

Agenda

Skate and Bike Development Advisory Committee

14 June 2021

Notice of Meeting

The next Skate and Bike Development Advisory Committee will take place in the Embleton Room, City of Bayswater Civic Centre, 61 Broun Avenue, Morley on **Monday, 14 June 2021**, commencing at **6:30pm**.

Yours sincerely



ANDREW BRIEN
CHIEF EXECUTIVE OFFICER

8 June 2021

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AGENDA

1 OFFICIAL OPENING

2 ACKNOWLEDGEMENT OF COUNTRY

In accordance with the City of Bayswater's Reflect Reconciliation Action Plan November 2019- November 2020, the Presiding Member will deliver the Acknowledgement of Country.

Noongar Language

Ngalla City of Bayswater kaatanginy baalapa Noongar Boodja baaranginy, Whadjuk moort Noongar moort, boordiar's koora koora, boordiar's ye yay ba boordiar's boordawyn wah.

English Language Interpretation

We acknowledge the Traditional Custodians of the Land, the Wadjuk people of the Noongar Nation, and pay our respects to Elders past, present and emerging.

3 ATTENDANCE

Members

Mr Josh Eveson	Chairperson
Cr Barry McKenna	
Cr Catherine Ehrhardt	
Cr Sally Palmer	
Cr Michelle Sutherland	
Cr Steven Ostaszewskyj	
Mr Justin Edwards	
Mr George Linke (Jnr)	
Mr Andrew Furness	
Mr George Krasnoff	
Ms Laura Drysdale	
Mr Connor Kiss	
Mr Daniel Smith	
Mr Patrick Miller	

Non-Voting Members

Mr Todd Meyn (Ex-officio)

Officers

Mr Doug Pearson	Director Major Projects
Mr David Bruce	Coordinator Project Services
Ms Lucy Griffiths	Leisure Planner
Mr Ross Cameron	Project Officer

3.1 Apologies

Mr Jon Vines

Manager Project Services

3.2 Approved Leave Of Absence

Nil.

4 DISCLOSURE OF INTEREST SUMMARY

In accordance with section 5.65 of the *Local Government Act 1995*:

A member who has an interest in any matter to be discussed at a Council or Committee meeting that will be attended by the member must disclose the nature of the interest -

- (a) in a written notice given to the CEO before the meeting; or
- (b) at the meeting immediately before the matter is discussed.

5 DELEGATED AUTHORITY BY COUNCIL

There are no item appearing in this agenda for which the Skate and Bike Development Advisory Committee has been granted delegated authority by Council in accordance with section 5.23(1)(b) of the *Local Government Act 1995 (WA)*; this meeting is closed to the Public.

6 TERMS OF REFERENCE

TERMS OF REFERENCE SKATE AND BIKE DEVELOPMENT ADVISORY COMMITTEE	
Committee	Skate and Bike Development Advisory Committee (SABDAC)
Purpose	The purpose of the Committee is to provide guidance and advice in establishing, designing and maintaining existing and future skate parks within the City with the Committee's first priority to find an alternate location for the relocation of the Wotton Reserve Skate Park.
Period	September 2020 to October 2021
Membership	<p>The Committee shall consist of the following endorsed members:</p> <ul style="list-style-type: none"> (i) 5 x Elected Members; (ii) 9 x Community Members; and <p><u>Non-Voting Members:</u></p> <ul style="list-style-type: none"> (i) 1 x Ex-officio (ii) Coordinator Project Services
Meetings	<ol style="list-style-type: none"> 1. The Committee will meet on a regular basis as determined by the nominated Committee Members and/or as follows; <ul style="list-style-type: none"> (a) Meeting Occurrence - Monthly meetings as required; (b) Day of Meeting - Monday (c) Time of Meeting - 6:30pm; and (d) Location of Meeting - City of Bayswater Civic Centre, 61 Broun Avenue, Morley, Embleton Room. 2. The Committee will elect a Chairperson from endorsed members. 3. All endorsed members of the Committee will have one vote. The Chairperson will have the casting vote and simple majority will prevail. 4. The Chairperson will preside at all meetings. In the absence of the Chairperson, the Chair will be assumed by a person elected by the quorum.
Liaison Officer	Coordinator Project Services
Delegated Authority	Nil
Sitting Fees	Nil

7 DEPUTATIONS

Nil.

8 CONFIRMATION OF MINUTES

The Minutes of the Skate and Bike Development Advisory Committee held on 3 May 2021 which have been distributed, be confirmed as a true and correct record.

