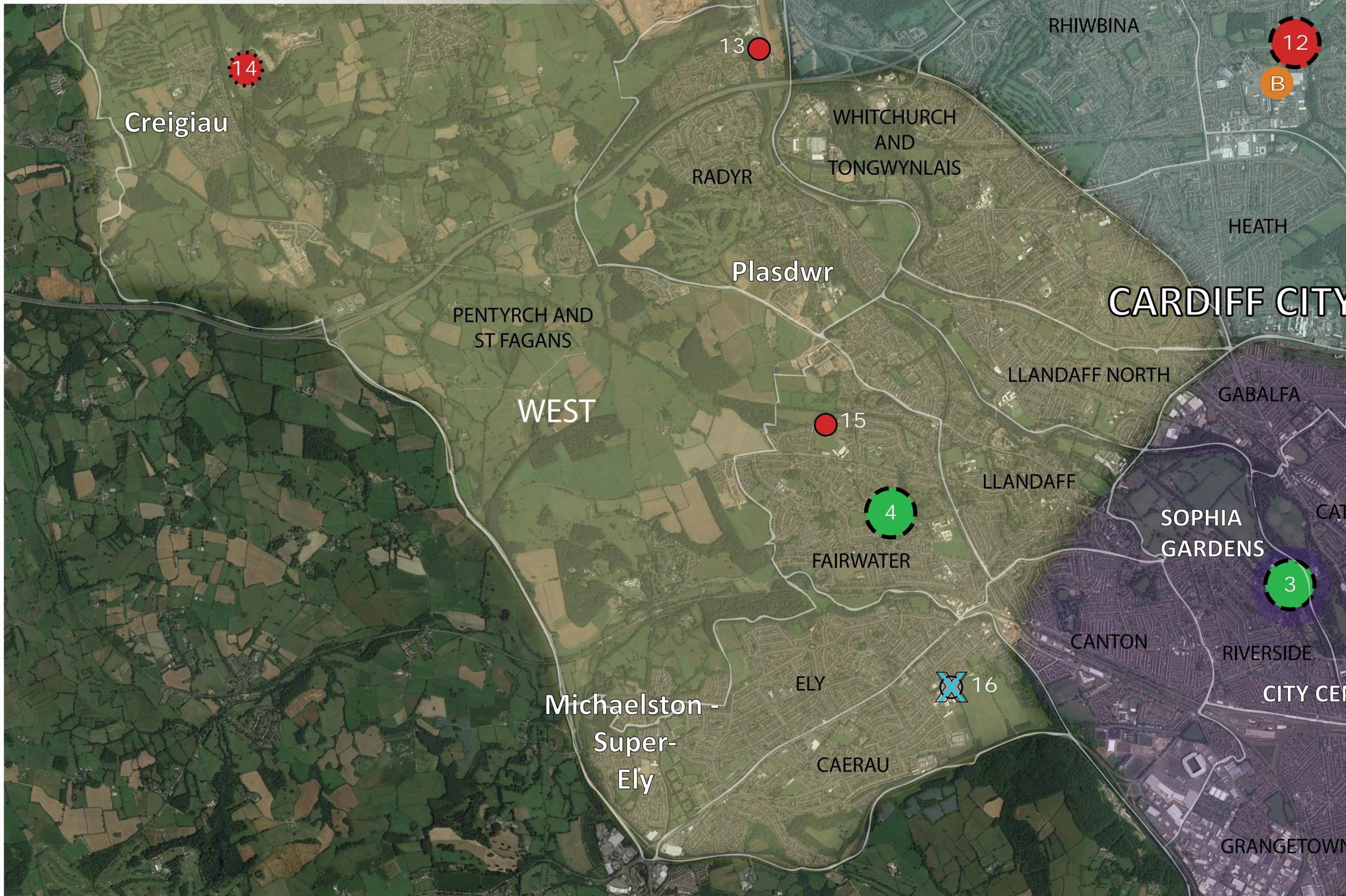
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REV.	DESCRIPTION	APP. DATE
A	Inclusion of skateboard parks sizes	17/11/2022

