

an introduction to
Glasgow Urban Sports
and the proposal for the M74 Canopy



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Introduction

Glasgow Urban Sports group (GUS) has been formed with the aim of creating a new sheltered Skatepark in Glasgow and improving the provision for Urban Sports across the City of Glasgow.

The main focus of our current activities is on the provision of a sheltered Public Skatepark under the M74 extension, although we are currently also working to realise a smaller related project in the Port Dundas area of the City.

The design and plans for delivering the M74 park continue to evolve, and the details will be presented in a separate proposal document. Here we lay out why the park should exist, the inspiration for it and address a number of issues that may come up during the course of the project, as well as briefly introducing our wider aims.

There are several sports that can make use of Skateparks; **Skateboarding, BMX, In-line skating, Free running and Scootering**. In these early stages, for the purposes of presenting the case, all these wheeled sports can be viewed essentially as one, with detailed consultation on the actual facility design being carried out with input from each discipline.

Main objectives

Long term

In the long term we aim to improve the provision for Urban Sports in Glasgow by adding to and upgrading the existing facilities. Ultimately we would like to see a cohesive City Plan for Urban Sports to make expansion of provision a much more straightforward process.

Short/medium term

The M74 project, the main focus of this document will address two problems,

- *The weather*
- *The lack of a modern regional scale Urban Sports facility in Glasgow*



Background

Climate

The West Coast of Scotland is possibly the worst location in Western Europe to be an Urban Sports Enthusiast.

Unfortunately, the prevailing weather conditions render what facilities there are unusable for long periods of time.

Drying time for parks often exceeds the periods between rainfall. This is not just a matter of comfort, as a wet surface is quite simply too slippery to skateboard on. This means facilities can be unusable for days or even weeks at a time, especially during the winter months.

Although there are a number of privately-operated indoor Skateparks in Scotland, the cost of using them on a regular basis is prohibitive and participants with no access to their own transport have to rely on friends or parents to access them or be faced with long journeys on public transport.

Current provision

Glasgow, the largest and most populous city in Scotland, is currently served centrally by one relatively small concrete Skatepark, situated in a corner of Kelvingrove Park, and a number of much smaller facilities in outlying areas. None of these spots are provided with lighting, which, together with the prevailing weather, limits their use during a large part of the year.

Despite its popularity, the facility in Kelvingrove Park has a number of limitations aside from its exposure to the weather. Indeed its popularity can be a problem in itself, as it is often oversubscribed to such a degree that it becomes almost unusable. It is simply too small to meet the demands that are being put on it.

This, coupled with the small scale of some elements, the lack of lighting and the absence of features that are seen as essential in a modern park, confirm that the City is in desperate need of more facilities.

Good as it is, Kelvingrove can be viewed as a 'neighbourhood' park serving the City's west end, rather than the regional (or indeed national) facility we aim to deliver under the M74 extension.

Provision elsewhere in Scotland

Livingston, Edinburgh, Glenrothes, Stevenson, East Kilbride, Renfrew, Dumbaron, North Berwick, Dundee, Perth, Stirling and Aberdeen now all boast skateparks of greater scope and size than Glasgow, all of which are provided with lighting, allowing a reasonable amount of use during the winter months (weather permitting). There are also a number of smaller facilities throughout the country, many of which rival or surpass what Glasgow currently has to offer.



It is telling that Glasgow-based participants who have access to their own transport regularly opt to use facilities in Renfrew, Dumbaron and East Kilbride in preference to those in Glasgow, even when lighting is not a problem. Aberdeen, Dumbaron, East Kilbride, Edinburgh, North Berwick and Livingston also boast indoor parks which are not at the mercy of the weather.

Types of skateparks

While Sport Scotland's funding guidelines suggest that the minimum acceptable size for any facility is about 1000 m² ¹, this is somewhat out of step with modern thinking for cities which promotes the distribution of smaller, easily accessible provision in local neighborhoods provided in conjunction with larger central facilities.

As a rule of thumb, the space required for 10 concurrent users is around 1,500 square feet/450m².¹

Below, is a short guide to types of Urban Sports facilities by size:

Skate Dot: The Skate Dot is the smallest skateable space. Dots tend to be a single structure and capitalise on existing infrastructure – usually a paved open space.

Skate Dots support 3 to 5 concurrent users, one at a time. They can include anything ranging from small skateable art or other urban furniture such as benches, ledges or curbs.

Skate Spot: Slightly larger than Dots. Spots are typically between 200 and 900m² and feature a small number of structures arranged so that the user may move from one structure to the next in a single run. Skate Spots can support 10 users, one at a time.

Neighbourhood Skatepark: These are generally between 900 and 1800m² (roughly two tennis courts) and feature a diverse arrangement of structures, normally with delineated edges so that it's clear where the skatepark begins. In addition to bins, water and seating, neighborhood skateparks benefit from nearby parking.

Neighbourhood skateparks can support 40 to 60 users with up to 6 skating simultaneously depending on the size and design. (The current Kelvingrove Park falls into this category yet often hosts in excess of 80 users.)

Regional Skatepark: These are the largest parks, 3000m² upwards, typically the size of a football field. They provide a full spectrum of opportunities often divided into themed sections. For example, a portion of the park may be devoted to street terrain while another to bowls. Regional parks are intended to be the flagship skatepark of a region and have capacities of over 100, with enough space for more than a dozen simultaneous users.

The ideal situation

We aspire to the adoption and implementation of a comprehensive Citywide Skatepark Plan along the lines of those currently in place in Portland², Seattle³ and Philadelphia⁴ which we feel are currently the best practice to promote the needs of Urban Sports enthusiasts.

Portland has a population of 583,776, similar to that of Glasgow and it experiences comparable levels of rainfall. Portland is the first city in the world to have a comprehensive master plan for skatepark development.¹ Passed by city council ordinance in 2005, the plan recommends 3 types of skateparks, 19 in total - 13 neighborhood skate spots, 5 district-wide skateparks, and one central city anchor park.

Such a plan identifies a network of sites throughout the City, suitable for the development of facilities of varying size for Urban Sports enthusiasts to enjoy.

It also offers recommendations that can begin to change the way people think about and experience Urban Sports in the City, ensuring that proposals do not conflict with the needs of other residents.

The M74 project lies at the heart of this aspiration as the flagship that will act as a catalyst for achieving wider provision.

The Sports

Urban Sports may be defined as Skateboarding, BMX, In line Skating, Scootering, free running and any other sports or activities that can make use of similar facilities.

History

Both Skateboarding and BMX have a long history in Glasgow predating the building of the first Kelvingrove Park back to the late 70s. This history includes hosting a number of international events and the country's first indoor park in Anniesland. The community has spawned and supported a number of business from skate shops to the internationally respected bike manufacturer BSD and the Glasgow based 'Dig' BMX magazine.



Despite provision of dedicated facilities being patchy, these sports have shown a tenacity which belies the public perception that they are somehow fads.

While numbers of participants have varied over the years, the demographic has broadened, with older enthusiasts continuing to take part well past their teens. Both skateboarding and BMX are now mature sports with stable user bases.

The flourishing of more advanced facilities in the surrounding areas and throughout the country has, however, left Glasgow as the poor relation in respect of dedicated provision, despite its obvious large user base.

Urban Sports in context

Funding, official support & acceptance

While this subject deserves a whole report of its own, it is briefly addressed here as it is essential to consider problems that may be posed in persuading potential partners of the benefits of our proposals.

Despite being hugely popular, with user numbers that easily rival and in many cases exceed more traditional sports, Urban Sports are under the radar of funding and facilitating bodies. If a sport isn't coached or organised in a club context, it can be difficult to measure popularity, numbers of participants and thus the effectiveness of resources directed at it.

