



ESTONIAN UNIVERSITY OF LIFE SCIENCES
Institute of Agricultural and Environmental Sciences

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**SKATEABLE SPACES: FOUND SPACE AND THE PURPOSELY
BUILT SKATE SPACE IN PORTUGAL - PERCEPTION, TRENDS,
OPPORTUNITIES AND MISTAKES**

**RULARUUM: LEITUD RUUM JA TEADLIKULT LOODUD
RULAMAASTIKUD PORTUGALIS – ETTEKUJUTUS, TRENDID,
VÕIMALUSED JA VEAD**

Master's thesis in Landscape Architecture

Supervisor: Professor Simon Bell, Phd

Tartu 2020

Dedications

to Ruben

probably my first skate buddy who left us way too soon! rest in peace

to Jorge Rodrigues

who despite not understanding skateboarding took me to a skate shop in 2004 located 430km away from my everyday skate spots where I got my first decent skateboard, and who was also the first to recommend me to enrol in Landscape Architecture studies.

to Alexandre Cunha

who indirectly introduced me to skateboarding by inviting me to play THPS in the early 2000s!

to André Lage

the *jack of all trades* who has tried all the extreme sports and my most loyal companion in street skate sessions

to Simon Bell and Friedrich Kuhlmann

for the opportunity I was given in 2016 to fulfill the old dream of studying Landscape Architecture abroad

to Tony Hawk

I would not be writing this thesis if it weren't for the THPS saga. The concept for this work (skateable landscapes) largely comes from the high degree of skateability (far exceeding reality) allowed in the game's virtual environments (although often based in real locations) THPS was my gateway to skateboarding world and for that, as for the rest you have been doing for skateboarding and skateboarders, thank you.

to all the skateboard and extreme sports stakeholders in Portugal

Thank you and let's keep on pushing!

Lihtlitsents lõputöö salvestamiseks ja üldsusele kättesaadavaks tegemiseks ning juhendaja(te) kinnitus lõputöö kaitsmisele lubamise kohta

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<p>Rulutamiseks on vaja sobivat maastiku, milleks võivad olla nii avaliku ruumi paigad tänavatel kui rulapargid. Rulapargi olemasolu avalikus ruumis sõltub tavaliselt kohalikust omavalitsusest ning kui tavalised tänavad on rulatavad, siis seda tihti ainult tänu juhusele. Sageli aga tänavad rulatamiseks ei sobi, olgu põhjuseks siis jällegi puhas juhused või plaanipärane disain (nt rulatamist takistavad tõkestused). Rulapargi olemasolu linnas ei tähenda alati head rulatamise keskkonda, kuna parkidel on tihti mitmed puudujäägid. Veelgi problemaatilisem on rulapargi täielik puudumine.</p> <p>Selle uurimistöö ulatuspiirkond oli Portugali maismaa kui tervik. Uurimistöö eesmärk oli heita pilk sellele, missugune olukord valitseb Portugalis rulamaastike osas täna ja kuidas need on arenenud. Selleks uuriti rulamaastike järk-järgult satelliidipildi kaudu ja tehti üldist uurimistööd internetis, sh sotsiaalmeedia platvormidel. Kogumaks teavet neilt, kes Portugali rulamaastike ise kogevad, viidi rulatajate hulgas läbi põhjalik küsimustik ning mõned vabas vormis intervjuud. Lisaks koguti vaatlusandmeid sukeldudes sotsiaalmeediasse.</p> <p>Disaini ja planeerimisega on võimalik seada eesmärgiks “rulasõbralik” linn, kus arvestatakse selle konkreetse kasutajarühmaga. Uurimistöös arutletakse selle üle, et rulamaastike disain peaks olema avaliku ruumi disaini lahutamatu osa ning et rulatamine peaks olema osa omavalitsuste kultuuri- ja spordiprogrammist.</p>			
Märksõnad: rulatamine, õigus kasutada avalikku ruumi, mängulisus, sobimused, rulatamise kaasamine avaliku ruumi disainis, rulasõbralikud linnad			

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<p>Skateboarding action requires a suitable space. Such space spans from everyday places to skateboard parks. Skatepark provision typically relies on local authorities, whereas the general streets are often skateable by pure chance and conversely, are at times, adverse to skateboarders whether equally by chance or by design (defensive architecture). Existing skateparks in a city do not always guarantee a skate-friendly environment, as they often have several limitations. The absence of a skatepark though is even more problematic.</p> <p>The research scope of this research was Portugal mainland as a whole. This research aimed to take a look at contemporary skate space in Portugal and analyse its evolution. The spatial research was piecemeal undertaken via satellite and overall internet research, including through social media platforms. To gain insight from those who experience the skateable space in Portugal, an in-depth questionnaire was laid out and a few informal interviews were conducted. Furthermore, observations were carried out through extensive social media 'dive'.</p> <p>Through design and planning, we can aim for skate-friendly cities that are inclusive, not exclusive, of this particular user group. Thus, the design of skate space as an integral part of public space design is discussed, as well as including skateboarding in the cultural and sports programming of a city.</p>			
Keywords: skateboarding, right to use public spaces, playfulness, affordances, designing for inclusion of skateboarding in public spaces, skate-friendly cities			

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1. Introduction

Skateboarding is not a crime, nor is it a toy nor it is a marginal activity, as it might be sometimes perceived. In the city, it shall not be prescribed to only skateparks either. It should be embraced in public life, which can be achieved through planning, by design and with the right mindset.

It is a healthy activity with multiple benefits, both to those who ride the board, as well as to the overall community that embraces and supports the activity. The mainstream community has just recognized skateboarding as a (mainstream) sport with skateboarding joining the summer Olympics for the first time in 2021.

Providing a community skatepark is just the first step starting point in this, as it is a statement that says something like ‘skateboarding, along with other related activities, is welcomed among our community, we support those who prefer individual action sports to traditional team sports, and we support those even if they are not taking it as a sport’.

I believe anyone should have the chance to engage in action sports and that everyone should have the right to ride in decent conditions, both in the streets as at the parks. The same applies to those cases where skateboarding is forbidden in public spaces. It should not be.

Therefore, the aim of this study was to understand how best to approach street skating when it is regarded as a problem and how to make public spaces more inclusive to skateboarders. On the theoretical discussion the study draws from international references whereas for analysis it focuses on specific geography: Portugal mainland. How are riders managing and what is the situation of skate pace for them?

The neighbouring country, Spain, is internationally famous as a street-skating destination for its skateable urban environments and for the weather and culture. In this, Portugal should be similar, however, portuguese cities often sit on hills and general outdoor urban spaces are not much skate-friendly (its pavement and dimensioning) and parks and gardens are rarely skateable. Therefore, skate spots in Portugal can be rare and precious to skateboarders. Furthermore, skateboarding is new to the Portuguese, particularly to the older generations (the generation ruling at the city hall deciding about city planning). Since skateboarding is a kind of leisure activity that takes place in the cities, much different from anything that most people are used to, it might raise tensions and taint perceptions. This is something I was experiencing fifteen years ago and I wonder if the situation has changed. Unfortunately few leisure activities traditionally take place in the city!

1.2. Research Questions

The main research questions are the following:

- ❑ What is the physical state of skate space in Portugal in 2017-2020?
- ❑ How has the overall picture regarding access to municipal skate facilities evolved?

1.3. Skateboarding terrains overview: Essential History highlighting major changes and novelties in technology, practices and skate spaces

1.3.1. Forerunners



Figure 1. 1950s kid and his contraption.
Source: Russ Howell's archives

Skateboarding was born in the USA as a cultural phenomenon, especially so in southern California around the late 1950s. However, skateboards were not particularly invented at that moment in time nor were they made firstly by surfers, contrary to what is commonly believed. As Borden and Goodrich explain, the first skateboard-resembling devices were created by removing the steering wheel from the homemade wooden scooter-like contraptions, which were but a milk or fruit crate with handles for control that kids - or

their parents - used to build, and as a result, obtaining a plank with wheels (Figure 1). These wheels were but a roller-skate attached to that piece of wood. Such contraptions had been popular street recreations since the 1920s (Borden, I., 2001, 2019, p. 6; Goodrich, J., 2014). These contraptions were very similar though to the 1950s primitive skateboards.

In Goodrich's words, "late in the 1950s, surfers discover skateboarding and embrace the feeling of wave riding on flatland" (2014). Borden points out that 'skaters' of that time wanted to be surfers, and notes that "the skateboarder, through the performative act of their body, is reimagining the city", which he considers a profound and founding act of skateboarding (Borden, I., 2019, p. 99).



Figure 2. Five homemade early skateboards.
Source: Skateboarding Hall of Fame and Museum

1.3.2. Surf Era

The skateboarding of the 1950s and 1960s is deeply associated with surf culture. Skateboarding of this era, as Borden explains, is "very Californian, Floridian, and Antipodean", and adds that it started happening in Cornwall and South Wales (UK) as well (2020). When it first sprang up, alternative names were used to refer to skateboarding, such as roller boarding or sidewalk surfing, but it eventually consolidated into skateboarding

(Borden, I., 2019, p. 9,11). To many, it was primarily just a recreation, while others took it to competition grounds. The first disciplines were flatland freestyle and slalom downhill racing.

In a number of locations, skateboarders took over the streets and sidewalks, but most significantly, banked terrains such as gentle asphalt banks, concrete banks in water reservoirs and water channels were also starting to be explored (Ibid., p. 98-106).

Like its predecessors, 1950's skateboards were first artisanal. They were equipped with steel wheels - likely from roller-skates - and boards were but wooden planks that skaters rode barefoot (Figure 2). The equipment was undoubtedly rudimentary and who came up with the idea first is still inconclusive. Following the homemade skateboards, businesses started to produce skateboards on a smaller scale (Ibid., p. 7). With the spectacular rise in popularity, technology started developing at the hand of entrepreneurs, as the new and ever more refined toy was taking the North Americans by storm in the early 1960s.

Early innovations included the introduction of clay wheels (composite plastic) in 1959. In the same year, the first commercial skateboards started to be sold at surf shops. The first mass-produced skateboards arrived at the market a few years later, in 1963, by the hand of John Frances Humphrey - the Humco Surfer (Goodrich, J., 2014). It was also in 1963 that the first professional board entered the market, designed and manufactured by Larry Stevenson - the Makaha brand (Borden, I. 2019, Goodrich, J., 2014). Moreover, Makaha sponsored the first known organized skateboard contest, held at Pier Avenue Junior High School in Hermosa, California in 1963 (Borden, I. 2019, p., Goodrich, J., 2014). From that year onwards there were further significant investments in skateboarding from multiple surfing companies, such as Makaha, in advertising the new stuff in order to sell their products. This also included international tours to introduce skateboarding beyond the US, for instance, all over Europe (Goodrich, J., 2014). Skateboarding sprung up in the USA and beyond in the next few years. As Borden notes, by 1962 it had already reached Alaska and the East Coast, and by 1966 "UK's Daily Mirror proclaimed skateboarding as the new craze" (2019, p. 9,11).



Figure 3. 1960's Surfboards with clay wheels by Phil Downey.
Source: Skateboarding Hall of Fame and Museum

Sponsored skaters at this time were all surfers and the market was dominated by surf companies. One of the surf companies, Gordon & Smith (G&S) introduced Fibreflex technology to skateboards in 1964. They deployed “surfboard and archery technology to create Fibreflex decks laminated from maple and Bo-tuff fibreglass epoxy resin”, hence being pioneers in this section (Gordon & Smith, 2014, cited in Borden, I., 2019, p. 9).

When mass-production took off and skateboarding experienced its first boom in 1963-64, skating slowly started making its way to general culture and different skateboarding-related mediums, such as skateboarding magazines (note, not surfing magazines) followed. The first issue of The Quarterly SkateBoarder magazine appeared in 1965 and even celebrities like John Lennon, Clint Eastwood and Katharine Hepburn helped to promote this

new ‘experience’ (Borden, I. 2019, p. 11). Also, the first skateboard organization, the National Skateboard Championships Association (NSCA) was formed that year, and the popular US photojournalistic magazine Life covered skateboarder Patti McGee on the front page. Further, the first-ever skateboarding movie *Skaterdater* (Goodrich, J., 2014) came out, winning Best Short Film at the Cannes Film Festival the next year (Borden, I., 2019, p. 11).

The skateboarding boom experienced in the USA was similar in other countries like Canada where a documentary movie about the skateboarding craze, *The Devil’s Toy* [English version] was released in 1966 by The National Film Board of Canada (Goodrich, J., 2014; Borden, I., 2019, p. 11). Footages from the before-mentioned documentary aside, the pictures published in Life Magazine from the mid-1960s displaying people of all walks of life skating early mass-produced skateboards in the parks and streets of New York are truly uplifting (Life Magazine, 1965, also found in online archives). Luckily, for business persons and those keen to buy a skateboard, there was plenty and diversified offer in the market, and, as Goodrich notes, in 1965 companies struggled to keep up with the demand during this peak, leading to huge market speculation (2014). Curiously, that same year the ‘bubble’ burst with companies losing hundreds of thousands of dollars with order cancellations (Borden, I. 2019, p. 11). All of a sudden the craze died out. Soon, the first campaigns and legislation against the act of skating arose, as Goodrich explains:

Many public officials and safety organizations [in the US] begin condemning skateboarding as unsafe – urging stores not to sell skateboards, and parents not to buy them. Many cities start banning skateboarding on public streets. The skateboarding fad dies primarily due to inferior product, too much inventory, and a public upset by reckless riding (2014).

Even though after the summer of 1965 there was less spotlight from mainstream national media, this did not mean the end of the phenomenon (in the USA). Passionate skaters (around the world) kept on skating, obviously, but as Borden notes, it just “prospered best as a USA beach city phenomenon” (2019, p. 11). Furthermore, *the first* skateboarding facilities popped up during this short period. For instance, Surf City skatepark (opened in September 1965) in Tucson, Arizona, was one of the first known skateparks and probably the first concrete skatepark in the world with a 42 m long curving concrete track. It was around 1965 that the first backyard curved end pools started being ridden by skateboarders,

which leads us to the next phase in skateboarding history, the ‘Old School’ or the 1970s at large (Borden, I., 2019, p. 118; Goodrich, J., 2014).

1.3.3. The technologies of 1970s that set the ground for the modern skateboard and skateboarding

In the 1970s, the industry evolves introducing the key components of the contemporary skateboard: laminated boards, the grip tape, wider trucks (now purposely designed for skateboarding and no longer rollerblade-derived), a kicktail on the back of the board, and urethane wheels (in skateboarding). These new features were all introduced somewhere between 1969 and 1974 (Borden, I., 2019, p. 12-18; Goodrich, J., 2014).

The first significant innovation is the kicktail, introduced and patented by Larry Stevenson in 1969, that soon after became a key feature of the skateboard of the 1970s and beyond. It allowed for further control over the board, for instance, in performing sharp turns, such as in the kickturn manoeuvre. The kickturn is a basic move where a skater approaches a curved surface (such as the walls of a pool or even a steep bank) uprightly and at the moment their speed gets down to zero, they turn 180 degrees - or smaller angles for diagonal approaches - and subsequently head back down while maintaining their stance (Borden, I., 2019, p. 106-107). Furthermore, the kicktail allowed the trick ollie to be invented (pivotal manoeuvre, according to Borden, invented by Jeff Duerr and then perfected in 1977 by Alan Gelfand and named after his nickname ‘Ollie’) (Ibid., p. 172). The ollie is a move that allows the skater to pop up from the ground. Moreover, in vert-skating, it allows aials without holding the board with the hands.

Grip tape was introduced to skateboards in 1972, and according to Borden, became a standard around 1976 (Ibid., p. 14). As the name indicates, deck grip tape allowed the skateboarder to better grip to the board. This was particularly relevant to vertical skating. With this development, barefoot riding is all but history by the late 1970s, and consequently, shoes are now ever more indispensable to skateboard riding. This helped the skateboarding-oriented shoe industry to boom. However, companies like Vans, while not originally a skateboarding or surfing brand, had already been targeting skateboarders/surfers since around 1966, enjoying great success amongst the culture. What is more, the famous shoes Vans ‘Off The Wall’ line was released in the 1970s, specifically thought for the pool-riding which will be discussed in more detail later on (Goodrich, J., 2014).

Several new truck solutions were developed in the 1970s, amongst them, the *Tracker Fultrack* (Figure 4b), debuted in 1975, has “effectively established the standard truck format” (for vert and street). Its features, as Borden points out, “dramatically improved strength, stability and convenience” and as Goodrich notes “Trackers are the first truck that can handle the more aggressive skating that is developing at the time”. It proved so effective that its designs have barely changed until today (Borden, I., 2019, p. 14, 20; Goodrich, J., 2014).



a)

Source: skateandannoy.com



b)

Source: trackertrucks.com



c)

Source: <https://i.pinimg.com/originals/65/32/80/65328061144ffd9dd295ab983783a537.jpg>

Figure 4a, 4b, 4c. Equipment of the 70s.
4a) The first skateboarding urethane wheels; 4b) *Tracker Trucks*; 4c) 1970s boards

Finally, it was around 1973 when the first urethane wheels purposely intended for skateboarding - the *Cadillac* wheel (Figure 4a) - became an alternative to clay wheels. However, it took two years for the Cadillac wheels to truly become a hit due to their high cost. This is also the reason why urethane wheels had not been applied to skateboards before, although they were already common in rollerblades. Many had suggested - in vain - this as a necessary upgrade, but ultimately it was Frank Nasworthy who took the idea further by creating the Cadillac Wheels company (Borden, I., 2019, p. 12; Goodrich, J., 2014). The urethane wheel, in its various shapes, compositions and hardness, has become *the* skateboarding wheel ever since. Among other benefits, it allows for faster and smoother riding and better grip to the ground. By late 1974, around 120,000 urethane wheels had been sold which marks a new era in skateboarding (Borden, I., 2019, p. 12).

Throughout the 1970s, riders and companies experimented with boards of different shapes, thickness and materials (Figure 4c). The fibreglass boards are back and very successful among slalom riders (Goodrich, J., 2014) while being only occasionally applied in vert-decks, which are majorly made of laminated wood. More towards the end of the decade, boards become bulkier for better control for pool riding.

1.3.4. Riding walls - The 1970s skateboarding



Figure 5. Riding Walls.

© Hugh Holland

In the 1970s, an era iconically documented by the photography of Hugh Holland and Jim Goodrich, skateboarders explored new terrains, such as massive concrete drainage pipes, and kept riding pools even more intensely. Despite everyday urban spaces like sidewalks, flat and downhill roads, promenades and urban paved banks still being skated, it is the vertical ride that is now the order of the day. There have always been different scenes within skateboarding from the start and in the 1970s, a new scene emerges - the backyard pool riding scene (Borden, I., 2019). This scene marks the birth of modern skateboarding and changes skateboarding forever. Skaters now engage differently with the skateable environments they find and appropriate those in a more aggressive fashion (Ibid.). The terrains skateboarders found in the 1970s - the round ended pools and pipes - are similar in the way both have curved surfaces that eventually form a wall. Although, they differentiate from each other in a crucial point: pools have edges (the coping), whereas pipes do not. About pool riding, Borden marks

Initially, (...), pool skaters simply carved walls [a surf-related move], occasionally passing over blue tile [line of tiles near the edge of the pool]. A

few months later, they concentrated on the very top of the wall, shuddering over blue tiles to grind the rear truck against the coping blocks. [But then] (...) during the mid-1970s, San Diego and Los Angeles area skaters took a whole new approach to skateboarding. These pioneers famously included the *Z-Boy* team of *Zephyr surf shop* (...), as promulgated in *Dogtown* and *Z-Boys and Lords of Dogtown* [documental movies]. Under the influence of recent Australian and Hawaiian trend for aggressive shortboard surfing, skaters (...) began to explore the boundaries of the surface [of the pool] and space beyond, aiming, as Peralta explained, 'to project yourself through the bowl continuously, forever going off-the-lips from one wall to another'. (Ibid., p. 108)

With this, the first 'air' or the 'aerial' is performed. From this moment on, skateboarding started exploring upwards defying gravity, turning another page in skateboarding's history.

As Peralta (a member of the *Z-Boy* team and co-founder with George Powell of the wide range influencing skateboarding brand Powell-Peralta in 1978) himself testifies:

We had [in Los Angeles] the big, beautiful, voluptuous shapes [of the rideable pools] that you did not see anywhere else in the world (...). Except in very, very, very, very small quantities. They just were so beautifully conceived and designed, and we fell in love with the shapes. When we finally got to ride swimming pools and feel weightless, like going up a vertical wall, weightlessness is pretty extraordinary. (...) Here we were, a bunch of scruffy kids, and here we are riding in backyard pools and we know what we're doing is beautiful, and we get to feel beautiful. (Trufelman, A., 2017)



Figure 6. Pool-riding in the mid-1970s.

© Hugh Holland

Peralta is right in the sense that southern California is where this sort of pools proliferated and subsequently where pool skateboarding had the chance to take off. These pools were once believed to be based on Landscape Architect Thomas Church's kidney pool at Donnell Garden in Sonoma California (Figure 7), however, it is now believed that they (including the iconic one in Sonoma) derive instead from Alvar Aalto's 1939 pool at Villa Mairea (Figure 8) in Noormarkku, Western Finland (Borden, I., 2019, p.106; Trufelman, A., 2017).

Trufelman narrates (*in the 'Pool and the Stream' Podcast*)

The story goes that Thomas Church, (...) went on a trip to Finland with his wife Betsy in 1937. Somehow they found out the address of Alvar Aalto's home and studio and got themselves there. (...) And it is quite possibly the case that Aalto's design for the Villa Mairea, and its sock shaped pool, were displayed in his studio when Thomas Church was visiting. [The pool was not built yet]. (2017)

Thus, it is quite possible that, despite no documented evidence, modern skateboarding (transition skateboarding) has its roots in Finland, as Janne Saario, a Finnish Landscape Architect, skatepark designer and skateboarder, likes to tease (Ibid., 2017).



Figure 7. Donnell Garden (USA) designed by Thomas Church.
© Millicent Harvey



Figure 8. Pool at Villa Mairea (Finland) designed by Alvar Aalto.
© Alvar Aalto

Regardless of its primal origins, the culture revolving around this kind of particular terrain - the pool (also called ‘skate bowls’, particularly when they are designed and purposely built for skate riding) set skateboarding in a totally new direction. Again, in Peralta’s words

At that point, every kid in America, and all over the world, wanted to get inside a swimming pool. That was it, that was the Holy Grail. And so the drought [California 1976-77] really acted as a wonderful midwife to the skateboarding revolution. (...) So style became less important, and extreme manoeuvres became more important. (...) LA was the backyard pool Mecca. But not just the backyard pool Mecca, the properly, beautifully designed backyard pool. And I don’t know of any place in the world that has that proliferation of that kind of voluptuous, sensuous design. (Ibid., 2017)

In the mid-1970s, skateboarding experienced a massive revival in popularity both in the old and new forms, boosted by the innovations in technology already discussed previously (Goodrich, J., 2014). By 1975, the skateboarding magazines started to publish again. In 1975 and the following year, a lot of skateboard competitions took place (Ibid., 2014). Furthermore, by 1975 “skateboarding’s geographic spread was also now firmly established, refuting the impression often created by specialist skateboarding press that skateboarding was predominantly Californian” (Borden, I., 2019, p 14).



Figure 9. Black Hill gatherings, San Diego, California.
© Jim Goodrich

Parallel to the new innovative vertical (as well as aggressive) style, which requires very specific terrains, the older scenes (Freestyle, Downhill and Slalom racing) also developed at a fast pace. The coastal hills of *La Costa* and Black Hill in San Diego County, for instance, became “a mecca for skaters from all over southern California”, according to Goodrich (2014), and slalom and downhill skaters held regular races there. The not yet used roads and sidewalks for the new and delayed housing track laid on a hillside offered perfect conditions to ride downhill (Figure 9). In there, safety gear was first promoted by Mike Williams, this was the same gear mostly used in hockey. Over the years the construction had been delayed, notes Goodrich, many of the top freestylers and street skaters also came to enjoy “the smooth asphalt and curbs of La Costa [and Black Hill]” (Ibid.).



Figure 10. Duane Peters at Pipeline (1980).

© Jim Goodrich

Then, in 1976, a new generation of skateparks started being built in the USA. The competitions of the new discipline take place there and they are only accessible over entrance fees. Its designs replicate the newly found and explored skateable spaces of the 1970s, that is, the mid-century Finnish modernist architect Alvar Aalto inspired swimming pools, and the drainage pipes found in the desert and at the outskirts of cities - but extremize them even more, particularly the pool (Borden, I., 2019, p. 118,134, 2020; Goodrich, J. 2014). Extreme terrains for extreme riding. However, at the end of the 1970s, they became a commercial failure with nearly all of them being destroyed. A major problem for venue owners was insurance and liability issues, specifically in the US. Skateparks “found meaningful insurance difficult to obtain”, points out Borden, leading to the closure of most of the commercial venues in the USA (Borden, I., 2019, p.134,137; 2020). With this, by the beginning of 1980s, the first skatepark era was over.

Regardless, “given skateboarding’s global reach, this construction activity was unsurprisingly repeated throughout Europe, South America and Asia, where many ventures mimicked their USA precedents” (Ibid., p. 133-134). The new skateparks (now with vertical walls), influenced by the 1970s recently developed USA skate scene and culture, started mushrooming in countries like Belgium, Germany, Ireland, Puerto Rico, Guatemala, Netherlands, Switzerland, Tasmania, Australia, Canada, Brasil, France, Italy and Spain already by the late 1970s. Furthermore, community skateparks - open-access facilities - in the US and worldwide are also built from 1976-78. According to Borden, these generally endured longer than the better part of commercial skateparks (Ibid., p. 133-134).

To the demise of the late 1970s USA massive purposely built and commercial skateable terrains, followed a period of homemade - and far less extreme - wooden ramps which kept riders going, particularly in locations without any backyard pool or any nearby skatepark. This could happen anywhere in the world, provided there were interest and skateboards. Such ramps were at first mono-pitched surfaces. Soon, some skateboard magazines started advertising portable ramps or offering ramp plans. Similarly, by 1977, the first wooden half-pipes emerged. Earlier versions of the halfpipe were “like a scaled-down version of an Arizona desert full-pipe” (Borden, I., 2019, p. 137). However, as soon as the end of the decade, the halfpipe undergoes significant changes. The bottom gets flattened up - unlike in the pipe where the surface is always curved - between the two transitions (rounded surfaces or quarter pipe), and sometimes a metal or wooden coping was added for sliding over the edge - just like in the pools. Some could have a deck in addition. Flattening the bottom up provides the skater more time before heading up onto the opposing wall to perform the next move as it helps to regain balance after landing. This configuration (Figure 11) proved beneficial over the literal half-pipe and therefore became the standard design for half-pipes ever since (Ibid.). The halfpipe then, it can be said, is a crossover between the skateable pool and the gigantic drainage pipe. Half pipes and wooden ramps are set to become the most common purposely built skateable ramps (terrains) for the next 20 years, as we will explore further on.

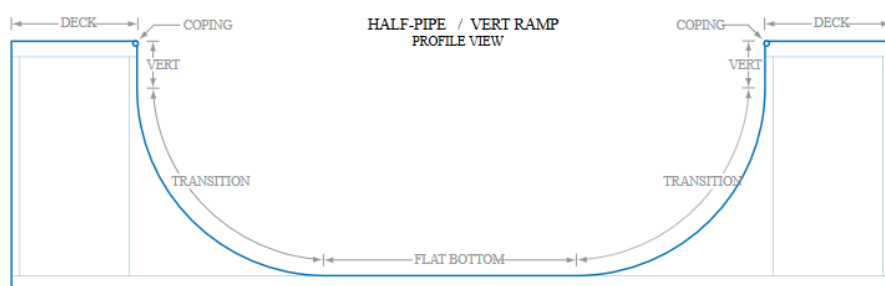


Figure 11. Half-pipe / vert ramp profile view.
Source: Wikipedia

Likewise, the first indoor skateparks (wooden built), also appeared in the late 1970s in places like New York, Cambridge (Massachusetts) or Wolverhampton in the UK. These, unlike outdoor skateparks, could be skated all-day and all-year-round. In addition to these advantages, such parks were fast to build and they were cheaper than concrete constructions. One of the reasons lies in the fact that such typology is built on flat ground and usually does

not involve any costly earthwork in its construction. Furthermore, these skateparks can be built in any warehouse, in or out-of-town. Thus, becoming “low-cost, ever-morphing, and occasionally ephemeral constructions specifically adapted to riders’ preferences. Pro-design and anti-monumental, pro-creativity and anti-static, their forms and surfaces were skater-centred and subject to constant change”, in contrast to ever-static massive concrete terrains built with little or no consultation from the riders. With this, indoor skateparks truly started to surface in the 1980s and 1990s (Borden, I., 2019, p. 141-142).

While skateboarding gradually spread and gained adhesion in many countries by the late 1970s and throughout the 1980s, there was the peculiar case of Norway that banned skateboarding completely in 1978. The ban was only lifted in 1989 (Borden, I., 2019, p. 140, 229; Goodrich, J., 2014).



Figure 12. Front yard riding. Skating on a homemade ramp on the front yard - the 1980s.

Source: <https://www.flickr.com/photos/bumhip/4803849660/in/photostream/>

© Anthony US 1980s

1.3.5. Vertical skating and the birth of modern street-skating

In 1979-80, skateboarding started attracting other demographics and became more ethnically diverse, went global and largely underground, as well as urban (Goodrich, J., 2014; Borden, I., 2019, p. 27). Throughout the 1980s transition, skateboarding culture gradually expanded worldwide and modern street skating also developed. With the demise of the extreme skate facilities, the bulky boards of the late 1970s are, in the 1980s, more present in the streets than in skateparks. According to Borden, only a few skate parks were

constructed over the 1980s. The numbers in the following decade are equally low (Borden, I., 2019, p. 144).



Figure 13. An example of the 1980s skateboard known now as the ‘Old-School’ skateboard. A 1986 Tony Hawk Pro Model donated by himself in 2011 to the Museum of American History.

Source: Smithsonian’s National Museum of American History

The street largely becomes the realm of skateboarding. The set of skills developed in the pool by skateboarders in recent years are now transferred to the street. Particularly revolutionary in this was the ollie. This cornerstone move now allowed new sort of engagements with everyday architecture (Ibid., p. 200).

Some 1980s skateboarding pioneers, legends and game-changers were *Natas Kaupas* (known from being one of the first transferring ollie to street-skating, as well as for riding street walls (wall riding), and for ollieing up onto a fire hydrant to spin on top of it), *Mark Gonzalez* (known as the first skater to slide down a handrail) and later, in early 1990s, the freestyle champion *Rodney Mullen* changed the game even further (known as being *the father of tech/progressive street* skating). Mullen single-handedly invented the basic set of skateboard tricks (manoeuvres) beyond the ollie, namely, *the kickflip*, *the heelflip*, *the*

impossible, the 360° flip, just to name a few, that have been emulated by millions for the past thirty years. In other words, these, among others set the foundation of modern street skateboarding, ever more technical and seemingly ‘impossible’.

Skateboarder-owned companies started ruling the market. Significantly, the Powell-Peralta company (formed in 1978) became ever more determined in reasserting skateboarding worldwide. It inspired a new generation into skateboarding, particularly through their international Bones Brigade tours and skateboarding videos (Powell-Peralta website, 2020; Goodrich, J., 2014).

After 1985, vert skating (skateboarding performed on half pipes) took off in popularity and skateboarding began its third boom (Borden, I., 2019, p.18; Goodrich, J., 2014). Many crowds in different countries were introduced to skateboarding (and other action sports) via halfpipe performances in tours or events, as the likes of Bones Brigade Team in the late 1980s.



Figure 14. Halfpipe riding - the 1980s.

Lance Mountain - Member of the Bones Brigade. Oceanside, CA 1986.

© J Grant Brittain

Street skateboarding developed fast in the 1990s and street-skating became ever more popular. In the early 1990s, skateboard decks became narrower, becoming the new standard shape (known among the old-schoolers as *popsicle-shape* decks)(Figure 15). They also became lighter and, from this time on, had two steep kick-tails (instead of just one), known as the nose and tail of the board. This marked the beginning of a new era - ‘the new school’ (and from here onwards the 1970s and 1980s skateboards are regarded as ‘old school’) (Borden, I., 2019, p. 19).

