

Wellington City Council. Skatepark Feasibility Study.

22 March
2022

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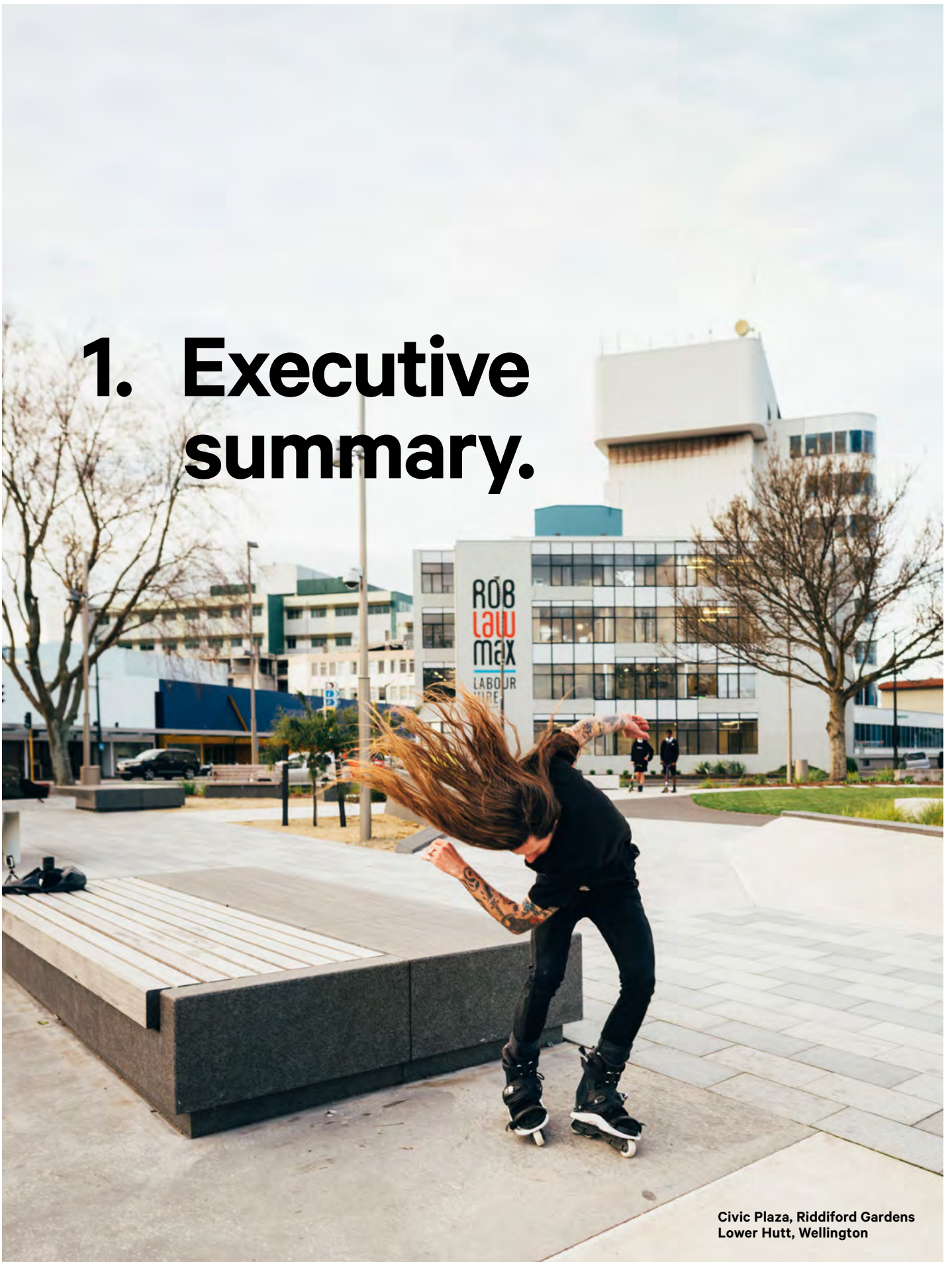
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1. Executive summary.



Civic Plaza, Riddiford Gardens
Lower Hutt, Wellington

Executive summary.

“If we don’t take the opportunity to raise the bar for skating here in Wellington—then where do we, when will we, and who will?”

—Destination Skate Collective Representative

The opportunity

Skateboarding continues to evolve and elevate to new heights. 2021 saw the introduction of skateboarding at the Tokyo Olympics, and the wider acknowledgement as a sport recognised at the highest levels. Athletes train to incredible standards, and their talent, dedication and commitment was displayed on the world's largest sporting stage. Skateboarding is reaching the masses.

Yet the beauty of skating is that you don't need to be an Olympic athlete to take part and enjoy. Skate competitions at the highest level have long been part of the scene here in Aotearoa—and yet you don't need to compete in competitions to be part of skateboarding either.

For the thousands of skaters up and down the motu and across the Wellington region—taking part in the diversity that is skating, and being part of an active, open and supportive community is available for all.

Young and old are learning (and re-learning) and the sport attracts families—skating is intergenerational with mums and dads able to take part along with their kids. More and more wāhine skaters are coming to the sport; and skate schools and networks are growing, along with all the other sports on wheels (roller-skate, bmx, scooter—the list goes on). The opportunity to build community, and support healthy outcomes with economic benefit makes investment in skateboarding a viable and required recreational need.

Raising the bar

This study sets out the context and feasibility to deliver a Destination Skatepark for Wellington, and for Aotearoa. More-so, if the process ‘raises the bar’ and inspires the need for lifting the quality of skate facilities and their purpose across the network to the next level—then this will meet not only the ‘need’ for now, but also the needs for the future with an investment towards

skate opportunities for the next 5, 10 and 20 years to come as skating continues to evolve.

A Destination Skatepark by nature attracts visitors to travel to, and in this case skate. It hosts the regional and national events for Aotearoa. It supports those coming to skating, and those who are advancing to the next level. It is a place for friends to meet, and families to hang out for a few hours. It is an attractor within the community. It is also a park that raises the qualities and possibilities for skating.

