



KINDERSLEY SKATEPARK

SURVEY #2

SKATEPARK CONCEPT OPTIONS



DECEMBER 2023 - PHASE 2 OF ENGAGEMENT



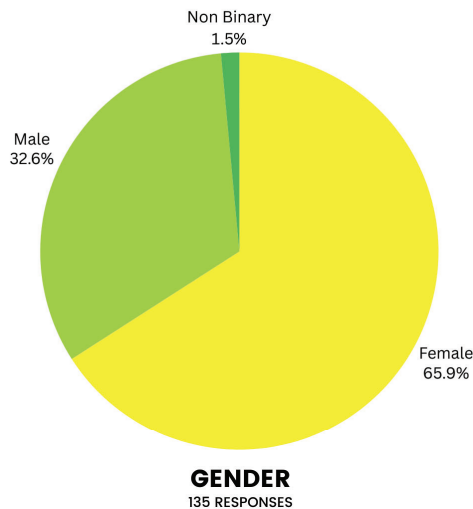
KINDERSLEY SKATEPARK WORKSHOP 2 FEEDBACK SUMMARY

Workshop Survey #2

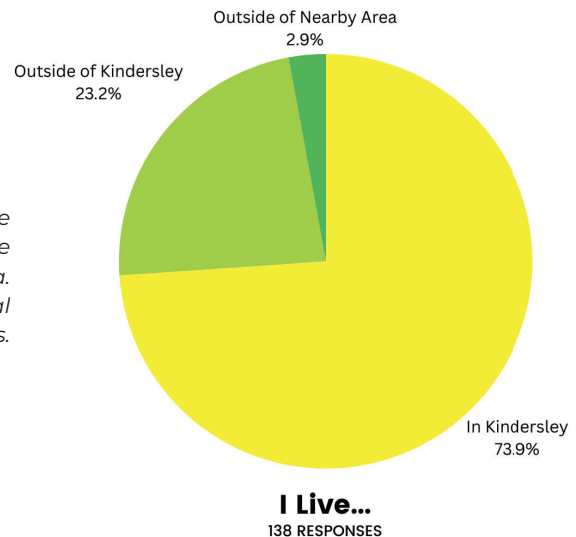
The following is a summary of the feedback gathered from the online skatepark concept options survey. The survey responses identify the community's input for the Preferred Design Direction and has provided valuable feedback for the Design Team to consider as we prepare the Final Concept Design.

Demographics

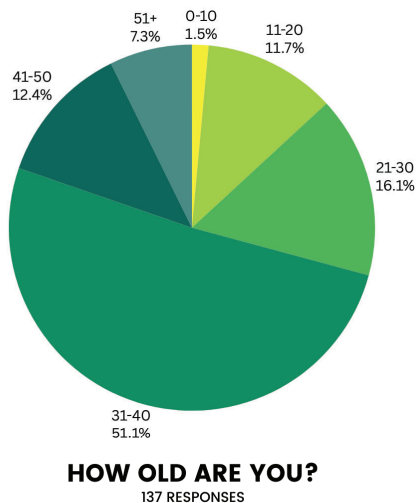
Participation: A total of 138 people completed the Kindersley Skatepark Concept Option survey.



The survey witnessed a higher participation from females, with 89 female respondents compared to 44 males. There were also 2 non-binary participants and 1 who preferred not to disclose their gender.



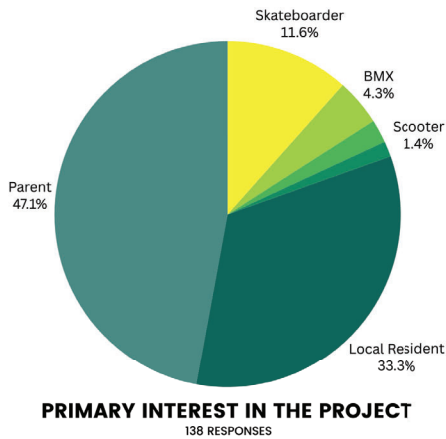
A significant majority of the participants, 102 out of 138, reside within the Kindersley community. 32 participants live outside but nearby Kindersley, and 4 are from outside the nearby area. This suggests the skatepark's strong appeal within the local community and potential to draw visitors from neighboring areas.



The age range of participants was quite varied, with the largest group being those aged 31-40 (70 participants). This was followed by the 21-30 age group (22 participants), 41-50 (17 participants), 11-20 (16 participants), those over 51 (10 participants), and the youngest group of 0-10 year olds (2 participants). This diverse age distribution indicates the skatepark's wide appeal across different age groups, particularly among adults and older youth.

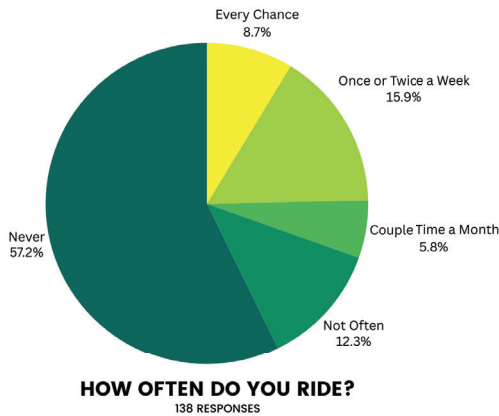
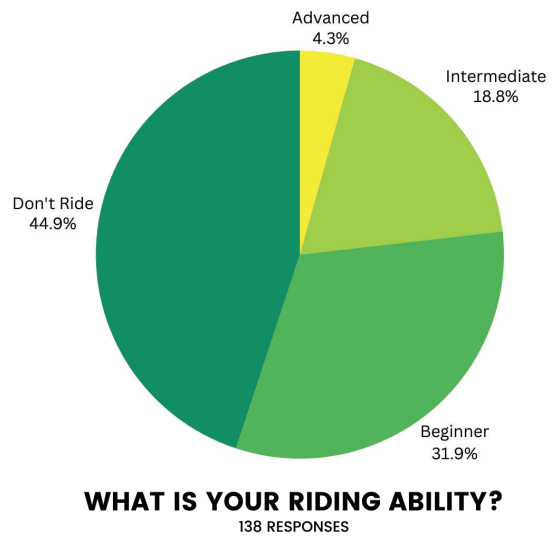