Sport Scotland talks of School Sport, Club Sport and Performance Sport being the key areas of focus with emphasis being on training⁵.

"Our work in this area ensures that the number and quality of coaches, officials and leaders (voluntary and paid) meets and encourages the demand for sport."

While this is of course admirable, it can fail to address the needs of those sports that exist without such formal structures.

Although the Scottish Government acknowledges the popularity of skateboarding⁶, the level of support which is afforded to less popular activities can be hard to achieve.

This should not however be considered a weakness. The lack of formal structure is one of the great strengths of Urban Sports, making them attractive to many participants who might normally be put off by regimes which can be at odds with the aim of simply having fun through being physically active.

As English Sports Councils analysis observes⁷:

"Mushrooming interest and participation in informal and casual sports much of it outside the governing body framework, highlights the need for traditional sporting structures to be sensitive to the needs of new members."

"Others have suggested that such cultural changes are reflected in the decline in the popularity of team sports. Such sports are perceived to be at odds with new social and cultural values, being viewed as compulsory, regimented, hierarchical, authoritarian, gendered and essentially exclusive. The associated argument is that this has been paralleled by increased interest in 'new sports', which are inclusive, largely individual, freely chosen, based on task-orientation and intrinsic motivation (Seaton, 1990)."

Wider aims

In the long term, we seek to promote a City-wide network of quality facilities, from skate dots, through neighbourhood parks, to the M74 project. We hope to see existing facilities upgraded and repaired and to add new facilities to areas of the City that have no current provision.

This larger aim will of course take time to implement, and will require much research and discussion with potential partners and interested parties to gain support.

“High quality sport and recreation opportunities are sparser within the areas of deprivation; initiatives to improve this are required in Glasgow.”⁸

As noted above, The model of complimentary sites of varying sizes spread throughout a city is more appropriate in the larger urban area.

The Need

There is an absence of robust participation data throughout the country so it is currently difficult to provide an exact estimate of how many Urban Sports participants there are in the City.

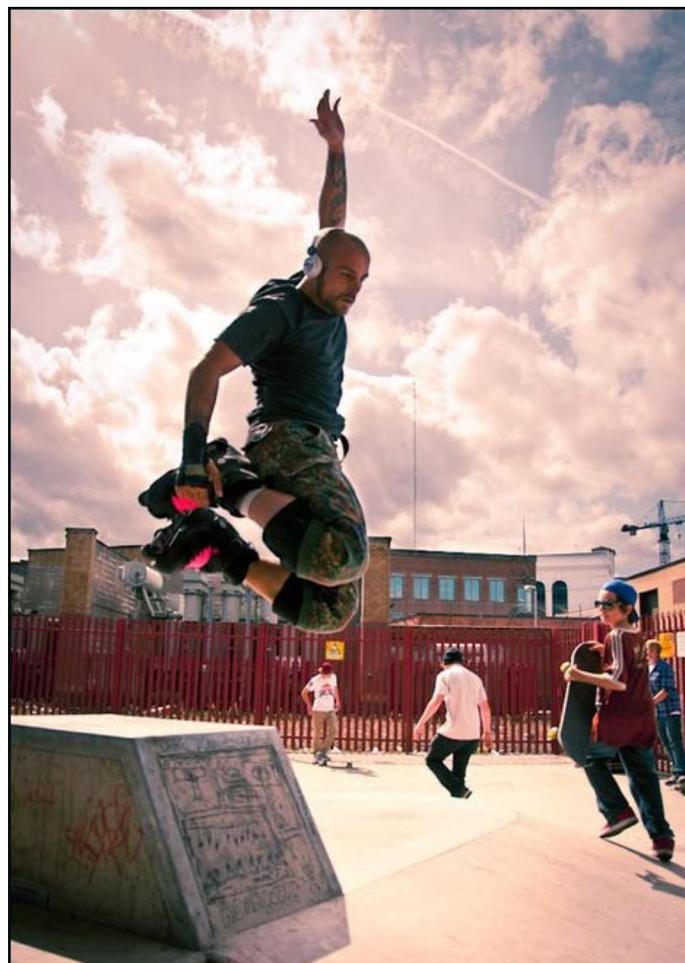
However Sport Scotland’s research⁹ states that 4% of children 8-15 skateboard at least once a month while 2% BMX

Applying population figures¹⁰ (and ignoring participants above the age of 15), we get a potential user base of at least 2,688 for Glasgow City.

Anecdotal evidence, in conjunction with the obvious over-subscription of the Kelvingrove skatepark and the popularity of more recently constructed parks in Renfrew, Stirling, Edinburgh and Glenrothes, suggest that Urban Sports have a considerably larger active user base than many better funded traditional sports. For example, the Factory indoor Skatepark in Dundee currently has 14,816 registered users.¹¹

While it is difficult to draw conclusions from United States figures, even using a conservative estimate that there might be a quarter as many participants each for Skating and BMX in Scotland as in the US (4.6% Skating alone)¹² we still arrive at a figure of 2% of total population. This would suggest a total user base in excess of 11,000 throughout Glasgow.

Whilst hesitant to make direct comparison to provision for other sports, it is telling to note that the total area currently dedicated to Urban Sports throughout the City fits into the space occupied by a single football pitch.



End users & Beneficiaries

The beneficiaries of our activities will be the young people and Urban Sports enthusiasts of Glasgow, greater Glasgow and the citizens of the City as a whole, who will have access to improved sports provision.

The majority of Urban Sports participants are in the 14-18 age group, although as noted earlier, the average age of enthusiasts is rising with many adult skaters continuing to participate.

Urban Sports have the potential to appeal to ‘difficult to reach’ youths who often have little interest in more structured team sports activities. They can contribute to skill building, self confidence, social inclusion and healthy, active lifestyles.

As a successful skatepark requires active user input to keep it tidy and thus usable, it has to be essentially self managing, fostering a greater sense of ownership, social responsibility and community among its users.

In addition to the City’s young people, communities as a whole benefit from good quality, accessible sports facilities which can bring improved cohesion, interest in physical activity and regenerate under-used spaces.

Top class facilities also bring benefits to the City, bringing practitioners in from far and wide with the potential for boosting jobs and prosperity, fostering an environment where Scotland is able to compete at the highest level.

The M74 Project



The transport canopy legacy

The construction of the M74 Extension and M8 Link has created a number of covered areas throughout Glasgow which have little prospect of commercial use.

Such spaces are unsuitable for most if not all other types of development, can easily fall into misuse and generally create a problem for their owners and the City alike. Glasgow has for many years now had problems with its 'stalled spaces' and has the highest proportion of derelict land in the country.

However these spaces provide an ideal opportunity to provide a dry, and thus all the year round, environment for Urban Sports.

Inspired and motivated by a number of projects across the world which similarly utilise such spaces, we believe that this project solves two simple problems:

- *There is no sheltered Urban Sports facility in Scotland's largest city*
- *There are a number of otherwise unusable areas contributing to 'urban blight', essentially waste ground that cannot be developed.*

Interestingly the Glasgow Institute of Architects is currently investigating alternative uses for these spaces as part of their **Conversations** seminars series¹³:

"Conversation 01 is concerned with the legacy of negative space which surrounds our city as a result of motorway construction".

Vision

The sheltered land below the M74 provides the opportunity to create a world class facility with a comparatively small capital investment.

However we don't intend to create 'just another skatepark' which just happens to be covered, but to build something with unique design elements that befit Glasgow's art, design and industrial heritage, simultaneously catering to the needs and aspirations of its users.