Figure 15. ‘Popsicle shape’ skateboard.
Standard skateboard shape from 1990s onwards



The third ‘craze’ died out in the early 1990s, pushing skateboarding even further underground. As Paul Zitzer lamented in *Motivation 3: The Next Generation* documentary movie (Netflix 2017), in 1993 skateboarding did not exist. Nonetheless, it develops greatly over the 1990s and early 2000s (Figure 16). In 1999 the videogame Tony Hawk Pro Skater is released (along with Thrasher Skate and Destroy videogame) introducing skateboarding to millions, boosting popularity



JAMIE THOMAS
© 2014 Jamie Thomas Official. Photo: Proskater



Fig 16. Street skateboarding.

2. Literature review

Skateboarding is ‘hard to put onto paper’ (Borden, I., 2001, p. 223)

2.1. Skateboardable space

2.1.1. The world of possibilities - Affordances

Skateboarders are site-specific performers. They interact with the physical features and topography of public spaces, responding with movements that divert radically from the pedestrian. They embody new possibilities within a site and the effects of this interaction are found not just by the skateboarder, the person that performs, but by the accidental audience who wander past, the witnesses.
(Abulhawa, 2020)

Useful to discuss skateboard space and how to best approach it is the concept of affordance. *Affordance* is a concept introduced to environmental psychology in 1979 by American psychologist James J. Gibson and in 1988 refined by Norman. The latter also applied the concept to design. Several authors have extensively written about the idea ever since (Heft, H., 2010, p. 18; Gill, T., 2012; Norman, D., 2013, p.12; Davis, J. L., Chouinard, J. B., 2017). However, the idea seems to lack specificity and therefore risks becoming vacuous (Heft, H. 2010; Davis, J. L., Chouinard, J. B., 2017). Indeed, some ambiguity still persists. For instance, Heft (2010) considers affordances the “perceptible properties of the environment that have functional significance for an individual [agent]”, whereas Norman (2013) rejects that affordances are *properties per se*, but he rather considers them as the

relationship between the quality of the object (the property) - which can be an environment - and *the ability of the agent interacting*, what Heft (2010) addresses as a *relational* property. Norman's approach is perhaps more practical. To exemplify how different agents (people, groups) have different relationships with environmental features or rather value differently certain relational properties of the environment or of its features, let's use some examples from the street. Street artists and graffiti artists have a particular relationship with street walls; advertisers with high visibility places; dog owners with city lawns; skateboarders with nicely paved surfaces, slidable edges, etc.; street musicians with street corners; BMXers with an unbuilt urban slot in the suburbia where they can build a DIY bike track along with a wide range of urban settings or kids with snowy slopes in the city that they use to sledge downhill. This is to provide some quick examples of the relational properties that affordances are applied to the urban landscape.



Figure 17. Portuguese skateboarder Teresa Gaspar (respondent to the questionnaire) engaging with a ledge.
© Illustration by Raquel Diogo

In short, for one author it is the property or quality of an object/setting. Whereas to the other, it is the relationship that determines an affordance (Heft, H., 2010, p. 18; Norman, D., 2013, p. 11). Nonetheless, there is agreement among ecological psychologists, as Heft

explains, about what constitute the essential features of the concept (2010, p. 18). Davis and Chouinard point out other common shortcomings when discussing affordances besides definitional confusion, namely, “a false binary in which artefacts either afford or do not” and “a failure to account for diverse subject-artefact relations” (2017). In this, Norman (2013) and Furman (2017) stress that in order to be in the presence of an affordance, an action (an interaction) is required, in other words, relationships of use. In the context of spatial analysis, affordances are the qualities of the space which allow an individual to perform an action and are readily perceivable by the actor. These perceived affordances, that do not require instructions or labels to be perceived, is what Norman calls a *signifier* - the signalling component of affordances. If *affordances* determine the possible actions, *signifiers* communicate where the action should take place (2013). Signifiers are clues that help detect an affordance. He provides an example we are all familiar with: the *beaten paths*, *desire lines* or informal trodden paths alongside the sidewalks and especially on right-angled pedestrian intersections. This path is, in Norman’s terms, a signifier. It is telling us that despite not being generally socially accepted to trod over lawns (because we will compact the soil and mess with the plants), in that particular case we are suggested that is actually ok. Moreover, creating alternative trodding paths is a form of critique to the official poorly designed path that somehow had failed to optimize pedestrian flow. I, as a landscape architect, get mad when I see public intersections laid out in a right-angle instead with a curvature, it simply does not allow a natural flow. In other words, all lawns afford trodding, whereas it is not always acceptable to walk on them. Desire-lines indicate that in that particular case, it is legit to use that affordance (walking). It is very democratic as an anonymous and collective critique to space design. This example ties in with some common mild cultural restraints such as *one shall not disarray a beautiful meadow walking or running on it*. However, such codes have been for long taken as law or strict conventions in other contexts. For instance, the automobile circulation rules are in part dictated by signals (the continuous and the dashed lines of the roads).



Figure 18. Kevin Viljakainen polejam grind, Metsakooli, Estonia 2008.
© Lauri Täht

The possible actions beyond the designated functions of settings and objects is what skateboarders, street-BMXers, trial bikers, parkours, aggressive rollerbladers, and other skilful *agents* have been exploring for the past few decades on the streets (Figure 18). This is creatively illustrated and described in a video (2018), narrated by Steve Olson, featuring professional skateboarder Torey Pudwill poetically engaging with a bus stop steel bench. While the 1970s skateboarder Steve Olson narrates, he does not use the word ‘affordance’, the word ‘possibilities’ is used, and indeed possibilities are affordances. We can hear throughout the video: “to Torey, the bench is hardly for sitting (...) to Torey, this terribly uncomfortable steel backrest is a thing of slick, grindable wonder. (...) to Torey, this is a playground (...) that’s not what that thing [the bench] was intended for. This ain’t a bus stop, it’s a skate spot”. The video ends with “You see a bench, Torey [skateboarders] sees a world of possibilities” (see *Seeing Through Torey Pudwill's Eyes, Red Bull*, 2018) (Figure 19).



Figure 19. Pudwill smith grinding the bench in the video *Seeing Through Torey Pudwill's Eyes*, Red Bull 2018.

Source: Still from the video *Seeing Through Torey Pudwill's Eyes* in Alter video series

© Red Bull

In skateboarding, these clues can be related to the quality of surfaces as well as the morphology of the environment. The exact same morphology rendered with different materials will offer different affordances (or even an anti-affordance (Figures 21a and 21b). To illustrate this, an urban ledge rendered in rough concrete does not afford to slide with the board (at least not without abrading and soon retiring the board), least with the trucks, which constitutes slide-wise an anti-affordance (Figure 20). Whereas in the same ledge but rendered in a finely polished-up stone, the board could slide like butter - especially with the aid of some wax. The wax enhances the affordance of sliding. The same logic is applied to trucks and boards in relation to steel and plastic ledges. In short, affordances are then the possibilities an object or an environment allows to a given agent, whether explored or not.

Figure 20. Anti-affordances.
Un-skateable by chance or by design?

These park curbs could be otherwise perfect for skateboarding providing they weren't rough stone ledges (unslideable and ungrindeable). To make matters worse, the uneven rough concrete slab of the floor can at any moment block rider's momentum and make them stumble/fall. The natural bits of nature fallen onto the ground are as bad as tiny rocks on one's way.

Not a very skate-friendly setting in a fairly unskateable city without a single skate facility. Here the author is not actually sliding, but rather practicing the *noseslide* engagement which makes it a *backside nose stall*.

© Mariana Rodrigues (2010)



Fig 21a



Fig 21b

Fig 21a. Fig 21b. What would otherwise be an incredible skate spot is but an example of an accidental anti-affordance and it was built in 1979.

Monument to the Defenders of the Polish Post Office - Gdansk - Poland

© The author (2017)

Either way, it is useful to speak of affordances when we speak of skate action and of the specificities of skateboarding engagements with the environment - this is talking about street-skating from the affordability-of-space point of view. Skateboarders, both collectively as well as individually, have been exploring spatial affordances since the dawn of skateboarding. Only, in the beginning, the interactions focused more between the skater, the board and the floor, mostly via the wheels. But as we saw, in Borden's words, "the complex distortions and engagements with skateboard and terrain" got more and more complex, particularly from the 1980s onwards with the ollie and further tricks being explored in the streets, along with the novelty of sliding and grinding urban ledges and all the ollie-based tricks over city gaps (2019, p. 182). For Natas, the affordances that came with the invention of ollie "were so exciting that it was hard to sleep sometimes" (1989).

Ultimately, skateboarders' spatial research boils down to the *space of skate*. Such rideable spaces are easily recognizable by the specific, interested, and experienced user-group (the skateboarders and other urban riders) and not so much (or not at all) by others. To a person who does not skate, nor is interested in the matter, affordances are not always evident

(perceptible). This relates to function and meaning, two main qualities of environments and environmental features, as according to Heft, both these qualities reside in the dynamic, reciprocal relations of persons and environmental features. Furthermore, while affordances are most essentially about function, he suggests, in addition to meaning and function, some environmental features might entice specific actions, which he calls *attraction* - the third quality of an affordance (2010, p. 22, 25). Once again, to address this feature, we can think of the unofficial trodden paths in city lawns, even if we do not usually feel inclined to walk through city lawns, if we see the informal trodden path as the alternative for the otherwise much longer access route between the two points, we will feel attracted to take the informal shortcut. As for skateboarders, this element of attraction relates to concrete banks, ledges, staircases, handrails, and so on. Among spaces with such particular qualities are the *urban* or *street spots* (rideable within a certain complexity of possibilities - a range of affordances). Indeed, skateboarding is mostly urban and relies highly on urban physical infrastructure that goes in hand with the rider's skill. Spaces that afford skateboarding will attract skateboarders. For instance, I, as a skateboarder, anytime I see an urban ledge, I think of grinding it - or I imagine someone doing so, and millions of skateboarders think alike. I am particularly interested in banks (that allow to explore gravity in ways flat ground does not allow) and therefore not a single urban bank remains unspotted by my skateboarder's eye (perception). Likewise, smoothly paved areas will attract a myriad of riders from beginners to experts.

“The affordance of the street is a shared, human condition of varied and complex public and private experiences” Furman (2017)

Luckily, nowadays more and more public spaces are highly or somehow skateable explicitly by design. Likewise, entire cities strive now to become skate-friendly, and they aim to achieve that by planning. It is useful then to separate space based on whether they are skateable *by chance* or rather *by design*, as well as by planning. As Lefebvre (1991, p. 97) postulated, “space unleashes desire” and so, it can be said that a skateable place is *skateboarding space* by default, this is if you allow it.

2.1.2. Skateboard-able by chance

“The accidental, the misunderstood, the unintended and unexpected are conditions that are, in some circumstances good for the ongoing project of the contemporary public realm, or street.” Furman (2017)



Figure 22. Skateable by chance - exploring the affordances of urban architecture. The author performs a 'rock and roll to fakie' in a small metal bank over the pedestrian bridge hanging over Tâmega river (Chaves, Portugal). The risk of losing the skateboard to the river is real!

Street-skating is all about exploring the rideable possibilities of the city.

© André Lage, May 2010

As we have seen, the first places early skateboarders skated on - emulating surf moves - were the everyday streets, road sidewalks and urban banks. Later, some started racing downhill, exploring a very special kind of affordance - gravitational acceleration. Also exploring gravity for a short second but by pulling upwards instead, we had the pool and pipe riders - generally known as transition skateboarding that in turn explores a very particular spatial affordance where “*curvature in plan* of many features, such as round pools and snake runs provokes high-speed carving across walls, throwing the skater back against themselves through centrifugal and centripetal forces” (Borden, I., 2019, p. 178-187). The kind of terrains appropriated for riding vertically were the big pipes and the Aalto’s style round end pools with stone coping. However, such terrains do not relate to the usual configurations of street design (think of how rarely a pipe, halfpipe or quarter-pipe element can be found in a

public space setting, and how in any case such a pool can be part of public space). Indeed, some creative designs transitioned horizontal planes (the floor) into vertical planes (walls) via curvature rather than conventional floor to wall 90° (figure).



a) | b)

Fig 23 a.,Fig 23b. Julio Dinis is an oddly designed square paved with the portuguese limestone cobbles located in Porto, Portugal.

That nonetheless affords some action.

a) © Google Street View

b) © Hugo Cruz

Furthermore, any space with such configurations will very naturally attract riders, particularly transition experts. And so, when it comes to vert riding, we are not talking about riding downtown plazas but mostly hinterland territories. This kind of skating requires then a special type of terrain and represents a special kind of spatial engagement. Riding such terrains would always mean *appropriation*. Conversely, as we saw, mimicked terrains were built after 1976 which no one could ride before paying an entrance fee. These places were not appropriated but now had an exchange value. Moreover, these enterprises set the ground to upcoming skatepark construction techniques and designs. Thus, 1960-1979 was the period of the first wave of appropriations of space by skateboarders, from the doorstep road to the desert pipes of Arizona. It is also a time skateboarding expanded globally (Borden, I., 2001, 2019).

The second wave of appropriation started around 1980. This time riders took over the streets, only now potentially skating more aggressively and more progressively than 15 years earlier, in terms of not just casually cruising around or carving banks as if they were surf waves, but instead jumping over, up and down (*ollieing*), grinding and sliding urban ledges, all these things undone in the streets until so far.

In the 1980s street-skaters were already riding downtown, neighbourhoods and industrial sites engaging with everyday architecture, where the first handrails got slid (credits of the first slide on a handrail goes to Mark Gonzales) and where the first street walls got ridden (credits to Natas Kaupas), kicking off an entirely new skateboard scene. Furthermore, this progression kept being refined and eventually led to contemporary street skating as we know it today (see Street League Skateboarding). Notoriously, Rodney Mullen single-handedly opened a new chapter in skateboarding history by transferring advanced flat ground freestyle techniques to street riding in the early 1990s, thus setting the ground for modern street skateboarding. *Street* is to become one of the two skateboarding disciplines to debut at the next Olympics (Tokyo 2021).

These places appropriated by the skaters are called spots. A skate spot is a space that for its qualities is regarded by skateboarders as a good place to skate on. Its special features have made it a desirable space for skateboarders, and make them revisit the place over and over (appropriate). Such places (from hereafter ‘spots’) are near and dear to skateboarders. Until recent years, skate spots mostly happened to be skateable by pure chance, as the specific action of skating - in whichever form - was most likely unforeseen by architects and city planners. Thus, we speak of *accidental affordances* and the action of exploring such affordances is an act of appropriation (not to be mistaken with an act of transgression). The term “accidental affordance” was coined by Norman (Furman, A., 2017). Spots are scalable (in size, complexity and degree of difficulty) in the sense it can be something from a single skateable element of a space, like a beginner-friendly small stair set or a mild bank or ramp (for instance, a wheelchair path), to gnarly transitions and handrails on numerous stair sets, etc. Moreover, a smooth flat area will potentially become a spot because it affords smooth riding, creates less noise, diminishes the chances of the rider getting hurt when falling from the board onto the floor and will not abrade the board so often, considering it interacts with the floor to a great degree in street-skating. Contemporary plazas often offer these conditions, allowing skating in the *agoras* of the modern cities away from traffic-busy streets. Obviously, it is the extraordinary attributes of the place that make skateboarders appreciate and appropriate it. Important to notice is that spots are no skateparks (purposely designed facilities that did not get street features in its designs until the 2000s - known distinctively as *skate plazas*) (Borden, I., 2019, p. 151-152). Appropriation is intrinsic to street-skating but it might lead to tension. Indeed, skateboarding has been perceived as an act of transgression, and perhaps it still occasionally is (this is one of my research hypotheses). As Flynn puts it, “the relationship between skaters and the city can be a precarious one at best” (2018).

Skate spots, usually a network of spaces within the city, are then the spaces of skateboarding alongside the official skating facilities - when available. For Borden, the appropriation is done both physically and conceptually, as skaters perform a critique of the city by the act of skating itself (Borden, I., 2019, p. 203). It changes the meaning of everyday objects, such as the handrail, designed and conceived as an object of safety, it is transformed by skateboarders and other urban riders into an object of “risk and bodily pleasure”. Street-skating, explains Borden, reasserts an “erotic engagement with the city” by “disrupting the logic of cities with play and pleasure” (2001; 2019, p. 209, 214, 226, 239, 264; 2020) (Figure EMU).



Figure 24. A street spot in Tartu
Estonian skateboarder - kickflip transfer (gap) at campus (Tartu, 2014)

© Antti Sinitsyn

In short, advances and new techniques alongside with the 1980s progression in street skating allowed new sorts of engagements with the everyday architecture that was not explicitly meant for skateboarding. Skateboarding had changed, as had the favourite terrains amongst the new generations of skateboarders. What has been skateable by chance in the city summarizes the street-skating history, at least for roughly two decades.

Some idiosyncratic objects and urban settings that have been *re-thought/re-imagined* by skateboarders are

- ❑ the sidewalk curb (common in the US urban settings);
- ❑ the handrail;
- ❑ schoolyard tables and benches (US);

- ❑ stair sets and other sorts of urban gaps to ollie over or down from;
- ❑ Jersey barriers or Jersey walls (modular concrete or plastic barriers) that bring pool riding vibes to the street, as they are sort of mini-walls. These barriers can also be used as slidable ledges;
- ❑ banks (since the early days);
- ❑ ledges.

These features have been included in skatepark design for the last 20 years.

Similarly, of course, other practises have developed a culture around appropriating the city spaces in new ways to unforeseen purposes. Example of this is parkour, street BMX, urban trial biking, aggressive inline skating, etc. Today, street skaters keep exploring the possibilities of the urban terrains.

2.1.3. Skateboardable by design_____

When it comes to design for skateboarding (action), as in any design process, a fundamental thing to keep in mind is the affordances related to skateboarding and space. To that end, hiring experts is paramount to achieve high-quality results. Until now, *accidental* environmental affordances (skateboard specific) were discussed. In this subchapter, in turn, *intended* skateboarding affordances will be addressed. Skateable spaces and spatial affordances (and beyond, for instance, social affordances) can be created by design, and skateboarding affordances can be applied beyond skatepark design. The deliberate action of conceiving skateable space does not have to be confined to skatepark design.



Fig 25. Conceptually, among other things, the ‘superkilen’ urban park in Copenhagen is a skateable landscape by design
© Iwan Baan

It is always best to have skateboarders designing skateboarding space (or being consulted during the design process), as being able to skateboard greatly helps to understand the riders’ needs. Furthermore, if we will advocate for skateboarders' right to use the city, it would be unfair to not also consider other user groups that approach the city in relatable ways and share some values with skateboarders, such as BMXers for example. However, designers and decision-makers should be aware that these two practises are very different from one another and most importantly, it should be kept in mind that less robust skateground will be destroyed (and consequently putting mostly skateboarders in harm’s way) if used by bikes and scooters, unless extra construction reinforcement measures are taken. Designing for skateboarding (and by extension providing skateboard space) goes beyond the skateboarding facility.

2.1.3.1. Skateboard facilities

Skateboard parks are purposely designed, conceived and designated facilities for skateboarding. Despite the name, it does not derive from inline skating or does it? It is a

grey zone matter. Perhaps it comes from a combination of skating and skateboarding in the 1960s where the first facilities popped up. By then, roller skating was for long a popular activity, and skateboarding was just taking up. This makes sense, these primitive skating facilities were certainly meant for both.

Nowadays, skateparks are ridden by bikers (mostly BMXers), skateboarders, aggressive inline skaters, traditional rollerbladers, as well as by scooter riders.



a)



b)

Figure 26a, 26b. Big event Sports skate facilities. Medals are new to skateboarding. Street and Park formats are the likely ones to join the 2021 Tokyo Olympics.

- a) Professional Skateboarder Leticia Bufoni in Street Terrain riding at the X-Games Brazil 2013.
- b) Professional Skateboarder Brighton Zeuner in park terrain riding 2017 who currently holds the record of youngest Gold Medalist.

© Mark Kohlman, ESPN

How is skatepark defined in the dictionary? Collins and Oxford Advanced Learner's Dictionary define a skatepark as “an area that is designed for people to practise skateboarding” and “an area built for people to use skateboards, with slopes, curves, etc” (Collins Dictionary, Oxford Advanced Learner's Dictionary, 2020), whereas Merriam-webster defines it as “an outdoor area having structures and surfaces for roller-skating and skateboarding” (Merriam-webster, 2020). I would argue the latter lacks coherence in its

definition, because what defines a skatepark is not the quality of being ‘an outdoor area’ and it’s important to distinguish street spots from skateparks. In the different dictionary definitions, only skateboarding is mentioned, yet skateparks are also used for biking and riding scooters.

Skatepark design is essentially based on found terrains (by skateboarders) (Table 1). Settings found and appropriated by skateboarders in the urban and technogenic landscapes were mimicked and improved through skatepark design, at least for the most part of it. Often non-skaters designing skateboarding spaces have failed to design or build successful terrains (mostly skateparks), and this includes the 1976-79 generation (Borden, I., 2019). Other times, rideability is guaranteed but at the same time, other issues emerge. For instance, we get isolated concrete islands, or wood or metallic units functionally and aesthetically disconnected from its surroundings, segregated skateparks, failing to build in accordance to realistic capacity, etc. Likewise, expert companies might fail to address issues beyond what concerns rideability (Poirier, D., p. 10). In many lamentable situations, municipalities commission the construction to a constructor with no experience or knowledge in the matter creating what Thrasher Skateboard Magazine has described as ‘*certified piece of suck*’, which are, in other words, downright idiocies (2012).

Today the essential types of parks are the following:

- ❑ The street-oriented *skate plazas*;
- ❑ Flow-oriented parks, including Modular parks and skate bowls (pools);
- ❑ A combination of these.

Skateparks are also often simply categorised as street or transition terrains. It is always possible (advisable) to combine these two typologies to address diverse styles of skating. Each of these terrains has its unique history: *skate plazas* are but terrains inspired in street elements and settings, and became widely popular typology in the 2000s (Borden, I., 2019). Flow-oriented parks resemble bike dirt tracks and are also based on the pools and pipes first appropriated by skateboarders in the 1970s.

Skateparks are then generally spaces dedicated to action sports. The way space is shared amongst user groups varies. Rules might be applied to facilitate coexistence. Main issues related to allowing all practices to take place in the skatepark (typically concrete) are pointed out in the skateboard park study from the city of Hamilton in Canada (2017, p. 33).

Regardless of their configuration, skateparks can be both privately owned and community-based. The latter are mostly outdoor facilities. In fact, public access indoor skateparks (or free of charge, even if not run by municipalities) are still extremely rare - something that might change with skateboarding and BMX being at the Olympics and when recognized by the general public as sports and mainstream activities, and as such, recognizing the need for training facilities all year round.

- **CONCRETE SKATEPARKS**

Poirier (2008), writing from a US point of view 12 years ago, also mentions that landscape architects in general, despite being highly qualified to design and deal with the materials involved in skatepark construction, have been on the outside of the movement to build quality public skate parks, mostly because expert companies (concrete based) are long established in the US market. Skateboarder or not, dedicated research is paramount in the process of designing good and fair skateboarding space. No wonder then, that the most creative and cutting-edge outdoor public skateparks are often those designed by - or with the intervention of - architects, and particularly landscape architects, that are skateboarders themselves, such as Janne Saario from Finland, Søren Nordal Enevoldsen from Denmark and Daniel Yabar from Spain or the Portuguese skatepark designer Francisco Lopes, that all built concrete landscapes to provide a few examples from the European skate space / skatepark design.

- **MODULAR/UNIT PARKS**

The other kind of park is the unit park or modular park, perhaps more common in number than concrete parks in some European countries. This typology is almost always built in other materials than concrete (mainly plywood and less often steel). This kind of setting is common to indoor parks but it is also omnipresent today in outdoor recreational or sports grounds, for instance, most of Estonia's public action sports parks, including Tartu's skatepark, are of this kind. These parks are mostly transition-based, with occasional street derived elements - most commonly pyramids, handrails and hubbas (Table 1). Furthermore, this typology can be either designed site-specific or consist of catalogue products (often cheaper for municipalities). Modular parks are suitable to all action sports, but are at times hostile to beginner entry riders, also, they tend to have few interesting elements to street riders. Moreover, they deteriorate over time and therefore will require maintenance (further

investment) within a couple of years time, contrarily to a well-constructed concrete park.



Figure 27. Community and city skatepark in Tartu, Estonia.

Wooden flow units on asphalt, not too beginner-friendly. Not particularly a perfect skateboard terrain. It is nonetheless popular amongst scooter and BMX riders, shared with all. Tartu does not have a concrete skatepark

© The author, 2017

In addition, the experience of riding this kind of park hardly emulates the experience of skating street features. However, nicely designed and laid on a smooth concrete floor, they can result in nice facilities - but only temporarily as deterioration when laid outdoors is inevitable. Moreover, this kind of ramps generate a particularly annoying noise or rattling that is not an issue in concrete parks. Typically, modular parks do not include skate bowls in their compositions. In short, designing modular units requires expertise, thoroughness and thoughtfulness for multiple potential practises within the action sports. I think the Latvian based company Mindwork Ramps who work a lot with wooden modular parks (but also concrete parks), for instance, do an excellent job addressing all the practices in its designs (BMX, inline, scooter and skateboarding), contrary for instance to their Portuguese counterpart.

To those who do not ride, skate facilities are the most easily recognizable spaces that are strictly designed for such kind of action/spatial engagement. Although, as will be discussed later, design for such action does not have to be restricted to traditional skating facilities. Skating facilities come in different types and sizes as there is no strict homologation as in other sports (and sport is just one part of skateboarding). Thus, each new park has the potential to be unique in a number of ways, context-wise included. The same applies to spot design. There are distinct construction techniques, mainly concrete and plywood, as well as other secondary (possibly patented) materials. Nevertheless, concrete has

proven best for skateboard riding, besides, it guarantees far longer durability than all the other materials.

Table 1. Typical skatepark elements.	
<p>Transitional forms:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Full pipe <input type="checkbox"/> Capsules <input type="checkbox"/> Clamshell <input type="checkbox"/> Bowl / Pool <input type="checkbox"/> Half pipe (with horizontal bottom) <input type="checkbox"/> Mini half-pipe or mini-ramp <input type="checkbox"/> Quarter-pipe or transition element 	<p>Street-derived forms:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Kerbs / ledges <input type="checkbox"/> Rails / flatbars <input type="checkbox"/> Hubbas (a descendent ledge associated with a stair set) <input type="checkbox"/> Pyramids / boxes / hips / fun boxes (not exactly pyramids) <input type="checkbox"/> Kickers <input type="checkbox"/> Bumps <input type="checkbox"/> Banks <input type="checkbox"/> Stair Sets <input type="checkbox"/> Hand rails <input type="checkbox"/> Gaps <input type="checkbox"/> Manual pads

In conclusion, skatepark construction demands expertise both in design and construction techniques. Rideability, durability, good location, as well as a non-exclusionary/marginalizing context, must be guaranteed, which is unfortunately not always the case.

Community Skateparks

Community skateparks are those typically provided by the local authority just like any other public facilities and they are essentially outdoor spaces. Skatepark can then be considered as neighbourhood, city, or regional skatepark according to a set of factors, such as how many riders can it afford at once, type and quality of obstacles, and so on. 20 years ago these existed in short supply. Municipalities were held back in constructing skateparks in the US prior to the early 2000s due to the liability threat, but as soon as this issue was

resolved and some light had been shed on the multiple benefits of the activity (sometimes under the umbrella of extreme or alternative sports and not just skateboarding), municipalities started investing in public skateparks in the US and in other countries alike (Borden, I., 2019).

Among the strongest stakeholders to community concrete skateboard parks (long-lasting and good quality facilities) is the professional skateboarder and legend, Tony Hawk who fostered community skateparks through the *Skatepark Project of the Tony Hawk Foundation* by providing guiding and most importantly funding to skate communities throughout the US (Figure 28)(Tony Hawk Foundation, 2020).

In 2009, the Tony Hawk Foundation also provided the *Public Skatepark Development Guide* “yielding detailed advice on how to conceive, advocate, fundraise, design, construct and manage local skateparks”. Municipally funded skateparks were so successful that it led to many commercially operated skate facilities to close down (Borden, I., 2019, p. 148-149). In 2014, nearly 85% of skaters in the US lived within ten miles of a skatepark, skated once a week and had been skating for over five years according to an Extreme Sports Research Report from 2016 (Figure 28) (cited in Borden, 2019, p. 144-145). While the industry in the US had developed around concrete construction, such is not the case everywhere.

Another reason for the boom of community skateparks was the burgeoning commercial success of events such as the X-Games, where the competition of multiple disciplines of skateboarding takes place (halfpipe since the beginning, megaramp, and more recently park riding -pool or bowl- and street). *Street League (2010-)* is likewise very popular competition, where the most technical and progressive street skateboarders in the world compete for already ten years.



DIY - Do-it-Yourself skate space

Do-it-Yourself spaces are, as the name indicates, skateparks, skate spots or street interventions developed by no other than skateboarders themselves and are often community skateparks.



Figure 29. Burnside DIY Skatepark in Portland, Oregon (US).
Its construction began in 1990. One of the oldest.

© Dean Dickinson

The concrete based DIY movement has its roots in the early 1990s when skaters took the task of building rideable terrains into their own hands. Burnside DIY skatepark was built in Portland (Oregon, US) by skateboarders from 1990 onwards (Figure 29) and set the ground for the movement (Borden, I., 2019, p. 159). The impressive terrain that is the FDR skatepark in Philadelphia (US) was built in 1996. Many more followed. A recent example of DIY transition terrains in Europe is the ‘stolen bowl’ in Warsaw where the skateboard community “turned an abandoned shopping centre into a one of a kind place to come together and skate”, that is “raw and imperfect” skatepark, “theirs” (see Szabe Bowl, Skate video by VANS, 2020). Other DIY are more street-oriented (Figure 30).

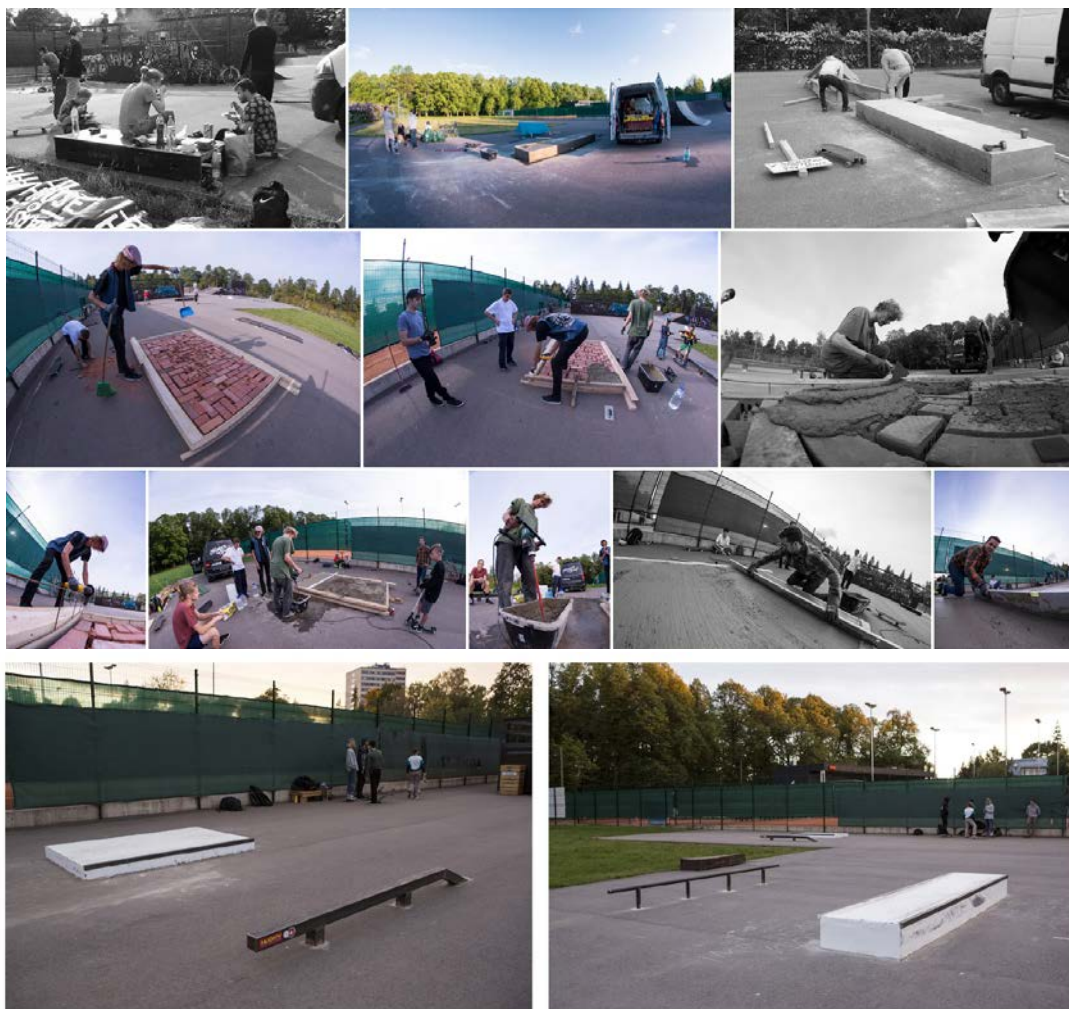


Figure 30. Tartu Skate Community and their DIY skate spot at Tartu Skatepark, Estonia. The skateboarding community of Tartu built a street DIY spot over the summer of 2019 right next to the city’s skatepark (BMX oriented). They had the city’s permission.