Not all skateparks are created equal. They serve different communities of skating with different uses and demands. And if anything, the skate community as a whole requires a Destination Skatepark that raises the bar in both purpose, design and delivery. A successful park will be one that exceeds in all of these—and pushes the boundaries for Aotearoa too. This study draws on both national and international precedents to set the framework for this to happen.

Executive summary.

“Because this park attracts so many great skaters, and because of the Olympics, skateboarding has boomed, and there is a network of local neighbourhood parks for beginners, and this park—is the regional hub for advanced skaters.”

—Thinking 10 years ahead/
Engagement Activity: Skate Design
Collective Representative

The ideal location

Kilbirnie Park is the preferred site for a destination skate facility. It is an area that supports recreational opportunity and can leverage from its local amenity and surrounds. Location, access and transport connections, recreational amenity and community services, size and scale are characteristics that make the proposed site ideal for a Destination facility.

This report outlines the requirement from the skate community and it has been crafted to set momentum and the next steps for design and development. Needs and demands have been drawn from a design collective to set the purpose and intent for the what a Destination Skatepark here at Kilbirnie will need to achieve for success. This report is not the design of a skate park, but provides the rationale, and sets the foundation and context to do so.

Setting the vision.

Skateboarding does not need the validation of the Olympics to legitimise its recognition as a sport—however there is an opportunity to build on the current wave of momentum, and support the collective talent already here in New Zealand through the investment that Councils put into recreational facilities.

Purpose of the Feasibility Study.

The purpose of this study is to draw on and bring together the case for investment in a new Destination skate facility in Wellington.

The study seeks to understand the needs and demands of skaters, what a Destination skate facility is and should provide; **Who** it would cater for across the spectrum of skating and the existing Wellington skate network and **Why**.

This approach was developed and tested with representatives from the skate community, to help shape and frame the needs and demands for this project.

We know that delivering skate facilities is not a straight-forward process. However we do know that a successful park is one that sits well within its community—attracting year-round use and is good for the local economy. Skateboarding is recognised as an Olympic sport built from a history that is used to making do. Most of all, this report seeks to the ‘lift the gaze’ for what skateboarding is and where it is going—creating a Destination Skatepark for the community and riders of Wellington, and one that attracts users from up and down Aotearoa and the world.

Destination Skatepark Feasibility Study

This feasibility study:

- Builds on Council’s prior work with the Wellington skate community, in particular the Wellington Skate Association & Skateboarding NZ, and outline Wellington City Council’s rationale for the project.
- Explores what different stakeholders/ skaters need and want from a destination skate park
- Assesses the potential benefits (Social / Cultural / & Economic) a destination skate park would bring to the community for those who skate, and those who do not
- Provides advice on the requirements of a destination skate park including minimum/ optimal size and key elements
- Provides a high-level concept design that responds to the needs and wants of the skaters and the wider community
- Provides an indicative cost range for the concept
- Provides advice on how to ensure a destination skate park is a safe and welcoming place for a range of users of varying ages and abilities, including how to minimise user conflict

- Provides advice on ongoing operating costs and potential operating models
- Seeks to undertake the needs of the skate network and fill the gaps
- Seeks to ascertain the level of community support for the project
- Provides a document that provides momentum for delivery and the next stages of development.

This project is one piece of the overall skate workplan that is being delivered by WCC.

Background.

History

Over the last 20 years skate has become an increasingly popular recreational activity as well as a popular mode of transportation. During this time the demographic profile of skaters and patterns of participation has changed dramatically. Whereas in the past skating was dominated by young males and was often linked to anti-social behaviour, skate now caters to a growing number of children, young people and adults who have moved away from traditional sport due to competitive culture, focus on talent identification, and exclusion of those less experienced, but want to participate. The inclusive, low cost and accessible nature of skating has meant an increase in participation across the board including women and girls and LGBTQ+. The growth in skate has not been matched by an increase in investment in skate facilities and, over the last decade, there has been limited investment in skate parks and skateable infrastructure in public spaces.

This combined with unintentionally poor design has resulted in the current provision for skate in Wellington being significantly behind the rest of the country with Christchurch, Gisborne, Upper Hutt and Auckland all having dedicated substantial resources to developing new skate facilities in the last 3 years. This lack of investment has been felt by the skate community and was highlighted during engagement on the 2017 Play Spaces Policy where feedback was received about both the importance of skate facilities for our youth and the need for our facilities to be improved and increased. As a result the policy directed Council Officers to undertake 'further engagement with the skate community to plan, prioritise and consider funding for skate facilities in Wellington with the key issues summary used to inform the scope of this project.' In 2020 the Parks, Sport & Recreation Unit began engaging with the skate community and developed the Skate Community Engagement Report 2020.

The report was the culmination of desk top research, 800+ survey responses, interviews with key community advocates and drop in sessions at skate parks and holiday programmes.

The report explored the demographics, behaviours and aspirations of the skate community and led to the development of a skate plan to guide decisions around the provision, location and management of skate in Wellington City. It showed that the skate community wants better access and permission to skate spaces around the City, including better provision for beginners and young people, scooters and spectators as well as better training opportunities and facilities for those who want to skate at higher levels.

Following publication of the report Officers have worked closely with the skate community to develop a programme of work that reflects the feedback received. This includes:

- Securing Long-term plan investment to upgrade the existing Tawa Skate Park, Waitangi Park and Karori Skate Ramps
- The development of a feasibility study for a Destination Skate Park in Wellington City
- Skate focus groups on transport & urban design projects to help create a more skateable city
- Behavioural change campaign
- Funding & support to local groups and skate schools

What is skate?

'Skating' refers to any activity that uses a small wheeled device to grind, slide or rise on different surfaces and elements. There are many different devices used to skate, including skateboards, scooters, longboards and more. Each device has different spatial needs and cultures associated with them.

The key four styles which are currently popular in Wellington are street, park, transitional and longboarding (or cruising).

Types of skate

Street

Street style skaters use public spaces such as plazas, forecourts, squares, streets and footpaths. They use typical urban street furniture such as kerbs, benches, rails and walls to ride, grind and slide on.

Park

Park style skaters use dedicated skate parks and spaces designed for skating. Much like street skaters, these skaters use skate park obstacles such as fun-boxes, manual pads, banks to ride, grind and slide on.