As a destination point it will be visually interesting and designed with Urban Sports in mind. This redundant site will become an appealing destination space with qualities running counter to the association of urban blight often suffered by such areas.

Timed to coincide with the 2014 Commonwealth Games, it will provide a fresh and interesting hybrid of sport and art, physical well-being and public space, free for anyone to use.

An artist-led approach

In order to elevate this project above the average skatepark, we aim to develop it as an artist-led public art venture with a strong visual aesthetic, sculptural presence and functional architecture.

The Site

Several possible areas below the M74 canopy have been identified and considered, and discussions with the owners, Transport Scotland, have already been carried out, resulting in a verbal agreement for the use of the space subject to discussions with other parties involved.

The support of Transport Scotland is of course crucial in the project, and they have made the following supporting statement.

"The new M74 viaduct provides a great location to develop an area for urban recreational sports, such as skateboarding, BMX & mountain biking, and the cover it provides could come into its own during wet weather - allowing year-round use.

We welcome this positive use of existing space within our transport network and are pleased they will help deliver a key Scottish Government aim of improving health and well-being."

Location

Our preferred site is located below the M74 Extension, bounded by Falfield Street, Stromness Street, and Mauchline Street and sits just within the Pollokshields Electoral Ward, being adjacent to both Govan and Glasgow Southside Central.

Map reference: NS 58482 63940

Postcode: G5 9DE

Transport/Accessibility

The site has excellent transport links, a 15-20 minute walk from Central Station and the city centre and is very well served by bus and subway, being approximately:

- 500m from West Street tube station
- 100m from Eglinton Street
- 300m from Eglinton Toll where many of the city's bus routes converge
- 1000m from Pollokshields East train station

Phasing

The completed park will have several different areas, each with distinct features, from transitioned bowls to street plaza featuring a variety of obstacles and terrain. Some of these areas will require specialist construction skills whilst others will be within the abilities of any good civil engineering contractor. This, coupled with the likelihood that funding will have to come from several sources with different time scales, means that the construction will likely take place in a number of distinct phases.



Self Build

Part of the inspiration for this project has always been the skater-built parks in the US and parts of mainland Europe. It is the intention therefore, to set aside a proportion of the site for building with a small team of volunteers. Aside from fulfilling part of our aspirations this has a number of other advantages:

- Costs for this part can be reduced to those of materials only
- Re-usable skills can be gained which will be of use on further projects and repair of existing facilities at lower cost
- Volunteers will gain a 'sense of ownership' of the whole park contributing to its success, maintenance and upkeep
- Training opportunities can be offered in conjunction with partners
- An early start may be gained before full funding is in place thereby kick starting the project and creating further impetus for fund raising and general 'buzz'.

Technical and design details

The overall area of the proposed site is approximately 3600m², and the majority of that area should be dedicated to surfaces that are 'Skateable', with the remainder being suitably landscaped and used for ancillary provision.

The detailed design and plans for delivering the project will continue to evolve – details will be presented in a separate proposal document .

Project outcomes

This project will contribute a much needed facility for the Urban Sports enthusiasts of Glasgow and the Greater Glasgow area. In doing so it will:

- *Increase participation in sport*
- *Decrease the overloading of the existing provision*
- *Provide a destination attraction for those from beyond the City*
- *Provide a safe , welcoming environment for participants*
- *Increase public appreciation of arts*
- *Contribute to the objectives of the City Council, Scottish Government and Skateboard Scotland. (See 'Meeting the aims of potential partners')*

We believe this project can also contribute greatly to the regeneration of the whole area of Tradeston which currently, remains one giant stalled space.

It is hoped that the provision of leisure space accessible to all of the public will stimulate other positive activity in the area and give the vital spark to encourage development in adjacent land, making it more attractive to businesses and residential development alike.

Facilities

The provision of a workable destination park will require not only the structure itself but also services including:

- *Water*
- *Storage*
- *Lighting*
- *Soft landscaping*
- *Sanitary provision*
- *Other leisure provision*
- *Recycling & Waste disposal*
- *Security provision - CCTV/Call points.*

Progress To Date

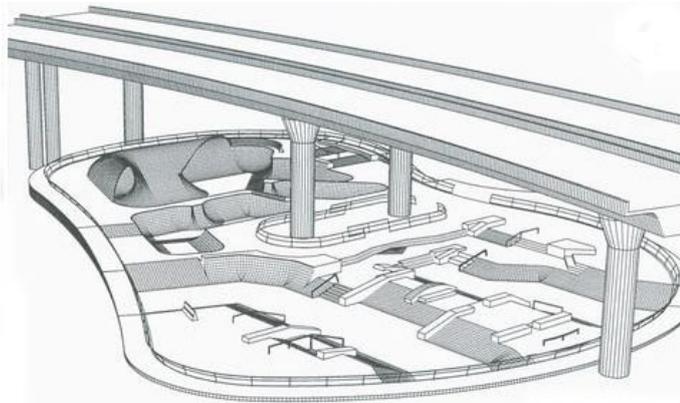
The following progress:

- *Discussions with Transport Scotland obtaining their support and agreement for the use of the site In principal*
- *Initial correspondence with potential funders regarding applications for development funding*
- *Discussions with Glasgow City Council's Departments of Regeneration Services and Land and Environmental Services who so far have been supportive of the proposals*
- *Discussions with a number of other interested organisations and individuals who have expressed their support and provided valuable advice*
- *Gained the support and been offered the services of a large Architectural practice who have an interest in the catalytic nature of the project for the tradeston area of the City*
- *Been registered as a Scottish Charitable Incorporated Organisation (SCIO)*



The way forward

The current focus is to assess the feasibility, identification of sources of funding, fostering links with prospective partners, laying out a reasonable time scale and planning the best and most efficient way to proceed.



Budget

The estimated cost of creating the M74 park including all professional and statutory fees and is estimated to be between £0.75 and £1m.

Viewed in the context of sports facilities of a high standard and profile. This is thought to be a reasonable amount.

Funding

We have identified several potential funding streams and are currently assessing these, prioritising, addressing potential problems, and formulating our funding strategy which will be the subject of a report in due course.

Although funding for a project such as this may be challenging, initial discussions regarding development funding have been encouraging. This feedback, in conjunction with the fact that the project meets many of the priorities of larger funding bodies, suggests that funding the capital requirements of the project should be achievable within the proposed time scale.

Adoption

Experience suggests that the hard surfaces should require little maintenance over a 25 year period, however the associated soft landscaping and services will inevitably have budgetary implications that will need to be taken into account.

It may therefore be necessary to source additional revenue funding for a number of years in order to make the project viable.

We intend to deliver a significant capital project of benefit to the citizens and infrastructure of Glasgow, which will also help to stimulate the process of regeneration in a difficult area, providing something of which the City can truly be proud. However, convincing the City to take

advantage of these benefits may present a significant hurdle.

Most outdoor skateparks in Scotland sit on Council land, usually in public parks, and have also been partly or fully funded by their respective Councils. Our situation is slightly complicated in that the land in question is owned by a third party. However Transport Scotland are willing to lease the area for an initial 25 year period and outside of budgetary constrictions, there should be little barrier to the City adopting the project as the provision of additional public open space is one of the Council's stated aims.⁹

The model for an independent group raising funds and facilitating construction separately to the body who eventually manages the park has already been clearly shown to work by the success of Belfast Bridges Urban Sports Park¹⁴ and this extract from the Kirkintilloch Skatepark Initiative.¹⁵

“EDC has agreed to take over the skatepark when construction is complete and will be responsible for lighting and CCTV/audio link operation, insurance, repair and maintenance, daily inspection and litter collection and annual safety inspections

The KSI User Group will continue in partnership with EDC to manage the skatepark and promote the facility throughout Scotland to maximise the numbers benefiting from the facility.”