9 REPORTS

9.1 Wotton Skate Park Redevelopment Update

Responsible Branch:	Project Services
Responsible Directorate:	Works and Infrastructure
Authority/Discretion:	Information Purposes
Voting Requirement:	Simple Majority Required
Refer:	Item 10.3.2 OCM 27.04.21

SUMMARY

To provide an update on the relocation of skate and BMX facilities within Wotton Reserve, Embleton.

OFFICER'S RECOMMENDATION

That Council notes the Wotton Skate Park Redevelopment Update report.

BACKGROUND

The skate park and dirt jumps at Wotton Reserve are required to be relocated as they are on the METRONET selected location for the new passenger carpark associated with the future Morley Train Station.

Council at its Ordinary Meeting of 27 April 2021 resolved:

"That Council:

- 1. Notes the outcome of the community engagement conducted in relation to the relocation of the Wotton Reserve Skate Park facility.*
- 2. Endorses Wotton Reserve as the final location for the relocation of the current Wotton Reserve Skate and BMX facilities.*
- 3. Requests that the Chief Executive Officer progresses development of a detailed concept plan taking into consideration all of the outcomes identified in Option Three as presented in the Officers Report."*

While progressing the new facilities, the Hon Rita Saffioti, MLA, Minister for Transport; Planning; Ports; has advised that the current skate park does not need to be removed until 2022.

EXTERNAL CONSULTATION

On site meetings have taken place at Wotton Reserve with both Tonkin Gap Alliance and Morley Windmills Sports Club/Morley Windmills Soccer Club.

OFFICER'S COMMENTS

In noting the comments from the Skate and Bike Development Advisory Committee meeting held on 3 May 2021, a request for quote has been advertised through Tenderlink seeking to engage a design consultant to develop the detailed concept plan for Wotton Reserve. The concept plan will inform the design and construct component of the skate park redevelopment.

It is envisaged that a design consultant will be appointed by the end of June 2021. It is intended that the July meeting of the Skate and Bike Development Advisory Committee will present an opportunity for the committee to provide input into the detailed concept plan.

The plan will be finalised through July and August and presented to Council for approval in August 2021.

Tonkin Gap Alliance (TGA), acting as the lead contractor on behalf of Main Roads WA (MRWA) in the delivery of the Tonkin Gap project is liaising with the City and associated stakeholders regarding rail-enabling works and the rebuilding of the Broun Avenue Bridge over the Tonkin Highway.

Currently, TGA are setting up a site compound and mobilisation area to the south east of the current Broun/Tonkin Bridge. The principal shared path (PSP) running alongside the Tonkin Highway adjacent to Wotton Reserve connecting to Broun Avenue will also require redirecting around the construction site.

The following provides an overview of the proposed PSP realignment:



Vehicle access to the current skate park will cease. Patrons arriving by vehicle will use the current Wotton Reserve carpark off Embleton Avenue and access the skate facilities via the PSP.

Construction vehicles will also access the site off Embleton Avenue and through the current Wotton Reserve carpark. Construction vehicles are anticipated Monday to Saturday from 7.00am to 5.15pm. Construction staff may be arriving from 6.45am. Appropriate signage and control measures will be in place.

All skate and BMX facilities remain accessible for the duration of 2021 and into 2022 until advised otherwise. Construction of the new skate facilities are envisaged to commence late 2021 and be completed by mid-2022.

LEGISLATIVE COMPLIANCE

- *Local Government Act 1995.*

RISK ASSESSMENT

In accordance with the City's Risk Management Framework, the officer's recommendation has been assessed against the City's adopted risk tolerance. Comments are provided against each of the risk categories.

Officer's Recommendation	That Council notes the Wotton Skate Park Redevelopment Update report.		
Risk Category	Adopted Risk Appetite	Risk Assessment Outcome	
Strategic Direction	Moderate	Low	
Reputation	Low	Low	
Governance	Low	Low	
Community and Stakeholder	Moderate	Low	
Financial Management	Low	Low	
Environmental Responsibility	Low	Low	
Service Delivery	Low	Low	
Organisational Health and Safety	Low	Low	
Conclusion	The recommendation is aligned to the City's risk appetite.		

FINANCIAL IMPLICATIONS

Nil.

STRATEGIC IMPLICATIONS

In accordance with the City of Bayswater Strategic Community Plan 2017-2027 (as amended), the following applies:

Theme: Our Community

Aspiration: An active and engaged community

Outcome C1: A strong sense of community through the provision of quality services and facilities.

