

## Safety Inspection Report

On behalf of: Freestyle Skateparks  
Site Name: Croxley Green Skatepark  
Date of Inspection: 22 August 2014  
Inspector: David Yearley



RoSPA inspections are an independent safety assessment of the equipment and surfacing and are produced for RoSPA by

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## INTRODUCTION

This report has been commissioned by Freestyle Skateparks to assess the condition and safety of the existing skatepark at Croxley Green.

A visit was made to the site on 22 August 2014 to inspect the equipment and ancillary items.

The report gives details and photographs of each item of skate equipment and the associated surfaces. It also lists ancillary and horticultural items. For each item listed a risk score is appended, both to the item's intrinsic risk score (i.e. if it were in perfect condition) and the risk score of any defect, non-compliance or design fault).

All items considered to be roller sports equipment are assessed for compliance with the applicable *British Standard EN 14974:2006+A1:2010 Facilities for users of roller sports equipment.*

## ENTRANCE



The entrance is in good condition. **LOW risk.**

There are bolts protruding to the back of the sign to the right of the gate. Cut off the bolts flush with the nuts, and file down to remove sharp edges.

**MEDIUM risk.**



## SIGNAGE



Detailed signage is provided outside the entrance gate. This is in a position where it is not likely to be read.

Consider adding signage at eye level at or near the entrance that contains the essential information, perhaps also with a reference to the main signage.

## **WATER FOUNTAIN**



This is in good condition. **LOW RISK**

## **GENERAL SURFACE**



The general surface is laid to bitumen macadam (tarmac). This is not an ideal choice for skateboard riding due to the particle size of the macadam, the undulating nature of the surface and the tendency for water to pool. Consideration should be given to installing drainage to the site to alleviate the water pooling that is present.

## **BENCHES**



The benches are in good condition. They are rideable benches, that show evidence of riding/grinding.  
**HIGH risk (due to their rideability)**

## **BINS**



The bins are in fair condition. They show signs of riding/grinding, which will require monitoring to ensure they remain in satisfactory condition.  
LOW risk.

## **SHELTER**



The shelter is in good condition.  
LOW risk.

## **FENCE AND GATES**



These are in good condition and present a LOW risk to users.  
Monitor the fence nearest to the bin adjacent to the footpath as it is being struck by riders grinding the bin/seat.

### **LONG QUARTER PIPE WITH EXTENSIONS**

This unit is in fair condition. The intrinsic risk is HIGH due to the nature of the sport.

The following defects are noted:

The chain connector to one end has protruding bolts. Cut off and file down to remove sharp edges. MEDIUM risk.



Chains are left to the sides of the unit. These would be better stored away from each unit when the ramps are open to avoid tripping potential. This applies to all chains on site.

LOW risk.



The unit is subsiding. This may cause increased distortion and uneven riding surfaces.

LOW risk.



The foot has concrete edges/filler which will lift and cause uneven riding surfaces. Rectification is not reasonably practicable without considerable remedial work. Monitor for deterioration and repair as necessary.



There is considerable water pooling at the foot of the unit, along its length. This is only practically rectified by resurfacing. **MEDIUM** risk.



The metal bars within the concrete are showing, with corroded ends. This indicates that the wear to the concrete surface puts the unit towards the ends of its life expectancy. This applies to all units on site. **LOW** risk.





The coping ends are not rounded with a radius of minimum 3 mm.  
MEDIUM risk.



The coping upstand in measured to be in excess of 12 mm at one end,  
potentially leading to difficulty for skateboarders.  
MEDIUM risk.



The barriers are less than the required 1200 mm high.  
LOW risk.





There are holes in the concrete at various points. These create uneven riding surfaces and will lead to further deterioration, especially through frost action.  
MEDIUM risk.



The repair at the base of one section is cracked, which will lead to uneven riding surface.  
MEDIUM risk.



The coping end is not sealed at the end.  
LOW risk.



Timber fragment is showing in the concrete, indicating a poor concrete mix. More generally, the concrete presents a rough surface to riders, making riding difficult and falls potentially more painful than necessary. This applies to all concrete on site.



The metal corner plate protrudes creating a tripping point and uneven riding surface.  
HIGH risk.



The spacing between the barrier front and the coping is excessive.  
LOW risk.



The concrete edges are sharp, without a minimum of 3 mm radius.  
MEDIUM risk.



### GRIND RAIL



The rail is in good condition. It presents a HIGH risk due to the nature of the sport.

The rail ends are not rounded contrary to EN 14974, but the non-rounded rails provide a better riding experience and do not require modification.

## GRIND BLOCK



This is in fair condition and presents a HIGH risk to users due to the nature of the sport.

The ends have non-rounded edges.  
HIGH risk.



Uneven section at one corner makes for difficult or unpredictable grinding.  
HIGH risk.



The metal corner piece is not flush, potentially making grinding troublesome.  
LOW risk.



### **FLAT AND QUARTER COMBO**



This unit is in fair condition and presents a HIGH risk to users due to the nature of the sport.