This is the context in which we seek to persuade the City's officials and elected members that the investment in maintaining the facility compared to the capital, social and environmental benefits are money well spent even in these difficult times.

Time scale

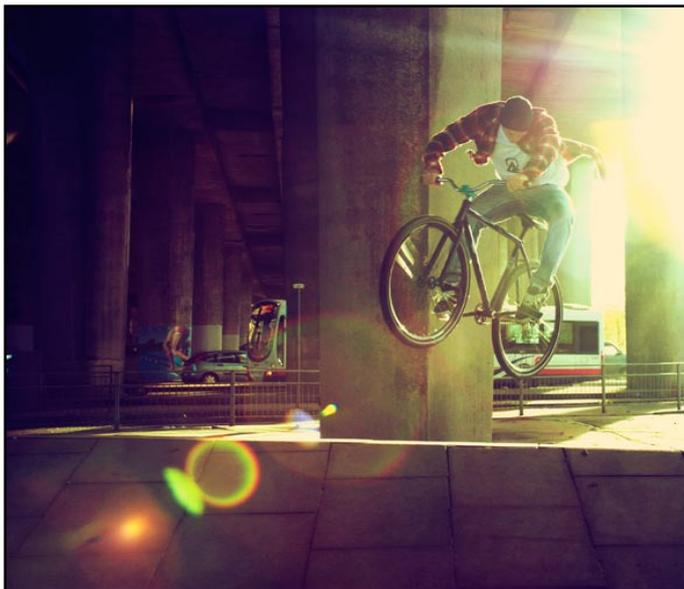
Our plan is to bring the project to site in 2014, allowing it to coincide with the start of the Commonwealth Games in July. This is quite an ambitious schedule, and will require some of our discussions with proposed partners to be at an advanced stage by the middle of 2013.

Meeting the aims of partners

All our potential partners and regulating bodies have their own priorities and requirements. In order to confirm that our proposals meet the relevant aims, we have consulted their published documents and make the observations below:

City of Glasgow

The City has produced a number of documents that inform our thinking on its goals. The following documents confirm the belief that the M74 project and our wider aims contribute to these objectives in several ways.



A Games Legacy for Glasgow

The Legacy framework¹⁶ states its Vision as:

"Glasgow 2014 will help achieve a healthier, more vibrant city with its citizens enjoying and realising the benefits of sport and the wider, longer term economic, social, cultural and environmental benefits that Glasgow 2014 can help to deliver."

Whilst also seeking to:

"Increase the capacity of the sports infrastructure..."

Although not formally attached to the Legacy at this time, this project can work towards similar aims by providing a facility that has long been needed in Glasgow.

Glasgow's Single Outcome Agreement

Both the M74 project and our general aims will contribute towards the Local Outcomes set out in the Single Outcome Agreement.¹⁷ These are to:

- Improve the attractiveness of Glasgow as a place to live, invest, work and visit
- Increase the proportion of the population with a healthy BMI
- Increase the proportion of residents involved in physical activity
- Improve residents' aspirations, confidence, decision making capacity and involvement in community life
- Improve Glasgow's physical environment and infrastructure.

Glasgow Open Space Strategy

The Open Space Strategy is still under consideration with consultation having closed in March 2012. The consultative draft¹⁸ is a substantial document which states the strategic objectives for open space to help improve the health of Glasgow's residents as:

- Improving the access and quality of recreational open space, including parks and gardens, sports facilities and amenity space, particularly focusing action towards the more deprived areas of the city
- Providing high quality natural play equipment in areas of deficiency
- Integrating opportunities to exercise into the outdoor environment
- Maintaining support for the Equally Well project and promoting 'Healthy Urban Planning' by delivering more walkable places through attractive public realm, an appropriate mix of services and improved connectivity for pedestrians and cyclists.

All of which are served by our intentions.

Glasgow City Plan/ Clyde waterfront

The M74 project site sits on the edge of the Clyde Waterfront project which forms part of the Metropolitan Growth Corridor, which is identified in the City Plan¹⁹ as:

"Highly important to the success of the city, the wider region and Scotland as a whole. The Scottish Government has identified the Clyde Corridor – including the Clyde Gateway and Clyde Waterfront as Scotland's priority for urban regeneration."

Clyde Waterfront project is a multi organisation partnership responsible for the development of the area in which the M74 site sits:

"Clyde Waterfront is a strategic partnership comprising the Scottish Government, Scottish Enterprise, Glasgow City, Renfrewshire and West Dunbartonshire Councils. Its purpose is to promote the economic, social and environmental regeneration of 13 miles of the River Clyde from Glasgow city centre to Dumbarton."

The emphasis on this area for development, coupled with the fact that our potential site could be seen as almost impossible to develop in any other way, and its strong contribution to the amenity of the area, gives a lever in bringing the project to fruition. Add to this the possibility that the skatepark project is achievable within a relatively short time scale and modest budget, and it clearly has the potential to act as a catalyst which can energise other developments in the area, which currently appear to be stalled.

The Waterfront project states:

“Tradeston currently sits on the edge of the city centre. By connecting the area to the growing Glasgow International Financial Services District in the Broomielaw on the opposite riverbank, it can become one of the cornerstones for our waterfront renaissance. With the Broomielaw-Tradeston Bridge opened in 2009 there is the opportunity for new restaurants, bars and hotels to create a dynamic new community in the centre of the city.”²⁰

In addition, the M74 project and our wider aims both contribute to two of the three main aims stated in Part 2 of the City Plan:¹⁹

- Promote sustainability, through the development of attractive and highly accessible mixed use city neighbourhoods where the services, facilities and green spaces desired by residents can be easily accessed by foot, bicycle or public transport, and which are designed and constructed to be energy efficient and to enhance biodiversity
- Improve residents' health by providing for local access to facilities, including green spaces, cultural and sporting facilities, helping to cut traffic-related pollution and providing for increased walking and cycling.

Scottish Government

Sport Scotland

Sport Scotland is both a potential funder and possible partner in making the project a reality with resources aimed at guiding, providing advice and helping sports organisations achieve their goals.

With a published guide on skatepark funding²¹ and a history of funding other Urban Sports projects, discussions with Sport Scotland will be one of our funding priorities.

The following documents were consulted while investigating Sport Scotland's aims:

Developing and supporting a world class sporting system - Sport Scotland corporate plan 2011-2015

“Our vision is a Scotland where sport is a way of life”

We do, however, have some reservations about implications of some suggestions in their Skatepark Funding Criteria Guidelines which appear to be out of step with progressive thinking on distributed provision in a large urban area and would seek to inform and influence future policy on the matter.

The Potential of Sport - Maximising sport's contribution to national and local outcomes

This document lays out the government's rationale for investment in sport and how it contributes to Scotland's Strategic Objectives. The rationale presented could be used as direct support for our aims. We would however add that the generally non-competitive, supportive and unstructured nature of Urban Sports reinforce the statement in that

document:

“Positive experiences of sport and an active lifestyle from an early age make children more likely to participate for life.”

Office of the Scottish Charity Regulator

A number of potential funders require applicants to have charitable status as a condition of their support. In addition, being a charity offers a number of other advantages, we have recently been awarded Charity Status.

The Office of the Scottish Charity Regulator defines a number of charitable purposes which a charity must serve.²²

These are our charitable purposes:

- The provision of recreational facilities, available to members of the public at large with the object of improving the conditions of life for the persons for whom the facilities or activities are primarily intended
- The advancement of public participation in sport
- The advancement of health.