CONCLUSION

In progressing a detailed concept plan for Wotton Reserve, a design consultant is expected to be appointed by the end of June 2021. It is intended that the July meeting of the Skate and Bike Development Advisory Committee will present an opportunity for the committee to provide input into the detailed concept plan.

The plan will be finalised through July and August and presented to Council for approval in August 2021.

The Tonkin Gap Alliance are progressing site preparation works. The PSP running along the Tonkin Highway adjacent to Wotton Reserve will be temporarily redirected while site works are progressing. Vehicle access to the skate park will cease, however, patrons are able to park in the current Wotton Reserve carpark and access the skate facilities via the redirected PSP.

9.2 City Of Bayswater Community Recreation Plan

Responsible Branch:	Project Services
Responsible Directorate:	Works and Infrastructure
Authority/Discretion:	Information Purposes
Voting Requirement:	Simple Majority Required

SUMMARY

For Council to consider feedback received from the Skate and Bike Development Advisory Committee (SABDAC) in terms of future wheeled provision that may be considered in the development of the Community Recreation Plan.

OFFICER'S RECOMMENDATION

That Council notes the information provided in the Community Recreation Plan Update report and the following comments from the Skate and Bike Development Advisory Committee in relation to the consideration of skate, BMX and cycle facilities in the development of the City of Bayswater Community Recreation Plan:

- (a) _____;
- (b) _____;
- (c) _____;

BACKGROUND

The City is developing a Community Recreation Plan as an overarching framework for the delivery of sport and recreation services, facilities and infrastructure in the short (5 years), medium (5-15 years) and long term (15+ years).

For the purposes of the plan, recreation is defined as *an activity that people engage in during their free time that they enjoy and recognise as having physical, mental and social value.*

Wheeled activities including skate, scooter, BMX and other forms of cycling are popular forms of recreation.

EXTERNAL CONSULTATION

The first phase of broad community engagement has recently been conducted and there is an opportunity to receive specific informed feedback relating to skate, scooter and cycle participation from SABDAC.

OFFICER'S COMMENTS

The following is included for consideration in the development of the Community Recreation Plan:

- Reserves classified as Neighbourhood, District and Regional with a Sporting and/or Recreation function (dominant);
- Built facilities on sporting reserves - including those leased and hired for sport and recreation activities:
 - Clubrooms;
 - Changerooms (including toilets);

- Kitchens; and
- Storage.
- Sport/community infrastructure e.g. fencing, goals, community multi-courts, exercise equipment, tracks and structures;
- Public toilets in parks and reserves;
- Community facilities for hire/lease; and
- Supporting park infrastructure e.g. pathways, seating, shade, barbeques (aligned with the *Parks and Play Space Classification Hierarchy*).

What is not included in the Community Recreation Plan

- Libraries;
- Civic Centre;
- Depot;
- Play spaces (except those included in the holistic planning of sport and recreation spaces as the City has previously developed a Play Space Strategy);
- Schools (unless the site is subject to a dual use agreement to include both school and community use of the site); and
- Facilities on private land.

Bayswater Waves, The RISE and Morley Sport and Recreation Centre are considered within the broad provision of sport and recreation in the City, however, as they are managed separately, the plan will not make specific recommendations or priorities for these facilities.

Completed milestones so far in developing the Community Recreation Plan

- Internal scoping and planning workshops with staff and Elected Members;
- Desktop review of City documents, industry-specific guidelines and strategic plans;
- Analyse/benchmark provision of facilities and infrastructure - what do we have, where is it and do we have enough, now and in the future and how does that compare with others?;
- Review the City's approach to sport and recreation; and
- Engage stakeholders and broader community - (Phase 1 - usage, desires and aspirations).

Community engagement

The first phase of engagement was designed to reach as many people as possible and generate a wide range of feedback through a number of methods, including online survey for clubs and community members, face-to-face stakeholder workshop, conversations and meetings with various groups and individuals. The engagement was promoted via mail outs, signage, direct invite and social media and opened from 2 March and closed on 30 March 2021.

Club survey

26 sport and recreation clubs responded to the online survey, which was geared towards finding out what current issues and future challenges clubs face, in terms of facilities and infrastructure.

Main themes from the club feedback were:

- Facilities:
 - old and in poor condition (changerooms in particular);
 - public toilets, kitchens and clubrooms also require upgrading/redevelopment;
 - no longer fit-for-purpose, particularly for use by female participants and spectators; and
 - do not reflect current standards around accessibility.