DATE SCALE@A1 NOV 2022 AS SHOWN DRAWN CHECKED MS/AS MS

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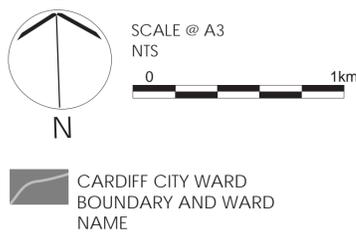
SKATE PARK ANALYSIS - WEST CARDIFF



- CARDIFF SKATEBOARD PARK AMENITIES: NEW LOCATIONS**
1. MALTINGS SKATEBOARD PARK - New concrete SPOT (350m²).
 2. INTERNATIONAL SPORTS VILLAGE SKATEBOARD - New concrete NETWORK HUB (2000m²).
 3. SOPHIA GARDENS SKATEBOARD PARK - New concrete NEIGHBOURHOOD PARK (1200m²).
 4. FAIRWATER SKATEBOARD PARK - New concrete NEIGHBOURHOOD PARK (1200m²).

- CARDIFF'S SKATEBOARD AMENITIES: EXISTING UPGRADED OR REMOVED**
5. CARDIFF BAY PLAZA SKATEBOARD PARK - Retain existing concrete skateboard park (795m²).
 6. THE MARL SKATEBOARD PARK - Decommission existing wood skateboard park. Replace with a new concrete SPOT (100m²).
 7. CANAL PARK SKATEBOARD PARK - Decommission existing metal ramp. Replace with a new concrete SPOT (150m²).
 8. SPLOTT PARK SKATEBOARD PARK - Decommission existing wood skateboard park. Replace with a new concrete SPOT (0m²).
 9. LLANRUMNEY SKATEBOARD PARK - Decommission existing wood skateboard park. Replace with a new concrete NEIGHBOURHOOD PARK (1000m²).
 10. ST MELLONS SKATEBOARD PARK - Decommission existing wood skateboard park. No replacement planned. Convert back to lawn. (300m²).
 11. PARC CORD Y NANT SKATEBOARD PARK - Decommission existing wood skateboard park. Replace with a new concrete SPOT (300m²).
 12. GLEIDER / LLANISHEN NEIGHBOURHOOD SKATEBOARD PARK - Decommission existing wood skateboard park. Replace with a new concrete NEIGHBOURHOOD PARK (1200m²).
 13. MORGANSTOWN SKATEBOARD PARK - Decommission existing wood skateboard park. Replace with a new concrete DOT (300m²).
 14. CREIGIAU SKATEBOARD PARK - Decommission existing wood skateboard park. Replace with a new concrete SPOT (600m²).
 15. WATERHILL / FAIRWATER SKATEBOARD PARK - Decommission existing wood skateboard park. Replace with a new concrete DOT (300m²).
 16. TRELAI PARK ELY SKATEBOARD PARK - Decommission existing wood skateboard park. No replacement planned. Convert skateboard park back to original car park. (0m²).

- CARDIFF'S SKATEBOARD AMENITIES: PRIVATE SKATEBOARD PARKS.**
Shown for context/information only.
- A. SPIT & SAW DUST PRIVATE SKATEBOARD PARK.
 - B. RAMP WORLD PRIVATE SKATEBOARD PARK.



- AREAS FOR NEW DOTS AND SPOTS:**
See page XX
In addition to the allocated DOT/SPOTS shown, aim for a minimum XXXXm² of DOT/SPOT skateboard parks in the different catchment areas shown.
- CENTRE OF CARDIFF
 - EAST OF CARDIFF
 - NORTH OF CARDIFF
 - WEST OF CARDIFF
 - SOUTH OF CARDIFF

- PROPOSED/NEW SKATEBOARD PARKS:**
- NETWORK HUB SKATEBOARD PARK
 - NEIGHBOURHOOD SKATEBOARD PARK
 - SPOT SKATEBOARD PARK
 - DOT SKATEBOARD PARK