In addition, the artist-led vision for the M74 project also satisfies the following charitable aim:

- The advancement of the arts, heritage, culture or science.

Scottish Government broader aims

Although Sport Scotland covers the main aspects of the M74 project it also has the potential to contribute to the Government's wider aims within the realms of Health, Community, Youth Development and Urban regeneration.

Skateboard Scotland

Skateboard Scotland is the official governing body for skateboarding in Scotland. Its stated key objectives are to:

- Encourage and develop proper skateboarding facilities, accessible to all of Scotland
- Promote associated commercial enterprises
- Represent and promote the interests of Scottish skateboarders
- Provide advice on safety and best practice to skateboarders and skateboarding facilities
- Publicise and promote the sport to the general public
- Provide structure and management to the sport
- Create a safe, productive and rewarding skateboarding environment in Scotland
- Organise and regulate a programme of local and national skateboarding events
- Widen appeal and take-up amongst groups underrepresented in the sport
- Establish a network of local representatives throughout Scotland.

We already have strong links with Skateboard Scotland with two members of their Board on our team as consultants.

Potential Funders

The funding bodies we will approach will be diverse in nature, each with their own requirements and areas of endeavour.

Many of these overlap with the aims of the bodies above, but some of the requirements which may apply will include.

- *Public access to funded projects*
- *Proximity to landfill sites*
- *Time scales for completion*
- *Beneficiaries being from specific areas of society*
- *Some streams are mutually exclusive when they are funded from the same source*
- *A small number of funders require that they are majority funders of a project which may make them unsuitable for the M74 project.*

Stated project types are sometimes specified. Some can be as specific as 'skateparks' while others may be as broad as 'being for the common good'. This subject will be addressed in more detail while developing our funding strategy.

It should be noted that a number of the larger funding bodies operate to long time scales and some only offer grants on a yearly basis. This will have to be taken into account when prioritising applications.



Who Are Glasgow Urban Sports ?

Glasgow Urban Sports is a Scottish Charitable Incorporated Organisation (SCIO) - Scottish Charity Number: SCO43709. It is membership based and dedicated to improving the provision of facilities for Urban Sports in the City of Glasgow. Its membership is open to anyone interested in furthering its aims.

Core Team

The Core Team, backed by the directors and membership are responsible for the regular work to move our projects forward.

Neil Davidson

Neil has an MA in Modern History from the University of Glasgow and works as a Photographer, mainly in the Scottish film industry.

In his work as a photographer, he has travelled all over the world, shooting in countries as diverse as the USA, Haiti, Uganda, Spain and the Czech Republic, but always returning to his home town of Glasgow.

Neil has been skateboarding for the past 25 years and was inspired to get this project off the ground after visiting Portland's Burnside Park, and seeing the new M74 extension built in Glasgow.

Neil has a keen interest in Glasgow's arts scene. Visiting and recording pop-up exhibitions in stalled spaces through his photography and work for arts organisations such as NVA, he realised it might be possible to bring art and skateboarding together by making this project an artist-led initiative.

Toby Paterson

Toby was born in Glasgow in 1974, and still lives and works in the city.

He has exhibited internationally, and in 2002 was the winner of the prestigious Beck's Futures art prize.

As well as his gallery based practice, Toby makes art for the public realm, and was recently the recipient of several public commissions, notably the completed Powder Blue Orthogonal Pavilion, part of the Portavilion project in London and Poised Array, a work made for the façade of the BBC Scotland Headquarters in Glasgow.

Toby was also lead artist on the extension to the Docklands Light Railway for the London Olympics in 2012.



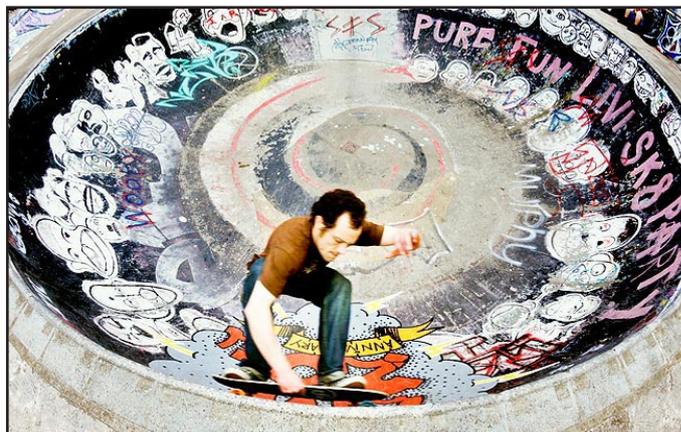
Toby's interest in line, form and structure grew out of skateboarding around defunct concrete buildings. He works in a variety of forms, from large-scale architectural wall paintings and sculptural assemblages to small paintings on Perspex, informed by post-war architecture, the St. Ives School of Modernists and the pragmatic approach of the British Constructivists.

Raydale Dower

Raydale Dower is an artist and musician, often initiating collaborations that combine both disciplines. His work explores sound and sculpture, and the influence of the 20th century avant-garde.

Raydale co-founded the band Uncle John & Whitelock and G.F.M. Productions (2001-2006) in collaboration with Jacob Lovatt. They performed in a number of live installations and released a series of vinyl recordings on the G.F.M. independent music label. He currently plays in Tut Vu Vu.

For Glasgow International 2008, Raydale adapted and performed Joseph Conrad's novel *The Secret Agent* in collaboration with Judd Brucke and Lowsalt Gallery.



In 2009, Raydale exhibited in the 10-year anniversary group show 'The Associates' at Dundee Contemporary Arts. For Glasgow International 2010, Raydale programmed *Le Drapeau Noir*, a temporary artist's cafe and programme of events for the duration of the festival, and performed later that year at Art Basel, Miami. More recently, Raydale presented *Piano Drop* at Tramway, November 2011, as part of a Vital Spark award from Creative Scotland.

Angus McPhee

After graduating with a degree in Building, Angus worked for several contractors before joining Glasgow City Council as a Building Control Surveyor, initially in the Tenement repairs section overseeing major grant-aided refurbishment. He then moved on to enforcing Building Standards in Glasgow and South Lanarkshire. During that period he continued formal learning, gaining a HNC in Graphic Design and starting work towards his second degree.

Following his time in Building Control, Angus returned to full time education achieving a HND in Multimedia Design & Production followed by a BSc with Distinction in Computer Science. He now works freelance, mainly doing front end development for Adult Education Systems.



Angus has been involved with a number of community and volunteer works over the years including construction at the Annesland Church Skatepark, Event Management with Glasgow Music Collective and organising several European tours. Most recently, Angus has been an active volunteer at the award-winning Woodlands Community Garden.

Consultants

The Urban Sports Community across the country provides us with a large pool of talent and experience to draw on. With participants and supporters working in diverse fields both practical and professional, we have the following key consultants on board for primary advice and support, with the ability to call on the larger community as required.

Susan Murray

Susan was the project Leader for the Kirkintilloch Skatepark Initiative which successfully delivered the £500,00 –1000m² facility in Luggie Park, Kirkintilloch.

Susan has wide experience of successfully managing projects with multidisciplinary teams in the medical device industry and continues to be involved in achieving KSI's long term objectives.

Sam Paterson

Sam started skating in Glasgow in 1987 and is Treasurer of Skateboard Scotland. He worked in Urban Sports retailer Clan Skates for two years before moving to Edinburgh to study and work. Sam was pivotal in the efforts to get Edinburgh Council to build Saughton Skatepark and is happy to finally see it become reality.