Community survey

196 people responded to the community survey, which was geared towards finding out about the types of sport and recreational activities that people engaged in, how often and where.

Main themes from community feedback were:

- 62% of respondents said that they engaged in individual physical activity in a park or reserve;
- 48% of respondents said that they engaged in group physical activity with friends or family in a park or reserve; and
- 35% of respondents said that they engaged in competitive, organised sport or recreation activity as part of a club.

The top four activities for individuals were, in order of popularity:

- walking,
- running,
- walking the dog; and
- cycling.

These results are concurrent with State/National trends around physical activity and recreation.

Those engaging in individual activity most often tend to use the City's larger reserves, including:

- Riverside Gardens;
- Hillcrest Reserve;
- Crimea Reserve;
- Cloughton Reserve;
- Baigup Wetlands; and
- Maylands Foreshore.

Community expectations

A theme among survey responses was a preference for parks and reserves to cater for a variety of sport and recreation uses, including:

- adequate pathways;
- public toilet facilities;
- supporting infrastructure including seating, shade and children's play;
- management of usage - balance between dogs on and off lead; and

- management of the natural environment.

Requests for outdoor exercise equipment, BMX/pump tracks and skate parks were noted in this survey and continue to be common requests from the community.

Benchmarking of sport and recreation facilities

The Parks and Leisure Association Western Australia (PLA WA) has developed resources to assist local governments in public open space (POS), sport and recreation facility planning. Guidelines have been produced based on an evaluation of facility provision and accessibility in the Perth and Peel region. Sub-regions are based on the State planning framework, *Perth and Peel @3.5 million* (Department of Planning, Lands and Heritage, 2018).

The City of Bayswater is located in the Central region, shown below:



Figure 1: Central sub-region



Figure 2: Central sub-region with suburb detail

In comparison to other regions, the Central region has the lowest POS provision per head of population, due to a higher urban density. Although Bayswater enjoys a relatively high level of POS currently in comparison with other areas, as urban infill increases to meet population demands in the future, POS in Bayswater will come under some pressure.

PLA has recommended guidelines for sport and recreation facility developments across a range of sports and activities, including skate parks and BMX facilities, based on the assessment of provision, current population and catchment data. The following ratios should be used in conjunction with other information sources to inform planning and development decisions.

The guidelines state that the ideal catchment for both skate and BMX facilities is 2kms, meaning that ideally, anyone in the City could access one or both of these facilities within a 2km distance of their home. Spatial analysis by PLA shows the following provision, based on access to both these facilities by people within the Central region (including the City of Bayswater):

- 24.9% of the population within the Central region is located within 2kms of a skate park (considered adequate provision); and

- 4.22% of the population within the Central region is located within 2kms of an informal, non-club BMX track (considered low provision).

PLA benchmarks are considered as:

- Low = <9%;
- Median = 9 - 20%; and
- High = >20%.

(Population living within 2km of a facility)

Although the provision of skate parks is considered adequate across the Central region, it is acknowledged that they continue to grow in popularity and will remain a focus for future developments in a number of local government areas. This is also the case with informal BMX tracks.

The City currently provides:

- Two skate facilities (Wotton and Crimea);
- One BMX track (Wotton Reserve); and
- One cycle/BMX track (Lightning Park).

The table below shows the provision of skate and BMX facilities within the City of Bayswater in comparison to the recommended catchment in the PLA guidelines, noted as High (above the PLA guideline), Median (meets the PLA guideline) or Low (below the PLA guideline).

Figures are based on current population in Bayswater (66,050):

FACILITY	AVERAGE RATIO BASED ON PLA RECOMMENDED GUIDELINES	CURRENT BAYSWATER PROVISION	COMMENTS
Skate Parks	Regional - all levels of skill - 1:40,000 people	2 Regional level facilities (adequate provision)	Regional level facilities are adequate for population.
	District - Beginners and intermediate - 1:15,000 people	None. Potential for up to 5 District facilities	Local demand for Neighbourhood and District facilities is evident.
	Neighbourhood - basic 1:7,000 people	None. Potential for up to 9 Neighbourhood facilities	Potential for future development of these facilities, containing skate elements for all skill levels.
BMX Tracks	Regional / competition 1:50,000 people / more	None. Potential for 1 facility, if warranted.	Under-provided in Neighbourhood level No existing demand for a Regional-level competition facility.
	Neighbourhood (2km tracks) 1:8,000 people	2 x existing jumps. Potential for up to 6 additional Neighbourhood level facilities.	Potential for future development of Neighbourhood facilities - design should be small / flexible.