- NEW LOCATIONS
- EXISTING LOCATION REFURBISHED
- EXISTING LOCATION DECOMMISSIONED
- PRIVATE SKATEBOARD PARKS



PROJECT TITLE
CARDIFF CITY SKATEBOARD PARKS ANALYSIS
DRAWING TITLE
WEST CARDIFF SKATEBOARD PARKS

CLIENT
CARDIFF COUNCIL

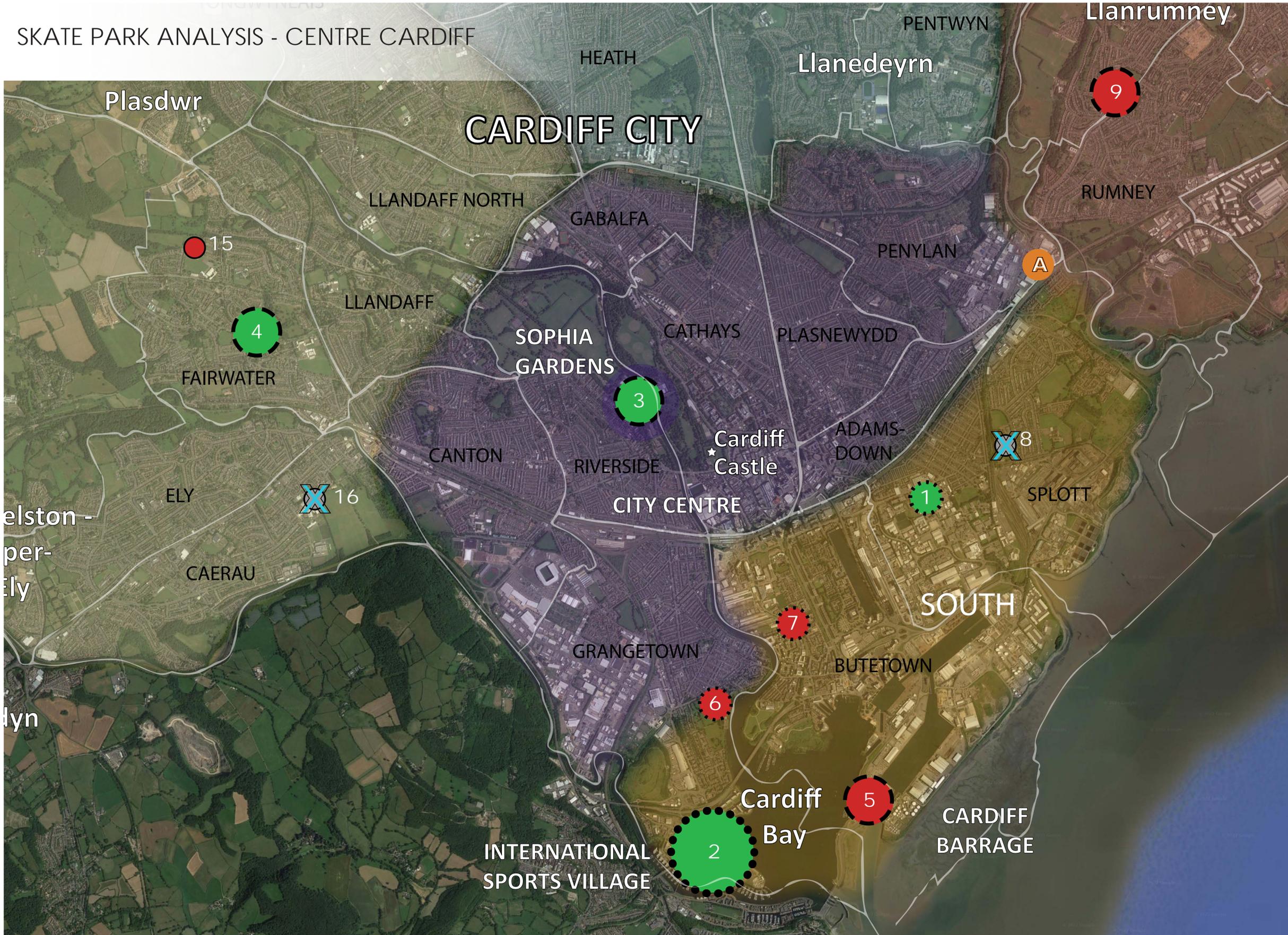
PRODUCED BY
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REV.	DESCRIPTION	DATE	APP.	DATE
A	Inclusion of skateboard parks sizes	17/11/2022		