Transitional

Transitional style skaters (also known as bowl or vert skating) utilise dedicated skate parks with transitional and bowl elements.

Longboarding

Longboarders utilise public spaces such as wide park paths, streets and footpaths. These skaters do not generally grind or slide on furniture.

Types of parks

There are three main types of skatepark

Street Plaza Skate Parks

These skateparks are popular with the majority of users. Their shape is inspired by the city. The design replicates elements of urban architecture and movables and therefore one can find there stairs, benches, railings, walls and flower pots

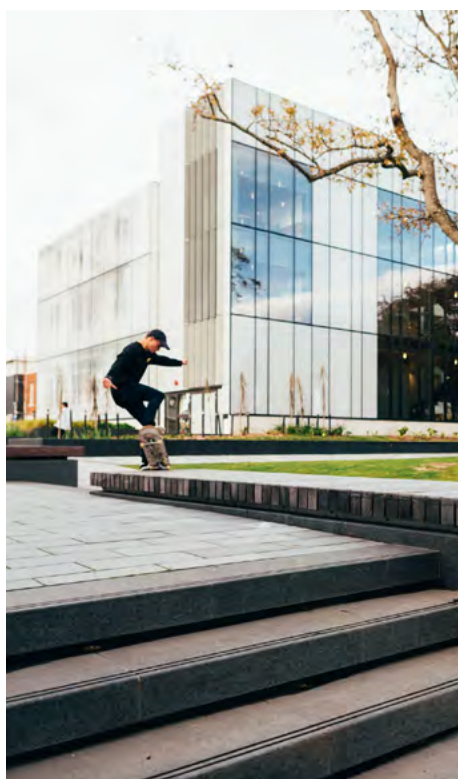
Bowl Skate Parks

Bowl skate parks are built to emulate pool skating experience of the 1970s. Skaters use the curved walls of the bowls to get momentum and skate around and across as well as the back and forth skating that can be done in a traditional half pipe ramp.

Flow Skate Parks

This type of skatepark allows a smooth ride between street obstacles without taking off. This is done by variously curved surfaces and radii.

Why provide for skate?



**Civic Plaza, Riddiford Gardens
Lower Hutt**

Skate has come a long way since the 70s and is now recognised as a legitimate sport and recreational activity. Since the debut of skateboarding at the 2020 Olympics, it has seen a huge boost in popularity, especially amongst young women.

In Wellington, skate is a popular activity among young people with Council's recent Residents Monitoring Survey finding that 16% of children in Wellington households skate or scooter to/from school at least once a week. The latest Sport New Zealand Active Survey shows that activity is growing in Wellington, particularly in young people aged 5-17 years old. Participation in both skate and scooting in Wellington City has significantly grown for this age group from 2017 (3%) to 2018 (7%). Scooting has also increased from 2017 (20%) to 2018 (24%).

Wellington currently has several skate schools all of which are oversubscribed due to high demand. The increase in popularity of skating for young girls has meant the start up of two female run skate schools in the last two years – Waa Hine Skate & Skate Ed. The Council also runs skate lessons at Kilbirnie Recreation Centre of which there is a waitlist for.

The development of the 2021 Children & Young People Strategy included extensive engagement with youth through which increased access & provision of skate facilities was repeatedly highlighted as an important addition to the city. The third key change young people wanted to see in the city being 'More spaces (indoor & outdoor) for young people to safely hang out, play, ride bikes and skate' Key actions identified in the strategy included 'Support new, emerging or growing recreational activities that children & young people enjoy such as skating and parkour' and 'Ensure public space design supports existing and new skate facilities and the skate community is consulted'.

In addition, recent engagement with young Wellingtonians about the proposed youth hub found that 60% of respondents currently like to spend time with their friends in parks and outdoors but don't currently feel like they have a space that caters to them.

Current Wellington skate facilities.

Louis Newman Frontside
Lipslide Bowlzilla 2017
Photo by Connor Hill



'In addition to these built facilities, Wellington also has a number of other skateable spots scattered around the city that skaters frequently visit. Many skaters visit these spots because they become bored at the lack of variety and challenge at Wellington skateparks. Waitangi Park, Wellington's biggest central city park also becomes over crowded in the weekends, which means skaters often seek out other obstacles around the city to practice their skills and hang out.' Skate Audit 2020.

Each of Wellington's skate facilities provides for different skate styles, whether its street, park or transition. They also cater to different abilities.

In the typology comparison section of this study we determine what the gaps are. We ask what is missing in the motu? What needs to be provided for at a destination sized skate facility, and what do we already have that we don't need to repeat?

Current Wellington skate facilities:

- Island Bay Skatepark
- Newlands Skatepark
- Rongotai Skatepark
- Tawa Skatepark
- Grasslees Skating Rink
- Nairnville Skate Ramp
- Karori Skate Ramps (Ian Galloway Park)
- Waitangi Skatepark
- Kilbirnie Recreation Centre

In addition there are several skate facilities in the wider Wellington region. These include:

- Maidstone Maxx, Upper Hutt
- Avalon Skatepark, Lower Hutt
- Civic Plaza, Riddiford Gardens, Lower Hutt
- Masterton Skatepark, Masterton

2. Project drivers.



Victoria Skatepark,
Auckland

Economic & well-being impact.

Economic Benefit

A destination skatepark will offer positive economic benefits to the city. These include:

- supporting neighbouring businesses in Kilbirnie town centre
- adding value to adjacent residential properties, and future developments
- supporting the vibrancy of local neighbourhoods

Economic benefits will be seen at a local scale initially. As the facility becomes more well known over time, through events and via word of mouth, wider regional and national economic impact could be achieved.

As an example, Bowlzilla Wellington 2021 generated an estimated \$346,000.00 in income for local business by out of town attendees over 3 days, despite the event being affected by Covid restrictions.

Long term the benefits economically could be felt across:

- increased domestic and international travel,
- income to new businesses, such as event management for skate competitions
- income to local businesses, in the Kilbirnie town centre and surrounding suburbs of Hāitaitai, Lyall Bay and Rongotai

Certainly there are peaks and troughs with economic benefits. We should consider the everyday economic benefit versus the event day economic benefit. An example might be school students ducking into the dairy for a drink and a snack on the way to the skatepark after school or at lunchtime. Versus the large-scale event scenario that brings in travellers from afar that require accommodation, meals and utilize public transport options from the city or the airport, as well as tacking on some extra entertainment.