These results show that skate parks and BMX tracks catering for various levels in District and Neighbourhood facilities could be developed into the future, to align with recommended guidelines and reflecting local demand.

Facility planning and feasibility

The City has conducted a number of studies and reports considering the future development of skate/BMX/cycle facilities. In 2014, the City commissioned Skate Sculpture to develop a feasibility and activation strategy for current and future skate, scooter and BMX facilities across the City.

The document recommended a number of repairs and modifications to current facilities which have all now been actioned and completed. Recommendations around future facility developments comprise of the following which have not been progressed to date:

TIMEFRAME	DETAILS	PROPOSED BUDGET
Within 1 year	Redevelop Lightning Park Reserve to provide a better suited facility for its users	\$30,000 - \$80,000
Within 1 -2 years	Provide a minimum of two skate spots within the Maylands area (Gibbney/Bardon/Tranby or Foreshore Reserve)	\$150,000 - \$500,000
Within 2 years	Develop a BMX facility at either Deschamp Reserve or Riverside Gardens	\$50,000 for each facility
Within a 5 year period	Develop a neighbourhood sized skate park at Riverside Gardens, Bayswater	\$350,000 - \$750,000
Within a 5 - 10 year period	Develop a multi-purpose fully accessible skate hub at Robert Thompson Reserve, Noranda (** Refer below)	\$750,000 - \$1,200,000

In considering the development of a future citywide Skate and BMX Strategy, it was resolved at the Ordinary Council Meeting of 24 November 2020:

"That Council:

- 1. Considers \$33,335 towards the development of a Citywide Skate and BMX Strategy in the 2021-22 budget; and*
- 2. Subject to funding being approved in the 2021-22 budget, approves a CSRFF small grant application in the June/July 2021 funding round to develop a Citywide 'Skate Park and BMX Strategy.'*

This action will be progressed subject to funding in the 2021-22 budget.

It should also be noted that Council, at its Ordinary Meeting of 27 January 2021, resolved to exclude Robert Thompson Reserve from consideration in the development of any current or future Skate Park and BMX Strategy.

At its Ordinary Meeting of 23 March 2021, Council noted the recommendations of the City of Bayswater Cycle Facilities Assessment conducted by Common Ground.

A number of sites were investigated and assessed based on their physical size, location, topography, supporting infrastructure and proximity from neighbouring houses. The sites were further assessed and provided with a score out of a potential maximum of five in relation to the following:

- Physical site and technical conditions;
- Access to transport;
- Passive surveillance, safety and security;
- Supporting amenities;

- Impact on existing facilities and users; and
- Context in relation to other similar facilities.

The following table summarises the assessment outcomes to be considered for the potential development of future trail facilities.

SITE	ASSESS RATING	FACILITY RANGE PROPOSED	COMMUNITY FOCUS	RATIONAL	BUDGET ESTIMATE
Houghton Park	86%	Pump Track	Beginner to advanced rider	Easy to access within the City and compliments existing sporting reserve	\$350,000
Riverside Gardens East	82%	Challenge Park featuring learn to ride track, pump track and bike playground.	Younger demographic, beginner focus.	Activate the space with minimal impact on surrounding land users and existing park users.	\$750,000
Lightning Park	82%	Challenge Park featuring pump track, jumps line and skills loop.	Advanced riders	Space for larger scale facility.	\$950,000
Claughton Park	76%	None	N/A	Activities may impact residents and parks users.	N/A
Tranby/ Clarkson	75%	None	N/A	Activities may impact residents and parks users.	N/A
Arbor Park	66%	None	N/A	Lack of suitable terrain and supporting infrastructure.	N/A

The report does not take into account previous activity considerations for the area, such as the development of an enclosed fenced dog park and urban forest. The report therefore, recommends further investigation, such as community engagement and concept planning, at the following sites:

- Riverside Gardens (East), Bayswater;
- Houghton Park, Bayswater; and
- Lightning Park, Noranda.

In addition to the information provided above the following provides an example of skate facility classification types that may be considered suitable to be developed within certain sites or geographical areas.