Ian Young

Iain Young is a board member at Skateboard Scotland, helping organise competitions, promote skateboarding and skatepark provision in Scotland. Previously a Consultant Engineer, Iain has given up working on new buildings for other folk and spends his time as a professional Skatepark Builder, planning & building new skateparks.

John Henry McDonald

A Glaswegian, based in Montreal, Canada, John is a senior cultural and not-for-profit marketing and communications specialist who is keen to see modern Glasgow's urban realm flourish.

John's professional background covers all aspects of Marketing communications, business development and fund-raising strategy. He has worked at the The Lighthouse (2002-2007) and also at the Canadian Centre for Architecture, an internally renowned laboratory of research and critical thinking on how architecture and design impacts on the way people live today.



Contact Details

If you would like further information on the M74 project or our other activities, would like to discuss them, join or have comments on this or the M74 proposal document, please drop us an email at : info@glasgowurbansports.co.uk.

Glasgow Urban Sports is a Scottish Charitable Incorporated Organisation (SCIO) - Scottish Charity Number: SCO43709.

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Recommended further reading

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Acknowledgements

Photographs

Front Cover: Graham Tait

Page 3: Photographer unknown

Page 4: Southport Skaters

Pages 5,14,17: Fraser Watt

Page 6: Ian Urquart

Page 7: Belfast Urban Sports

Page 8: Nansai

Page 9: Ricky Adam

Page 10: Photographer Unknown

Page 11: Charles River Skatepark Project/Zack Wormhoudt

Page 12: Graham Tait

Page 15: Neil Davidson, Unknown, Unknown

Page 16: Neil davidson

page 19: Belfast Urban Sports

Page 20: David Östlund, Stefan Hauser/Placed to ride

Page 21: unknown , unknown, Independent truck Co.

Additional Input

Helen Lloyd

Gordon Davidson

Appendix 1

Case Studies

There are now a large number of skatepark projects located below bridges throughout the world. We present here a short overview of three of them that have provided some inspiration for the M74 project.

Bridges Urban Sports Park - Belfast

Bridges Urban Sports Park sits under the M3 fly over at Nelson Street in Belfast. The £500,000 project was funded by the European Union's Programme for Peace, Better Belfast Landfill Tax Credit Fund and Belfast City Council's Capital Fund.

With the site privately owned by NI Trucking and Haulage but being virtually unusable for most other kinds of development, this park holds similarities to our own situation from an organisational point of view.

Thankfully, however, we will not have to deal with the technical issues of major power lines and a high water table that were partly responsible for the delay the Belfast project suffered.

A Lease was arranged for peppercorn rent and The Bridges Park is now managed and maintained By Belfast City Council, which currently employs a dedicated Urban Sports Development Officer. Belfast now enjoys a first class sheltered skatepark which is recognised as a national asset.

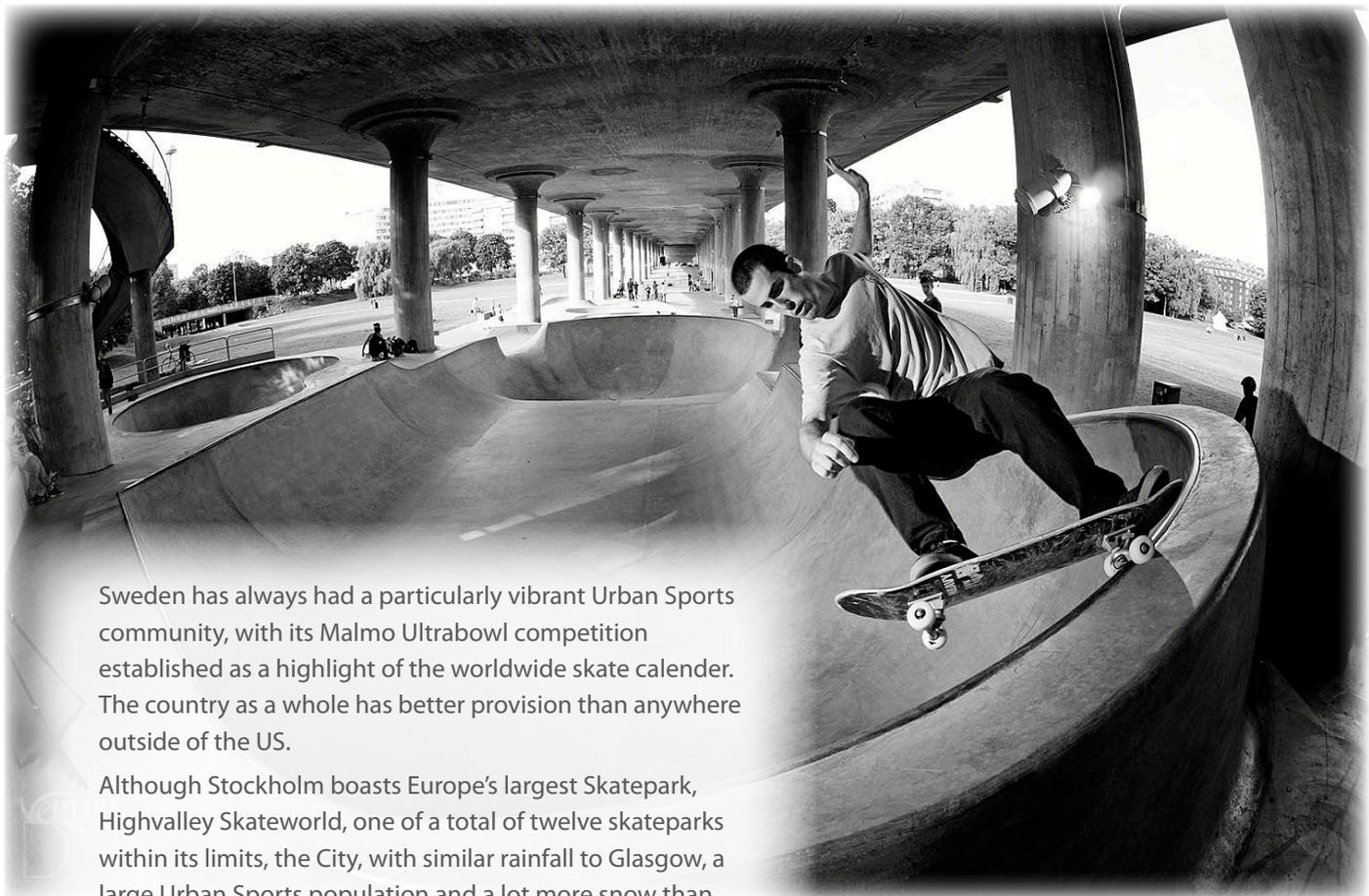
The City's Mayor, Niall Ó Donnghaile, opened the park last July stating:

"Bridges Urban Sports Park is unique, it is exciting and is set to become home to some of the most breathtaking Urban Sports tricks ever seen in this city. We aspire to develop the interest, talent and potential of Urban Sports. In bringing this park to fruition with our partners the Special European Union Programmes Body, and Belfast Urban Sports (BUS), we have created a shared and safe place where people of all ages and abilities can participate....