Wellbeing Benefit

Skating is an active sport which requires skill, practice and a baseline level of fitness. The activity of skating brings a whole host of benefits to physical, mental, and spiritual wellbeing.

Physically it can be demanding on the body, with plenty of bumps and bruises. Pushing, riding and balancing all require fitness and skill adapted through practice. Skating keeps you active and fit.

Mentally, it keeps you sharp. With fitness at a baseline, mental wellbeing will follow suit. Skating can be a place to unwind and forget about some of the heaviness we carry. A place to be free, and get back to basics of jumping, turning and landing. Like other sports such as surfing and snowboarding, when you are in the act you rarely think about anything else, completely in the moment.

Spiritually, it keeps you connected. Although an individual act, skating has a deep culture set within a strong community. Skating attracts people from all walks of life, all abilities, all ages and all genders. It doesn't discriminate.

Social Benefits

A destination skatepark will:

- provide recreational opportunities increasing physical activity and wellbeing
- provide for informal interaction and create a sense of community
- promote a sense of identity and increase users sense of ownership
- promote ingenuity, spontaneous and imaginative play

Cultural Benefits

- contribute to the identity of a place, reflecting the uniqueness of local landscape, culture and heritage
- provide a range of complementary but different activities adding to the range of experiences available to residents and visitors
- provide a venue for events

Environmental Benefits

- support the use of ecological solutions to ensure the design is sympathetic to its natural surroundings
- measure our carbon consumption in order to support Te Atakura - First to Zero, councils climate action plan

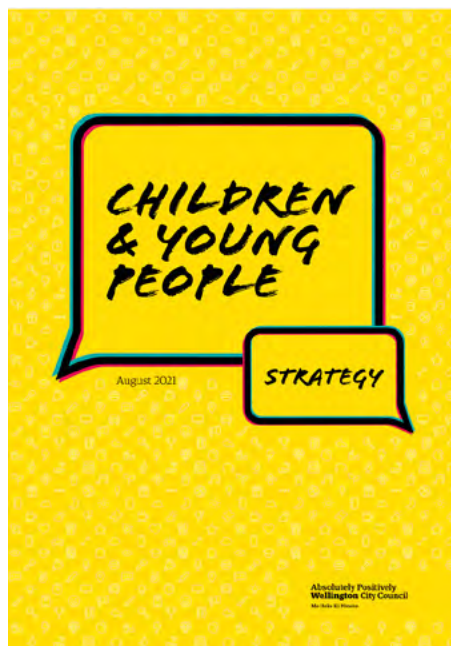


Victoria Skatepark, Auckland

Background Documents

Prior to this study and engagement process, there has been considerable work in the form of strategies, engagement, policies, work plans and reports. These have helped shape our approach for this report. These documents are listed below:

- Skate Community Engagement 2020
- Our Capital Spaces – An open spaces and recreation framework for Wellington 2013-2023
- Play Spaces Policy – April 2017
- Children and Young People Strategy – August 2021
- Skate Audit Report 2020
- Suburban Reserves Management Plan 2015
- Wellington City Council Skate Programme



3. Site context & mapping analysis.



Barry Curtis Skatepark
Auckland

Kilbirnie Park.

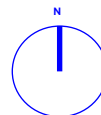
Site selection.



Kilbirnie Park is the preferred location for a Destination Skatepark in Wellington. Kilbirnie Park is one of Wellington's largest Community Sport and Recreation Parks and provides for a range of sport and recreation activities including football, rugby, cricket and softball as well as passive and informal recreation. The park-precinct includes the Wellington Regional Aquatic Centre, Club Active Gym, Kilbirnie Recreation Centre, Ruth Gotlieb Library, Toitu Pōneke Sports Hub and Kilbirnie Plunket Rooms.

Adjacent to the park is Evans Bay Park and St Patrick's College, and it is in close proximity to a number of primary and secondary schools including Evans Bay Intermediate, St Catherine's College and Rongotai College.

Kilbirnie is a diverse and vibrant community with good transport links to the central city and surrounding suburbs. In 2020 a two-way bike path and separate foot path was completed along Evans Bay parade providing active transport links to Rongotai Road and the Evans Bay/Cobham Drive shared pathway. The park is also close to the Kilbirnie Bus Hub.



Until 2015 the southern end of the park was leased to the Kilbirnie Park Bowling Club. Following the closure of the club, the site was returned to open space to be managed as part of the wider park-precinct.

At approximately 5500m² the site is a large, flat area suitable for a range of recreation activities including skate. A masterplan is planned for the wider precinct and will provide a long-range plan for development of the park.

A masterplan will be developed for the park in 2022/2023. This will consider how the park should be developed over the next 30 years to best meet the needs of the community. This will include relocating the play space within the park as well as better circulation across the park and between the community facilities buildings (Kilbirnie Recreation Centre, Library and Aquatic Centre).

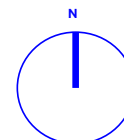
To assess the site conditions as feasible for a skatepark, a series of mapping analysis has taken place. Here we consider the wider context, existing WCC skate facilities and look at the specifics of the site for any opportunities and constraints.



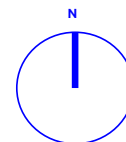
Local context.