FACILITY TYPE	SIZE	USERS	KEY ELEMENTS CONTAINED	INDICATIVE VALUE	ADDITIONAL COMMENT
Skate Path	3m+	1+	Spur to an existing path providing a skate-able bank or block	\$5,000+	Either stand-alone facility or complimenting an existing path network
Skate Node	20 - 100m ²	3 - 5	Skate sculptures or furniture	\$10,000 - \$75,000	Small area including 1 - 3 features
Skate Spot	200 - 450m ²	10 - 20	Plaza / Transition Bowl	\$75,000 - \$300,000	Several skate-able obstacles. May include a bowl / half pipe

FACILITY TYPE	SIZE	USERS	KEY ELEMENTS CONTAINED	INDICATIVE VALUE	ADDITIONAL COMMENT
Neighbourhood Skate Park	500 - 900m ²	15 - 30	Plaza, transition, Hybrid	\$300,000-\$750,000	Combination of elements to host small events, comps or demo's
Skate Hub	Min 1000m ²	Up to 50	Large skate space / Youth Plaza	\$750,000 - \$2M	Central facility attracting usage from outside the City

The following provides an overview of cycle specific facilities that may be developed:

FACILITY TYPE	DESCRIPTOR
Learn to Ride / Safety Tracks	Promotes skills development and learning of road rules for young children. Generally, a smooth hard surface with street signs and play elements such as petrol pumps etc.
Bike Play Park	Includes features such as tunnels, ramps, balance blanks to encourage playful riding and skill development.
Pump Track	1 - 3 metre wide track that may be used by bike, scooter or skate depending on surface. Provides a series of humps and berms that can be rolled over in quick succession. Most age groups should be comfortable using after 20 minutes practice time.
Jump Track / Dirt Jumps	A series of jumps of varying sizes offering a variety of technical challenges. Encourages skill progression from young children to adults.
BMX Track	Typically consisting of a single track of up to 200m in length and constructed from compacted dirt / asphalt. Promotes improved bike handling and speed leading up to possible racing.
Challenge Parks	Combination of pump, jump, skills and learn. Larger scale developments incorporating a number of tracks and features to develop technical riding skills.

LEGISLATIVE COMPLIANCE

- *Local Government Act 1995.*

RISK ASSESSMENT

In accordance with the City's Risk Management Framework, the officer's recommendation has been assessed against the City's adopted risk tolerance. Comments are provided against each of the risk categories.

Officer's Recommendation	<p>That Council notes the information provided in the Community Recreation Plan Update report and the following comments from the Skate and Bike Development Advisory Committee in relation to the consideration of skate, BMX and cycle facilities in the development of the City of Bayswater Community Recreation Plan:</p> <p>(a) _____;</p> <p>(b) _____;</p> <p>(c) _____;</p>		
Risk Category	Adopted Risk Appetite	Risk Outcome	Assessment
Strategic Direction	Moderate	Low	
Reputation	Low	Low	
Governance	Low	Low	
Community and Stakeholder	Moderate	Low	
Financial Management	Low	Low	
Environmental Responsibility	Low	Low	
Service Delivery	Low	Low	
Organisational Health and Safety	Low	Low	
Conclusion	The recommendation is aligned to the City's risk appetite.		

FINANCIAL IMPLICATIONS

Nil.

STRATEGIC IMPLICATIONS

In accordance with the City of Bayswater Strategic Community Plan 2017-2027 (as amended), the following applies:

Theme: Our Community

Aspiration: An active and engaged community

Outcome C1: A strong sense of community through the provision of quality services and facilities.

CONCLUSION

The City has conducted a number of studies that highlight potential development opportunities. Council has also considered the development of a future Citywide Skate and BMX Strategy subject to contributory funding being approved in the 2021-22 budget to progress a Community Sport and Recreation Facility Fund (CSRFF) grant application.

The Skate and Bike Development Advisory Committee may also wish to provide comment to be considered alongside broader community engagement conducted to inform the development of the City's Community Recreation Plan.

Comment or consideration may include input in to developing certain facilities in specific geographical areas or identified sites across the City and/or consideration towards development occurring over an identified timeframe.

10 PREVIOUS MATTERS DEALT WITH NOT ON THE AGENDA

Business arising from past meetings:

11 GENERAL BUSINESS

12 CONFIDENTIAL ITEMS

Nil.

13 NEXT MEETING

The next meeting of the Skate and Bike Development Advisory Committee will take place in the Embleton Room, City of Bayswater Civic Centre, 61 Broun Avenue, Morley, on Monday, 5 July 2021, commencing at 6:30pm.

14 CLOSURE