© Liidia Mayer (2019)

“DIY skatepark construction is always collaborative, requiring the time, blood, sweat and finances of many like-minded skaters, and whose participation implies collective ownership” (Borden, I., 2019, p.158).

2.1.3.2. Public space designed to integrate skateboarding

A growing trend in urban space design is to include new uses into public spaces. In this section I provide some examples where skateboarding was included in public spaces and in the city by design. The design of daily routes can offer playful and enjoyable opportunities for activity (Figures 31, 32, 33, 34, 35) (Ong, T. and Kozer, R., 2018, p.67)



Figure 31. Integrating skateboarding in public spaces by design - design proposal by Jakabe Warsaw 2018-2019 - conceptual

© Jakabe Project

While the ‘city dune’ (Figure 32) design was openly designed expecting skateboarders to use the space - the innsbruck plaza left us just with the suggestion (Figure 33) .



Figure 32. The city dune in Copenhagen (2010).

This project from SLA was clearly thought to be skate inclusive. The project drawings include skate action as do the pictures displaying the space.

© Jens Lindhe



Figure 33. Landhausplatz by LAAC Architekten and Stiefel Kramer Architecture (2011) Innsbruck, Austria.

© Günter Richard Wett



Figure 34. Riverside transport in Glasgow, Scotland (2017).
 ‘An hybrid space for shared use’. The museum encourages the informal use of its surrounding plazas .

© Riverside Transport Museum



Figure 35. Design for Multi Use. Unity Square in Kaunas, Lithuania (2020)

Just like the ‘city dune’ (Copenhagen 2010), action sports and an extensive range of recreations are central to the design. In fact, this square officially incorporates a skatepark (while being all itself a skateable terrain). Undoubtedly one of Europe’s most skatefriendly squares (by design).

© Norbert Tukaj

Skate friendly cities

Skate friendly cities are those who do not just not oppose skateboarding but also thrive to achieve the very goal of being or becoming a skate friendly city. In Europe that is the case of Malmo in Sweden stands out, but also Copenhagen and other cities are more open to urban sports and included them in their programs. Other cities get accidentally skateable through redevelopment but do not endorse skateboarding - for instance through skatepark provision.



Figure 36. Skatefriendly cities. Role models; Melbourne, Australia.

The city of Melbourne wants to develop a thorough plan for skateboarding in the city

© City of Melbourne

3. Methods used for this research

3.1. Introduction to methods

The research topic is skateable space (the accidental skateboard affordances of the streets and public spaces in Portugal, the purposely built facilities and some purposely intended affordances of public spaces), explored in the literature review. The research scope is the Portuguese territory on the matter. To make a point, there was an attempt to map all the skate parks in Portugal as accurately as possible, in addition to DIY endeavours and outstanding urban spots. Parks indicate support from the community. Since at the time no valid nor up-to-date dataset on the matter were to be found, to meet this goal, primary research was piecemeal undertaken. This research on community skateable ground provided by local parish or municipality (a) started in October 2017. The data was collected on a spreadsheet where each park was assessed based on a number of parameters and was added to a GIS dataset alike (map). This self-conducted research was meant to answer the following question: what is the situation in Portugal regarding skateboard space, and how has it changed over time? How is skateboarding currently generally regarded by the local governances (the decision-makers and policymakers) in Portugal? Have municipalities and parishes been investing in skateparks? Had other alternatives been taken?

For this goal to be met, it is important to understand for instance, which cities embrace alternative practices (as they are sometimes perceived) such as skateboarding, and which ones as late as in 2018-2020 *still* do not. Therefore, analysing the local skatepark can provide clues about the relationship held between city halls and local skate (or bike) scenes. For instance, a skatepark exists and it is excellent and dynamic or exists but there are still several shortcomings to point out, exists but has gone shabby, exists but is fairly unfriendly to entry-level riders, exists but it is the only facility in a several kilometres radius and it does not suffice riders' needs, there is no facility despite demand, and so on.

Similarly, which macro zones do it and which ones do not. To understand where there is a lack of infrastructure and to subsequently call out for this issue, a spatial analysis was undertaken.

Skateboarding is an urban practice, if the streets afford skateboarding to a degree then skateboarders will have spaces to appropriate, to hang around and skate. However, a local skatepark helps to: first, provide skateable ground (as we have discussed in the literature, skateparks can take many different forms, but in a country that builds public spaces in cobblestone, paving tiles and other non-skate friendly materials, and where banks and such elements might be scarce to find, skateparks do make a difference to those who wish to ride); secondly, de-marginalize the activity by providing a facility. The first sign of goodwill is the existence of a community skatepark. Moreover, skateable space per se is not successful, in my view, until it is regarded by the community at large as a legit and playful piece of landscape.

From the point of view of local governance, this is where to start when having a will to provide to a specific subgroup with specific needs of the community, in order for them to perform their sports or recreations. It is telling to the overall community that we support skateboarding and other practises beyond the traditional sports. Therefore, tracking all the parks was a paramount research task, with their individual analysis following. In addition, detecting demand was also crucial to understand patterns of disregard from the community leaders who deal with public space, recreation grounds and community sports facilities.

3.2. Data collection

Data collection: Where does the data come from and how was it obtained?

A varied range of methods was laid out and used in order to glean the necessary information, as both qualitative and quantitative data were relevant to this sort of inquiry. Quantitative information (such as skatepark data and petitions data) was majorly obtained over extensive internet and map research over a longer period of time, i.e., from the offset in October 2017 until July 2020. This type of data collected mainly refers to skate facility provision (its exact location, date of construction, constructor, features, landscape setting, circumstance, etc.) along with demand data, mainly in the form of petitions for skatepark provision published online (location, time, results, number of subscribers, the claims, etc.). Qualitative data was obtained both by gleaning over the information - reflecting relationships and feelings from local scenes and their governances regarding the demand for *skate space* - available on the internet, such as in newspaper articles and interviews (from in and out the skateboarding media), local TV interviews to the target population, from the petition claims.

Most valuable was the feedback to my nearly 100-question in-depth questionnaire responded by a number of skateboarders from different districts. In addition, I had the opportunity to personally communicate with some skateboarders as well as BMXers with experience in the research territory and research activities.

Main data is the following:

(a) Primary research on skate space comprising national skateparks / extreme sports parks (municipal facilities) and most significant skate spots on public spaces along with the community-built DIY spots;

(b) Petition data;

(c) Feedback from skateboarders - in-depth questionnaire;

(d) Interviews addressing issues;

(e) News reporting plans for a future skatepark or the announcement of the inauguration of a newly created skatepark.

3.2.1. Mapping the facilities and urban skate spots

To make a point, there was an attempt to map all the parks from Portugal as accurately as possible. This information was compiled on a spreadsheet and on a geospatial dataset (map). Although, finding *all* the parks must be ultimately unachievable. However, I am certain this data set reflects the real numbers closely, as potentially only a few remote parks somewhere that has never been mentioned on the internet might have been overlooked. This does not much affect the results of this investigation. The better parks and spots are definitely in the data set - as are the most significant ones because such places are always referred to somewhere on the internet, including on social media.

A starting point was naturally checking which parks were already georeferenced in public geospatial databases such as Google Maps®. Information was gleaned recurring to a combination of research keywords on research engines, hundreds of times over, in order to detect the landscape objects already marked in such databases. Keywords, such as 'Portugal', 'any specific location', 'skate (skateboarding in the Portuguese language)', 'skatepark', 'skate park', 'skate Parque', 'Parque de skate', 'Parque radical' (an old designation translatable to something like extreme sports park) and useful was also the word 'inauguração' (opening ceremony). Or even the words 'patins' (skates in the Portuguese language) or 'BMX' if the first set of research words did not suffice. There were not that

many skateparks found and newer ones often were not georeferenced yet. Nonetheless, those trackable over Google Maps [®] indicate use and value.

Furthermore, when researching for skateparks, particularly in a remote location, either following a particular hint or not, common locations where skateparks are usually allocated were checked, for instance, in sports complexes or in green parks, or at the very edge of town.

In order to track more skateparks, it was then necessary to delve into BMX and skateboarding blogs, skateboarding and bike spot databases on the internet (all outdated and incomplete - mostly very old), skateboarding magazines, video streaming platforms and social media. Videos such as park review videos (spot check) by skaters and bikers alike found on video platforms, such as Youtube and Vimeo, were paid close attention to and provided an additional source of qualitative and quantitative data. Similarly, some evidence was taken from two old school skateboarders (1980s) that have a video blog on the matter: their perception of the 1980s skate scene, skate space and the development of the culture and the sport in the country from then until today. Furthermore, research within specific websites was undertaken whenever justifiable, for instance, local and regional news websites reporting a public investment on a skate facility, etc.

To recap, abundant research over the internet was done to collect this data. Particularly relevant to detect, access and date older skate sites was the research carried out on YouTube. This platform is full of amateur footage from the times before the advent of Instagram-like social media platforms, or in other words, from the times when everyone did not have excellent cameras with a fast internet connection in their pockets that allows us to share what we see and do. Thus, from YouTube, it was possible to study a bit deeper, up to 15 years in the past (YouTube was launched in 2005). In case of doubt about the age of a given park, for instance, the publication date of a session video provided hints. Whereas, info from the 1980-2005 was trickier to get. Likewise, satellite imagery studies on Google Earth [®] could trace satellite imagery as early as 2002. This method allowed me to determine the exact year of construction of a skatepark. Sometimes however with a margin error up to three years for cases regarding the early 2000s. The date of construction of older parks (prior to 2002) had to be determined via other methods, such as text references.

This continuous and strenuous process eventually led to more reliable sources of information. To assure veracity, quantitative information was always double-checked.

In January of 2020, I came across the website www.trucksandfins.com (created in June 2019) that offers detailed information about skate and surf spots on a map. Its creator

visits skate parks and video blogs about them, about those spots not visited basic information is provided. This particular database allowed not only to validate my data, but also to add to it a few overlooked parks (remote parks). However, as already mentioned, at the offset of this research (October 2017), there was no such updated and thorough dataset of skate spots to rely on. In fact, before this thesis, that database is seemingly the first thorough published database on the matter.

3.2.2. Demand, petitions, campaigns

Individuals, as well as collectives, often try to directly ask their community decision-makers (the town board in power or on campaign) for some particular investment in the community. Skateboarders among other riders also try to lobby the town hall to support them in any way they can to get a skatepark, but often unsuccessfully. Skateparks are an example of a specific investment from public authorities into public interest. A simpler and more far-reaching approach than informally talking with a politician is online petition, as well as manifests over social media around a cause - in these, anyone can read the claims of the cause and join in for support. In fact, simple online research about skatepark petitions in Portugal can lead to several results.

My findings are mostly from peticaopublica.com and facebook.com and a few from change.org. The quantitative data possible to obtain is little but valuable: the location. Furthermore, some causes might contain qualitative information regarding moods and the claim itself. Through analysis, more quantitative data can be obtained, such as distances, times of wait in case of success, etc.

This data was collected on a spreadsheet and on the map similarly as described in chapter 3.2.1. Researched keywords that lead to the data were ‘petição’ + ‘skatepark’ + ‘Portugal’, or ‘petição’ + ‘skatepark’ + ‘specific town or city’. On Facebook, the manifest often came in the form (page or group name) ‘We want a skatepark in Location X’, in Portuguese: ‘Queremos um skatepark em X’ (Figure 38).

Usually, the community lacks access to a decent skatepark while often there is, nor ever was, a skatepark at all. It is to the latter I wish to call out through this thorough research. Petitions are all very similar in their claim and some even copycat from similar campaigns elsewhere but a few are nonetheless unique, more elaborate and even personal.

The collected data was laid down on the skatepark sheet but on dedicated columns (the petition data columns). Each column regarded one specific attribute or feature, for instance, number of subscribers or location.

Petition data:

- Location
- Location (municipality)
- Location (District)
- Number of subscribers
- Year (when available)
- Long-Lasting Struggle? (Yes/No)
- Nearest decent park
- Second Nearest park
- Source (website)
- Weblink
- Year the community got a park (if applicable)
- High demand?
- Positive outcome/results?

The real demand for a community skate facility, however, might exceed the data presented in this work in the sense that some collectives might have not organized and expressed their wishes via an online petition and might have rather simply approached city hall talking. However, in most of the major towns with no skatepark some petition was detected (figure 47, table in the Appendix 5 for those still valid).



Figure 37. A sample of an online petition.

The campaign in Viana do Castelo is seemingly the oldest or one of the oldest of the kind. Viana do Castelo is one of the examples of those head cities in a region that fall short to the riders' standard needs.

For this particular case, one skatepark is expected this year (2020) as part of new city developments.



a)



b)

Fig 38a, Fig 38b. 'We want a skatepark in our town'

- a) Groups and pages on social media Facebook around a purpose - to get a community skatepark.

- b) Movement 'Andasandas' from Setúbal, picture: old Setúbal spot 'Jesus Plaza' that was located right next to Jesus old Monastery (see appendix 3)

3.2.3. Set the Population to observe and ask input from

The population from which to compile insight from were skateboarders living in Portugal that actively engage with the environment while skating. This was to include Portuguese and non-Portuguese alike, as long as they have experience riding the Portuguese streets and parks. There was no age restriction, the only condition was their own interest in skateboarding, and experience in riding the skateable landscapes found and built in this country. This subgroup subsequently has awareness of the shortcomings and virtues of the available streets and parks in what regards *skateability* and more. In short, the suitable respondent to the questionnaire was anyone who identified oneself as a skateboarder.

How to reach them for observation and contact? It is safe to say that nowadays anyone who skates is online in some form or another. Particularly on social media networks such as Instagram, but also Facebook. With due patience and knowing what to look for, it was possible to detect on social media the population for this study and subsequently connect and observe. Being an 'insider researcher' helped a lot since I knew where to start looking and further research built on that. I started following all the skateboarders I found on the social network platform Instagram through my personal account. By doing this I had access to an extensive archive of skateboarding footage and imagery (mostly from recent years), mostly self-made and self-published, but also some professionally produced material from those who take the affair to a professional level. Then, videos and pictures were privately saved on the application under a specific layer, for instance, 'skatepark Portugal' or 'street Portugal' for further analysis. Instagram is an excellent place to observe skateboarding engagements with environments (skateboarding action or skate footage) and by doing that understanding which spots are explored today. But it also allows for further inferences to be taken, such as

- which skateparks are used by skateboarders from a given skate scene when there is a network of parks available;
- from which known parks I have noticed more, less or none recording whatsoever;
- skatepark attendance;

- skatepark ambience;
- skatepark users;
- condition of the skatepark;
- reported problems on social media;
- street spots regularly or occasionally used;
- meeting points;
- DIY projects - including the process;
- skatepark construction - new skateparks;
- skatepark revitalization;
- events;
- campaigns;
- etc.

People extensively publish their whereabouts and doings on social media and skateboarders are no exception. Furthermore, beyond the extensive observations upon the set-out network over time, it was always possible to personally reach out to any of these persons to ask for information or to invite them to participate in an in-depth questionnaire laid out for this research. Over time, I have followed over one hundred Instagram accounts from Portuguese skateboarders that regularly post skateboarding related content (Appendix 6). Due to the extensive period of observation, it was also possible to observe through the seasons. In Portugal and Spain, it is possible to skate outdoors over the winter providing the weather is not too harsh, contrarily to so many other countries where skateboarding is performed indoors over the winter.

As for social network Facebook, it has been deserted by the youngest generations in recent years, but I have found nonetheless numerous skateboarding-related groups in Portugal in which to potentially reach out to the target interest group.

3.2.4. Self-completion questionnaire with national scope

An in-depth questionnaire consisting of 97 questions was laid out to be sent to the target population: skateboarders that skate in Portugal. It was designed to obtain the maximum of useful information for this study and to be captivating to the respondents. The main goal was to give the population a voice.

The questionnaire was divided into four sections

- local experiences and local spots (23 questions)
 - ◆ objective: detecting the way skaters engage with their environments along with hindrances they face, assessment of local streets, detecting moods and perceptions.
- the local skatepark
 - ◆ objective: skatepark assessment and detecting hindrances and moods.
- community and civic engagement
 - ◆ about DIY and campaigns
- ‘about you’ section
 - ◆ generational questions

See full list of questions and format of questionnaire in Appendix 2.

4. Findings

4.1. Provided skate terrains - municipal skateparks in Portugal mainland

This study underwent a full scan of public skateparks in the country. For this study, any provided skate ramp and skate setting are considered a skate facility, regardless of its quality, size, typology or shape, as long as it is meant to be a skate facility. Found space is not regarded as a skate facility.

There are approximately 179 functional skate facilities in mainland Portugal as of July 2020, from small modular ramps to massive concrete terrains. See appendix [3] for more in-depth information on Portuguese skateparks.

Skatepark construction slowly took off in 1991 with the construction of Pedrouços skatepark in Lisbon (concrete halfpipe) to which a few skateparks followed, all in the Great Lisbon Area:

- The first skatepark in Almada was opened in 1993;

- Moita Pools were also opened in 1993 - near Almada and Lisbon (erased by the city in June 2019);
- In 1995 the bowl in Oeiras opened (erased by the city in 2014);
- In 1996 Expo Skatepark opened.

These are the concrete skateparks of the 1990s in Portugal. All the other early parks were skate units like halfpipes, very often entirely made of metal. From these first generation of skateparks, only Pedrouços skatepark remains unchanged, the pools were stuffed in recent years and Almada skatepark and Expo Skatepark underwent major revitalizations, the first two times with the last revitalization in 2017 and the second reopened in 2020 in a new design. Before this first generation of skateparks, skateboarders and BMXers would build ephemeral wooden ramps in their neighborhoods as skaters were more inclined towards ramp riding than street skating, only later street skating became more popular, hence the first skateparks were halfpipes and pools - with halfpipes overwhelmingly outnumbering the number of pools. From the year 2000, there was a boom in skatepark provision, most of which were modular skateparks but this time more street-oriented. However, there is an increase in concrete skatepark construction particularly after the mid-2000s. The number of skateparks at the end of each decade has been nearly doubling compared to ten years back. The distribution of skate facilities in 2020 throughout the country is illustrated in appendix 3 and the number by district in figure 39.

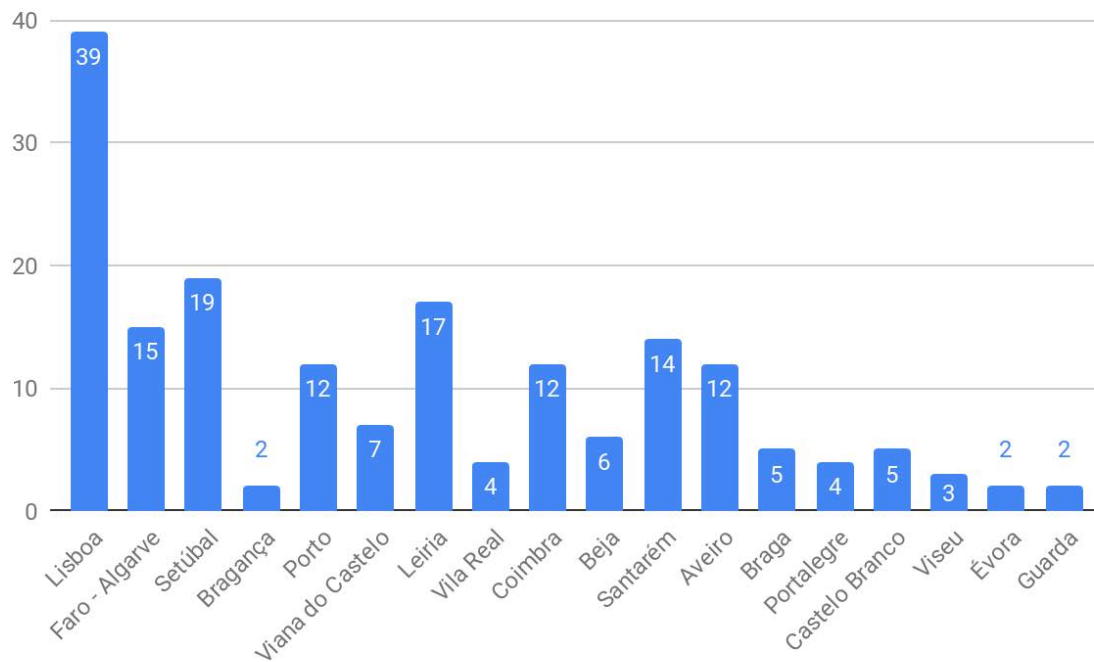


Figure 39. Number of skate facilities in each administrative district in July 2020 in Portugal.

As this chart indicates, the majority of skateparks can be found in the regional cluster comprising the regions of Leira, Santarém, Lisboa and Setúbal. That is, in the central western part of Portugal. See also the portion of municipalities offering at least one skate facilities within each district (Figure 52) .

Who builds and who designs?

Skatepark design in Portugal almost comes down to the following three companies: Academia dos Patins (hereafter ADP), architect and skateboarder Francisco Lopes (hereafter Lopes) and Wasteland Ramps (a team of skateboarders and DIYers, hereafter Wasteland), that combined are responsible for 50,9% of the total number of parks in Portugal mainland - 25,7%, 15,6%, and 9,6% respectively. What is more, they have, combined, built 70% of the parks in the last 10 years - 33%, 20% and 16% respectively, with ADP and Wasteland also carrying out a few skatepark revitalizations. Thus, most of the fairly decent concrete skateparks recently built are either Lopes's designs, or Wasteland's designs (construction and revitalization), whereas all wood based parks have ADP's signature. There are a few exceptions, however, for *outstanding* concrete parks in Portugal (not considering poorly

designed small concrete unit parks) built by others than the two aforementioned, namely: the massive concrete bowl and pipe in Belmonte that is one-of-a-kind (2008, figure in Appendix 3), Jorge Ferreira skatepark in Entroncamento (2010) - clearly designed by landscape architects, and the skateparks in Loures (1996), in Leiria and in Coimbra (both 2007) designed by the landscape architecture office PROAP. PROAP's skateparks are all very distinct in design from one another but all significant in size and all part of a newly developed green public park (at their construction time). Not least, the park in Loures (1996) is the world famous Expo Skatepark. I could not ascertain who built or designed early concrete facilities prior to 2002 (such as the extinct bowls of Moita (1991-2019) and Oeiras (1995-2014), nor some occasional concrete modular skateparks.

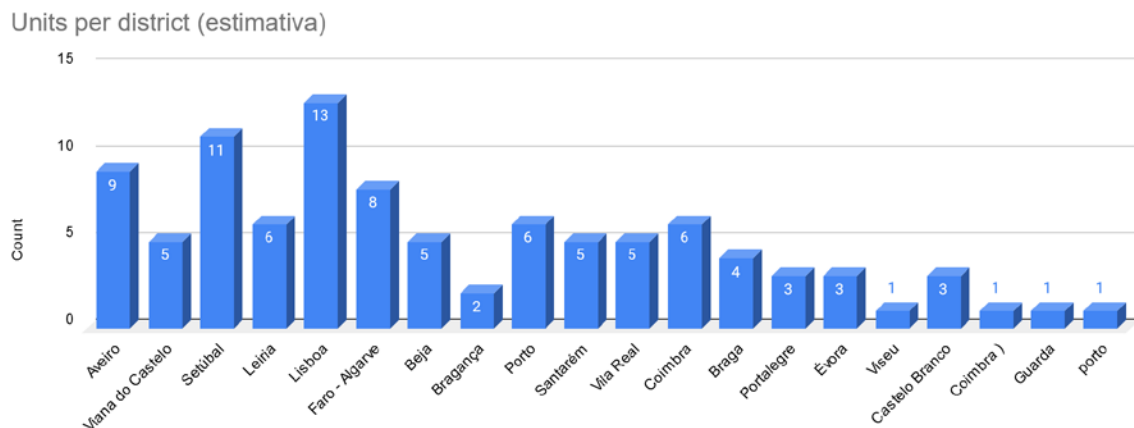


Figure 40. Modular skateparks in 2020.

Modular parks comprise individual units laid separately, typically on flat ground, not comprising a monolith terrain (built in wood, composite, metallic, and concrete). This typology represents nearly half of Portuguese skateparks in 2020.

These are the main common features to the skateparks built by each of the main three:

* ADP sells modular skate ramps that can be either specifically designed for a particular place or be just catalog products. From simplistic modular parks to more arranged compositions, ADP's ramps are entirely wood based and tend to be suitable for a wide range of action sports, namely BMX, inline and skateboarding. Their designs are very rarely skate plazas, with the notorious exception of Fernão Ferro Skatepark in Seixal built in 2017, and until 2018 they had not included a skate bowl in their designs. Typically they build skate

facilities on flat areas provided by a municipality. To this day, they have built in 40 different municipalities in 15 different Portuguese districts (in mainland), 80% of the time in places fairly visible from the nearest road and located at the outskirts of town. 55% of the time they are located amid a sports complex (also usually located at the outskirts). Curiously, for many years ADP has tried to name the parks and refer to them as ‘radical parks’ and not just as skateparks, as indicated by the official names given to earlier facilities and how city staff and mainstream media addressed these infrastructures (‘radical parks’ and ‘radical sports’). Wooden skateparks are bound to decay. Many of ADP’s parks and ramps get in bad shape -to a point of becoming unrideable- in a matter of years due to being built in wood. However, in recent years they have been deploying more durable surface materials in their parks. In short, their designs resemble more wooden indoor mixed-used parks than the typical skateboard parks.

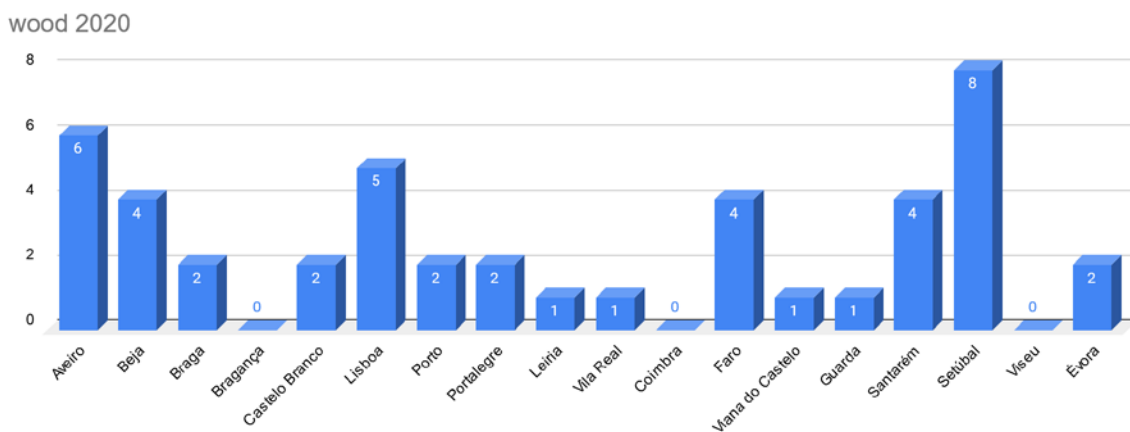


Figure 41. Wood outdoor skatepark.

Wood parks are guaranteed to be built by Academia dos Patins and they are mostly modular. Some of these can be described as semi-monolith skateparks.

*Lopes has been designing skateparks in Portugal - in fact some of the best- for almost 20 years now, and he focuses on designing from skate plazas, massive staircases and handrails, hubbas, banks and ledges along with skate bowls to more mild terrains. He builds monolith terrains (Figure 43). His first skate bowl is the one in Lourinhã (2002) and the first skate bowl accessible to anyone living and skating anywhere near Porto was his in Ermesinde-Valongo (2009). He is the man behind massive skateable terrains such as those in

Albufeira (2007), Faro (2009), Ferreira do Zêzere (2010), Viseu (2012), Chelas-Lisboa (2013), PDG in S.João do Estoril-Cascais (2013), the new skatepark in Póvoa de Varzim (2015), Santo Tirso (2016), and more recently the new skatepark in Maia (2017), Ameixoeira-Lisboa (2018), the new skatepark in Monsanto-Lisboa, Vila Franca de Xira (2019), Porto (2019) along with the first skatepark in Setúbal (2020) and the Campolide-Lisboa under the bridge skatepark (2020), just to name a few. He is single-handedly responsible for almost all of the skate bowls in northern Portugal - all built within the last eleven years, as well as all the significant street-oriented skateparks. Not surprisingly, professional skateboarding competitions take place in skateparks designed by Lopes. He has definitely left a legacy for this and the next generations. Lopes designs skateparks through terrain modelation which makes them more fit into the landscape while compared to the modular parks. Despite the strong street character in his designs, he almost always includes a skate bowl at his skateparks.

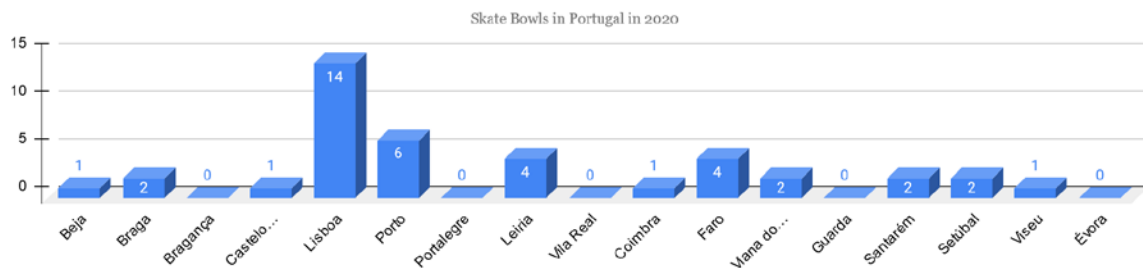


Figure 42. Skate Bowls in Portugal in 2020 (including private skate bowls).

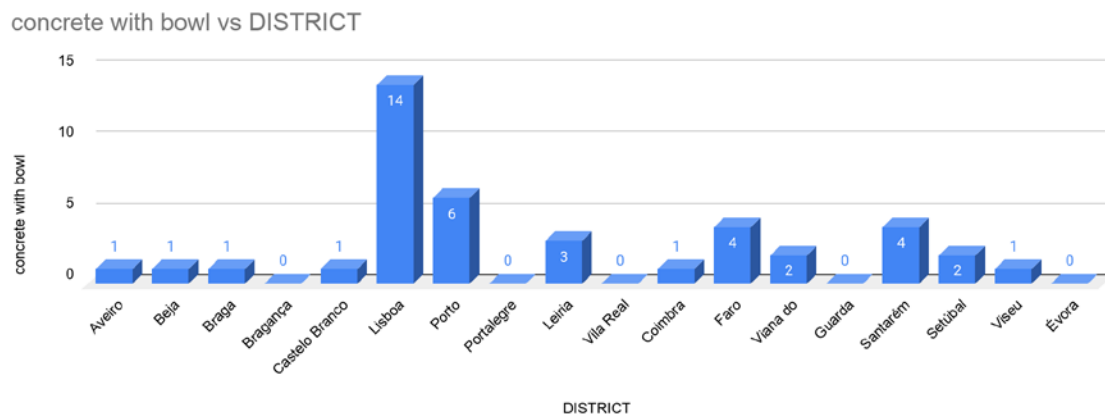


Figure 43. Monolith Concrete skateparks with skate bowls.