...We are also sure it will attract visitors from Belfast and beyond"

BRIDGES
urban sports park

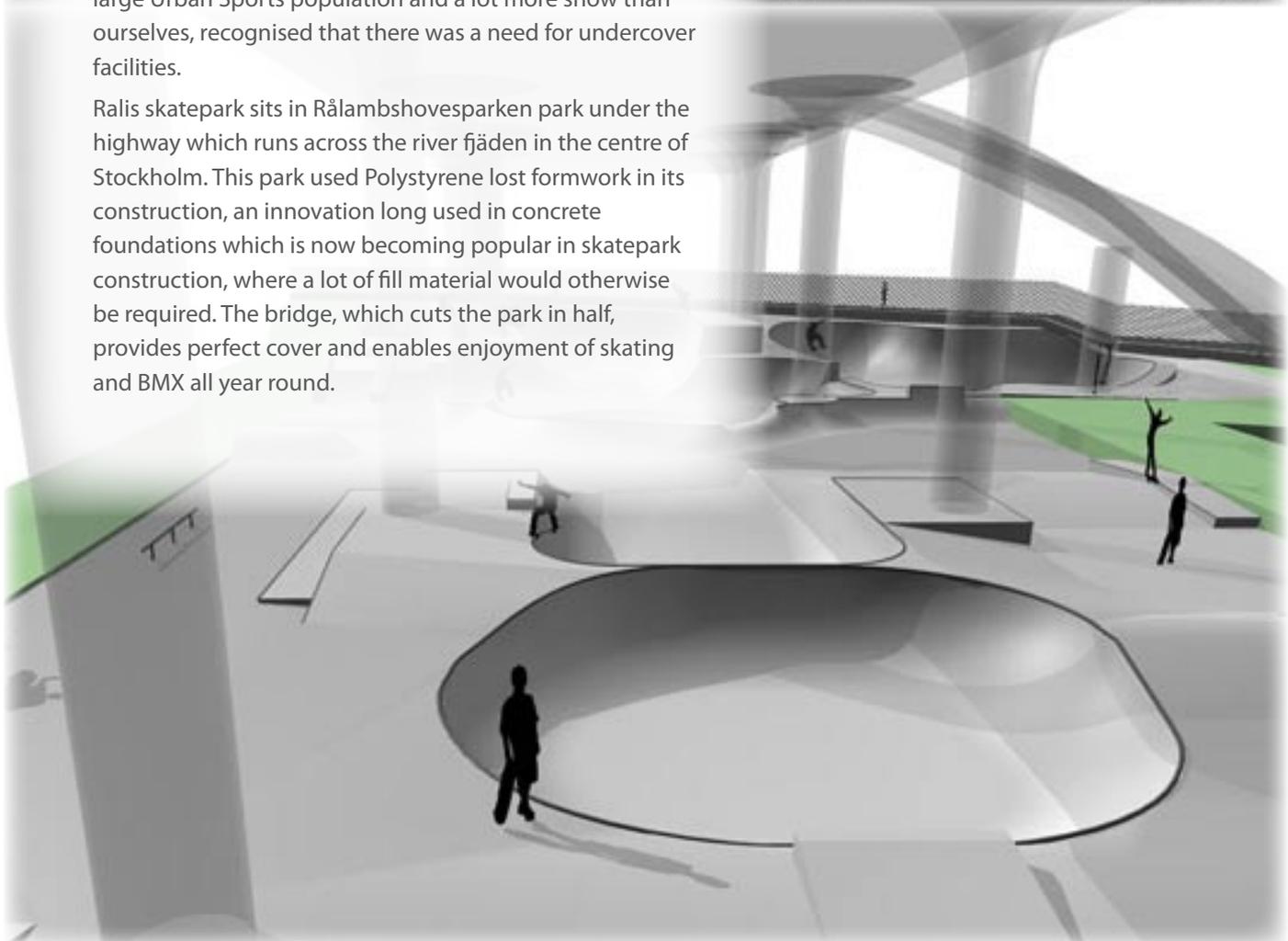
Ralis Rålambshovesparken - Stockholm



Sweden has always had a particularly vibrant Urban Sports community, with its Malmo Ultrabowl competition established as a highlight of the worldwide skate calendar. The country as a whole has better provision than anywhere outside of the US.

Although Stockholm boasts Europe's largest Skatepark, Highvalley Skateworld, one of a total of twelve skateparks within its limits, the City, with similar rainfall to Glasgow, a large Urban Sports population and a lot more snow than ourselves, recognised that there was a need for undercover facilities.

Ralis skatepark sits in Rålambshovesparken park under the highway which runs across the river fjäden in the centre of Stockholm. This park used Polystyrene lost formwork in its construction, an innovation long used in concrete foundations which is now becoming popular in skatepark construction, where a lot of fill material would otherwise be required. The bridge, which cuts the park in half, provides perfect cover and enables enjoyment of skating and BMX all year round.



Burnside - Portland Oregon

Burnside is undoubtedly the best known under-bridge skatepark, perhaps the best known skatepark in the world. From its humble beginnings as a small DIY spot built in a run down area by skaters fed up of Portland's wet climate, it has become a full scale, city sanctioned facility.

This park features in skating celebrity Tony Hawk's pro-skater game series and you can even buy scale-model

replica trinket boxes. Some of the early builders have gone on to run Dreamland and Gridline, two of the most respected park building companies in the world.

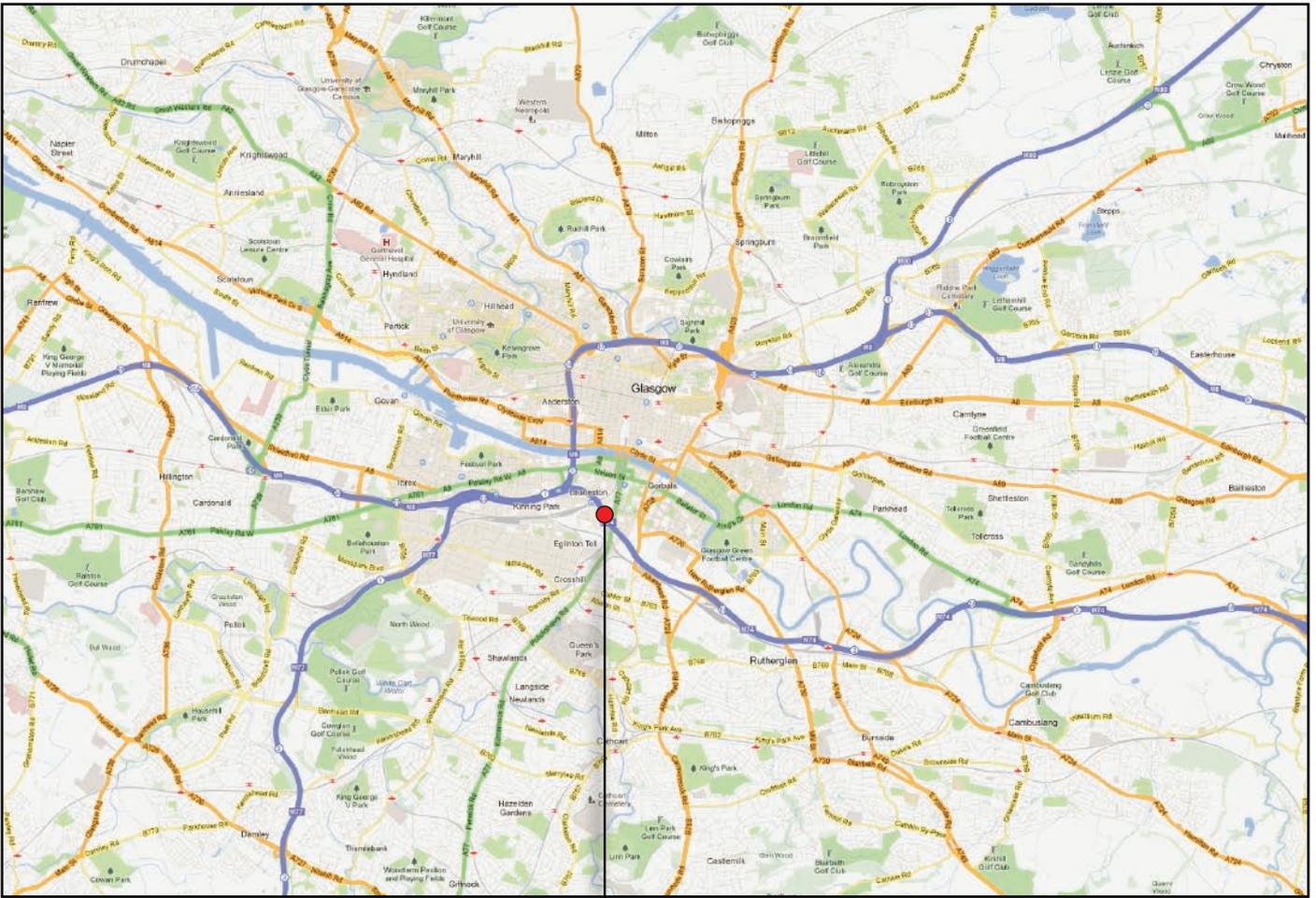
Born out of necessity, this park spurred its builders and users to take responsibility for their own environment, resulting in what had been a dumping ground becoming a positive asset to the City of Portland.