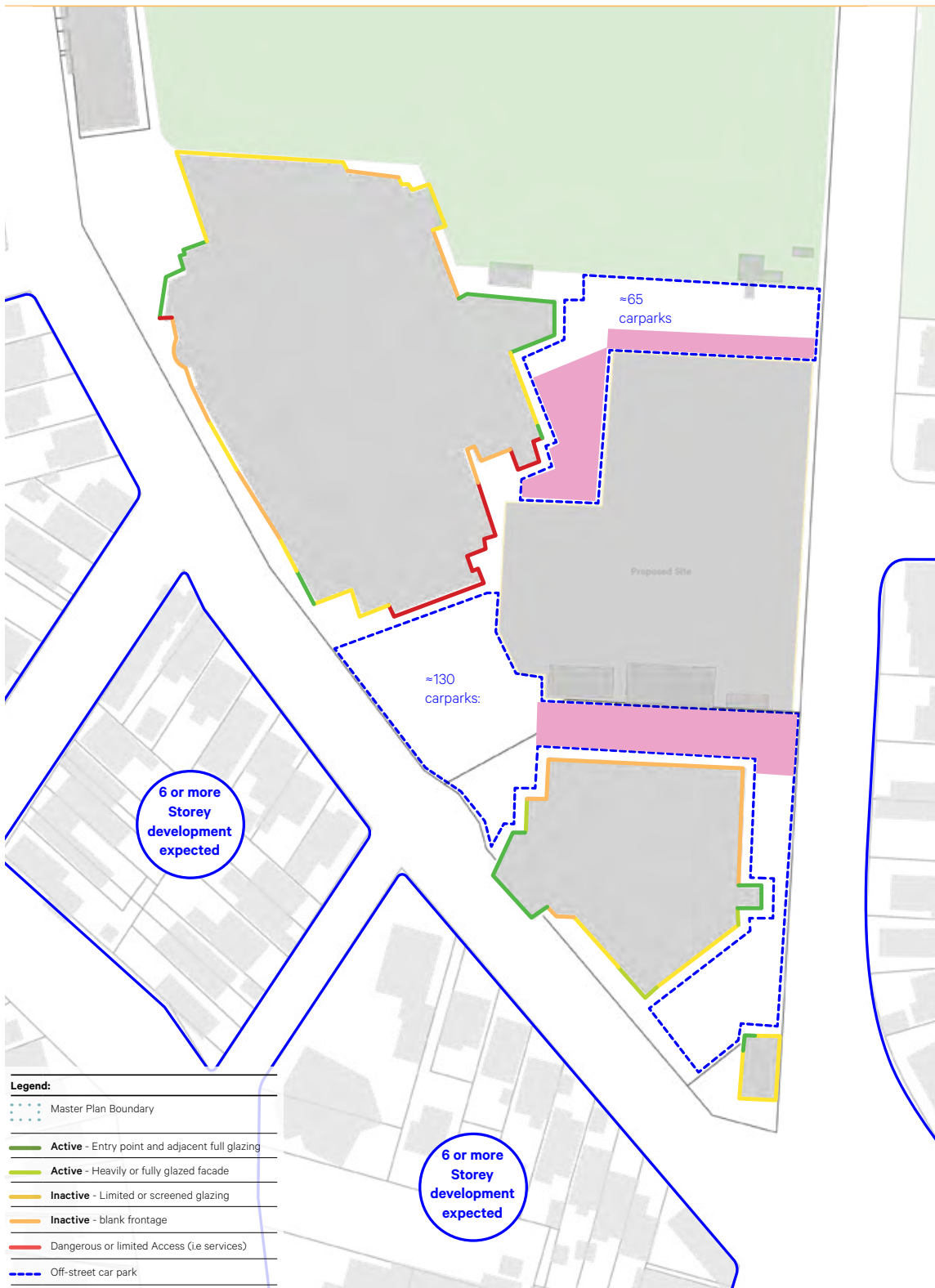
Site context.



Key neighbouring tenants.



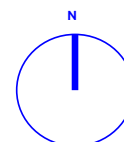
Frontage activation.



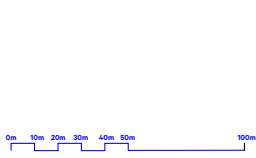
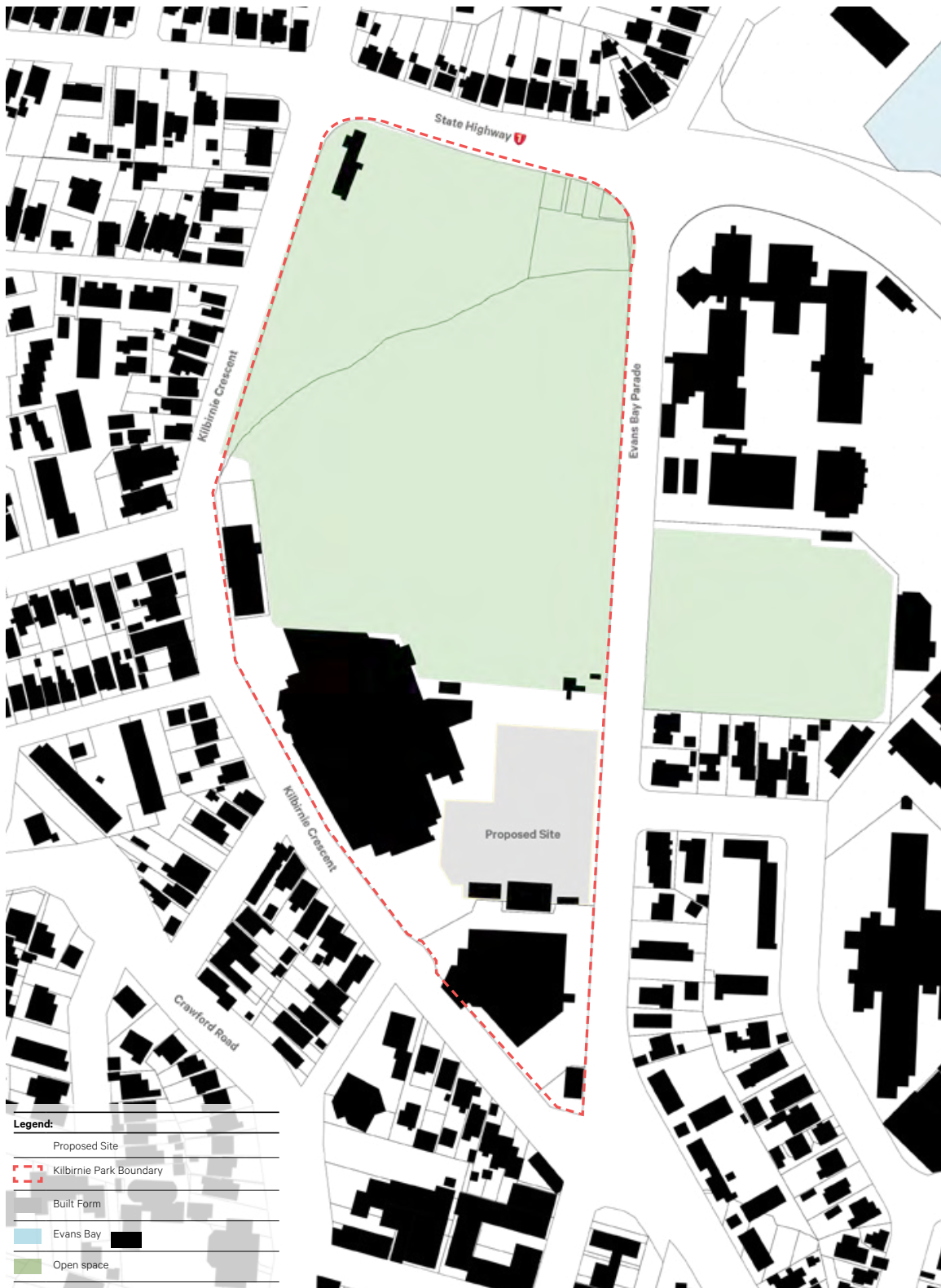
Potential removal of 36 carparks in the north area to make way for the skatepark