*The most recent game players are the Wasteland from Leiria. They have been building substantially in recent years and have a strong *know-how* in skate terrains, particularly transition terrains - bowls and variants that they have been building in plenty in recent years. They are starting a new trend: pool based skateparks which they build for private persons and to municipalities alike. They have also taken new approaches to skate space design by designing different unconventional skate spots (that work as neighborhood skateparks) but take different design approaches such as the spot in Santo António dos Cavaleiros Spot -SAC (2016) and the spot at Alta do Lumiar in Lisbon (2020). The team is particularly involved in DIY skatepark construction, in fact, that is where they come from. Examples are, Barreiro (2016), the under the bridge Outside DIY in Arcozelo (2017), their home spot in Leiria (circa 2011) and they were even involved with the long gone Porto DIY (2012). In short, they are very actively building skate terrain and building their legacy. Examples of noticeable public skateparks built by them in Portugal are: Venda do Pinheiro (2018), Alcobaça (2019), Guimarães (2019), Alfovelos-Brandoa (2019) and S.Pedro da Caldeira (2020). They are changing the paradigm by, for instance, building skate terrain in concrete in rural areas or pool-oriented skateparks and by representing the DIY spirit in Portugal.

In addition to the aforementioned built terrains, there is still a significant number of modular parks apart from those sold and built by ADP. Particularly the Portuguese Fabrigimno - a company that has been manufacturing and selling sports and recreational equipment (including half pipes and other stuff they have invented) since the 1990s. These ramps they sell are metallic infrastructure. Some Fabrigimno ramps can still be found here and there . Furthermore, slightly better than Fabrigimno but still a solution that leaves much to be desired, are the Rhino ramps (Belgium company) that exports skate ramps. In Portugal, we can find at least 4 Rhino parks. What distinguishes ADP from factory metal providers is that somehow ADP does custom designs and uses wood and other composites more friendly than tin! But they have in common the modular approach to skatepark design. Approximately 15% of the skate facilities detected are still modular metallic.

4.2. DIY skate space



Figure 44. Porto DIY (2012-2018)

© The author, 2017

DIY is a growing movement worldwide and Portugal takes part in it. The hardest part for any do-it-yourselfer is to get the spot where to build and guarantee the success and endurance of the spot. Almada Skateboard Association and Wasteland Ramps crew are the dynamic forces of the DIY movement in Portugal. João Sales, owner of Wasteland Ramps, wrote in 2002 in Confusion magazine (skateboarding DIY magazine):

We live in a small country, we passed through another economic crisis, our politicians do not know how to spend our money. We thought the following: *let us take it that nobody wants to do what we want.* In Leiria there are no shortage of places to skate. We have a skatepark, a beautiful square full of marble curbs, a half dozen street spots and a mini ramp in the woods. But Ceramica is where we feel good. Far from everything and everyone, here we have the freedom and tranquility for a few beers, barbecues, creating concrete ramps without scooters, rollers and bmxers to cross our path. *Do it yourself, fuck the rest.* – João Sales

Leiria skateboard community have built the Ceramica DIY spot in Leiria circa 2011 (Figure 45). And from that Sales and the team went to provide professional services in skatepark construction establishing Wasteland Ramps.



Figure 45. Leiria ‘Fabric’ DIY 2011

This spot was built by the community and is the grassroots of Wasteland Ramps enterprise.

© João Sales

The Portuguese DIY spots detected during this research are the following:

- Street interventions
 - polished stone edge added to a rough edge in a square in Porto (Batalha) 2010s
 - box (manual pad and ledge) on a concrete soccer field in Gafanha da Nazaré by unknown

- Skateparks and skate spots
 - involving unidentified builders
 - Espinho DIY (concrete banks)
 - involving Wasteland Ramps
 - ‘Factory’ in Leiria 2011 built in brownfield - known as Leiria Factory DIY (Figure 45)
 - Porto street-oriented DIY Skatepark (2012) built in brownfield (destroyed)
 - ‘Bobbie Trap’ (2016) built as the official public skatepark in a Public Park in Barreiro

- ‘Outside’ Ponte de Lima DIY with the support of local parish. 100% transition located in Arcozelo-Ponte de Lima in a rural setting under a bridge.
- in Greater Lisbon
 - DIY skateable elements in Almada’s skateable square
 - Sintra Spot (2018) - develop by Sintra community in private property with owner’s permission
 - DIY Monte da Caparica (2020) (Figure 46) street-oriented DIY skatepark built by the community (instagram @betordiespot) with no involvement of the city authorities but with the consent of the local inhabitants - the space is dedicated to skateboarding area for 20 years or more but all it had was an old mini ramp (removed 2015-2018).

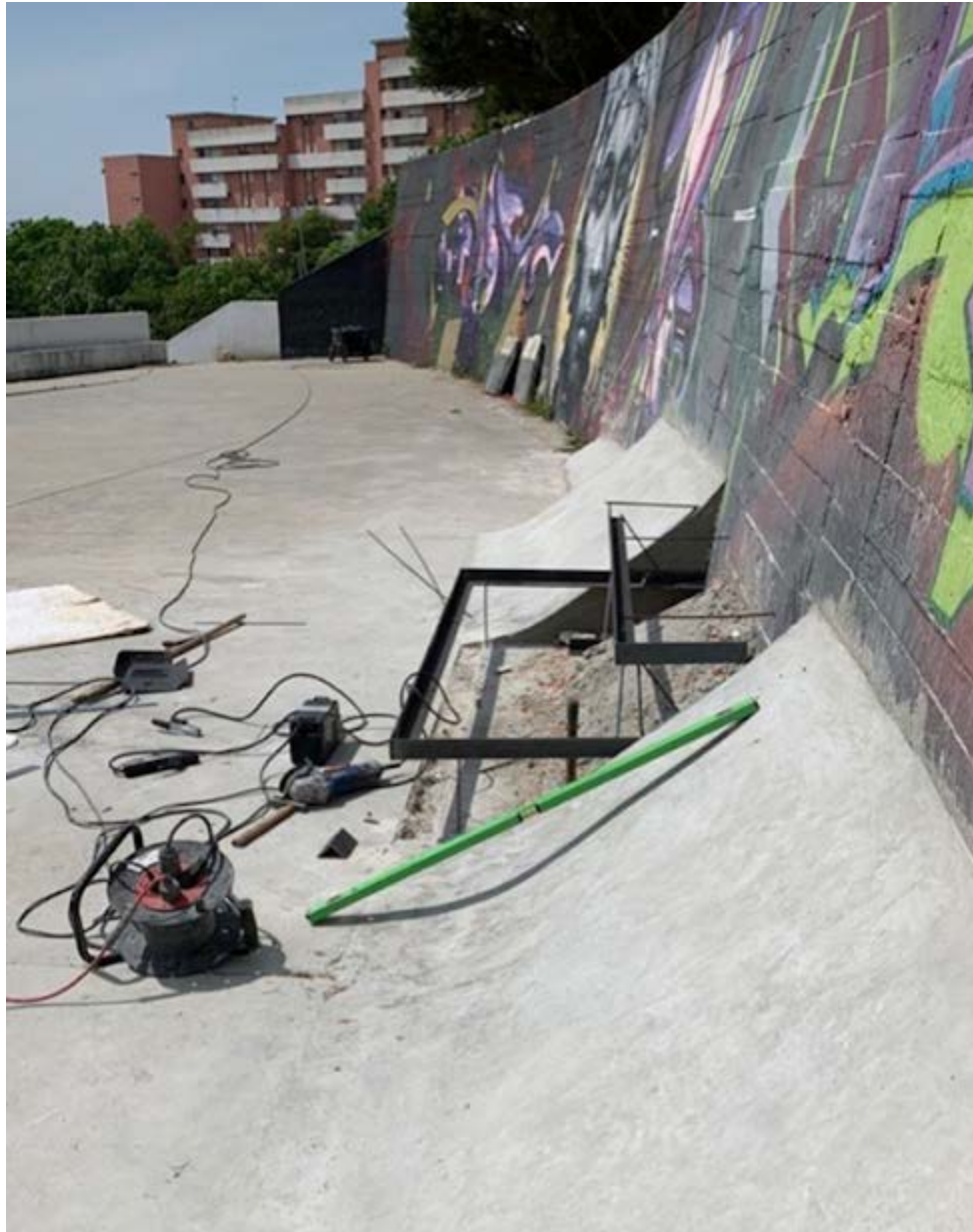


Figure 46. Monte da Caparica DIY (2020).

The new community street-oriented skatepark built in Almada by the community

© toskaya skate video

4.3. Demand



Figure 47. Demand map according to online petitions and the existing facilities.

Online petitions are very democratic tools available nowadays at everyone's disposal. Skateboarders, among others that seek to have access to skateparks, have launched petitions in sites such as peticaopublica.com. Similarly, others simply create a Facebook group hoping to gather around it (via *likes*, *showing support from members*) supporters and show the numbers to the city councils. Some are naturally better organized than others. Still, they often come in the form 'We want a skatepark in the location X', with 'X' being the name of a given location, eg: 'We want a skatepark na Guarda'. Unfortunately, it is not possible to determine the time a certain petition was launched. Time indicators can be for instance Facebook comments. Nonetheless, it is possible to determine if a skatepark was built on the referred locations, as was the case in Vila Real (2015) or in Chamusca (2018), for instance. However, many still wait today for results. Overall, 33% of petitions for skateparks have got results.

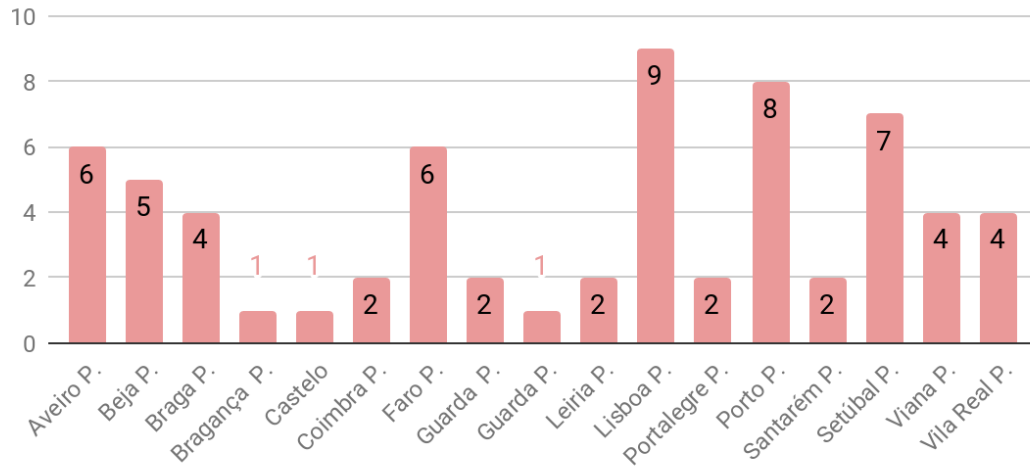


Figure 48. All the petitions for a local skatepark found in this study.

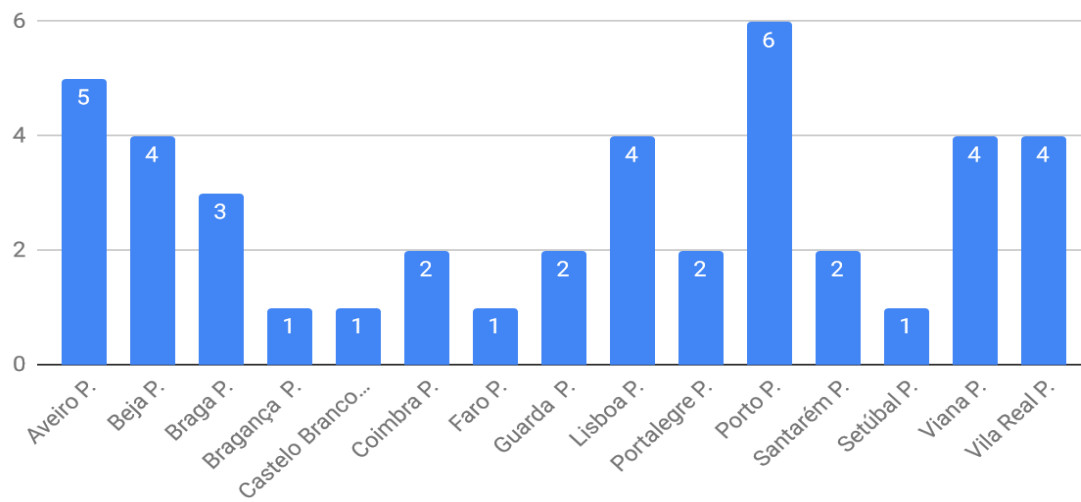


Figure 49. Number of petitions still valid (still no results).

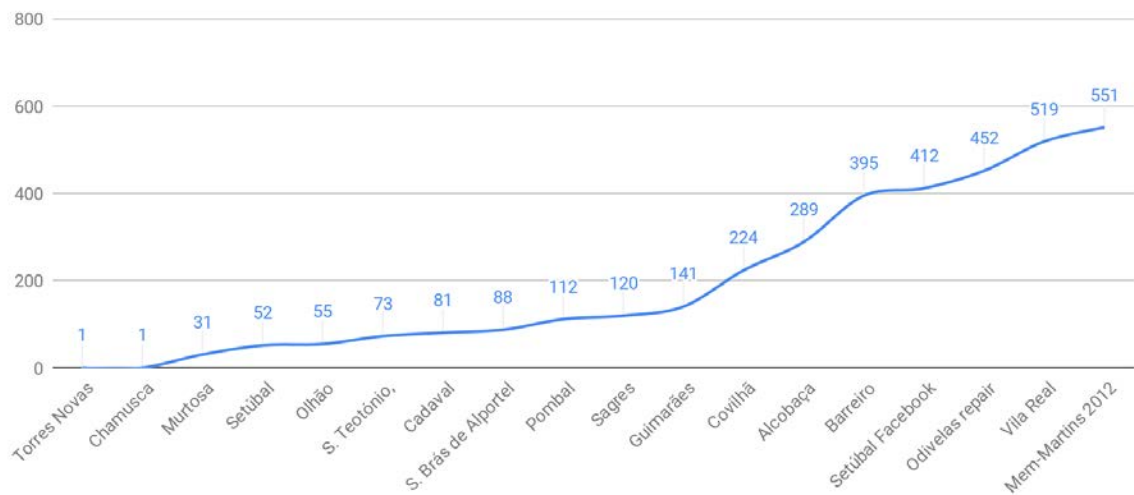


Figure 50. Numbers of signatures on successful campaigns.

In these locations the community was heard. The number of people involved in campaigns naturally varies. According to what is told in the news, one citizen was enough to raise awareness on the lack of a skatepark in locations such as Chamusca and Torres Novas (both Santarém district). Conversely, there are still campaigns with up to hundreds of signatures that have had no results so far.

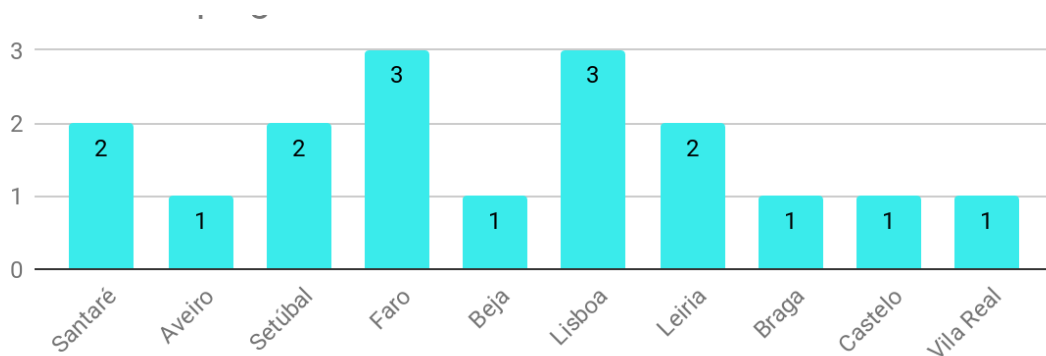


Figure 51. Number of parks built after campaigns for a local skatepark by district.

Except for Vila Real, Covilhã, Sagres, Torres Novas and Algueirão-Mem Martins, it was indeed an happy ending. In the aforementioned locations the deployed solutions (in Vila Real, Castelo Branco, Faro, Santarém and Lisbon Districts respectively) leave much to be desired.

The research results indicate what was already a suspicion at the research offset: in some parts of the country, skateboarding facilities are in short supply. Moreover, some regions have experienced very little to no development over the past decade or two.

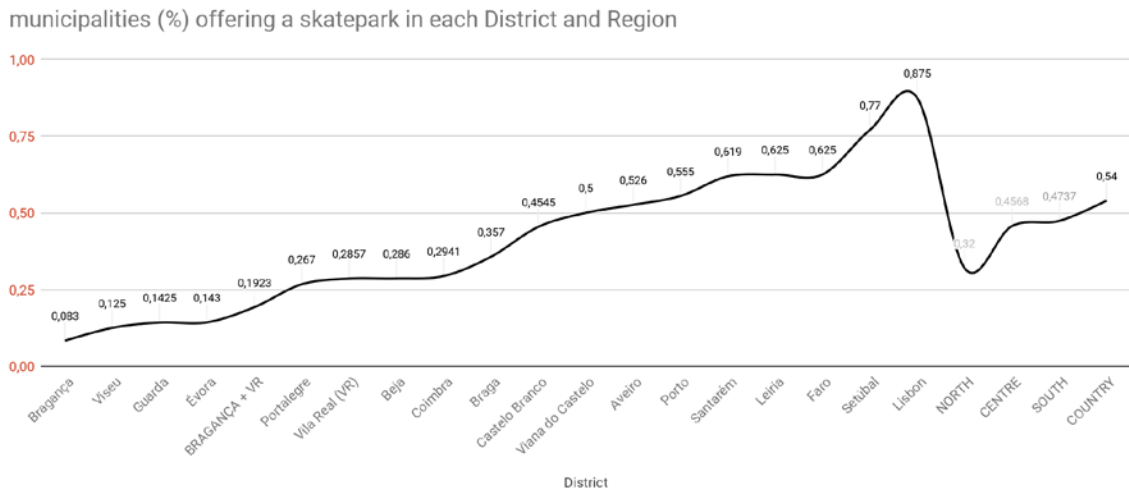


Figure 52. Percentage of municipalities offering at least one skate facility according to District and regions in July 2020.

NB: For this study, the following districts are regarded as North of Portugal: Viana do Castelo, Braga, Porto Vila Real, Bragança, Aveiro, Viseu and Guardar; as centre: Coimbra, Castelo Branco, Leiria, Santarém, Portalegre and Lisbon; finally, as south: Faro, Beja, Évora and Setúbal.

4.4. Results and analysis of in-depth questionnaire

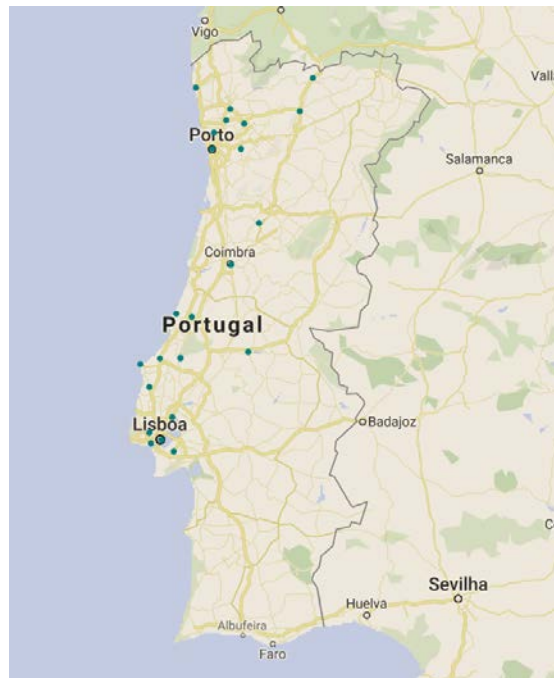


Figure 53. Locations from the feedback from skateboarders through an in-depth questionnaire - 2019. Responses from the following locations: Castelo de Paiva, Guimarães, Braga, Coimbra, Benedita-Alcobaça, Caldas da Rainha, Leiria, Marinha Grande, Peniche, Cascais, Lisboa, Queluz, Santa Cruz- Torres Vedras, S. Domingos de Rana, Vila Franca de Xira, Maia, Porto,

Where does this qualitative data come from?

In order to understand first-hand the issues that skateboarders might find in their quest for skateable terrain, an in-depth questionnaire was carefully laid out to obtain valuable insight (see Appendix 2) The main objective was to collect data on the general street affordance for skateboarding (as perceived by skateboarders) and on the conditions of the local skatepark, providing one exists. It was designed in a way to collect a thorough and wide set of data about skate space, perceptions and experiences in it.

I got 37 in-depth responses to the questionnaire, respondents represent feedback from 10 different districts and 26 different locations (Figure 53).

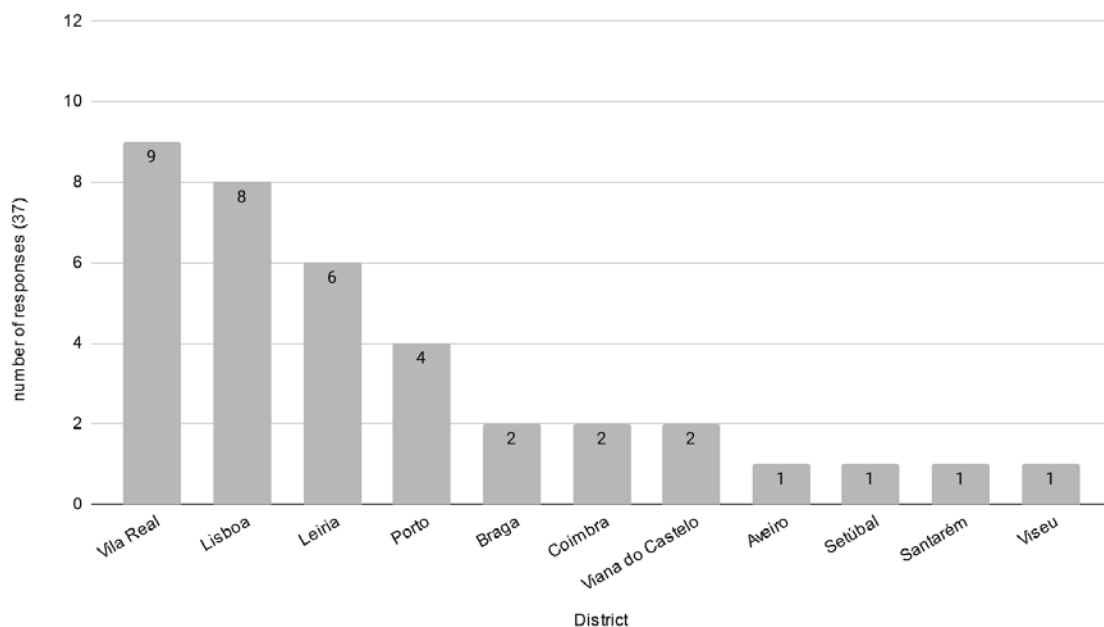


Figure 54. Representativeness by District.

37 skateboarders have provided feedback of skate space and general experience as skateboarders.

The profile of the respondent

The respondents' age ranged from 16 to 50 years old in May 2019. I got four responses from 16 years old, three responses from 22 and from 26 years old accordingly, two from the ages of 23, 24, 25, 36 and 42 accordingly, one for each of the following ages (17, 18, 19, 20, 21, 27, 28, 29, 30, 31, 39 and 50). An inspiring collective, that is, from skateboarders born in the late 1960s to those born in 2003! The majority of the respondents were male (33), while 4 are female. How long have they been skating? According to the respondents, one rides for almost 28 years, 18.9% for over 15 years, 13.5% from 12 to 15 years, 29.7% from 8 to 11 years, 13.5% from 4 to 7 years, and 18.9% for up to three years. Since skate schools are fairly new affairs (last 5 years), none of the respondents started skating that way. Moreover, 78.4% of the respondents stated that they have started skating in the streets by themselves or among friends, while only 21.8% of them have done so in/at skateparks. As for developing skateboarding skills, 33 (89.2%) skaters stated that this was done among peers while 24 (64.9%) also declared practising alone. Only 7 (18.9%) pointed out that this was done in a direct and friendly competition among peers. One respondent reported having attended skateboarding classes. When they were asked to self-assess their skills, 30% saw themselves as beginners, 60% as intermediate and 9% as advanced-level skateboarders. 59.5% (22) ride whenever they can, 21.6% (8) declared having a casual relationship with the board, 10.8% (4) attend skateboarding competitions, 27% (10) ought to 'skate everything', 43.2% (16) consider that skateboarding is an important component of their lives, 40.5% (15) relate to the 'skate with respect' philosophy. 37.8% of skateboarders claim that from the moment they have started skating till today their skateboard was never put aside, whereas 62.2% have stopped skating at some point for some reason. Reasons stated for this include serious injuries (16.3%), a 23-year long break, one or two years break and enrolling at the University. Skateboarding means friendship and a way to feel free to 64.9% (24) skateboarders, 51.4% (19) regard it as a lifestyle and the same number of respondents consider skateboarding a creative and stimulating way in which to engage with the outdoor spaces, for 48.6% adrenaline is important, to 4, competition is important and only one rider openly stated preference to transition skateboarding over street-skateboarding. Moreover, two riders are very active building DIY skate ramps, a Skateboarding magazine creator also participated in this study.

Where do they skate?

Although 64.8% of the skaters claim to be able to skate near the place they live, half of them point out limitations. To 35.1%, however, it is not possible to ride the board near home at all. Nearly one-third of the respondents can not skate near home and therefore have to look farther for skate spots. Nearly half of the respondents (48.6%) responded 'yes' to the question if they feel the dire necessity to reach for better spots located somewhere farther away. Braga, Guimarães, Porto, Leiria, Lisbon and Cascais are cities regarded as fairly good or outstanding to skate by the respondents from these cities - this might refer to street, park or both. Marinha Grande, Castelo de Paiva, Coimbra, Peniche, Lisboa, Chaves (2), Tondela and Viana do Castelo are regarded as bad or terrible skateboard-able wise, whereas there is room for improvements in the matter in the following locations: Coimbra, Benedita (2), Caldas da Raíña, Santa Cruz - Torres Vedras, Queluz, São Domingos de Rana, Viana do Castelo, Vila Real (2) and Chaves (3).

- 27% (10) have experience skating in Vila Real district,
- 29.7% (11) skating in Porto district,
- 35.1% (13) in Leiria district,
- 40.5% (15) in Lisbon district,
- 5.4% (2) skating Setúbal district and
- 13.5% (5) skating Braga district.
- One rider reports experience in Aveiro district,
- another one in Açores
- while 2 others in Coimbra district.
- No one reported skating in the following districts: Beja, Bragança, Castelo Branco, Faro, Guarda, Madeira island, Portalegre.

What elements can they find?

From the provided list of options (see appendix nr), stair sets are amongst the most commonly skateable elements reported to be found by the respondents (almost 60% of respondents). It is not certain if they actually skate those elements as it does not indicate how tall (and hard) such obstacles are, but certainly jumping down staircases (or over gaps) is elemental in street skating and the bravest skateboarders learn how to skate down staircases, hence being a common element to find in street-based skateparks. Followed by the wide-open areas with good paving, probably related to urban squares or condominium areas. 25%

reported finding concrete benches around while 34.3% reported granite and wooden benches are an element to be found. Only 20% reported having access to the highly skateable and robust marble stone benches. Slightly harder to find are rails to grind upon. Inclined surfaces (access ramps and banks) are found by 23% of respondents. Other answers: 3% reported being unable to find any of these elements which indicate they live in a rural-like setting. The same number (3%) refers to only having the pedestrian sidewalk to skate about and another to find a manual pad. In addition, four respondents provided remarks on this: one skater reports having access to skateparks (in Leiria) but none with a skate bowl; from Chaves, it is stated that the city does not allow much engagement with a skateboard and in those places that are fairly skateable conflict is inevitable as they tend to be private property (condominiums). Another skater highlights that skateable ground is often dedicated to car parking and circulation. Moreover, another statement from Chaves underlines that apart from stairs with handrails there are no further skate spots to find and explore.

Their local skatepark

Central to this study was the network of skateparks (preferably decent) available to action sport enthusiasts. These, when available play a major role in legitimizing practises such as skateboarding among the older citizenry to whom action sports are fairly unknown and often unrecognized activities.

Unfortunately, not all the municipalities offer a skatepark as some respondents can attend and this research points out (Figure 52). 73% claimed that in May 2019 they can find a skatepark within their home municipality whereas the rest (27%) can not. Moreover, 35.1% can find one skatepark within a 5 km radius from home whereas 43.3% claim that they can not (fig GH). Despite having access today to a local skatepark, 13.3% still have a memory when there was no park.

Skateboarders from Almada, Maia, Braga, Lisboa, Cascais, Abrantes, São Domingos de Rana-Cascais, Peniche and Caldas da Raíña have always had access to a skate facility (24.3%). Here, the age of the skater and time skating naturally counts, but these are locations in which skateparks exist in some form for 13 to 30 years. In short, there are skate facilities in Lisbon area since the 1990s both in the north and south bay of Tagus river where Almada city is located, in Abrantes (Santarém district), there is a skatepark since around 2000, likewise to

Cascais - near Lisbon - of which S.Domingos de Rana is part from. In Peniche and Caldas da Raínha (in Leiria District), there has been a community skatepark for about 20 years. The skatepark in Caldas da Raínha was a reference for many years, as it was one of the very few concrete and transition terrains in the country. Maia has had a skatepark since around 2007 that has been for many years the main skatepark in the Porto area. Today Maia is still regarded as a ‘skate mecca’ in the north, particularly now after the construction of the new and more inclusive concrete skatepark in 2017 that offers a street course alongside a skate bowl. Furthermore, 8.1% that have had access to skate facilities tend to skate in other facilities, as they point out that skating conditions should be improved. Conversely, 67.6% of the respondents claim that they did not always have access to a skate facility. In fact, that is still the case in 2020 in places like Santa Cruz-Torres Vedras, Benedita-Alcobaça, that are villages, as in smaller towns like Chaves and Castelo de Paiva with a population of 41,243 and 16,733, accordingly (according to the 2011 census), or in bigger cities like Vila Nova de Gaia, and Viana do Castelo. V.N.Gaia is the third most populous city/municipality in Portugal (302,295 according to the last census), however, its first public skate facility came in 2017 in the form of a mini halfpipe from a catalogue, located under a bridge at the outskirts of town. Viana do Castelo is a district capital where there has been a petition for a skatepark since 2009, as there is no proper contemporary skatepark. What exists in the city, is a 20-30-years old concrete mini ramp and a small wavy asphalt terrain (see appendix 3) that can not really be called a skatepark. Its population is 88,725 inhabitants according to the last census.

In conclusion, one-third of the respondents do not have easy access to a skatepark.

The distance to the nearest skatepark according to each respondent is illustrated in figure 55.

Kilometres to the nearest skatepark

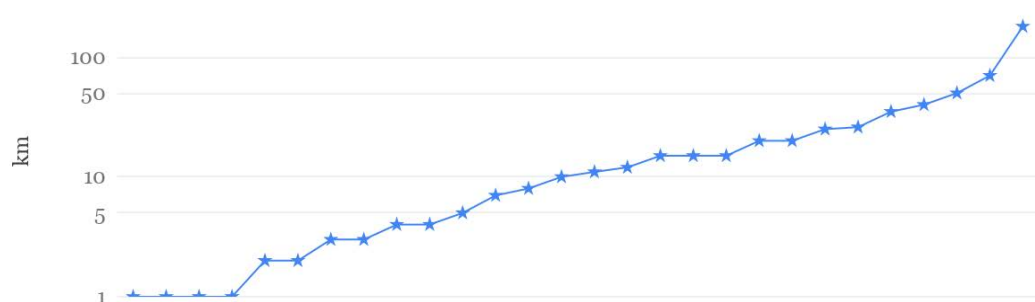


Figure 55. Distance to the nearest skatepark according to responses to the question nr 27. This data correlates to one specific question of the questionnaire ‘How far is your nearest skatepark?’

As this chart indicates, most of them do not have access to a skatepark as in May 2019

Their personal struggles as skateboarders

Skaters from the two major cities of Vila Real district (Chaves and Vila Real), when asked about personal struggles as a skateboarder, report clashes with dwellers and seniors for skating the streets and around condominium areas, ‘all the imaginable struggles’ and lack of challenging terrains for progression. If Chaves has never had a skatepark, in Vila Real there was a park in the early 2000s that according to one local respondent did not last three winters. Only in 2015, over after 10 years without a skatepark, the city got something provided - which was but a tiny modular park placed on rough asphalt, that is, a far cry from any expectations (see Appendix 3). From Porto, I heard about the impossibility to skate continuously within the city despite a network of great spots; from Coimbra city, respondents are unsatisfied with the available space to skate and one respondent laments that all his friends had quit skating; from Viana do Castelo, the struggle is to get some ramps built in the first place (the long craved community skatepark); from Almada, I heard skateboards do not mobilize enough (to make things happen); the struggle reported from Lisbon district relates to bigotry based on gender. From the rest, there were no reports.