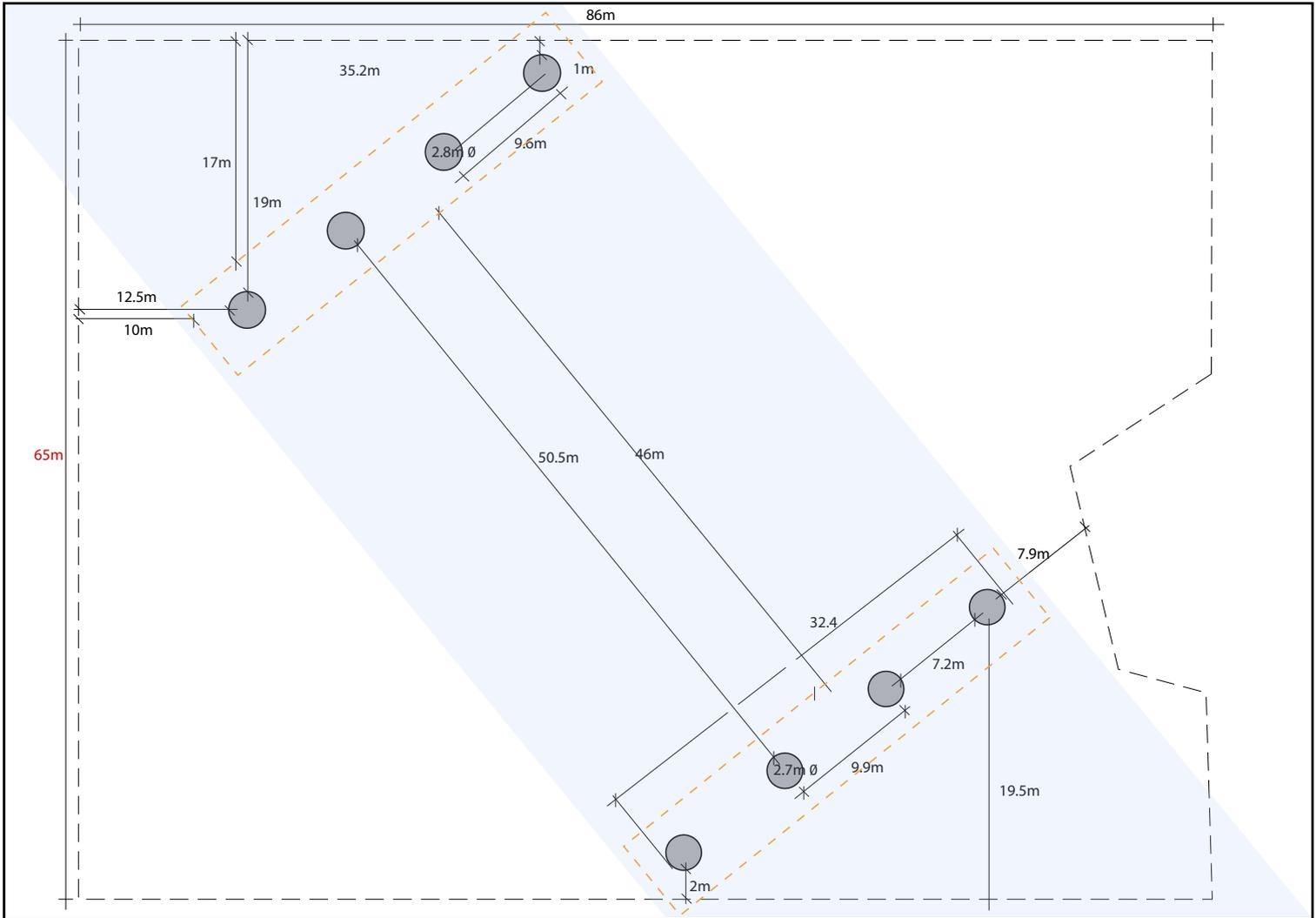


Appendix 2

M74 Site Details

Maps, Satellite image and images from the proposed site.





Site plan



Site from Mauchline Street



Site from Falfield Street



Satellite image of site whilst M74 extension was under construction

Appendix 3

Kelvingrove Skatepark usage data

Kelvingrove Skatepark is consistently over-subscribed. Usage data has been compiled since October 2012 and calculation of reasonable user numbers has been based on the Skatepark Adoption Model contained in The Public Skatepark Development Guide.

User data and capacity calculation



Satellite image of Kelvingrove Skatepark

Approximate area $50 \times 35\text{m} = 1,750\text{m}^2$

The Skatepark Adoption Model advises that the requirement for 10 concurrent users is 1,500 square feet ($\approx 458\text{m}^2$)
 $(1750 \div 458) \times 10 = 38$

The reasonable capacity for a skatepark the size of Kelvingrove is around 40 concurrent users.

Observations of user numbers have been made on the majority of *dry days* since October 2012 with the results presented below showing that the park supports a number of users above its capacity most of the time.

Kelvingrove Skatepark user log

Total Observations	29	
Ave Number of users	52	
Over 40 users	18	62%
Over 60 users	8	28%

Date	time	Number of users	Weather	Notes
09/09/12	6.15	65	cold, clear bright	
21/09/12	2.30	98	Sunny, drying	
23/09/12	4.30	47	dry	
24/09/12	5.30	43	dry	
25/09/12	3.30	39	Dry , cold	
26/09/12	3.30	34	Dry cold	
27/09/12	1.15	45	Dry , cold	
15/01/13	3.30	16	Damp, puddles	unskatable
18/01/13	3.30	32	Dry,Cold, Ice patches	
20/01/13	3.00	43	Dry,Cold, Ice patches	
03/02/13	3.00	38	dryish, puddles	
11/02/13	1.00	49	cold, puddles	Schools off
12/02/13	11.30	32	cold, dry	
17/02/13	5.00	62	dry	
21/02/13	2.30	32	dry, sunny	during school hours
23/02/13	3.30	94	dry,sunny	
24/02/13	4.45	69	dry,sunny	
26/02/13	4.30	42	dry,sunny	
27/02/13	5.15	57	dry, sunny	
28/02/13	5.00	39	dry,overcast	
01/03/13	5.15	49	dry	
02/03/13	3.30	124	dry, sunny	
03/03/13	3.15	82	dry, overcast	
12/03/13	5.15	42	cold,dry	
13/03/13	5.00	37	sunny	
20/03/13	5.15	37	sunny	
24/03/13	5.00	33	very cold	
02/04/13	4.15	78	overcast	
03/04/13	11.00	42	sunny	