Potential removal of 47 carparks in the southern area to make way for the skatepark

- Legend:**
- Master Plan Boundary
 - Active - Entry point and adjacent full glazing
 - Active - Heavily or fully glazed facade
 - Inactive - Limited or screened glazing
 - Inactive - blank frontage
 - Dangerous or limited Access (Le services)
 - Off-street car park



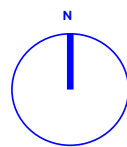
Built form—figure ground.



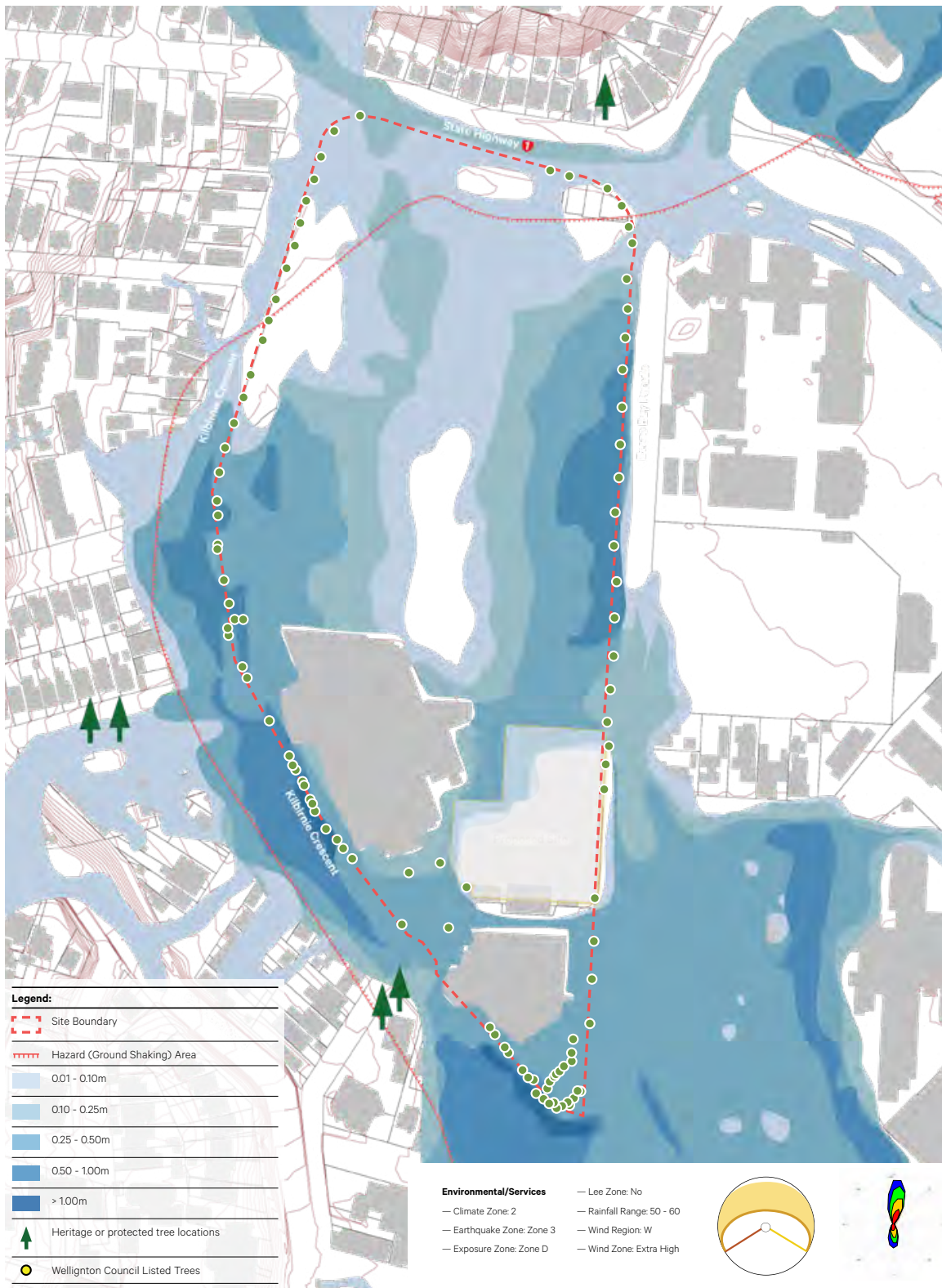
District plan.