When asked about the challenges and hindrances faced at the streets, 78% (25) reported issues with the general pavement in public spaces using the words ‘cobblestone’, ‘pavement’, ‘sand’, ‘grit’, ‘cobble’, etc.; gravel and sand were specifically brought up 8 times; ‘litter’, ‘cars’ and ‘people’ were reported by 3 skaters each. Furthermore, in response to another question, 26 skateboarders reported on what they overall consider to be their main hindrances, of which one skateboarder from Porto reported facing no major limitations, whereas 25 have reported the following: nine addressed a cultural problem, that is, for instance, how people look down on skateboarders, the lack of understanding and the disregard towards skateboarders. In fact, about the disregard toward skateboarders, when asked if skateboarders are looked down on by the public (a hypothesis of this study), 86.5% have reported that it still happens, 5.4% (2 skaters) consider it does not happen much these days, whereas only 2 skateboarders claim that they have never noticed such a thing. Seven skaters consider that the lack of support from authorities is the main problem they face, indicating the inexistence of a local community skatepark. Four skaters specifically pointed

out the pavement as their biggest obstacle. Nine reported the lack of spots to skate - no skatepark and few places to skate. The weather (rain) was pointed out once.

Problems with pavement was a predicted hindrance and therefore some questions addressed this issue. One way to overcome rough paving is by using softer wheels in the streets. Harder wheels are appropriate to ride smooth and clean surfaces, such as skatepark surfaces, however, they are not the best suit for rough terrains or public spaces where small debris and grit get in the way of the wheel making the skateboarder fall onto the ground. This is a particular issue of harder wheels - scooters, inline skaters and cruisers, on the other hand, do not generally have to worry about this. Moreover, hard wheels on non-smooth surfaces generate intense rattling which is a problem when skating in residential areas. To overcome this, changing to smoother wheels is an option. However, the problem for street skaters is that these sort of wheels have fewer rebound than harder wheels which translates into lesser 'pop', which means less manoeuvrability. Furthermore, there are different sizes of wheels and too big are generally not adequate for street-skating. 58.3% report using hard wheels on the streets, whereas 25% claim they do not, while 16.7% answered that they use hard wheels alternated with softer wheels for toughest terrains. Since generally speaking softer wheels are used in cruisers and longboards, and hard and semi-hard are the standard in park and street riding, I asked the skaters how would they assess their everyday whereabouts considering riding with harder wheels to which they responded: only 8.1% rank it as outstanding to skate, 37.6% consider it satisfactorily good to skate, while 32.4% report the area tends to be bad to skate and 21.6% score the area terrible to skate, pointing out the need to look farther for spots.

The nearest skatepark

To the respondents to this questionnaire living in a location with no skate facility in 2020, the distances to the nearest (decent) skatepark is the following:

Santa Cruz-Torres Vedras to the nearest decent skatepark is 14,5 Km located in Torres Vedras (the 2000s). The respondent reported that there was a skatepark in Santa Cruz-Torres Vedras a few years back that was rotten away by the moisture from the sea, never to be replaced;

Benedita- Alcobaca - their nearest skatepark is located 9,8 Km away in Rio Maior. Moreover, Caldas da Rainha skatepark is located about 19 Km from Benedita.

Viana do Castelo to the nearest decent skatepark: big transition-oriented skatepark in Ponte de Lima Skate park (2009) at 31Km and more recently the also big transition-oriented DIY *Outside* (2017, also in Ponte de Lima). About the same distance, there is a modular wooden skatepark in Esposende (2012). In short, anyone living in Viana do Castelo (despite being a capital of the district) has to drive about 30km to have access to a skatepark;

Chaves to the nearest decent skateparks are located at 73 Km in Alijó (2015) where there is a small wooden street-oriented skate park, or the more substantial skatepark of Felgueiras located at 98 Km away (2016, very thorough and all action sports-oriented - Unit Wooden Park). Nearest skate facilities, however, are two skate mini ramps, one located in Montalegre at 38 km and the other in Pedras Salgadas at 26km from Chaves, none of which I consider decent. Nearest skate bowl is located in Guimarães (2019) at 103 Km, however, before the construction of Guimarães' skatepark (its first park), nearest skate bowl was the one located at Ermesinde's skatepark (2009) located about 145 Km away from Chaves. However, none of these options is practical to anyone living in Chaves for obvious reasons and therefore the city and municipality of Chaves deserve a skatepark.

Castelo de Paiva's nearest skateparks are fairly decent but are both 36 and 37 Km away, in São João da Madeira (2004-recently fully renovated and BMX-oriented) and in Vale de Cambra (20__, fairly decent and skateboarding-oriented). A skatepark is most needed in Castelo de Paiva.

Porto and Vila Nova de Gaia: The only thing bordering Porto from Vila Nova de Gaia is the Douro River as they are in fact two distinct cities. The Great Porto region is the second most populated in the country, but that does not mean it has more skateparks than other places, on the contrary, particularly if we consider the number of facilities per capita. In fact, administrations from cities like Porto, Vila Nova de Gaia, Matosinhos or Gondomar, have never shown interest in supporting skateboarders and BMXers and other riders looking for terrains to ride. The proof of this lies in the fact that Porto got its first public skatepark rather late in 2012 (which was a failure and was not a direct investment from the city hall) and the first public investment in skateboarding in V.N.Gaia was a miserable miniramp (2017). The

first parks in the region popped up in Póvoa de Varzim (the early 2000s, 35km from Porto), Maia (2007, 11Km from Porto) and two new parks in Valongo municipality (2009, 14Km and 18,5Km from Porto). In addition, there has been the skatepark in São João da Madeira (2004) but located at 40km south from Vila Nova de Gaia and a couple of miniramps in Vila do Conde (27Km north from Porto). In short, for long, this area was not greatly provided with skateparks and even today skateboarders have something to rant about not least because it rains a lot in there. Nearest skate pool is located in the new Maia Skatepark (2017, 12Km from Porto) and since 2015 there is a deep end skate pool in Póvoa de Varzim, but none in Porto or near cities. To this day, despite demand, cities like Matosinhos and Gondomar have not yet provided a public skatepark to their citizens, while in Valongo, despite once being an example to follow (2009), has let both parks decay. In fact, the wooden action sports park was entirely removed and the replacement came a few years later in the form of a skate miniramp located in a gritty terrain, making Valongo municipality look as much skate unfriendly as the other cities where there is not a single skate ramp.

Thus, the respondents from Vila Real districts (Vila Real and Chaves cities) are the most secluded from access to decent skateboarding facilities, particularly those from Chaves.

Wishes for change

24 skateboarders shared how they would change their current situation or what they would like to be different. 20 refer to skate space, while four addressed mindset issues. From these mindset responses, three relate to the skateboarding community itself and one to the general public. In their own words (freely translated),

1. *"I would provide the necessary minimum conditions as that alone is a huge step to generate and maintain a skate community",*
2. *"I would like that there would be an investment in quality sports equipment for the practice of skateboarding here in Santa Cruz (a skate park). "*
3. *" I would raise the number of skateparks, indoor and outdoor alike"*
4. *"I would like more squares/plazas"*
5. *" I would like a space for skateboarding. That would be important, no matter how small"*
6. *" I would like a bowl "*
7. *" the floor"*
8. *" pavement and right conditions "*

9. *“ I would like there would not be ‘calçada’ “ (cobblestone)*
10. *“ I would like more smoothly paved sidewalks and fewer esplanades taking over the sidewalks and public squares “*
11. *“ I would like to have more places to skate on the streets “*
12. *“I would rather like the following: instead of the city hall organizing national *figure skating competitions in Coimbra (that are not that few), that they should first provide a skatepark to the skaters of the city of Coimbra. Instead of promising us a park every year for the last eleven years, they could at last pick ‘one’ of the pile of projects that have been proposed.” (*indoor rollerskates) “*
13. *“I would like that would be more investment in small skateparks suitable for progression to those who are starting skating or are not so advanced and rather less mega investments in mega parks that will become obsolete despite the hype on its first five years “*
14. *“I would adapt to the city parks (green areas) to the multiple and diverse activities, whatever they are“
» interpretation: the respondent critiques the mono functionality of spaces.*
15. *“ I would like the existence of a decent skate park“*
16. *“ I would love there to be a skatepark! As well as more street spots and better pavements“*
17. *“I would like that a skatepark would be built in the area “*
18. *“I would like a skatepark closer“*
19. *“I would like a skatepark where I live“*

It is clear that the people who undergo limitations were the keenest to participate in this research to make their point across when they say there is no skatepark that is a serious statement, so much so in 2020 when skateboarding is finally mainstream (like it or not) and heading to the Olympics!

5. Discussion and conclusion

Portugal can be fairly isolated from the flow of new ideas and goods mostly for its physical geography and particularly before the advent of the internet and even more significantly before 1974 (the end of the fascist regime and the restoration of democracy) when for forty long years a fascist regime was standing ‘proudly alone’, that is, not in close relationship and cultural interchange with the rest of the European peoples. With the end of centuries of colonialism, the Portuguese society and Portugal itself changed drastically by, among other reasons, catching up with the free world, and in 1986, it joined the European Union. The regime might have become history but its influence left on several generations who were born and lived in those days has not. It is said that the country is lagging forty years behind from the so-called developed world.

There was little openness to new things brought from outside. To make a point, even surfing evolved (got acceptance as a legit activity by the general public) very slowly in Portugal, despite Portugal’s wonderful coast, while today it is a world mecca for big wave surfing. Both surf and skateboarding were introduced to the Portuguese society in the 1990s through TV shows and events, where they were presented as ‘cool’. ‘extreme’, ‘alternative’. For about 20 years, skateparks were called ‘radical parks’ in the media and that was, in fact, their official designation, however, riders would not call it that! In fact, in Portugal, skateboarding is called ‘skate’, the skateboarder is a ‘skater’ and the skatepark is ‘*skate parque*’. I appreciate this and see it as a beautiful homage - even if not intentional - to the origins of skateboarding culture. The official designation of the Expo skatepark - the first significant and comprehensive skateboarding terrain in Portugal- is *Radical’ yard* but it has always been known as Expo Skatepark. This particular linguistic detail is not here to be discussed in detail but I think it was worth mentioning. Furthermore, ‘radical sports’ is anything from aggressive inline skating, street and park BMX to surfing and skateboarding (‘extreme or action sports’ in the English Language). With this, it might be just very easy to perceive that surf culture and skateboarding culture go side by side (but as we have seen it does not so necessarily, as skate has become a global urban phenomenon not restrained to beach promenades). However, the mainstream media and TV only spotlight surf events and

culture. Reasons for this might be the money involved or the fact that there is a governing body for surfing in Portugal since 1989 (the Portuguese Surf Federation), whereas skateboarding competitions have always been organized off the mainstream sports world. At least this was true until very recently when in the wake of skateboarding becoming an Olympic sport in the rescheduled Tokyo 2021 the Portuguese Skate Federation (founded in 1933) took over as governing body for competitive Skateboarding in Portugal in 2017. With this, Portugal will be represented by at least three skaters (athletes) in the first skateboarding Olympics in both disciplines - street and park. Today's network of skateparks in the most densely populated regions allows a skateboarder to commit to technical skateboarding on an everyday basis. Regions such as Lisbon, Faro, Leiria, Porto or Braga. As for indoor facilities, at the moment (as in August 2020) there is only one and it is located in the Lisbon region. However, not all communities on the hinterland have access to a skatepark in 2020. It would be fantastic if the opportunity to participate in skateboarding competitions (not least just skate) would be open to potentially anyone interested regardless where they are from. Alas, that is not possible without skate space.

Furthermore, to a good number of skaters, skateboarding is generally not about competing and winning against other skaters, and perhaps that is why it did not take hold in the mainstream society, but it is rather about feeling good. The present and past generations of skateboarders have never heard of skateboarding coaches, nor cared for medals, but the future generation might just get used to it. Only time will tell. The sports competitive approach to skateboarding has always been there from the start but just not in the limelight of the mainstream. Here's a thought: when I, for instance, through this work, discuss skateboarding, it is from the point of view of the right to use the city through a skateboard to enjoy and express oneself, and of access to quality public skate facilities shall one wish to skate, for whatever the reason! Whether one chooses to skate recreationally or rather more athletically, one should get the chance to do so. Still, about competitions, early skate competitions in Portugal were organized by an association called Radical Skate Clube that threw events that included BMX, Skate and Aggressive inline performances all together in the 2000s, however, later on, skateboarding brands (the skateboarding industry) took over managing the championships, now focused on skateboarding only. The tour of national championships did not cover the whole country, nor every district, therefore leaving many communities without access to these sort of events. There is perhaps a generalized perception that 'these sports' are *radical*, different, alternative, even marginal, but what if we just embrace them as healthy 'new' sports? What if we embraced them in our public spaces rather than deter it?. As we

have seen, skateboarding also has a 60-year history to look back at. It is not a fad nor a kid's toy nor a marginal activity. But one issue is precisely approaching it directly as a sport, as some skateboarders will argue against. Since it was not regulated by a sports body for most of its history (speaking of the Portuguese case), it was never a mainstream topic. Obviously, skating cities has nothing to do with playing sports! The short references to skateboarding (and skateboarders) on mainstream media relate to competitions and champions. As it happens, we have a new generation of Portuguese skateboarders competing heavily (in Street discipline) in the highest technical championships of the world - they surely deserve all the spotlight based on their talents (see Gustavo Ribeiro at Street League Skateboarding, and Jorge Simões and Bruno Senra at Tampa Am(ateurs)). Even so, references in the mainstream national media to skateboarding are extremely rare. This might seem that has nothing to do with this topic but it is nonetheless relevant if we are to consider mindsets both from our fellow citizens with whom we share public spaces with and from those who make decisions and deal with urban and community-life planning as it undoubtedly has implications in skateboarders' lives. Skating the streets is not a crime but might be regarded as so by shortsighted people, especially in places where there are no signs of public support towards these activities. I was forbidden to skate a school recess about 15 years on safety grounds while school patios are known to be fairly skateable areas, and in the case of my city, it was either that or the sidewalk, as there was never (to this day) a skatepark offered to the community. Furthermore, I have had clashes with angry citizens a few times just for skating around. All this attests to how skateboarding can be misconstrued. Skateboarding can be perceived as aggressive, as well as destructive, by those unfamiliar with it and so it is important to turn around such an image. This is not just a Portuguese struggle, obviously. Many communities around the world might face (or might have faced) similar cultural constraints and even law enforcement. For instance, the city of Bordeaux in France was all set against skateboarders until very recently: anti-skate legislation, anti-skate defensive architecture and a generalized bad perception about skateboarding. That changed when Leo Valls (that represents the skate community) accidentally found himself in a dialogue with the city hall and called out the city problems. The administrative bodies of the city, understanding they had been extremely hostile towards skateboarders based on preconceived and misinformed ideas, have completely changed their perception from illegal transgression to extremely beneficial activity. The general public got a fresh perspective just by the change of attitude from the authorities, claims Valls (see Pushing Boarders 2019 discussion - Bad design is a crime).

In my research, I have not found or experienced any anti-skate defensive architecture in Portugal, like those clips that are often applied to ledges (creating an anti-affordance), just so skateboarders can not slide upon them nor skate is illegal in any city. It was also not reported by the respondents. Their complaints relate to general paving conditions and attitudes towards skateboarders for the majority of them noted that prejudice still exists. Others all out for the absence of a skatepark.

What I did find, however, was rough and uneven paving in plenty. A few skate spots were destroyed by the simple change of pavement - from skateable slabs to unskateable cobblestone. This happened for instance in cities like Matosinhos and Chaves where there was never a skate facility neither before nor after skateboarders were designed out from city plazas. In Setúbal, skateboarder main street spot - the wide Jesus Plaza - was torn down but in turn the city invested in a concrete skatepark that opened this year (2020). Furthermore, ignoring the population's need for a skatepark is still common, especially in the hinterland municipalities (see Appendix 3).

The best places to skate out a skatepark tend to be public plazas, however, these might not even be an option in some cities and therefore condominium areas (most particularly the unfenced entrance corridors) tend to offer the closest setting to what is seen in professional skateboarding videos, being consequently often appropriated by skateboarders, especially in cities with no skatepark or skateable plaza. Such areas are often 3 to 5 m wide nicely paved flat areas with access ramps, stair sets and occasionally ledges. Conversely, the streets are often either paved in cobblestone or rough asphalt. Riding a condominium leads to tension as it is private space, but it usually offers the best paving and ledges in town.

Here is an overview on the skateability of the 18 capital cities in mainland territory:

- ❑ Aveiro: offers a decent yet simple setting skatepark since at least 2013. The part will soon be demolished to give way to a new, bigger and more comprehensive skate facility in 2020 built by Academia de Patins.
- ❑ Beja: does not offer a skatepark but used to. It was removed in 2016.
- ❑ Braga: offers skateparks for over 15 years. Since 2018 with a skatepark that is a national reference.
- ❑ Castelo Branco: since 2012 with an excellent facility that is a national reference.
- ❑ Coimbra: capital offers dedicated skate spaces but none is conventional nor satisfactory to skateboarders.
- ❑ Bragança: offers two skateparks for over 15 years.

- ❑ Évora: does not offer a skatepark but used to, however in a marginal place. It got in bad shape and it was removed in 2016.
- ❑ Faro: offers top quality skateboard park since 2009.
- ❑ Guarda: has never had a skatepark. 979 people have signed a petition for the provision of its first skate facility.
- ❑ Leiria: offers a large concrete skatepark since 2006 that was designed by landscape architects; in 2016 a second skatepark was built to fill some need gaps - transition and street course. Moreover, a super interesting DIY lies in Leiria built by the Wasteland Ramp skatepark construction crew. Thus, there are three skateboard facilities in Leiria.
- ❑ Lisboa: offers skateparks for about 30 years and the city alone offers eight skateparks as in summer 2020. In addition, It is important to highlight that the city of Lisbon is bordered by many other cities that offer a significant number of skateparks, including the south bay (Setúbal district). In short, there are over twenty skateparks in the Lisbon Urban Area and the number in the district amounts to 39.
- ❑ Portalegre: There is no skatepark in this capital. 471 people have signed a petition for the provision of its first skate facility.
- ❑ Porto: the core of the second-most densely region of Portugal did not offer a skate facility until 2012. However, this park was not worth being called the city skatepark as it was more of a neighbourhood skatepark and was not officially municipal. The second skatepark of Porto (the first municipal) was built in 2019 and it is a street-skating oriented facility designed by a skateboarder. Best skatepark of the district is not located at its capital. The city is nonetheless rich in street skating most due to incredible street spots such as Casa da Música.
- ❑ Santarém: the capital city offers a street-oriented skatepark that is deteriorating. Other cities in the district offer excellent facilities while the capital probably offers the worst one. Furthermore, there is a petition to build a new more decent skatepark in Santarém with 1044 signatures as in August 2020.
- ❑ Setúbal: Setúbal used to be skate hub due to the idiosyncratic Jesus Plaza (destroyed in 2018). This plaza was its 'skatepark' and was a national skate spot/stop. The spot was a wide plaza flanked by huge banks in a historical site. Luckily, local riders were left without a spot to skate in the city only until February 2020 when the first Skatepark of Setúbal was opened to the public. Hence, from the 2020 perspective,

Setúbal offers a high standard skatepark with the street course and transition elements (skate bowl) entering the league of the better-equipped capitals skate space-wise.

- ❑ Viana do Castelo: there is a skateboard facility in Viana do Castelo for about 30 years. However, it is just a concrete mini ramp alongside a wavy terrain (unusual) that has never got any kind of update. Expanding the skating area, adding elements would be possible providing interest in such investment). Local stakeholders, that for over 10 years have been trying to lobby for a new skatepark construction through petition and dossiers with arguments and suggestions to the city hall (that I have had access to) have not so far get results. The news got out that 2020 might be the year, but can not be assured by the time of this work publication. Furthermore, the announced skatepark allegedly will be signed by Francisco Lopes. The best skateparks of the district do not lie in its capital. 1485 people have signed a petition for the provision of its first decent skate facility.
- ❑ Vila Real: there was a skatepark in the city in the early 2000s (possibly late 1990s) that got shabby in a matter of years. The park was never decent in the first place (located on a hidden corner at the outskirts of town) but since it has deteriorated.
- ❑ Viseu: Viseu District has very few skateparks but at the heart of the district lies its capital where since 2012 lies the most expensive skatepark in north Portugal - Fontelo Skatepark. Before the construction of the new skatepark in Braga in 2018, Viseu was the best equipped capital in the north in terms of skateparks.

In short, 10 capital cities offer a somehow decent facility, 4 offer none, while 3 offer a somehow shabby or substandard facility. Two used to offer but not anymore since the last one was removed.

As can be seen, rather different realities among these cities. Many argue, including myself, that these cities should set the example but only a few do. There is high demand in every single one of them. Moreover, the general evolution of each district in terms of number of skateparks is illustrated in Figure 56.

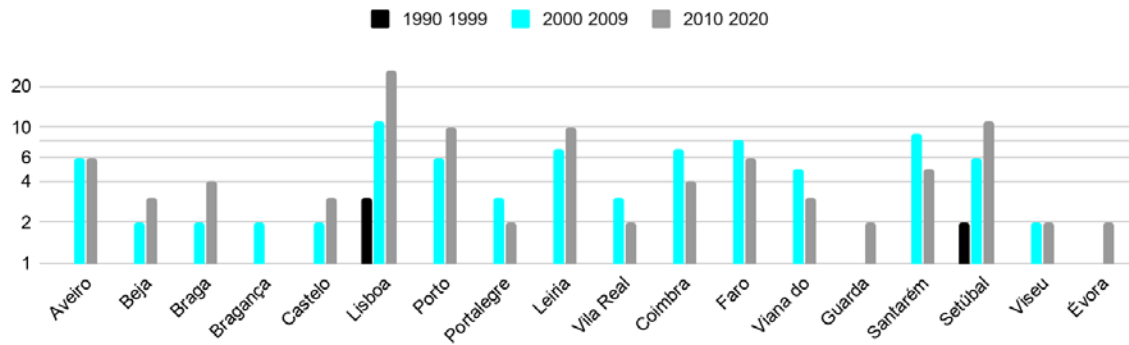


Figure 56. Number of new skateparks each decade in each district.
NB: there were skate/bike facilities in Faro in the 1990s.

We have seen that some city officials have heard their citizens and have delivered a skate facility, most of which are the first in town. Overall there has been substantial evolution and progress in skateboarding in Portugal but some regions are lagging behind, namely Guarda, Vila Real, Portalegre and Évora. I am confident to say that the Olympics had a tremendous impact on how the mainstream society that is not related to action sports regard the affair. Hopefully, there will be even further developments thanks to this.

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Appendix [1] - Glossary

Table » appendix Skateboarding specific terminology	
Source: Design and Development Guidance for Skateboarding - Creating Quality spaces and places to skateboard - June 2020 (UK)	
backside	riding with the skater's back facing the bank or transition
bank	angled non-curved riding surface

bowl	like a pool, but with metal coping rather than stone coping and tiles
carve	riding at high speed in a continuous manner around a bowl or pool
coping	round-bar metal (bowls) or pool style stone (pools) placed at the top of a transition wall
cradle	over-vertical feature shaped like a half-sphere or eyelid
death box	shoebox-sized gap at the top of a pool wall, emulating a swimming pool filtration vent
deck (skateboard)	skateboard riding surface
deck (skatepark)	standing / waiting area around the skatepark riding surfaces
DIY	do-it-yourself skatepark or skate spot constructed by skateboarders
downhill	high-speed riding down mountain roads and other steep inclines
driveway	two banks joined by a flat section
drop-in	entering a bowl, pool or pipe from the transition coping
escalator	increase or decrease in the height of a transition wall
Euro gap	bank with a step section leading up to a second bank or the deck
extension	higher section of a transition wall
fakie	riding back a bank or transition backwards
fire hydrant	feature mimicking an American fire hydrant
flat	flat areas of rideable surface, either in a street course or between transition walls
flat bar / flat rail	flat (or cylindrical) metal pole section placed parallel to the ground and 1ft to 2ft in height
flow bowl	larger transitioned skatepark area skatepark, often blended with street course features
foam pit	deep reservoir of foam pads to land into safely while learning tricks, often found in indoor skateparks
found space	see street
freestyle	technical tricks performed on flat ground
frontside	riding with the skater's front facing the bank or transition

full-pipe	transition feature which forms a complete circle in section
fun box	variable combination of banks, flats, ledges, rails, etc.
goofy	riding with the right foot at the front of the skateboard
grind	move where the skater balances on their trucks in a grinding movement along coping or other edge
grind box	movable box-like feature, often edged with right- angled steel
grip-tape	sandpaper-like covering to the upper surface of a skateboard deck
half-pipe	two quarter pipes facing each other, usually 6ft to 10ft high with flat ground in between
handrail	normally placed alongside a set of steps
hill-bombing	high speed riding down steep urban inclines
hip	protruding corner formed by two banks or curved walls
Hubba	angled ledge with a flat top, often alongside a set of stairs
jam	informal skate competition and / or celebration event
jersey barrier	feature mimicking the modular barriers employed to separate road traffic lanes
kickflip	rotating the skateboard 3600 along its longitudinal axis
kickturn	levering the skateboard up onto it rear wheels, and turning 1800
launcher/kicker	small wedge-shaped bank used to launch the rider into the air
ledge	fixed box-like shape, often edged with right-angled steel
manual pad	low and wide box-shaped feature
MegaRamp	a highly specialised combination of oversized launch ramp, gap and quarter pipe, and usually only created at professional spectacular events
mini-ramp	small half-pipe, usually 3ft to 6ft high and without any vertical surfaces
modular skatepark	constructed from prefabricated ramps and other features, placed on flat ground
ollie	move where the rider stomps on the tail of the skateboard to produce an upwards jumping movement
pole jam	small, angled section of metal pole
plaza	see street course

pool	like an empty swimming pool, often with tiles at the top of the wall and stone pool-style coping, and typically 4ft to 12ft deep
pump track	continuous undulating path
pyramid	four-sided banked ramp with a flat section at the peak
quarter pipe	transition feature shaped like a quarter of a circle in section
rainbow rail	long curved rail that comes out of the ground at both ends
regular	riding with the left foot at the front of the skateboard
roll-in	curved entrance to a bowl or pool, allowing easier access
safety gear	helmet, knee and elbow pads, plus also mouth guards, wrist guards and hip pads
set	combination of stairs, e.g. four-set, six-set, etc.
share surface	see skate space
skate dot	small stand-alone skateable feature, often placed in a park or urban setting
skate spot	small location identified by street skaters as being rideable, located in an urban setting
skatepark	area purpose-designed for skateboarding
skate shop	retail outlet selling (and sometimes hiring) skateboards, clothing, safety equipment and other merchandise
skate space	urban space which has been deliberately designed to accommodate skateboarding among other uses
skitching	holding on to a motorised vehicle to gain speed
slalom	racing through a series of cones
snake run	bobsleigh-like feature shaped like a snake
spine	two-quarter pipes meeting back-to-back and sharing a common metal coping
stairs / stair set	set or stairs or steps
street	skateboarding terrain in real urban environments, not purpose-designed for skateboarding
street course	skatepark section designed to resemble streets
switch	riding backwards

taco	feature shaped like a taco-shell, usually 3ft to 6ft high
tiling	ceramic tiling placed at the top of a pool wall
transition	wall of a bowl, pool, pipe or other feature which is curved in section
trucks	metal devices joining the skateboard wheels and deck, and providing turning capacity
vertical (vert)	transition which reaches vertical
vert ramp	large half-pipe, normally above ground and 10ft to 14ft high
volcano	volcano-shaped feature, often with a flat top
wall ride	vertical wall section placed next to a bank or transition
waterfall	steep floor transition joining the shallow and deep sections of a pool or bowl
Wembley gap	see Euro gap

Appendix [2] - In-depth questionnaire

FULL LIST OF QUESTIONS followed by the type of question and the number of responses.

Multiple choice (*M.Ch.*) - allow one given choice

Checkbox () - allow several given choices

Mandatory answer (*)

A written response (W)

Number of replies [number]

SECTION 1: LOCAL EXPERIENCE AND LOCAL SPOTS

1. Are you able to ride your board near the place you live? * *M.Ch.* [37]
 - yes / no / hardly.
2. Do you ride 50-52 mm semi-hard wheels on the streets? *M.Ch.* [36]
 - yes / no / yes, but I also use softer and larger wheels for rougher terrains.
3. 'Using such wheels, I find my home area.': *M.Ch.*
 - fairly good to skate / satisfyingly good to skate / tends to be bad to skate / extremely bad to skate / other.
4. What are the biggest challenges you find in the streets you skate on? (W) [32]
5. Do you feel compelled to travel in order to reach for better spots? * *M.Ch.* [37]
 - yes / no / once I did but not anymore / other.
6. (List) Which skateable elements can easily be found in your area? [35]
 - banks
 - nice pavement
 - concrete benches
 - granite benches
 - marble benches
 - wooden benches
 - flat rails
 - handrails
 - 'hubbas'
 - stair sets
 - other.

7. Remarks on the previous question. (W) 5
8. Did you grow up with access to skateparks or to some ramps? * M.Ch. [37]
 - yes / no / it's complicated / other.
9. (to fill in) 'It is complicated because..' (W)[6]
10. Are your local spots known outside of your local skate scene? * M.Ch. [37]
 - yes, pro skaters come frequently here to skater and film / no / maybe / we don't even have spots.
11. What are the spots (providing it is not a well-kept secret)? M.Ch. [16]
12. Those spots (assessment) M.Ch. [27]
 - are old / are recent / other.
13. 'I have moved out to another city and..' M.Ch. [33]
 - I stopped skating / got better conditions to skate / got worse conditions to skate / I have never moved out of town / other.
14. Remarks on such changes: (W) [7]
15. How would you rate the skateability of the place you live and skate on? * [37]
 - Good to very good (good street spots and good skatepark);
 - it should improve;
 - it is terrible, there is very few places where we can skate.
 - other.
16. Remarks (on skateability) (W) [6]
17. Question yes or no about skating conditions and people's attitude toward skateboarders):
 In your opinion and according to your experience and perception do you think people embrace skateboarding as a legit culture and respect skateboarders? Is the general mood skatefriendly? * M.Ch. [37]
 → yes / no / I do not know,
18. Remarks (on skating conditions and people's attitude toward skateboarders) (W) [9]
19. Is there any national pro (sponsored skateboarder) where you are from? M.Ch. [36]
 - yes / no / I do not know / other.
20. Accordingly to your experience, can you say skateboarders are looked down on by the public? * [37]
 - I have never noticed;

- it used to happen but not anymore;
- I do not believe such a stance on skateboarding still persist;
- it still happens sometimes;
- other.

21. What are the major hindrances for skateboarders in your region? (W) [27]

22. How would you change the situation for the better or what would you like to be different? (W) [24]

23. Can you name a skate friendly city in this country? Why is that? (W) [27]

SECTION 2: MY SKATEPARK

24. Is there a skatepark in the municipality you reside? *M.Ch. [37]

- yes / no.

25. Is there any public skatepark within a 5 Km radius from your house? *M.Ch. [37]

- yes / today there is, but I remember there was none a few yers back / no / other.

26. Did you always have access to a skatepark? *M.Ch. [37]

- yes, I can't complain;
- yes, but the park could be improved;
- no!;
- other.

27. How far is your nearest park? (W) [32]

28. Remarks. (W) [9]

29. Which park is it? (W) [10]

30. That closer park of yours is it the one you skate more frequently? *M.Ch. [37]

- 'There is not park to go to' / yes / no, I visit several park because I look for different obstanceles / no, I visit others and ignore the closest one / other.