The void space behind the unit has an accumulation of debris which may find its way to the riding surfaces.

MEDIUM risk.



The spacing between the barrier front and the coping is excessive.  
LOW risk.



The barriers are less than the required 1200 mm high.  
LOW risk.



The coping ends do not have a minimum 3 mm radius.  
MEDIUM risk.





The concrete infill at the foot creates an uneven riding surface and will deteriorate to create distinct tripping points.  
MEDIUM risk.



The surface of the transition is particularly rough, presenting risk of significant grazing in the event of a fall.  
MEDIUM risk.



There are significant holes in the riding surface, creating an uneven surface that will deteriorate over time, especially with frost action.  
MEDIUM risk.



There is an upstanding bolt to the metal strip between the transition and the flat. This presents a significant body puncture/tear hazard.  
HIGH risk.



The metal edge piece protrudes, creating an uneven riding surface.  
MEDIUM risk.



The concrete has a joint along the top of the flat, which creates an uneven riding surface and will deteriorate over time, especially with frost action.  
MEDIUM risk.



A significant crack runs along the foot of one transition, creating an uneven riding surface.  
MEDIUM risk.



Some debris has accumulated between the flat and the transition that should be swept clear.  
MEDIUM risk.



The coping end is not sealed.  
LOW risk.



## SPINE AND JUMP BOX



This unit is in fair condition and presents a HIGH risk to users due to the nature of the sport.

The coping ends are non-rounded and have sharp edges.  
HIGH risk.



The concrete is receding from beneath the copings. This will deteriorate over time, especially due to frost action. The label should be removed.  
LOW risk.



Some debris has accumulated between the flat and the transition that should be swept clear.  
MEDIUM risk.



The concrete infill at the foot creates an uneven riding surface and will deteriorate to create distinct tripping points. There is already one section missing giving a significant trip point.  
HIGH risk.



The angle between the flat and the ground is abrupt.  
HIGH risk.



The concrete has a joint along the top of the flat, which creates an uneven riding surface and will deteriorate over time, especially with frost action.  
MEDIUM risk.



### FLAT AND QUARTER COMBO



This unit is in fair condition and presents a HIGH risk to users due to the nature of the sport.

The barriers are less than the required 1200 mm high.  
LOW risk.





The attached no smoking sign is damaged presenting a puncture injury risk.  
MEDIUM risk.



The concrete edges are not rounded.  
MEDIUM risk.



The coping ends are not rounded.  
MEDIUM risk.



The spacing between the barrier front and the coping is excessive.  
LOW risk.



Some debris has accumulated between the flat and the transition that should be swept clear.  
MEDIUM risk.



The concrete infill at the foot creates an uneven riding surface and will deteriorate to create distinct tripping points. There is already one section missing giving a significant trip point.  
HIGH risk.



### GRIND RAIL



This unit is in good condition and presents a HIGH risk to users due to the nature of the sport.

### MINI PIPE



This unit is in fair condition and presents a HIGH risk to users due to the nature of the sport.

The barriers are less than the required 1200 mm high.

LOW risk.



The coping ends are not rounded with a radius of minimum 3 mm.  
MEDIUM risk.



The foot is raised, giving an uneven riding surface.  
MEDIUM risk.



The concrete infill at the foot creates an uneven riding surface and will deteriorate to create distinct tripping points. There is already one section missing.  
HIGH risk.



Protruding screw heads to the side where a sign has been removed.  
LOW risk.



The spacing between the barrier front and the coping is excessive.  
LOW risk.



The barriers are less than the required 1200 mm high.  
LOW risk.



The coping ends are not rounded with a radius of minimum 3 mm.  
MEDIUM risk.



### **PYRAMID**

This unit is in poor condition and presents a HIGH risk to users due the nature of the sport.



There are gaps between sections which present uneven riding surfaces, which will deteriorate over time especially with frost action.

HIGH risk.





Timber fragment is showing in the concrete, indicating a poor concrete mix. More generally, the concrete presents a rough surface to riders, making riding difficult and falls potentially more painful than necessary. This applies to all concrete on site.

**MEDIUM risk.**



The concrete infill at the foot creates an uneven riding surface and will deteriorate to create distinct tripping points. There is already one section missing.

**HIGH risk.**



The angle between the flat and the ground is abrupt.

**HIGH risk.**



## FUNBOX



This unit is in fair condition and presents a HIGH risk to users due to the nature of the sport.

The rail ends are not rounded with a minimum of 3 mm radius.  
HIGH risk.



The concrete infill at the foot creates an uneven riding surface and will deteriorate to create distinct tripping points.

MEDIUM risk.



There are gaps between sections which present uneven riding surfaces, which will deteriorate over time especially with frost action.  
MEDIUM risk.



The curvature of one transition is uneven, creating unpredictable riding.  
HIGH risk.



The change between rough and less rough surfaces creates an unexpected change.  
MEDIUM risk.



There are holes in the concrete which presents an uneven riding surface.  
MEDIUM risk.