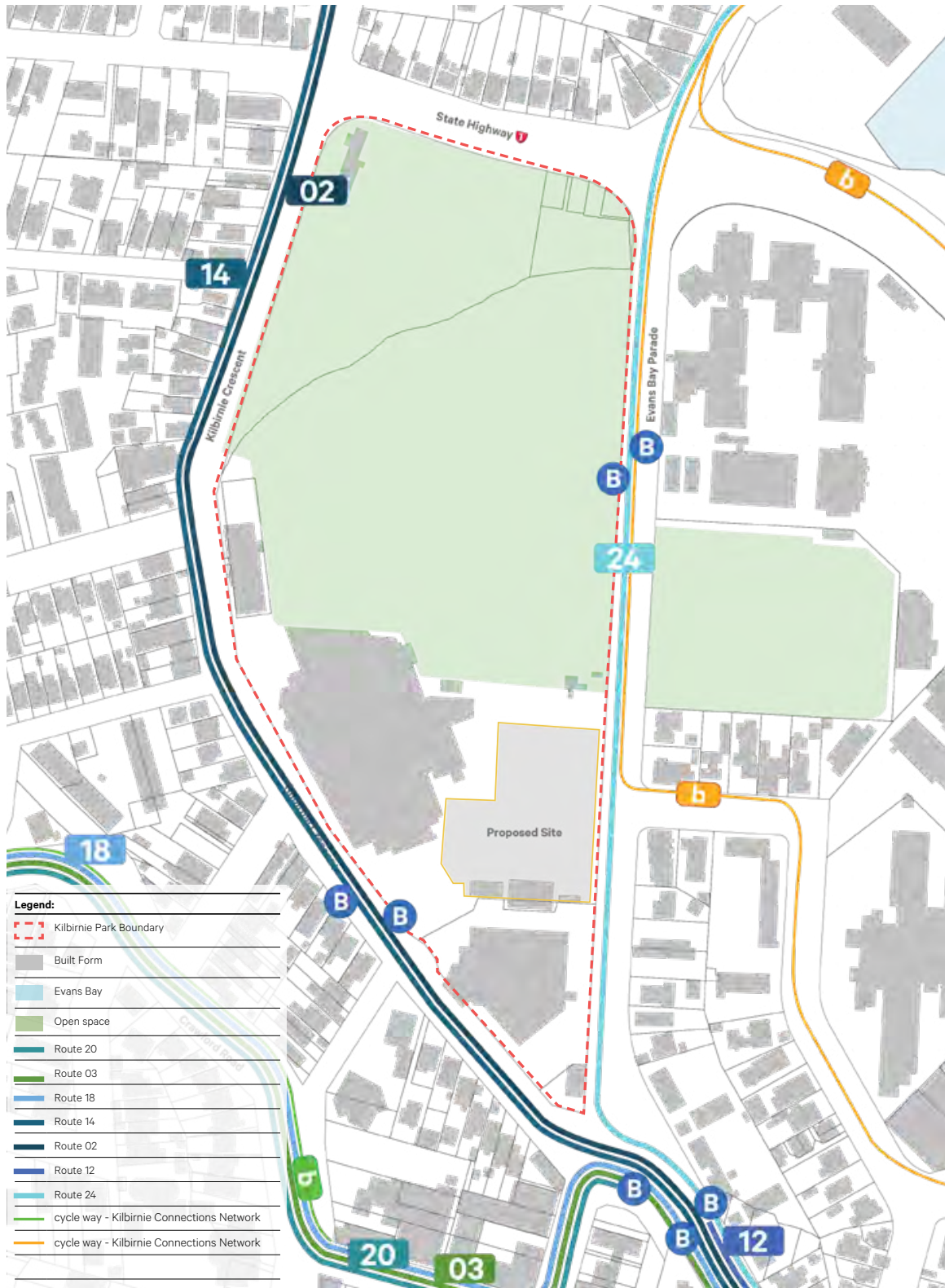
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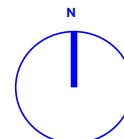
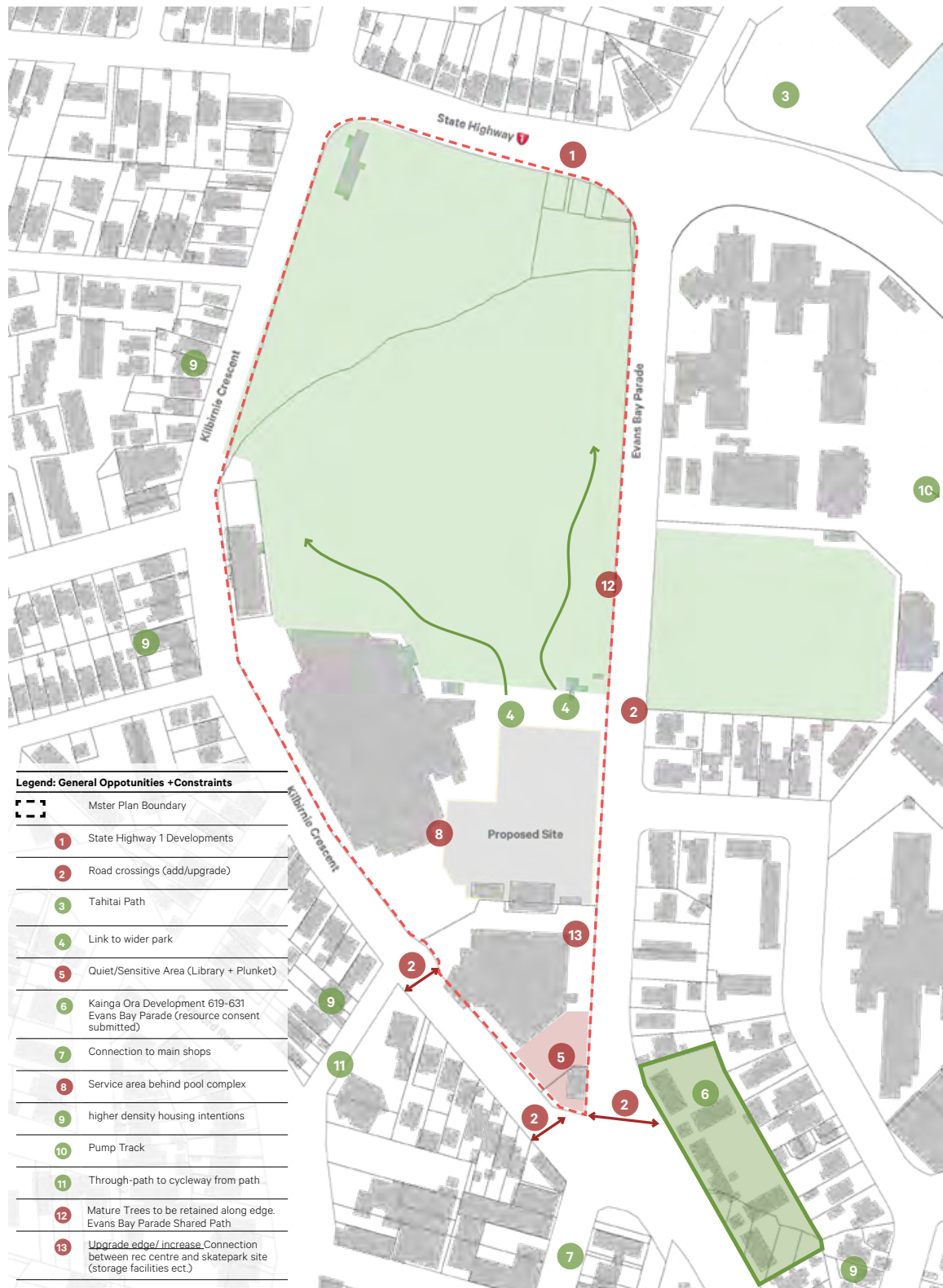
Environmental plan.