31. In case you have answered 'no', what takes you looking for other skate parks? (W) [14]

32. How do you commute to your nearest skatepark? * [37]
- on foot / riding my skateboard;
 - by bike;
 - by public transport (bus or underground);
 - by public transport (by train);
 - by car (taking a lift);
 - by my own means (by car);
 - other.
33. Can you say you feel satisfied with your nearest skate park? *M.Ch. [37]
- There is none where I live and for that reason, I seldom visit skateparks / yes / no / so so / other.
34. Describe its access routes. *M.Ch. [37]
- There is none where I live and for that reason, I seldom visit skateparks / fairly good / good / reasonable / bad / other.
35. Can you say you feel satisfied with your nearest skate park's location? M.Ch. [37]
- yes / no / There is none where I live and for that reason, I seldom visit skateparks.
36. Do you feel yourself safe at the park, around the park and on the way to the park? *M.Ch. [37]
- yes / no / not always.
37. Remarks. (W) [4]
38. Assess that park. [36]
- has a toilet;
 - small!
 - of reasonable size;
 - fairly big;
 - 100% transition;
 - it is rather street-oriented;
 - Unit/modular skatepark - high ramps laid down on flat ground;
 - has a skate bowl/pool;
 - smooth pavement;
 - rough pavement;
 - just a halfpipe or miniramp!
 - several degrees of terrain difficulty;
 - Terrain difficulty is medium to hard and there are no beginner-entry level terrains;
 - there is no room for beginners;

- small quarterpipes/transitions;
- 100% wood;
- wooden ramps on asphalt floor;
- concrete park;
- fairly high ramps;
- perfect for inline skate and BMX;
- perfect for skateboarding;
- allows several riders to simultaneously use the park;
- does not allow several riders to simultaneously use the park;
- (impeccable);
- (thumb-down assessment);
- near the river or the ocean;
- far from water bodies;
- other.

39. Regarding skatepark's layout. [35]

- Impeccable;
- I consider it well designed;
- I consider it poorly designed;
- I consider it has flaws;
- I consider is too simplistic and with bad design;
- other.

40. Remarks on the park and its ambience. (W) [11]

41. Assess context aspects of the park * [37]

- We do not have a park!
- on plain sight;
- semihidden;
- hidden away;
- located at the outskirts and far from the centre;
- located in the city centre;
- located in an open area with no trees;
- located at the city near public squares;
- part of sports complex;
- next to children's' playgrounds;
- located at a public park;
- located at a public green area surrounded by trees;
- located at a public green area under mature trees canopy;
- located at a non-green open area;
- located within 10 m from car park;
- located within 10 m from the busy road;
- safe from the road;

- dangerously near the road;
- fenced-in;
- not fenced-in (open):
- other.

42. Do you know who designed this park? [35]

- I wish there was a park;
- I have no idea;
- Academia dos Patins;
- Francisco Lopes;
- Wasteland Ramps;
- it's a pre fabric unit park;
- other.

43. Do you know in which year the park was built (or renovated)? (W) [15]

44. Was there any skate park or ramps before the existing infrastructure? *M.Ch. [37]

- yes / no / I do not know.

45. Remarks. (W) [5]

46. Who are the users of the park? [35]

- skateboarders;
- BMXers;
- inline skaters;
- other kind of bikes;
- other.

47. Remarks. (W) [2]

48. The skate park is really good. National and local skateboarding competitions take place in it. M.Ch. [33]

- yes / no.

49. Is there a (private) indoor park in your area? M.Ch. [36]

- yes / no / I do not know.

50. Do you consider that there is a lack of skate parks in your extended area (region)?

*M.Ch. [37]

- yes / no / I do not know / maybe.

51. From your personal experience and perception, and taken Portugal as a whole, do you think there is still a need for more parks? M.Ch. [36]

- I do not know;
- yes, it is critical;
- yes, somehow;
- no;
- maybe.

52. Remarks. (W) [5]

SECTION 3: COMMUNITY AND CIVIC ENGAGEMENT

53. Have you ever engaged in a DIY (Do-it-Yourself)? *M.Ch. [37]

- no / yes, I am very active building ramps / yes, small street interventions / yes, we have built a skatepark! / other.

54. Have you ever been part of a campaign put together to request the construction of a skatepark at your location? *M.Ch. [37]

- yes / no.

55. If you answered 'yes', did you get results? M.Ch. [23]

- yes! / no!

56. Remarks (W) [12]

57. What is your history and where? (W) [10]

58. In case you have no skatepark in your area or city, have you ever met with decision-makers in order to discuss the provision of a skatepark? *M.Ch. [37]

- we have a park, so no / no / yes, formally and collectively / yes, informally and individually / yes, formally and individually / other.

59. Remarks (W) [4]

60. Have you ever signed an online petition of the like: 'We want a skatepark in location X'? *M.Ch. [37]

- yes / yes, as a matter of fact, I have created one / no / other.

61. Is it possible you have put one together yourself? What is the situation? (W) [3]

62. You haven't signed but you have stumbled across a petition of the like. *M.Ch. [37]

- yes / no / maybe.

63. Did your community get results via this method? M.Ch. [24]
- yes / no / a skatepark was formally promised / other

SECTION 4: ABOUT YOU

64. What's your name? *(W) [37]

65. How old are you? *(W) [37]

66. Are you from the skate shop era (no online shopping)? M.Ch. [37] 36?

- yes / no / yes, and I have always had the local skateshop / other.

67. Are you from 411VM times ? *M.Ch. [37]

- yes / no, but I know what that is / no, and I do not know what that is.

68. Are you from a pré-YouTube era or have you grown up with YouTube? *M.Ch. [37]

- yes / no / maybe.

69. What is your location? * (W) [37]

70. How old were you when you started skating? (W) [35]

71. For how long have you been skating? *M.Ch. [37]

- 0-3 years / 4-7 years / 8-11 years / 12-15 years / over 15 years / other.

72. Did you start skating..*M.Ch. [37]

- .. alone or with friends in the streets / .. alone or with friends at the skatepark / .. at the skate school / other.

73. In which Portuguese District do you skate more often? *□ [37]

- Açores;
- Aveiro;
- Beja;
- Braga;
- Bragança;
- Castelo Branco;
- Coimbra;
- Évora;
- Faro;
- Guarda;

- Leiria;
- Lisboa;
- Madeira;
- Portalegre;
- Setúbal;
- Viana do Castelo;
- Viana do Castelo;
- Viseu;
- I travel across the country and also skate abroad;
- other.

74. What took you to start skating? (W) [26]

75. Did you learn and develop your skills:? [27]

- at the skate school;
- by myself;
- with friends (observing and emulating others, as well as from videos, skateboarding magazines);
- through direct healthy competition among peers;
- other.

76. Do you remember how it all started? (influences) [37]

- I used to ride a BMX bike and then I turned to ride the skateboard;
- over sheer curiosity, before starting I was not in touch with the skate culture (I knew, for instance, no skate brands or famous skateboarders);
- I saw people skating around and I wanted to take part in that;
- 411VM tapes, Thrasher Magazine, Puzzle, Videos from the skateboarding industry;
- YouTube;
- Skate videogame (EA SPORTS);
- Tony Hawk Pro Skater videogames (Activision);
- Friends or relatives were skating already and I started skating as well;
- I was really young and started in skate school;
- I started riding the skateboard in the streets of my neighbourhood or in my garage
- I started riding at the public square;
- I started riding at the skatepark;
- It was a trend to skate at my school;
- other.

77. In which way /fashion do you commit to skateboarding? * [37] ~82.

- my life is skateboarding, always carrying my skateboard around;
- I am a professional skateboarder;
- I am a beginner-entry rider;

- 'I aim one day to be professional skateboarder;
 - Casual relationship with the skateboard;
 - I ride once and then;
 - I ride whenever I can;
 - I attend competitions;
 - 'skate everything' (in English)
 - 'skate with respect' (in English)
78. self-assessment (Skills) *M.Ch. [37]
- beginner-entry level / intermediate / advanced / other.
79. Have you ever stopped skating since you have begun? M.Ch. [37]
- no, I have never stopped / yes, I have stopped a few times / other.
80. Have you travelled to other locations out of your city just to explore skateable places (reasons) ? *M.Ch. [37]
- yes I have, however where I live there are cool spots / yes, because where I live there are no spots / no / other.
81. Do you do it often? *M.Ch. [37]
- yes / no / not at all.
82. "to me, skating means/represents.."* [37] ~77.
- be amongst friends and have a sense of freedom;
 - a lifestyle;
 - explore the streets and outdoor elements in a creative and stimulating way;
 - adrenaline;
 - competition and progression;
 - More transition and less street;
 - I just cruise around;
 - all the above;
 - other;
83. Which type of skateboarding do you practise?* [37]
- Serious: transition, halfpipe and pool riding - rather oldschool;
 - serious street-skater;
 - not so serious;
 - popsicle boards mostly on the street;
 - popsicle boards at street and park;
 - cruising around on penny board;
 - crusing around on a longboard;
 - Downhill;

- other.
84. Do you have any snowboarding experience? *M.Ch. [37]
- yes / no / I have some.
85. Do you have a connection to the sea? Are you connected to the surf like practices and culture? M.Ch. [37]
- yes / no / I have some.
86. You live in: (urban area, rural area...) * [37]
- a big urban area (Porto or Lisbon)
 - a medium size urban area;
 - a smaller urban area;
 - a rural or semi-rural area;
87. Do you participate in skateboarding competitions? M.Ch. [37]
- yes / no / other.
88. Is it important to compete, to you? M.Ch. [37]
- yes / no / maybe.
89. Is skateboarding to you something deeply social? * M.Ch. [37]
- yes, my closest friends skate / no / more or less / other.
90. Do you skate because you love skateboarding and the rest follows? M.Ch. [36]
- yes / no / other.
91. Is there a skate shop in your location? M.Ch. [36]
- yes / no
92. Is there a strong skateboarding scene in your location? * (W) [37]
93. Are you from the times when big corporations like Adidas and Nike didn't have a skateboarding brand? *M.Ch. [37]
- yes / no / I do not know.
94. Lots of skateboarding in your social networks? *M.Ch. [37]
- yes / no / other.
95. I have experienced the following situations: * [37]
- wishing to skate about but lacking conditions to do so;
 - not having access to a skatepark where I live/was living;
 - not having a spot nor a park nearby and therefore had to travel a good deal to get to those spots;

- clash with citizens for skating public squares and other places in the city;
- clashes at school;
- none of the above;
- other.

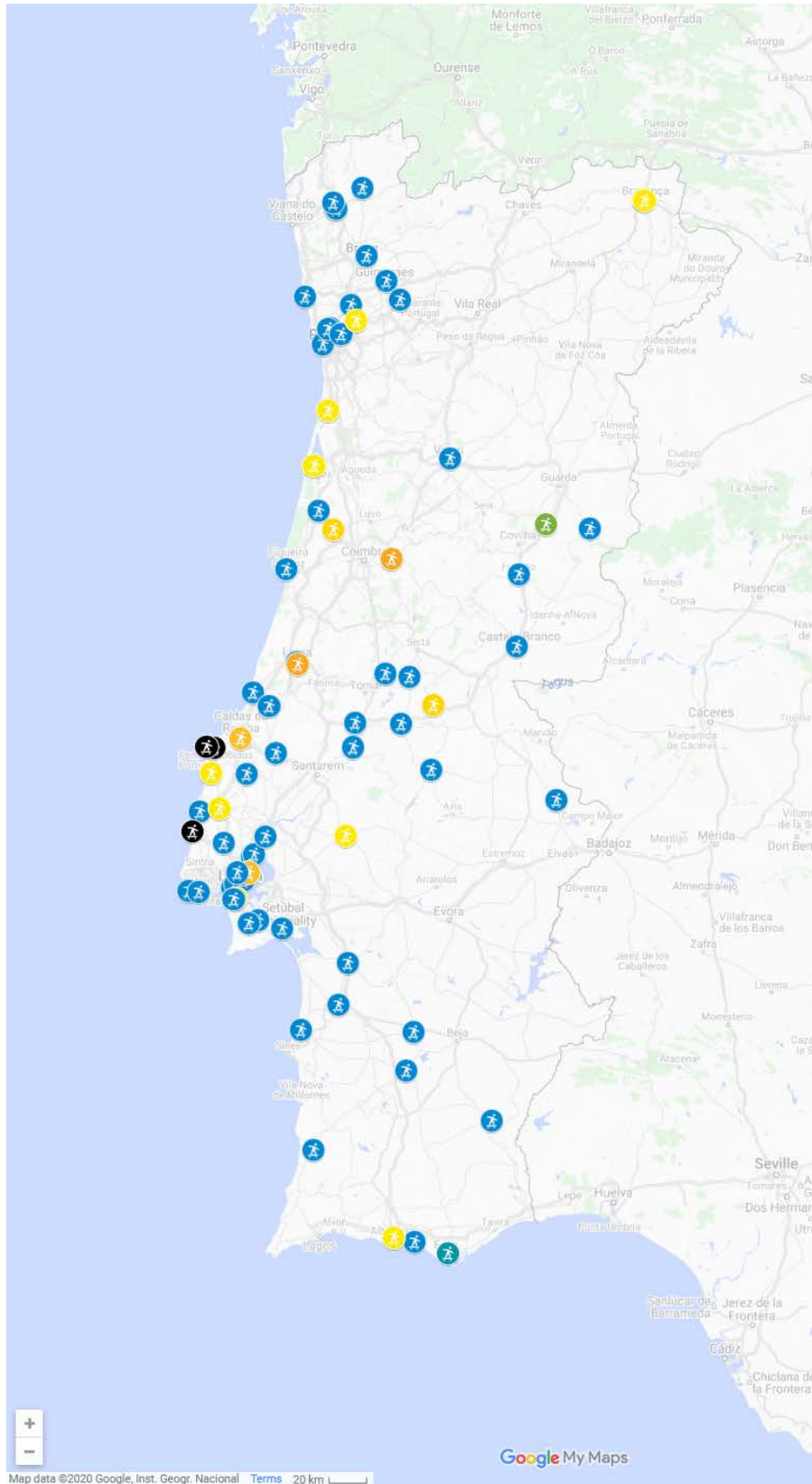
96. What is your history? (W) [5]

97. What are your struggles/fights as a skater? (W) [14]

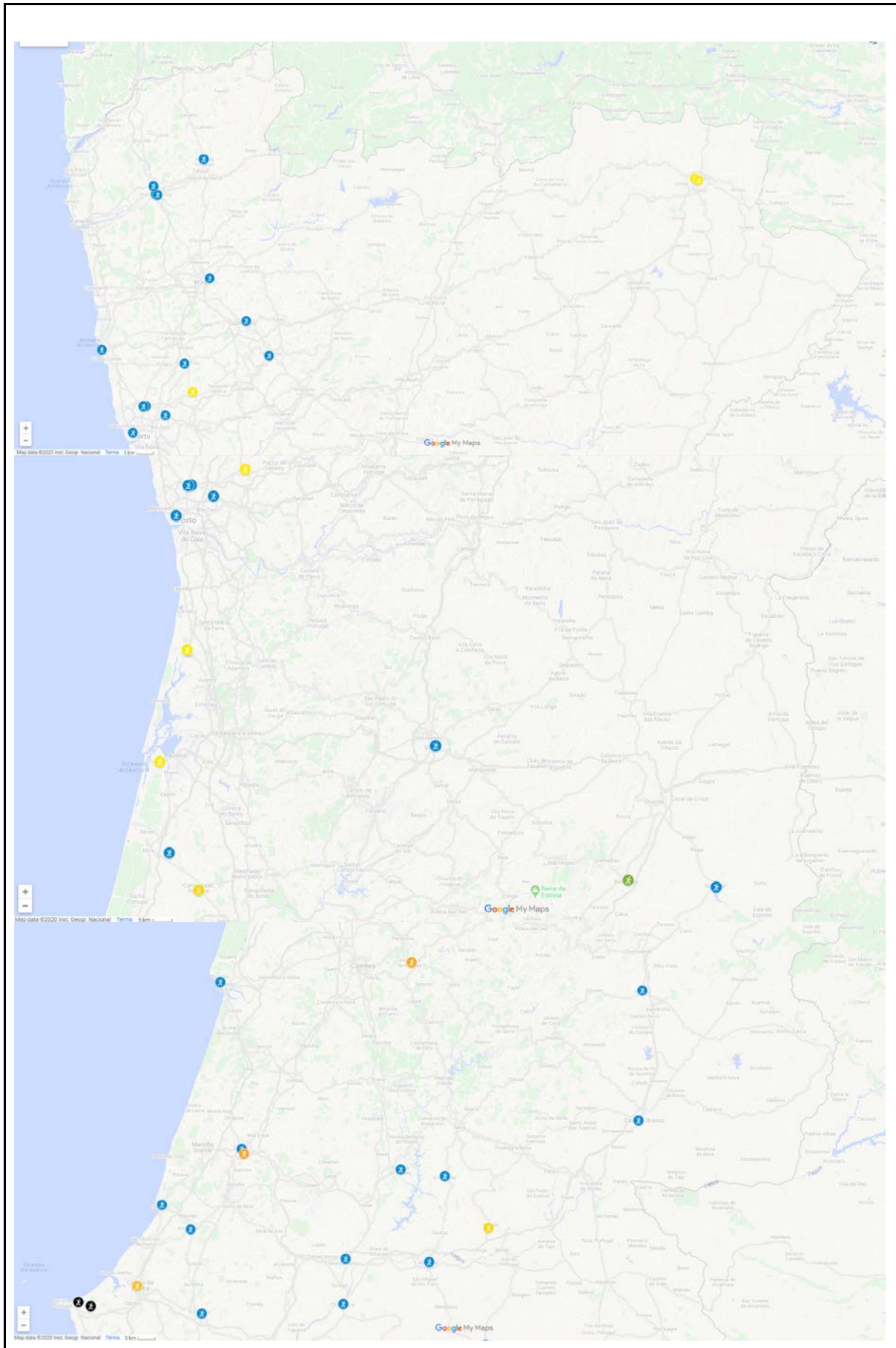
98. What excites you in skateboarding? (W) [20]

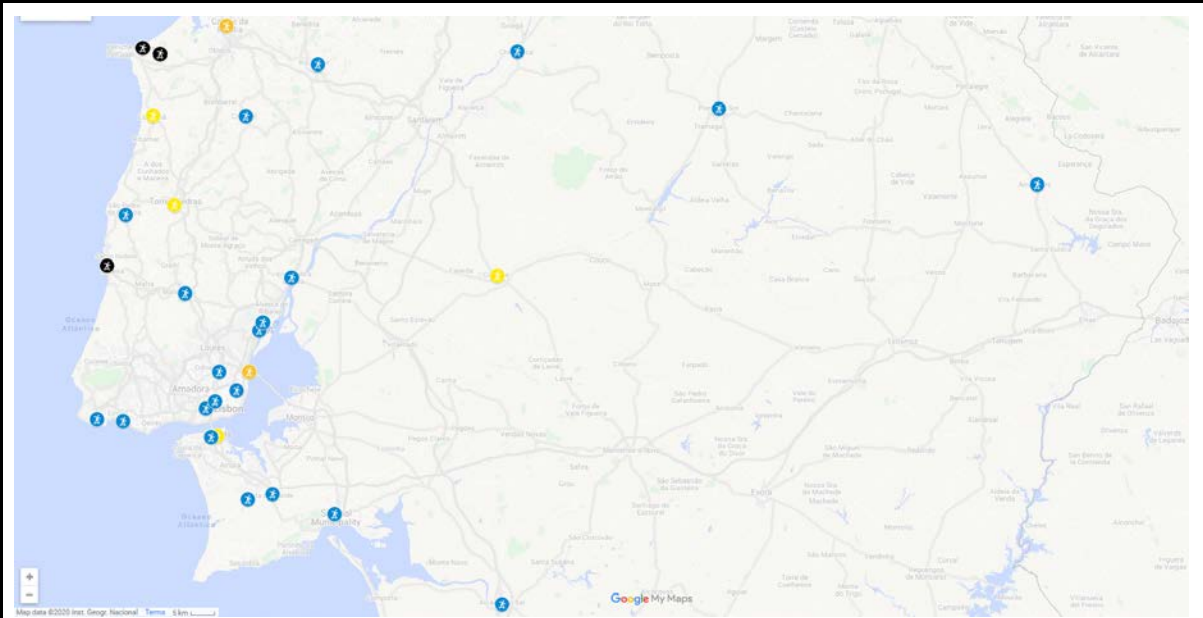
Appendix [3] - A birds eye tour - OVERVIEW BY DISTRICT - skate facilities and skate spots

I will now present an overview of the findings regarding most significant skate spaces in each district, street and skatepark. The districts are laid according to the alphabetical order.



The skateparks the researcher considers decent. to consult the approximately 180 skateparks in Portugal I recommend the website www.trucksandfins.com that is the most thorough data base on the matter (created in 2019)





atenção - Caxias é decente

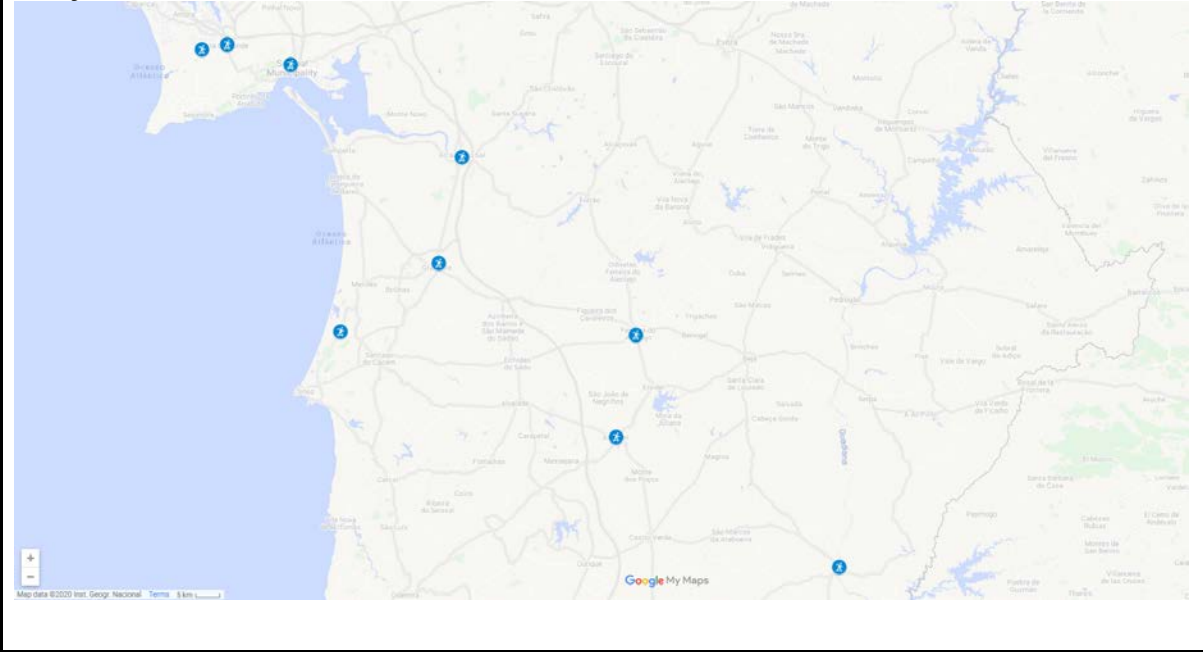






fig
Mainland Portuguese Districts

Aveiro District (north) (01)



fig

Aveiro District

Aveiro is Portugal's fifth-most populous district with [714 200] inhabitants according to the last census (2011). All the parks but one are modular transition type with some street elements. There has been investment in public skateparks since the 2000s and the most recent skate facility is the one in Murtosa (2017) (Fig chart). To skate a skate bowl the only option in this district is in the urban park of Vale de Cambra (2011). There are at least eleven functional skateparks in Aveiro district. Significant skate facilities are the skateparks in São João da Madeira (2004, recently renovated, fig), Gafanha da Nazaré - Ílhavo (2005, renovated in 2017), Vale de Cambra (2011), Aveiro (2013,2020), Oliveira de Azeméis (2013), Murtosa (2017) and Ovar (2002). The latter, *located roughly in between Porto and Aveiro - at 40 Km from Aveiro and 39 Km south from Porto - was the first significant concrete skateparks in the north that at the time was a widely known spot among BMXers, skateboarders and inline skaters. Fig _ It is one idiosyncratic skatepark in a number of ways: first, it was set in a substantially wide area -which is uncommon. Second, it was built in-situ using robust construction materials rather than deteriorating metal and wood typical from early municipal skateparks, and for that reason still stands today as the local skatepark while others built in metal and wood have worn out with time and use. Even the floor quality, polished concrete, was thought through - contrary to other skateparks. Nonetheless, a pearl in Aveiro district, suitable for all sorts of action sports. Third, it was nicely inserted into the surrounding landscape (pine forest setting), also extremely uncommon. It is not perfect, however, in the sense that it is a monofunctional space, it does not offer basic commodities such as running water or a toilet and it requires regular brooming from the falling bits of nature. Shall this park had a skate bowl and it would be incredible. Moreover, it is not so*

idiosyncratic in the sense it is located at the very outskirts of town. In addition, a concrete halfpipe (still standing) was built around the same time in the city of Ovar at another location, making Ovar one of the few cities with not one, but two skate facilities in the early 2000s (other examples are Marinha Grande and Bragança cities).



fig

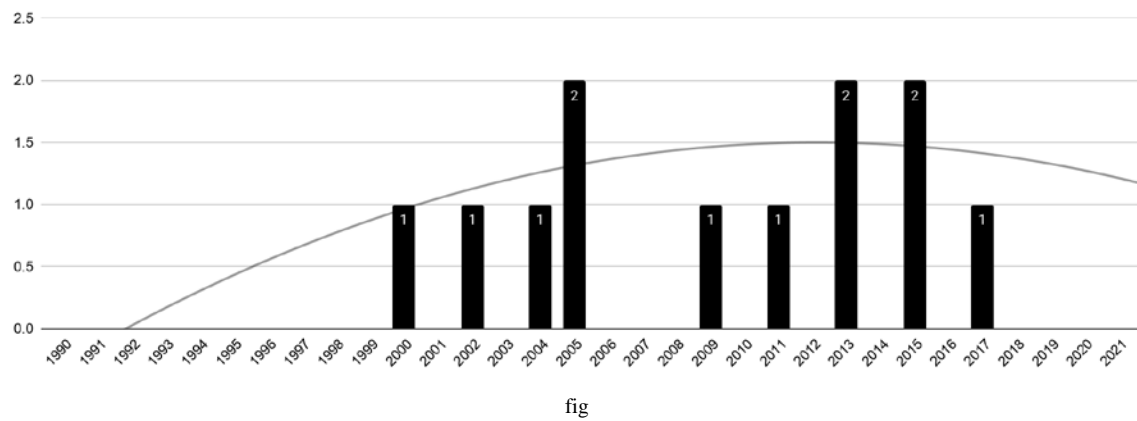
Skatepark in São João da Madeira - built in 2004 and integrally renovated in 2017 by Academia dos Patins.

The city is part of Aveiro district and Porto Metropolitan Area. Due to the scarcity of skateparks in the early 2000s, the park in S.João da Madeira certainly played the role of a regional skatepark rather than a municipal skatepark.

For anyone from the Porto region, for example, particularly before 2007 -when a skatepark was built in Maia, a city located 9 Km from Porto's centre- this park was a major asset. The problem, obviously, was the distance. The only other option was the skatepark in Póvoa de Varzim. These skateparks are 45km and 30km away, accordingly, from Porto city.

© Academia dos Patins (2017)

year and Aveiro



fig

Investment in public skateparks in Aveiro District



fig da db

Skatepark in Ovar - since 2002, possibly the first skatepark in the district

Banks and low handrails | street ledges

© Javier Saavedra (2011)



fig
the picturesque skatepark of Ovar

© Miguel Alho (2007)



Imagery ©2020 Google, Imagery ©2020 Maxar Technologies, Map data ©2020

fig
Ovar's unit Concrete Skatepark (2002)

© Google, Maxar Technologies, Map data

The capital city (Aveiro) offers a small but very decent concrete skatepark located in a peaceful green multisport facility designated area since. Alongside the skatepark lies a fenced soccer field and a small cricket ground, indicating openness to societal needs beyond

the traditional team sports (skateboarding and cricket). The whole area is a car-free zone which sets a very healthy atmosphere. Furthermore, an update to the existing skatepark is expected in the summer of 2020, replacing a concrete skatepark with a plywood skatepark which is unusual (fig). In this new setting, the skateparks capacity will increase substantially with the new design as there will be more obstacles, including a skate bowl the third this company builds (after Braga 2018 and Pombal 2020). I am sceptical about replacing concrete with wood.

Aveiro is skate friendly.

Following Porto, Aveiro is the district in the north with a higher proportion of municipalities offering a skate facility (52,6%), i.e., roughly half.. As for the other half (Castelo de Paiva, Arouca, Sever do Vouga, Anadia, Mealhada, Feira), there is demand (detected for this study) in Arouca and in at least three locations in Feira

(..) from the petition places the average distance to the nearest skatepark is 14,6 Km (8, 21, 22,5, 20).



A) Skatepark de Aveiro built in 2013 © Ricardo Sousa (2019)

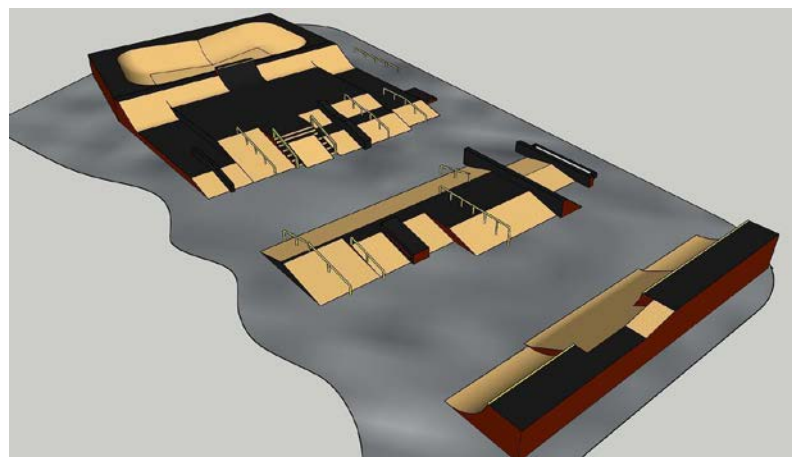
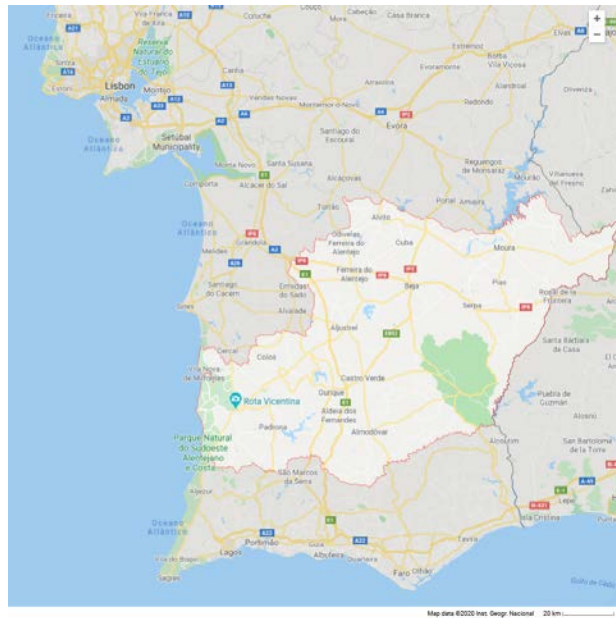


Fig:___
B)

B) New upcoming Skatepark of Aveiro (Summer 2020) © 3D model by Academia dos Patins

Beja District (south)



Beja district - comprising the southern part of the historical region known as Alentejo (*Beyond the Tagus river*) and the wild southeast coast - despite being the larger district of the country is nonetheless the ante antepenultimate in terms of population number (taking 11.1% of the Portuguese territory). Offers today just a few skateparks scattered through the territory.

The capital is the most populated city of the district (35,854) but does not currently have a skatepark, despite a petition with 1078 signatures. However, it seems that there was a skate facility in Beja some years ago but was removed for unknown reasons - never to be replaced (very beginner-friendly and located in a public green area).

Nearest skatepark from the capital today is located 20 km away in Cuba (Cuba is a town in Portugal - the skatepark is located at the current location since 2016, it is unclear if there was a skatepark in Cuba before 2016) Fig (). Other skateparks are Odemira skateparks (2000s, recently renovated), the skatepark in S.Teotónio-Odemira (2016) and the skateboard oriented skatepark in Ferreira do Alentejo (2006) where lies the only skate bowl of this district as well as the only concrete skatepark of the district.