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The majority of respondents (65) are parents or guardians of active park users, indicating a strong community interest centered around youth and family. 45 participants are local residents interested in the development of public spaces. There were also 12 skateboarders, 6 BMX riders, 3 rollerskaters/bladers, and 2 scooter riders among the respondents. Additionally, unique responses included concerns about tax levels and spending, personal nostalgia, and the need for more child-friendly activities in the town.

The survey revealed that a large portion of respondents, 62 in total, do not engage in skateboarding or riding, highlighting an interest in the skatepark primarily as a community amenity. Among those who do participate, beginners made up the largest group with 44 respondents, followed by 26 intermediate riders and 6 advanced riders. This suggests that the skatepark should be designed to accommodate various skill levels, with a particular focus on features that are accessible and enjoyable for beginners and intermediates.



In terms of how often participants engage in skateboarding or riding activities, the most frequent response was 'never' from 79 participants, indicating a significant interest in the skatepark as a community asset rather than a personal hobby. The active riders were divided among 'once or twice a week' (22 participants), 'once a month or less' (17 participants), '3+ days per week' (12 participants), and 'a couple of times a month' (8 participants). This distribution suggests that while there is a core group of frequent riders, the skatepark will also serve occasional users, reinforcing its role as a multifaceted community space.

The demographic section of the survey revealed perspectives on the the following terrain questions coming from a range of interested parties, predominantly from local residents with a significant female majority. The broad age range, with a concentration in the 31-40 age group, along with varying levels of riding ability, underlines the skatepark's appeal to a wide spectrum of the community, particularly parents with children who'd be the future primary users of the skatepark. This diverse input is crucial for shaping a skatepark that caters to various interests, ages, and skill levels.



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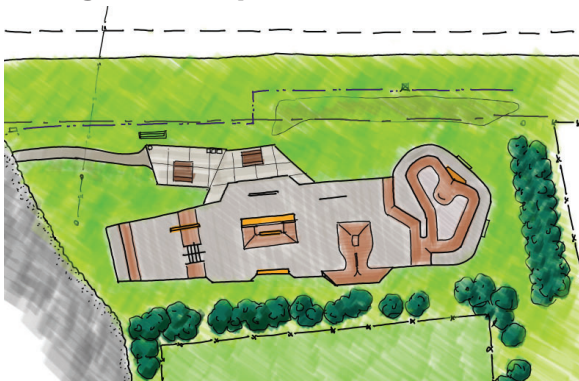
Design Direction Feedback

The Kindersley Skatepark Concept Option survey revealed community preferences for the overall design approach. Among the options presented, Concept Option 2, which features a Street zone and Flow zone with a Pumptrack, and Concept Option 3, which consists of a Triangular Street zone and Flow bowl, were closely ranked as being the preferred direction. This distribution of preferences highlights a slightly stronger inclination towards a design that has an even weighting of street plaza style terrain with a flowing transition zone.

When considering the qualitative feedback provided by respondents, several key themes emerged:

1. **Feature Integration:** There was interest in combining elements from different concepts, for example incorporating the bowl feature from Concept #1 into the more favored Concept #2 layout. This can be accommodated with a layout that introduces some pump style features into a bowl layout as depicted in Concept #3.
2. **Feature Diversity:** While transition and obstacle-style terrain were highly requested, participants emphasized the importance of including diverse elements, such as plaza-style or 'real street' features, to ensure a well-rounded park that caters to a variety of preferences and skill levels.
3. **Design Considerations:** The need for adequate spacing between features and attention to rider staging areas was highlighted, pointing to the importance of thoughtful layout planning for both safety and usability.

Design Concept #1



Design Concept #2



Design Concept #3





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Additional Survey Feedback

The final part of the survey provided an opportunity for participants to share additional thoughts on the All Wheels Park terrain, aesthetic aspects, and desired amenities. Key suggestions and ideas include:

- Landscaping and Design: Some respondents suggested the removal of landscaping elements to prevent debris in the skatepark, while others highlighted the need for shade and natural spaces for both riders and spectators. Ensuring the safety and usability of the park was a common theme, with several respondents emphasizing the need for features that cater to all skill levels, including beginners.
- Amenities: There were requests for basic amenities such as shade, seating, and garbage bins. Specific suggestions also included features like a mini-ramp, a shaded area for parents and spectators, and a separate area for younger children. Some respondents liked the proximity to the dog park while others warned of potential conflict with reactive dogs.
- The importance of safety was noted, with concerns about the skatepark's location next to a busy major road. Adequate set back has been allowed for that users in the park should be
- Community Involvement: Respondents expressed enthusiasm for the project and the desire to see it become a positive space for youth in the community. The idea of making the park accessible and enjoyable for all, including those with disabilities, was also mentioned.

These insights and suggestions from the community provide valuable guidance for refining the final design of the Kindersley Skatepark, ensuring it aligns with local needs and preferences while also offering a safe, inclusive, and engaging experience for all users.



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The preceding report is a summary of public commentary as interpreted by New Line Skateparks. For further data, demographic information, comments or clarification please contact us.