DATE SCALE@A1 NOV 2022 AS SHOWN DRAWN CHECKED MS/AS MS

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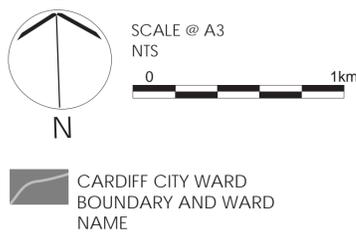
SKATE PARK ANALYSIS - CENTRE CARDIFF



- CARDIFF SKATEBOARD PARK AMENITIES: NEW LOCATIONS**
1. **MALTINGS SKATEBOARD PARK** - New concrete SPOT (350m²).
 2. **INTERNATIONAL SPORTS VILLAGE SKATEBOARD** - New concrete NETWORK HUB (2000m²).
 3. **SOPHIA GARDENS SKATEBOARD PARK** - New concrete NEIGHBOURHOOD PARK (1200m²).
 4. **FAIRWATER SKATEBOARD PARK** - New concrete NEIGHBOURHOOD PARK (1200m²).

- CARDIFF'S SKATEBOARD AMENITIES: EXISTING UPGRADED OR REMOVED**
5. **CARDIFF BAY PLAZA SKATEBOARD PARK** - Retain existing concrete skateboard park (795m²).
 6. **THE MARL SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete SPOT (100m²).
 7. **CANAL PARK SKATEBOARD PARK** - Decommission existing metal ramp. Replace with a new concrete SPOT (150m²).
 8. **SPLOTT PARK SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete SPOT (0m²).
 9. **LLANRUMNEY SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete NEIGHBOURHOOD PARK (1000m²).
 10. **ST MELLONS SKATEBOARD PARK** - Decommission existing wood skateboard park. No replacement planned. Convert back to lawn. (300m²).
 11. **PARC CORD Y NANT SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete SPOT (300m²).
 12. **GLEIDER / LLANISHEN NEIGHBOURHOOD SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete NEIGHBOURHOOD PARK (1200m²).
 13. **MORGANSTOWN SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete DOT (300m²).
 14. **CREIGIAU SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete SPOT (600m²).
 15. **WATERHILL / FAIRWATER SKATEBOARD PARK** - Decommission existing wood skateboard park. Replace with a new concrete DOT (300m²).
 16. **TRELAI PARK ELY SKATEBOARD PARK** - Decommission existing wood skateboard park. No replacement planned. Convert skateboard park back to original car park. (0m²).

- CARDIFF'S SKATEBOARD AMENITIES: PRIVATE SKATEBOARD PARKS.**
Shown for context/information only.
- A. SPIT & SAW DUST PRIVATE SKATEBOARD PARK.
 - B. RAMP WORLD PRIVATE SKATEBOARD PARK.



- AREAS FOR NEW DOTS AND SPOTS:**
See page XX
In addition to the allocated DOT/SPOTS shown, aim for a minimum XXXXm² of DOT/SPOT skateboard parks in the different catchment areas shown.
- CENTRE OF CARDIFF
 - NORTH OF CARDIFF
 - SOUTH OF CARDIFF
 - EAST OF CARDIFF
 - WEST OF CARDIFF

- PROPOSED/NEW SKATEBOARD PARKS:**
- NETWORK HUB SKATEBOARD PARK
 - NEIGHBOURHOOD SKATEBOARD PARK
 - SPOT SKATEBOARD PARK
 - DOT SKATEBOARD PARK

- NEW LOCATIONS
- EXISTING LOCATION REFURBISHED
- EXISTING LOCATION DECOMMISSIONED
- PRIVATE SKATEBOARD PARKS



PROJECT TITLE
CARDIFF CITY SKATEBOARD PARKS ANALYSIS
DRAWING TITLE
CENTRE CARDIFF SKATEBOARD PARKS

CLIENT
CARDIFF COUNCIL

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REV.	DESCRIPTION	DATE	APP. DATE
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