The average distance to a skatepark based on locations where demand was detected is 44,3 Km in Beja district. To this day, people in Vila Nova de Milfontes (nearest funitonal 31Km from S. Teotónio(fig), Pias (65km from Ferreira do Alentejo) and Beja do not have a skatepark.



fig

Skatepark in Odemira , probably one of the oldest in Alentejo (renovated in 20__)

© Google Street View (2010)



Fig - Skatepark in S.Teotónio-Odemira - built in 2016 in a sports complex

© Ellis Reichgelt



fig

Skate ramps in Cuba (Portugal)

© Trucks and Fins





Imagery ©2020 Google, Imagery ©2020 CNES / Airbus, Maxar Technologies, Map data ©2020 10 m

fig

The peculiar but functional arrangement in Aljustrel (Alentejo) where ramps were laid as part of a circuit just like in a dirt track

Aljustrel located at a public garden and sports complex

© Luís Guerreiro (2019)





fig

skatepark in Ferreira do Alentejo designed by a skateboarder

This facility is part of a sports complex.

A - skate pool

B- street course

courtesy by the municipality of Ferreira do Alentejo



fig

Small Beja skatepark - not currently available to the public

The ramps in Beja were removed in 2016

courtesy by bejanoite

Distrito de Braga (north)



fig Braga District



fig

Primitive skate facility in Braga.

Braga is the city in the north with more public skateparks - three. This one here is possibly the oldest or one of the oldest skate ramps in the north.

Half pipes in settings like this indicate the 1980s or possibly early 1990s. None similar to this one were detected anywhere else in the country

© Google Street View

Braga is the third most populated district in Portugal after Porto and Lisbon with 956 185 inhabitants according to the last census. In this district, we can find skateparks in Braga (2000s (1990s?), 2018), Esposende (2012), Guimarães (2019) and Vila Nova de Famalicão (2003). There used to be one in Póvoa de Lanhoso (2004) but it was destroyed a few years back. The most impressive in quality and design are the new ones in Braga (Academia dos Patins, fig) and Guimarães (Wasteland Ramps, fig). Its capital - Braga - offers skateparks since the 1990s and recently invested in a new facility funded with European funds as the city

was the European Capital of Sports in 2018.. Furthermore, despite Barcelos not offering a conventional skatepark to the local community it has developed a strong skate scene in found terrains - similar to what happened in cities like Porto, Matosinhos and Vila Nova de Gaia (Porto District) (fig).



fig

The superb new Skatepark of Braga perfectly affords street and park riding alike.

In 2018 a mega park was built (the first wooden ‘flow-bowl’ or wooden skate-pool in the country, two more were built in the summer of 2020, in Pombal and Aveiro by Academia dos Patins).

© Academia dos Patins (2018)



fig

Braga Skatepark (2018) as seen in social media post announcing the grand opening

courtesy Braga municipality

Skateboarders from Barcelos have found and subsequently appropriated a magnificent skate plaza that offers wide space, smooth ground and solid ledges, unlike the rest of the city, with many of the classical street elements such as the staircase gap, the manual pad and

even a set of marble benches. In my opinion, with a few banks added on the side and the spot would become perfect! However, it is accidentally skateable, it was not designed to be skateable. In addition, skateboarders add elements to the place to enhance its skateability as seen in figure (). It is a skate spot known beyond city and regional boarder. The local skate organization have come to an agreement with the local council and to this day that accounts for the local skatepark, 100% street spot (cite the guy).





Fig a fig b

Skate Spot of Barcelos

Embracing skateboarding.

Barcelos city has no conventional skatepark (nearest one at__ km) nonetheless this is the local community spot.

© Barcelos Skate

© Luís Moreira (2009)



Fig

Spot of Guimarães

This spot was the 'skatepark' of Guimarães, at least before the wonderful skatepark was constructed in 2019 by Wasteland Ramps



fig

The new skate heaven of Guimarães 2019

This is the first skatepark in Guimarães.
It was built and designed by Wasteland Ramps.

© wasteland ramps

Bragança District (north)

NB: Bragança District and Vila Real District combined comprise most of the historical region of Trás-os-Montes e Alto-Douro - the northeast of Portugal.

Curiously, there are only two skatepark facilities in this district and both lay at its capital city. Both from the same urban development program - Polis. Similarly curious, these are the only concrete skatepark in all of Trás-os-Montes e Alto-Douro region. Without

these and there would be none. They are the northeasternmost skateparks in Portugal and arguably the most remote skateparks in the country. The parks were built circa 2000 (possibly 2002) and it has survived in fairly good conditions till this day due being built in concrete.

There is no evidence of use or local skate scenes as there is almost no reference to be found on the internet about these earlier facilities, but still, the opportunity is there!

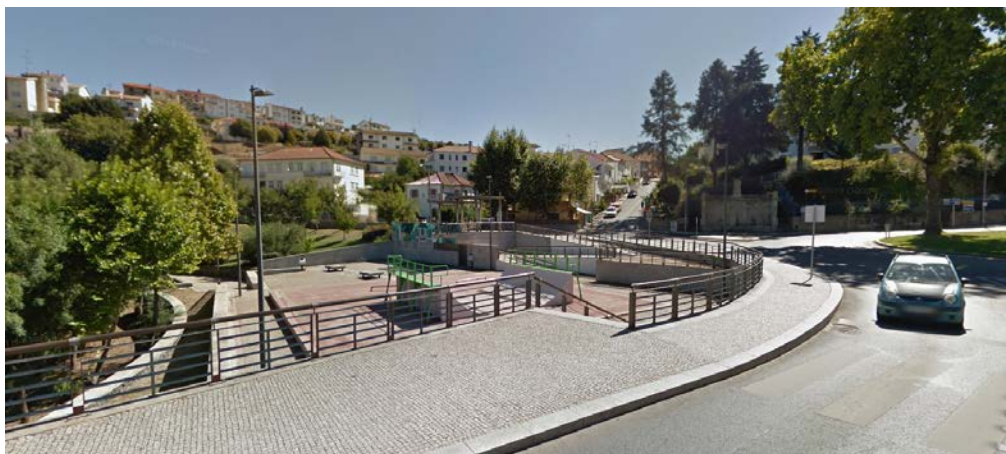


fig A B

Skate facilities in Bragança (circa 2000)

© Google Street View

Castelo Branco District (centre)



From the hinterland districts, this is undoubtedly the most skate friendly of them all in what comes to provide quality skateparks. Its capital offers since 2012 the biggest wooden unit park in the country. The park is laid in polished concrete



The Skatepark at the capital city is the biggest modular wooden skatepark in Portugal
© Academia dos Patins (2012)



The One-of-a-kind extreme skatepark in Belmonte (built in 2008).

No, it's not 1978 in the US, it's Portugal and the park is only 12 years old.

This one was truly inspired in late 1970s terrains as even a full pipe was built.
Castelo Branco District is definitely on the map for extreme riders because of this skatepark.

It was built on an old quarry.
unknown designers

photos courtesy Belmonte municipality



fig

The bowl in Vila de Rei designed by Francisco Lopes

How to make the best out of a small space? small Monolith skateparks like this are extremely rare, particularly from the 2000s and behind. However, in the last few years Wasteland Ramps have been built in this standard and typology.

© André Filipe (2009)

um distrito com umas boas bowls

Coimbra District (centre)

The worst skateparks of the district are the ones at its capital, Coimbra.

its capital has a skateboarding dedicated space since the early 2000s but it was left to their own devices.. However, this ‘facility’ had never gotten transition elements such as a quarter pipe like most of the parks in the country. In addition, was just an officially dedicated place with few street-oriented rideable elements.

In 2007 a new skatepark was built. As part of the development of the riverfront. The skatepark is located at the far edge of this new park at the other bank of the river, thus out of sight. The park is but a huge concrete wave that does not afford street skating, gets gritty

and therefore unskateable. shortcoming to point out. I have ridden this park myself and it was criticised by one of the respondents.

Thus, despite the city accounting for 2 official skate spaces, Coimbra skate community has been crying for a decent skatepark all along. It has been announced on local media for the construction of a homologated skatepark with street and transition to being delivered in 2020 or 2021.



fig

Coimbra Skatepark

Designed by landscape architects and built in 2007. is just a sequence of concrete banks.

courtesy by wasteland

Évora District (south)

Rather poor.

there was skatepark in 2009 - rotten 4 years after,

It's capital lacks skatepark provision for some years now and there's a petition in place to get it. However, there were in Beja at some point a skatepark - very beginner friendly.



fig

How the ramps in Évora from 2009 looked before they got removed in 2016.

photo : Évora Municipality (2016)

Faro District (south) (Algarve Region)

Also known as Algarve. Skateboarding was happening in there already in the 1980s accordingly to

Capital offers a thorough concrete skateboard facility since 2009.

This district is perhaps where people are more exposed to international ideas (alike Lisbon), and more quickly as it is an international vacation destination, particularly before the internet. This might have fostered cultures such as skateboarding, and thus there are demands since the 1990s. The first concrete thorough parks of the country are built here in the mid-2000s, namely in Albufeira and Faro by Francisco Lopes. Nevertheless, there has been ramps and parks around since the 1980s in this district.

There are in Algarve long established BMX and skateboarding scenes.

fig

©

Guarda District (north)

Arguably, the less skateable district of Portugal.

Capital offers no skatepark.

First decent skatepark in 2015.

Leiria District (centre)

Capital offers high-quality skatepark since 2006. This immense park designed by landscape architectes failed to appeal is designed rather based on banks and ledges than the quarter pipe element, thus offering limitations to transition riding. Hence, after demand and in attempt to remove skateboarders from national famous 'Leiria Skate Plaza' (urban spot), a new skatepark (very central) was built in 20___. This facility is a stop in skateboarding national competitions. Moreover, a world-famous DIY transition park is also located in Leiria and was the second skate terrain purposely built in the city. It was built precisely to cover the lack of transition elements in the city's skatepark located at a recreational green area. Thus, combined, the city offers three concrete skate parks, 2 of which municipal facilities making it one of the skate friendliest cities in the country skate space-wise (streets are also very skateable).

In addition,

Wasteland Ramps company are from Leiria district and are connected to the early DIY Factory spot mentioned above.



fig

The emblematic Leiria Street Plaza - Luís de Camões Garden - A National Skate spot/stop
its design and materials provide great skate ability

Hugo Xavier (2017)

fig

fig

fig

Lisboa District (centre)

Purposely built facilities took off here as early as 1991 as the capital area and Algarve district were at the forefront of these kinds of urban sports. However, first skateparks were mostly transition based and street-based parks became more common in the late 1990s.



fig

The inauguration of Pedrouços skate Park in Lisbon (1991).
Arguably the first and oldest skate facilities in Portugal.

Here the bmx rider ___ performing an aerial.

© Paulo Slime? Louis?
Outright bmx archives

This district combined offers more skateparks than any other (fig). Moreover, if combined with Setúbal district (from south bank south from Lisbon city southwards) the number rises even further.



fig

Skatepark Expo (1996) - recently renovated

this park was for quite some time an ex libris of skate space in Portugal

one of the first major skateparks in the 1990s was designed as part of a landscape development project by PROAP
(c)



fig

Skatepark Expo after renovation (2020)

© Onsk8 (2020)



fig

The tragic fate of the early skate bowls - Baixa da Banheira Bowls (1991-2019)
The rather extreme pool in Moita Municipality was built in the early 1990s.

A) Visiting skateboarder at the one of the kind Bowl at Baixa da Banheira - Moita © Thrasher and Wired Magazines (2011)

B)

C) this act might be reversible



fig
Old Pool in Oeiras - 19 years of glory (1995-2014)
© Helder Real

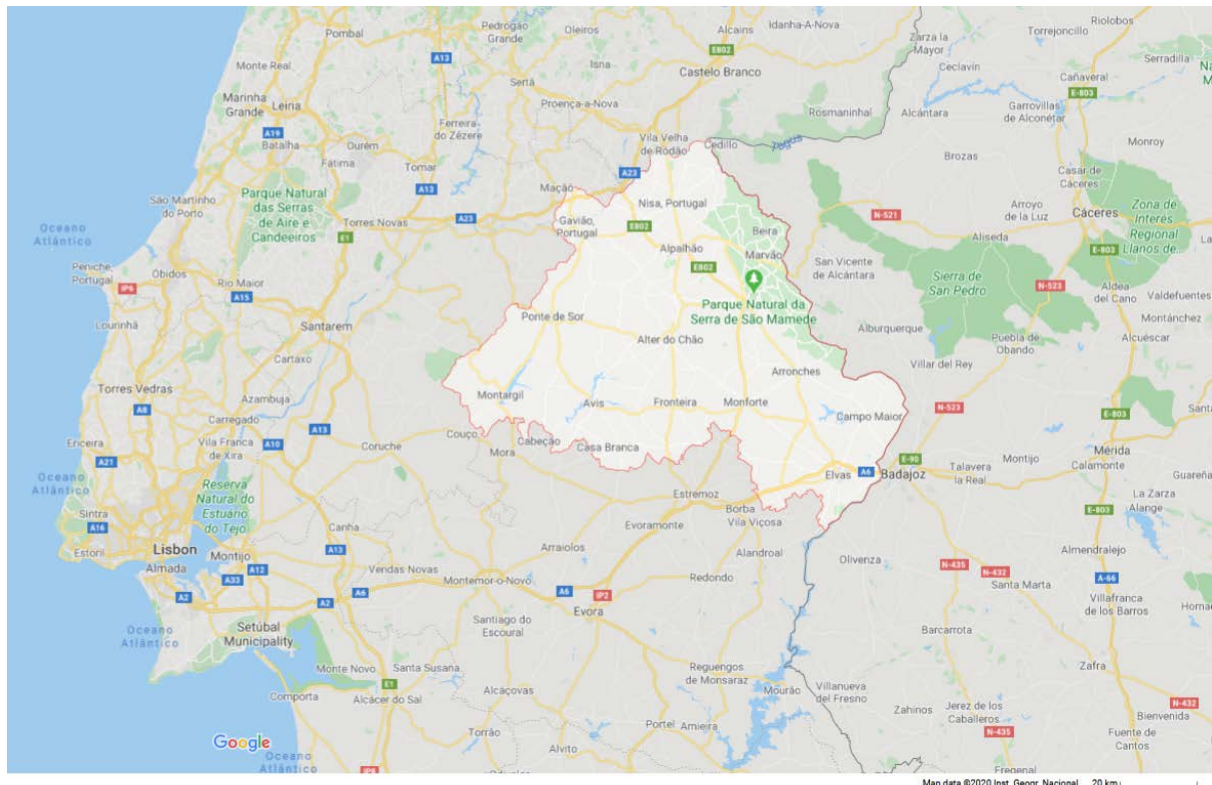


fig

The tragic fate of the early skate bowls - 'Oeiras Pool' (1995-2014)

*The problem with this park was its location - just on the back of a condominium (block house).
© Outriding Bmx blog (2014)*

Portalegre District (centre)



The capital do not offer a skatepark- There is an old skatepark in Elvas (units, and is also where one of the few halfpipes in Portugal still stand). Half Pipes were a 1990s trend. It is a good thing that the ramps did not get removed. People from Campo Maior crave for a skatepark. The skatepark in Arronches (2016?) is a wooden complex with an interesting story: the demand for a skate facility came from an inline and ice skate organization and not from street riders. It is a high-quality facility that provides light at night, smooth pavement, wide space and good quality ramps.. The area was previously used to skate by the association but only in 2016 the city invested in a skate facility. In addition, it offers incredible views. (fig)

In Ponte de Sor near the border with Santarém district lies the only concrete skatepark of the district.



fig

Arronches - Portalegre District 2016

picture: courtesy of [Associação Freestyle Ice Show Arronches](#) Freestyle Iceshow association of Arronches

Porto District (north)

ver aid to C4 - a história do Porto conheces bem. referir que é muito street lá.

J

Its capital has proven very unfriendly from the point of view of provision and support of such activities. Nonetheless, some of its streets are highly skateable which allowed the development of street culture. This is a territory I know well from the skater point of view.

Skateparks around the city of Porto were laid in surrounding cities and therefore are not initiatives of Porto city council.

The first skatepark in the city of Porto is built as late as in 2012 and was not successful. In 2019 a street-oriented skatepark was built.

Significant older parks in this district are skatepark of Maia (old), skatepark of Póvoa de Varzim (old), skatepark of Ermesinde and more recent, the skatepark of Santo Tirso and the new skateparks of Póvoa de Varzim and Maia.

..

.. já escrevi extensivamente sobre isto. «

Santarém District (centre)

santarém abrantescamusca Coruche



fig

The skatepark in Abrantes (early 2000s) is the only skate facility in Portugal located next to a historical monument (The Castle of Abrantes).

© Sandra Oliveira (2010)

..

..

..

muitos skateparks decentes. e alguns com quase 20 anos.

Setúbal District (south)

Just as in the Lisbon area, there are registers of skate scenes in the district of Setúbal as far back as the 1990s and even the 1980s. Several mini ramps can be found throughout the territory in remote little villages. Its capital, however, did not have a conventional skatepark until 2020. One of the most famous and spectacular skate spots of the whole country was located in the city of Setúbal next to an historical monument. It was a monumental flat ground bordered by monumental extremely skateable banks - The Jesus plaza as it was known was torn down in 2018?. fig



fig

freshly finished element at DIY in Almada
© @betoordiespot (17 July 2020)

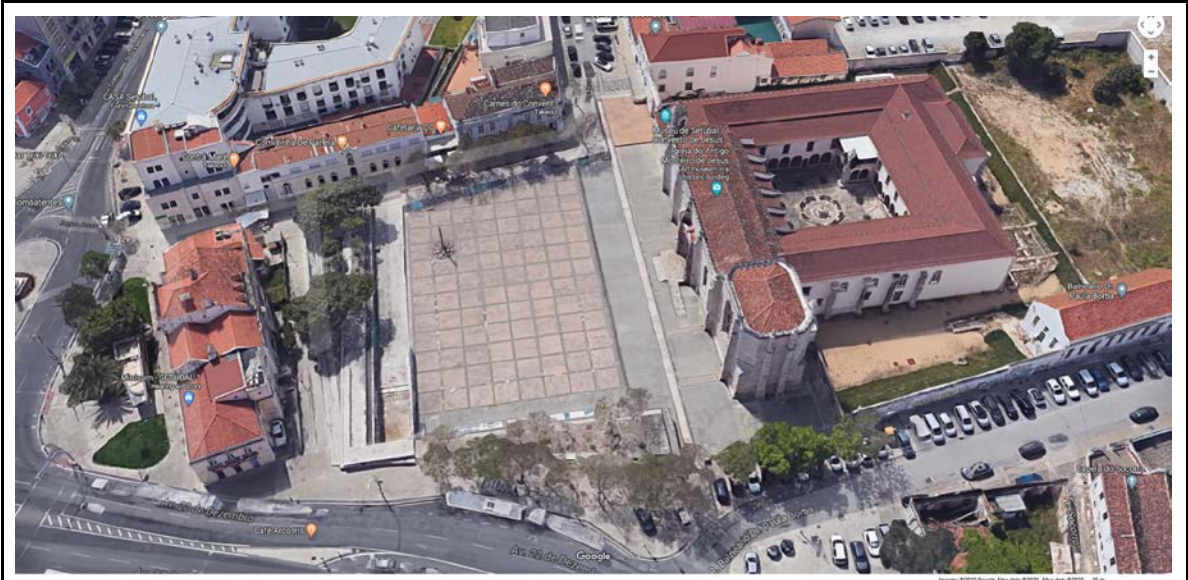


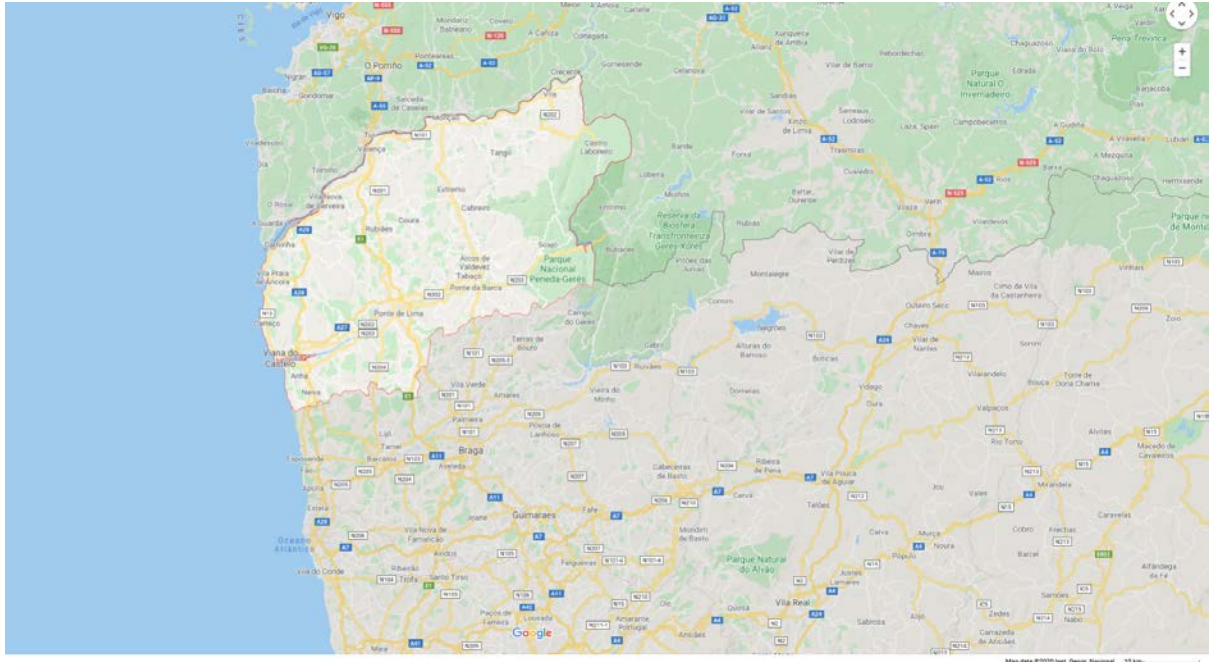
fig
Jesus Square



Courtesy Wasteland ramps 2018

a great lost

Viana do Castelo District (north)



This is the northwest most district of Portugal.

referir Ponte de Lima como capital progressiva. skateparks de madeira em zonas fronteiriças.

skateparks shabby. ver petições.

referir a chuva.

There are wonderful skateparks in Viana do Castelo but none at its capital. In fact, the public skate ramps in Viana do Castelo (city) can not be called a skatepark.

Its capital city has offered a concrete mini ramp since the 1980s-1990s and that was the last ramp built despite ___ skate scene and long-fought campaign - one with most signatures.

However, it was announced for summer 2020 the construction of a public skatepark known to be signed by Francisco Lopes and so Viana do Castelo can expect proper ground.. (elections are coming) At last!

..

there are two concrete skateparks in this district that are unique (Ponte de Lima 2009 e Arcozelo 2017)



Fig

‘Outside’ DIY Transition Skatepark built in 2017 in Arcozelo-Ponte de Lima

The local parish after learning about what the skateboarders were doing supported the endeavour with the main raw material (cement)

© Renato Lainho (2017)





fig

Melgaço skatepark - since 2017

The wooden constructor Academia de Patins have sold a few ramps to the towns some of which have gone shabby, removed (Monção) or left abandoned (Caminha, fig).

courtesy by Trucks and Fins (2020)



fig

The skatepark in Caminha in June 2020

“This is our skate park! We have been asking for a new skate park for years and we have never been matched! The floor is all broken, full of holes, the ramps are all torn and fractured, a floor that we have to stop every minute because it already hurts our feet from trembling due to that we already had colleagues who were crippled, it would be, like bony bumps, hitting their heads with skateboards to trap in the holes and many more! The skateboarding community may not seem like it, but there are at least 30 skaters waiting for a new park! Sometimes we have to go to other places in the village or even the council to skate, boring, because although street skate helps to evolve, people always come into conflict with us, and with good reason. And an infrastructure that entertains the entire population more young, whatever the reason! I would like this message to reach the professionals in charge of this action to realize that skateboarding is a sport and an activity that deserves more respect and recognition and that we are not just half a dozen pinged cats waiting for attention! Walking skaters ask and deserve your help! We will not give up! Share”

photos: courtesy by Martim Monteiro (2020)





fig

Mini Ramp in at the capital in Viana do Castelo (photo: 2010 or prior)
arguably one of the oldest skate facilities in Portugal with about 30 years,
The location is excellent but the problem is the complete lack of upgrade.
(I have the memory of it from where I was a child - early to mid-1990ss)

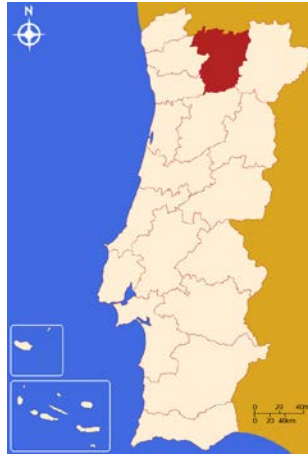
photo: online inventory

fig

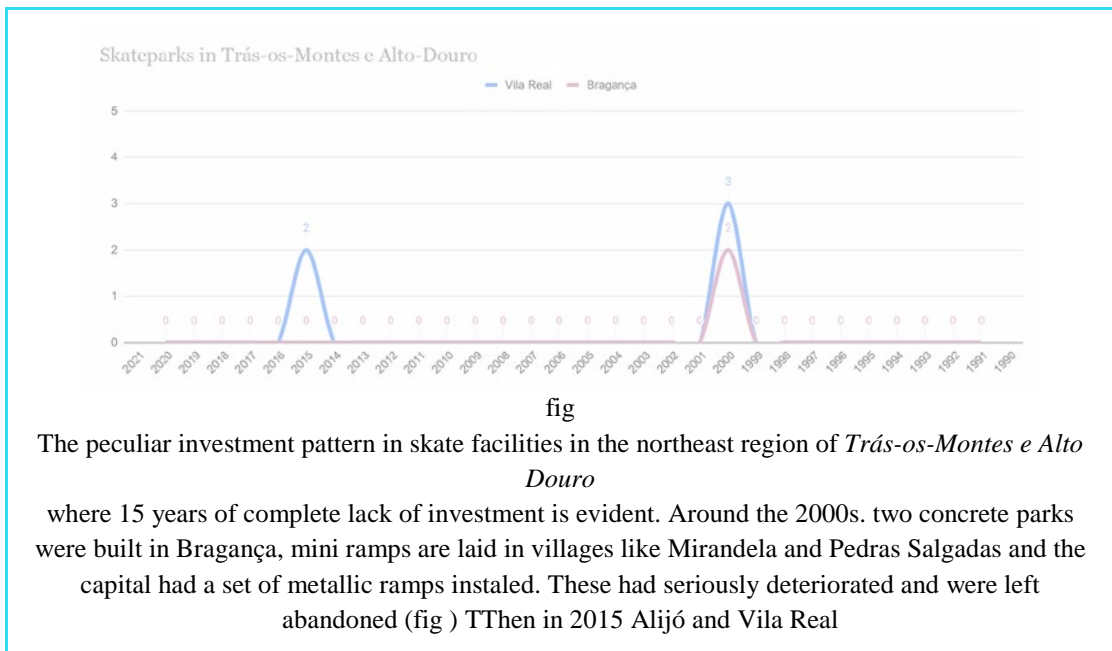
fig

Vila Real District (north)

N.B. Vila Real and Bragança districts together comprise the Trás-os-Montes and Alto-Douro Region (Beyond/behind mountains and high Douro region), which combined offer very few skate facilities and none with a comprehensive design and not up to today's standards. In fact, none of the existent facilities was designed or constructed by skateboarders.



Vila Real



fig

The peculiar investment pattern in skate facilities in the northeast region of *Trás-os-Montes e Alto Douro*

where 15 years of complete lack of investment is evident. Around the 2000s, two concrete parks were built in Bragança, mini ramps are laid in villages like Mirandela and Pedras Salgadas and the capital had a set of metallic ramps installed. These had seriously deteriorated and were left abandoned (fig) TThen in 2015 Alijó and Vila Real

Curiously but also sadly, there were just two moments in the history of this region when cities invested in skate facilities and those moments were the early 2000s and the year 2015. (fig). In short, there is one lonely mini ramp located in Montalegre, another one in Pedras Salgadas- this one is associated with an array of five metallic ramps of arguable design (fig), the old skate park in the capital city had long deteriorated to a shameless state (fig) and it was only replaced in 2015 by new equipment in a new location (fig), and finally the new skate facility in Alijó (2015). All the ramps and skateparks located in Vila Real are units. These are very remote territories in relation to the rest of the country, and for about 15 years there was no investment in skateparks whatsoever (fig).

Sadly, the capital does not set an example in terms of providing for action sports - nor does Chaves (the second municipality with more inhabitants in the District). The first provides something that leaves so much to desire while the second does not provide any skate facility whatsoever to its youth.

However, people from Vila Real was left with no skatepark for about 15 years. This summarizes the district in terms of skate space. In addition, there are scarce street spots that are inevitable explored by local riders, particular skateboarders that are so sensitive to bad paving - existing in plenty.



fig

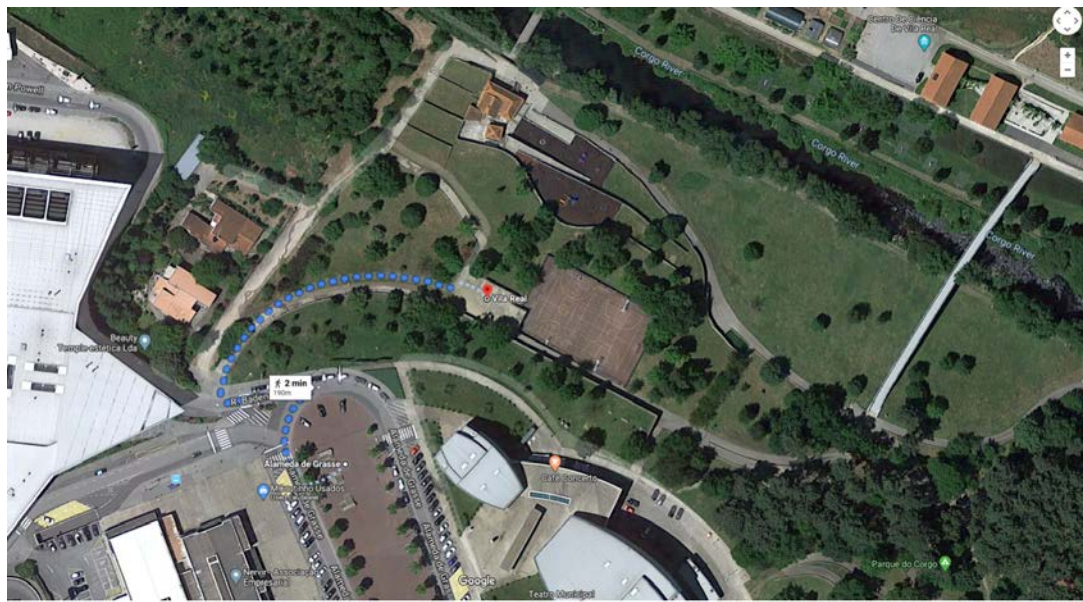
Another missed opportunity - Vila Real modular skatepark at its opening in December 2015

(..)

Vila Real, as capital and after ignoring skateboarders and other city users for so long, could have set the example (in the entire region) by building a skatepark of reference to influence the other cities to do the same but instead..

Even a blurry picture can reveal how rough the pavement of the spot chosen to instal the new city skatepark is.

photo courtesy Vila Real's administration



fig

baffling decisions

Skatepark of Vila Real (2015) questionable and absurd location.

What could be a regional skate destination is but a huge disappointment in a number of ways.

Why this location (in between roads and parking lots) while the green park is just located a few meters aside? There is available flat ground at the city park and more could be provided if needed. The green area would be the logical place to locate the skatepark: a calm place where the air is cleaner and there's le

It seems that the decision was rather random or it meant to be displayed 'public investment'.

Certainly a decision to baffle anyone capable of critical thinking.

Estuda Partidos Vilar Real

© Google Maps



fig

Old Skatepark of Vila Real.

In 2009 the park was as it can be seen in these pictures. Its replacement arrived in December 2015 many years after the previous one park had rotten away, and it arrived in a form of prefabricated ramps (once again).. The new park, sadly, is even smaller than the previous one (fig). Accordingly to one respondent to the in-depth questionnaire from Vila Real, this skatepark did not survive three winters which indicate it had a very short life and was left abandoned decaying for many more years than it was useful.

In districts such as Vila Real where facilities are scarce and streets are often rough for skateboards, it is useful to analyse from the regional point of view. Thus, it can be concluded that Vila Real is one of the least skate friendly districts in Portugal.

Not the worse district but almost.



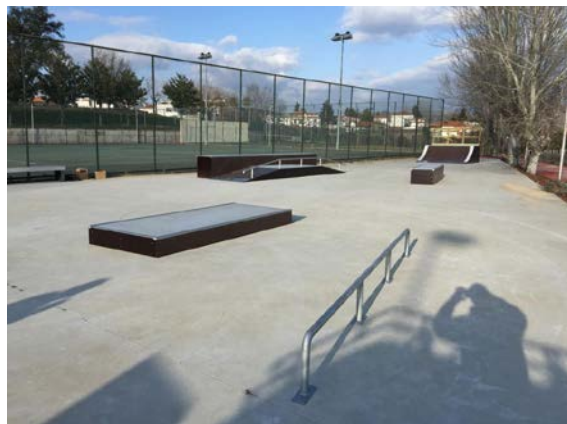
fig

skate park in Pedras Salgadas (2000s)

The nearest park from Chaves (26km).

In years of observations (passing by) I have never seen a single skateboarder at the park, or any rider whatsoever.

(c)



fig

Skatepark in Alijó (2015)

The small street-unit wooden park in Alijó opens a precedent in the region: the first manual pad in a skatepark in Vila Real.

courtesy by Academia dos Patins

fig
text
(c)

Viseu District (north)

skateparks de Viseu: Viseu 500 000. Tondela. Spedrodosul (2020)

→ Overall, Viseu District allocates just a few skateparks. Nonetheless, since 20__ that the capital Viseu city offers a half a million €comprehensive and extreme concrete skatepark with flow-bowl and advanced street elements, which to my knowledge is used as a sports facility because the park in Viseu (Fontelo) is part of the national skateboard competitions skateparks. However, I did not observe any everyday skate session from my observations.



Viseu district became instantly skate friendly with the construction of Fontelo skatepark in 2012 that cost half a million Euros. An oddity in the north, in a good way.

© outriding bmx



fig Flow bowl built in S. Pedro do Sul By Wasteland Ramps May2020

This skatepark is one of the first being located at the center of a green park and not at the outskirts or at the edge of green areas.
Moreover, it is also one of the few located under tree canopies.

© Wasteland ramps

The most complete directory of skateparks in Portugal can be found at www.trucksandfins.com

Appendix [4] - coordinates

coordinates of the landscape objects analysed - skateparks in Portugal

41°31'48.7"N 8°37'06.0"W	39°44'39.5"N 8°56'00.9"W	40°21'52.99"N 7°20'34.24"W
	39°14'43.44"N 9°18'43.16"W	38°38'10.75"N 9°10'55.07"W
	39.214035, -8.621367	38°33'15.2"N 7°54'56.0"W
38°41'42.9"N 9°13'10.7"W	40°20'28.55"N 8°35'35.39"W	40°59'59.88"N 8°37'18.56"W
37° 8'6.40"N 8°32'45.81"W	39°44'59.83"N 8°56'8.96"W	37° 5'50.56"N 8°40'31.87"W
38°40'09.4"N 9°10'44.0"W	41°09'30.4"N 8°37'49.5"W	41°45'53.20"N 8°34'54.50"W
38°39'43.4"N 9°02'34.2"W	41°24'40.48"N 8°30'58.58"W	39°04'04.6"N 8°52'10.2"W
	40°53'45.31"N 8°29'56.23"W	41°12'37.36"N 8°32'59.28"W
38°47'13.63"N 9° 5'30.27"W	41°34'38.01"N 8°16'13.01"W	39°40'46.41"N 8° 8'39.57"W
38°42'6.80"N 9°26'29.44"W	39°32'57.99"N 8° 0'6.39"W	37° 1'35.75"N 7°55'4.43"W
38°30'12.35"N 9°10'13.45"W	40°37'36.31"N 8°42'26.58"W	40° 9'49.86"N 8° 6'38.79"W
37°35'46.95"N 8°38'22.05"W	40° 5'20.05"N 8°52'32.71"W	38°43'53.26"N 9°25'1.53"W
39°27'51.62"N 8°11'44.75"W	41°16'13.52"N 8°27'37.25"W	39°14'33.1"N 8°41'37.4"W
38°22'11.51"N 8°30'37.32"W	39°39'12.9"N 8°34'05.5"W	41°56'21.16"N 8°44'48.97"W
40°09'46.3"N 8°52'25.9"W	38°45'27.73"N 9°14'55.65"W	
41°18'17.1"N 7°44'02.4"W	40°45'41.02"N 8°34'24.76"W	38°45'43.33"N 9°16'44.68"W
41°48'19.2"N 6°46'21.9"W	39°24'10.22"N 9° 8'35.67"W	37.076597, -8.111894
38°47'39.10"N 9°10'53.23"W	38°10'58.79"N 8°33'43.95"W	38°58'34.43"N 9°25'6.80"W
41°20'54.1"N 8°44'46.5"W	37°47'57.57"N 8°39'59.68"W	39.472137, -8.467260
41°41'32.76"N 8°49'26.54"W	37° 7'52.96"N 7°39'16.07"W	38°44'52.65"N 8°58'19.49"W
		39°41'44.90"N 8°17'17.10"W
37°10'19.84"N 7°30'8.54"W		39°44'21.00"N 8°49'47.06"W
	38°52'32.87"N 7°10'10.26"W	
39°21'51.53"N 9°22'39.34"W	40°25'30.90"N 8°40'38.85"W	38°46'43.44"N 7°25'24.28"W
38°49'10.14"N 9° 7'55.25"W	38° 3'25.22"N 8° 7'9.88"W	40°31'9.13"N 8° 4'53.61"W
39°05'07.4"N 9°15'43.9"W	41°09'19.9"N 8°37'37.4"W	40°51'09.6"N 8°23'50.0"W
39° 2'59.61"N 8°59'55.71"W	37°11'7.08"N 8°26'38.86"W	38°52'30.64"N 9° 3'33.37"W
	37° 6'8.41"N 8°40'57.69"W	37°38'46.6"N 7°39'42.7"W
	(41°14'1.49"N 8°37'19.85"W)	41°51'7.56"N 8°25'15.41"W
41°32'42.1"N 7°36'03.0"W	39°15'23.7"N 8°00'45.0"W	41°32'2.79"N 8°47'3.77"W
40°51'19.8"N 8°37'01.9"W	38°58'38.18"N 8°48'44.53"W	39°49'5.26"N 7°30'50.26"W
40°48'32.6"N 8°34'36.3"W	38°55'54.22"N 8°51'51.47"W	41°10'1.13"N 8°38'36.84"W
39°36'29.78"N 9° 3'49.49"W	40°11'55.94"N 8°25'43.77"W	41°12'25.3"N 8°16'29.3"W
40°11'46.80"N 8°24'14.45"W	39°44'06.7"N 8°47'51.4"W	41°10'29.3"N 8°38'35.8"W
40°52'19.29"N 8°37'33.64"W	37° 5'58.33"N 8°14'18.73"W	40°03'22.7"N 8°37'39.1"W
38°44'2.38"N 9° 9'31.81"W		38°43'38.78"N 9° 0'29.43"W
39°35'51.1"N 8°49'11.6"W		40°39'37.87"N 7°54'9.96"W
40°49'50.3"N 8°29'03.0"W	42° 6'43.95"N 8°15'32.77"W	41°41'49.0"N 8°48'46.1"W
37° 9'25.18"N 7°53'5.89"W	42° 4'44.02"N 8°28'31.71"W	39° 4'1.18"N 9°22'29.47"W
	37° 6'10.19"N 8°44'20.05"W	40°45'31.7"N 8°03'33.0"W
41°21'35.91"N 8°12'6.98"W	38°38'53.84"N 9° 3'26.83"W	38°46'29.9"N 9°09'19.5"W
40°12'41.24"N 8°15'10.16"W	38° 3'34.38"N 8°47'4.35"W	39°55'07.2"N 8°37'53.4"W
40°38'0.64"N 8°39'3.88"W	37° 1'51.17"N 7°50'0.93"W	38°57'32.44"N 8°31'12.19"W
41°32'43.20"N 8°25'43.10"W		39°36'9.85"N 8°24'0.83"W
38°45'12.32"N 9° 7'11.18"W	38°49'0.86"N 9° 9'59.16"W	37°52'36.2"N 8°09'46.3"W
38°41'54.11"N 9°22'52.17"W	39°21'13.63"N 9°17'39.91"W	39°16'15.6"N 9°09'51.5"W
	39°20'8.75"N 8°56'1.81"W	39°39'36.1"N 8°49'15.4"W
38°44'04.7"N 9°07'32.9"W	40°44'48.84"N 8°38'36.32"W	38°33'30.23"N 9° 5'37.69"W
38°47'59.91"N 9°19'56.99"W	38°49'32.48"N 9° 9'37.39"W	40°20'55.0"N 7°05'08.5"W
40° 8'31.73"N 7°30'8.59"W	41°20'24.58"N 8°33'11.10"W	38°41'57.31"N 9°16'31.63"W
	39°28'40.6"N 8°32'14.1"W	40° 5'20.05"N 8°52'32.71"W
40°44'59.45"N 8°29'8.16"W		
39°24'33.0"N 7°26'49.8"W		

38°37'56.94"N 9° 9'22.44"W
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 40°09'46.3"N 8°52'25.9"W
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 37° 8'42.98"N 8° 1'3.47"W
 39°47'48.28"N 8°45'12.14"W
 37°30'31.04"N 8°42'36.02"W
 38° 9'46.25"N 7°53'19.72"W
 37° 9'25.53"N 8°44'6.39"W

38°28'18.46"N 9° 5'10.85"W
 40°12'54.2"N 8°26'28.0"W
 38°44'06.8"N 9°10'10.3"W
 39°21'33.33"N 8°28'24.72"W
 38°48'49.67"N 9°20'5.19"W
 38°57'18.26"N 8°59'39.40"W
 41°10'1.45"N 8°39'30.82"W
 39°32'49.83"N 8°58'10.68"W
 38°45'50.23"N 9°12'43.98"W
 39° 0'21.55"N 9°25'24.15"W
 39° 7'17.97"N 7°16'46.05"W
 38°31'30.34"N 8°29'57.09"W
 39°44'45.12"N 8°48'11.97"W
 41°47'12.38"N 8°35'12.93"W

40°16'15.42"N 7°29'57.59"W
 39°14'34.21"N 9° 5'59.18"W
 41°14'07.4"N 8°36'56.1"W
 41°20'28.57"N 8°29'6.36"W
 39°40'30.28"N 9° 0'30.10"W
 41°33'15.67"N 8°24'3.12"W
 37°00'26.9"N 8°56'24.3"W
 38°40'24.37"N 8°27'57.08"W
 38°43'16.22"N 9°11'22.47"W
 38°47'14.11"N 9° 9'35.12"W
 41°26'59.16"N 8°16'30.18"W
 38°55'36.81"N 9°14'16.26"W
 38°44'50.70"N 9°23'25.10"W

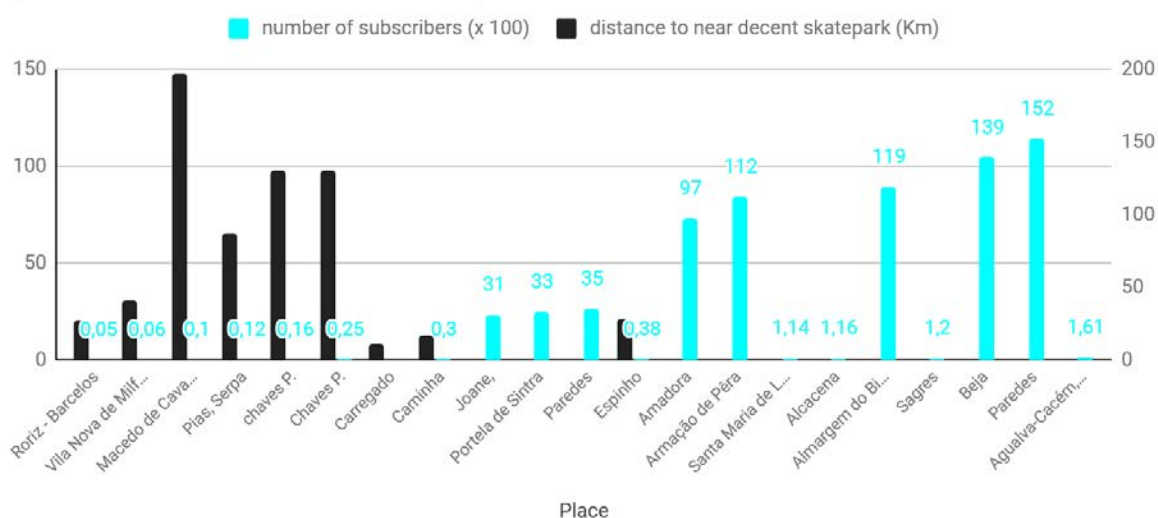
Appendix [5] - Petition Data

Places where there is demand and no skatepark

Municipality	District	signatures	nearest decent skatepark (Km)
PORTALEGRE	Portalegre	258	23
Macedo de Cavaleiros	Bragança P.	10	148
Chaves	Vila Real P.	25	98
		16	98
			98
Campo Maior	Portalegre P.	327	97,8
Pias, Serpa	Beja	12	65
Caminha	Viana	30	50
Vila Praia de âncora	Viana	NA	41
Vila Nova de Milfontes (Beja)	Beja	6	31
Viana do Castelo Pl.	Viana	1484	31
Guarda P.	Guarda	968	25,9
Guarda P.	Guarda	324	25,9
Arouca	Aveiro	1265	22,5
Espinho	Aveiro	38	21,3
Sertã	Castelo Branco	541	21
Roriz - Barcelos	Braga	5	20,3
Barcelos P.	Braga	1646	20,3
Beja p..	Beja	139	20
Armação de Pêra	Faro	278	14,8
Armação de Pêra	Faro	112	14,8
Almargem do Bispo ,	Lisboa	345	14,2

Sintra			
Almargem do Bispo , Sintra	Lisboa	119	14,2
Lousã, Coimbra	Coimbra P.		13,9
Alcacena	Santarém P.	116	13,6
Arganil	Coimbra P.	188	13,5
Vila Nova de Gaia	Porto P.	214	10
Paredes	Porto P.	152	8,3
Carregado	Lisboa P.	25	8,2
Santa Maria de Lamas, Santa Maria da Feira	Aveiro P.	114	8
Santa Maria da Feira, Argoncilhe	Aveiro P.	284	8
Rio Tinto P.	Porto P.	472	5
Matosinhos P.	Porto P.	180	5
Aigualva-Cacém, Sintra	Lisboa P.	161	3
Monção P.	Viana P.	327	33
Seixal	Setúbal P.	422	7
Portela de Sintra	Lisboa P.	33	16
Lousada	Porto P.	399	20
Beja	Beja P.	1076	24.3
Fafe	Braga P.	1340	13,6

petition locations with no Skateparks



Petition links

Covilhã

<https://peticaopublica.com/?pi=P2010N1015>
<https://peticaopublica.com/pview.aspx?pi=PT95714&fbclid=IwAR2F3E6-GROq7GPeAYi0sPGshzhZr-YpK3HKnlApXPI1HpyirEOV6M6ic7w>

<http://peticaopublica.com/pview.aspx?pi=PT72453>
<https://peticaopublica.com/vi ewsignatures.aspx?pi=P2009N772&pg=2>

<https://www.change.org/p/junta-de-freguesia-de-almargem-do-bispo-queremos-um-skatepark-em-almargem-do-bispo>
<https://www.change.org/p/câmara-municipal-de-macedo-de-cavaleiros-jovens-de-macedo-de-cavaleiros-querem-que-seja-construída-uma-área-para-prática-skate-e-bmx>
Santarém

<https://peticaopublica.com/pview.aspx?pi=PT92565>
<https://www.facebook.com/p/Melhoramento-Skatepark-Santar%C3%A9m-132081367424304/posts/>
<https://peticaopublica.com/pview.aspx?pi=PT90490>
2019

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MOITA BAIXA DA BANHEIRA 1990S

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<http://ondalivrefm.net/2014/10/21/macedo-de-cavaleiros-vai-ter-um->

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<https://www.facebook.com/Queremos-um-skatepark-em-barcelos-550203971686675/>

<https://www.facebook.com/Queremos-um-SkatePark-na-Guarda-291941117818806/?ref=brs>

<https://www.facebook.com/QUEREMOS-UM-SKATEPARK-EM-RIO-TINTO-279514652065064/?ref=brs>

<https://www.facebook.com/groups/128551937250953/about/>

<https://www.facebook.com/groups/128551937250953/about/>

beja
<https://peticaopublica.com/pview.aspx?pi=P2009N772>

GUARDA
<https://peticaopublica.com/mobile/pview.aspx?pi=PT81459&fbclid=IwAR14CduNI9p8KL0a6z0pdJSVVzuakjtUBYjFxnLP4IK6IZ5MnW90JMOuw>

ANDAS ANDAS 2018

https://www.facebook.com/andasandasstb/?hc_ref=ARR18zWieMihZUnxXWFSugmt_Cp1Jh2rNOptiPIQoeN2sz-

<u8UFFFFvUI-r6NqRiavCQ&fref=nf>

<https://andasandas.pt/>

MURTOSA
<https://www.facebook.com/groups/1684714638453484/photos/>

<https://www.facebook.com/QueremosUmSkateParkEmAlgueiraoMemMartins/>

ESPINHO
<https://peticaopublica.com/pview.aspx?pi=PT82802>

AROUCA

<https://pt.facebook.com/QueremosUmSkateparkEmArouca>

<https://www.facebook.com/queremosskatepark/>

<https://peticaopublica.com/pview.aspx?pi=PT95714&fbclid=IwAR2F3E6-GROq7GPeAYi0sPGshzhZr-YpK3HKnlApXPI1HpyirEOV6M6ic7w>

Carregado (Alenquer)
LISBOA
Carregado (para melhorar parque)
<https://peticaopublica.com/?pi=P2010N3617>

Paredes
<http://peticaopublica.com/pview.aspx?pi=P2011N12631>
<http://peticaopublica.com/pview.aspx?pi=P2013N71242>

VIANA
<https://peticaopublica.com/pview.aspx?pi=Skaters&fbclid=IwAR1J8Dt5OqEXfngOC>

[Og_HN1_Uuv7gEi8CSBbfZi_e_2w7O53aCJbuntyLsbk](https://peticaopublica.com/?pi=PT73486)

GAIA

<https://peticaopublica.com/?pi=PT73486>
m Skate Park para Vila Nova de Gaia

S tEOTÓNIO ODEMIRA

<https://peticaopublica.com/view.aspx?pi=P2012N21536>

armaçãode pêra

https://peticaopublica.com/view.aspx?pi=PT76940&fbclid=IwAR0tgFFkUCFDt_NS9bKzRkTk4NI4ywdv5zEQ7abEyHGgJYGInHcRv5i2qgs

FAFE

<https://www.change.org/p/ve-reador-do-desporto-skatepark-em-fafe-bd94901f-8b36-45b2-8c7b-75d152d93afa>

PIAS, SERPA

<http://peticaopublica.com/pview.aspx?pi=P2012N20650>

<http://www.facebook.com/pages/Skate-Park-em-Pias/203046799729262>

Roriz

<http://peticaopublica.com/pview.aspx?pi=PT73767>

arganil

<https://peticaopublica.com/?pi=PT72750>

Matosinhos

<https://peticaopublica.com/vi ewsignatures.aspx?pi=P2013N70518>

https://www.facebook.com/vianask8/?hc_ref=ARTCWvWkuSnhqIPEiSWBYNLG0LZBQKFROQaCY1a6vndq24b4Bxu0BxfpHC_2mESswxo

agualva cacém Sintra

<https://peticaopublica.com/pview.aspx?pi=P2010N3581>

Lagos

<http://peticaopublica.com/pview.aspx?pi=P2013N70751>

pOMBAL (2020)

PROMISED

<https://peticaopublica.com/pview.aspx?pi=PT85265>

SMFEIRA

<https://www.facebook.com/groups/209561612415512/members/>

ST MARIA DE LAMAS

<https://peticaopublica.com/pview.aspx?pi=P2012N28660>

PORTELA DE SINTRA

<http://peticaopublica.com/pview.aspx?pi=P2012N30492>

got parks

SETUBAL

<https://www.facebook.com/groups/128551937250953/about/>

ANDAS ANDAS 2018

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MURTOSA

<https://www.facebook.com/groups/1684714638453484/photos/>

Alcobaça

<https://peticaopublica.com/?pi=PT83126>

SEIXAL

<https://peticaopublica.com/?pi=P2009N935>

<https://peticaopublica.com/pview.aspx?pi=PT95742>

Quinta do Conde

<http://peticaopublica.com/pview.aspx?pi=P2012N28935>

s brás de alportel (Gritos)

<https://peticaopublica.com/pview.aspx?pi=PT73454>

vila real

<http://peticaopublica.com/pview.aspx?pi=PT72453>

SAGRES

<https://www.facebook.com/Queremos-um-skatepark-em-sagres-512065575613579/>

<https://www.facebook.com/QueremosUmSkateParkEmOlhao/>

2013 and older campo maior

<https://www.facebook.com/pg/Skatepark-Campo-Maior-442740382478505/posts/>
<https://www.facebook.com/groups/300768876670080/>

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<https://peticaopublica.com/pview.aspx?pi=PT90490>
Aconteceu
<https://peticaopublica.com/?pi=PT74638>

BEJA - 2015
1076

Facebook links

<https://www.facebook.com/QUEREMOS-UM-SKATEPARK-EM-RIO-TINTO-279514652065064/> Rio Tinto

<https://www.facebook.com/Queremos-um-skatepark-em-barcelos-550203971686675/> Barcelos

<https://www.facebook.com/QueremosUmSkateparkEmArouca/> Arouca

<https://www.facebook.com/Queremos-um-skatepark-em-Guimar%C3%A3es-170761153300294/> Guimarães

<https://www.facebook.com/Queremos-um-skatepark-em-sagres-512065575613579/> Sagres

https://www.facebook.com/skatepark.guarda/?ref=br_rs Guarda **1**

https://www.facebook.com/Queremos-um-SkatePark-na-Guarda-291941117818806/?ref=br_rs **Guarda 2** + Petition

<http://peticaopublica.com/mobile/pview.aspx?pi=PT81459>

<https://www.facebook.com/groups/1684714638453484/about/> Murtosa

Setúbal: https://www.facebook.com/Queremos-um-skatepark-na-cidade-de-Set%C3%BAbal-1462069957414971/?ref=br_rs
Setúbal

Setúbal: <https://www.facebook.com/andasandasstb/> Setúbal

<https://www.facebook.com/queremos-um-skate-park-em-matosinhos-223244854357217/> **1153**
Matosinhos

<https://www.facebook.com/QueremosUmSkateparkEmAlmargemDoBispo/>
Almargem do Bispo

<https://www.facebook.com/QueSkaParBag/> **Baguim do**
Monte

https://www.facebook.com/QueremosUmSkateParkEmAlgueiraoMemMartins/?hc_ref=ARQ0ItJ8oah1UR-ZOTsacofXAGX7wF1j3NXFv-2Hkqo0jAVYA5u_gS-DJ8Sy70Wo-g&fref=nf
Algueirão - Mem-Martins

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<https://www.facebook.com/braga.skate.98>

Santarém:

<https://peticaopublica.com/pview.aspx?pi=PT92565>

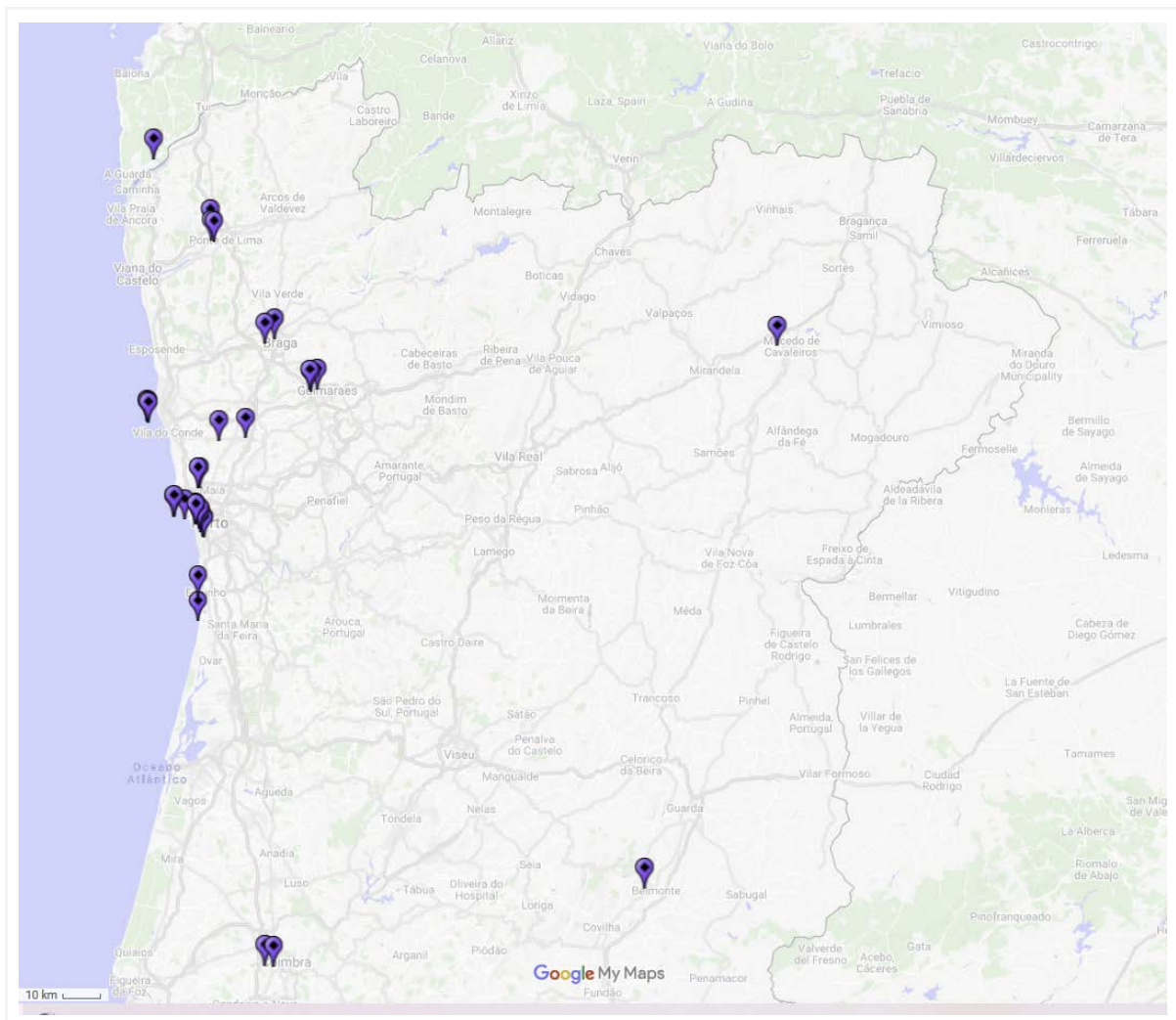
<https://peticaopublica.com/viewsignatures.aspx?pi=PT92565&pg=1>

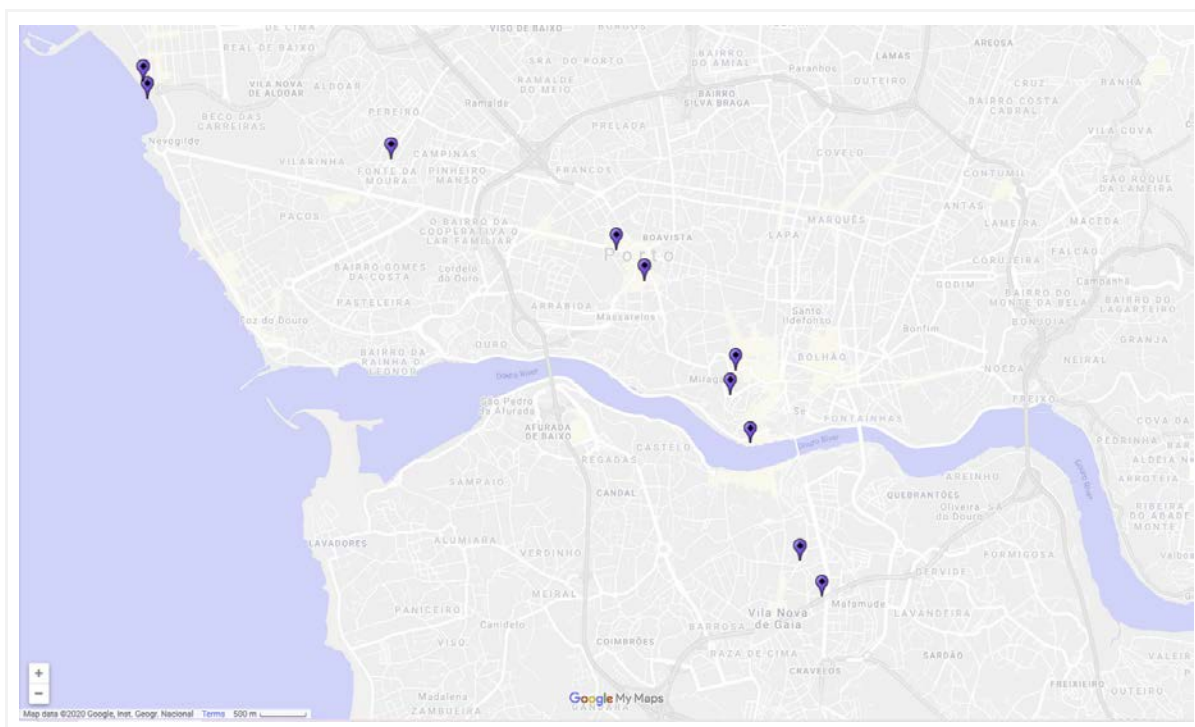
<https://www.youtube.com/watch?v=sqeO814TZi0>

<https://www.youtube.com/watch?v=uZMBWRynGx8>

Appendix [6] - Observation data

Map - locations where recent everyday skateboard action was observed (over social media and video streaming)





List of Portuguese Skateboarders, skateboard organizations and Portugal based skateboard pages followed and observed on Instagram

@			
_afonsommc	duartepiresk8	marcoribeirok8	sk8_cubs
die_tryingskateboarding	emidiosilva	mariofillipemartins	sk8lopez (archtitect)
1vanmelo	etniesportugal	mlambiasi	skapeskateboarding
265skatepark	filipecordeiro_	ninjanairans	skateparkfaro
adrianoalves_outsider	foxholeskate	nuno.relogio	takunbrr
aka_dressen	francisco_fernande5	nunoafcardoso	thegrimsweeper
alexxfurtado	g4brielaleal	nunocaico	tiagocxarepe
algarveskateacademy	gustavoribeiro	nunocapela	tomasgodinhosk8
andasmaze	gutilerodrigues	oboavida	toskayaskate
andremendes95	harry_olma_sk8	outcastbshop	tricky17costa
antoniofustosk8	herwheels351	pacalflash.sk8	truckandfins
athosporto	homeskategoods	park8ride	tuffow
Bernardoacademia	luis.sousaskt	pedro__castanheira	vdpcrew
betoordiespot	joao.sk8	pedrodeabreu	wastelandramps
bmpandrade	joao11neto	pedroxmil	zazas-zazas

bragaskate	joaoferrazsk8	praisetheskater	zedoskate
brunosenrabp	joaquim8860	rgoncalodias	zepedroskt
brunosiimoes	johan_berglind	ricardo_garizo	guilas_machado
che_sk8	johan.berglind	ricardosk8ferreira	frugaskate
cheio_da_brita	joorgesimoes	rjsilvaf	avoid.av
clandestina._skateboards	josevalduga	rodas4450	skatebyte
daniel_lagebs	kateskateschool	rollie_sk8	hugo_abu
danielblack	kaua.f.s	rubenrodrigues	giorgio_ourmoney
dcskatechallenge	kornerskateshop	ru_i_tiago20	ramosjoaoo
detritoss	lilabor	ryuzaki666_	renatolainhophotography
dgaivao	love.or.be.loved	salosalinho	luhofet
dinissantos30	lover.skateshop	santos_11_	luis.sousaskt
drmouga	luhofet	marcoafonso16	
duarte_pombo			