Movement.



Opportunities & constraints.



4. Facility types. Network mapping.



Randwick Skatepark
Auckland

Network analysis.

Here we map the existing facilities across the motu. We detail what abilities they cater to, their size and what skate style they offer.



Network analysis.



For many years Wellington used to be home to 'Nationals', New Zealand's biggest skate competition. Above photo supplied by Kevin Francis of Chey Ataria at the Skate Pit, Wellington

Wellington provides skateparks across the city and suburbs with a range of features. Together the features could account to one regional facility, except they are spread out. Their condition is generally average, and they have not been well maintained in the past. However there has been great work to remedy this and action has begun to upgrade existing parks with funding set aside to bring some of the suburban parks back up to quality skating spots.

Building on the skate audit carried out in 2020 to support the WCC skate programme, here we acknowledge the existing facilities and their offerings to the community. This has helped shape what is missing, and what is already available to the community. These have been mapped to show the distances and geographic locations to one another and to amenities and transport links.

There is clear evidence to suggest the lack of a regional sized facility that could bring many skate offerings together in one place as well as provide features that currently are not provided for in the city at all.

What's missing generally is

- a well sized street section,
- well-designed flow bowls that are compact, providing many different lines for all abilities
- an open inviting event space that will attract competitors
- shelter for skating in bad weather

Skatepark typologies.

Unlike sports with strict design criteria like tennis & basketball or even sports with looser guidelines like baseball and golf, skateparks can seem like a totally random and arbitrary grouping of unfamiliar shapes and profiles. However, their technical design and arrangement is very deliberate and should be undertaken by professionals with experience in skatepark design and landscape architecture.

Skateparks exist in a range of different typologies, locations, and cater to range of users. In essence they all have founding criteria which makes them attractive to skate and hang out.

Here we present established skatepark typologies and breakdown what activities take place there. We have split these into criteria of performance and place. This will then help inform what criteria to include in the high-level design option for this feasibility study.





















Place

Items specific to the location and success of a recreation facility.













Performance

Items specific to activities for skate, scoot, bmx, and roller. Items that traditionally make up a skatepark.

Place

-  Public transport
-  Iconic features
-  Amenity
-  Play spaces
-  Will travel from afar
-  Parking
-  Trees
-  Permission
-  Event space
-  Viewing platforms
-  Wifi
-  Family Friendly
-  Has a legacy
-  Shade
-  Chill zones
-  Lighting
-  Safe access
-  Inclusivity
-  Public
-  Free Access

Performance

-  Flow Bowl
-  Street Section
-  Mini Ramp
-  Session Spot
-  Beginner
-  Scooter
-  Intermediate
-  Advanced
-  All wheels
-  Bikes
-  Transitional
-  Roller

Typology comparison.

	Ward	m ²	Current condition	Skate typology	Description
Island Bay Skatepark	Southern	750	A couple of new features have been added during the development of the playground next door	Local	Medium size purpose built concrete skatepark with wooden ramps, quarter pipes, 180 degree bowl, platforms and range of features
Newlands Skatepark	Northern	800	Recently redeveloped as part of Pukehuia Park upgrade	Local	Medium sized purpose built concrete skatepark with quarter pipes, 90 degree bowls, platforms and a range of features.
Rongotai Skatepark	Eastern	200	Average condition. Completed 1 April 2010	Local	Small purpose built concrete/ tile skatepark with banks, ledges, rails and a range of street skate features
Tawa Skatepark	Northern	550	Poor and outdated. Work is underway to renew and upgrade this park.	Local	Medium skatepark on converted asphalt carpark, with quarter pipe, platforms and features
Grasslees Skating Rink	Northern	900		Local	Davies Street, Tawa. Flat space, ground concrete surface. Upgraded in 2014.
Nairnville Skate Ramp	Western	60		Local	Small vert ramp, wooden foundation with concrete surface
Tree Tops	Southern	1200	Looked after by the community. There is a reoccurring ponding issue	DIY	Community led conversion of outdoor car park into skatepark with a range of small ramps and features on ground concrete

Typology comparison.

	Ward	m ²	Current condition	Skate typology	Description
Karori Skate Ramps	Western	250	Ramp is getting old, structural integrity is compromised. Due for renewal in 2026	Local/ Regional	A large wooden vert ramp with a smaller mini-ramp. Considered on the cusp of Regional due the scale of the vert ramp, and because the ramps are located amongst the large BMX course, considered regional.
Waitangi Skatepark	Lambton	1800	Rough surfaces, bowl needs to be maintained. Due for renewal in 2024	Local	Large purpose built skatepark with bowl, street section, ramps and a range of features.
Kilbirnie Recreation Centre	Eastern	1500	Average - floor surface is slippery for skaters	Local	Large indoor rubber-tiled floor with limited transportable ramps/features
Ghetto / Owen Street		800	Looked after by the community	DIY	Built on an abandoned slab of concrete behind the hospital. A mix of transitions and flat space.
Wellington Region					
Maidstone Max	Upper Hutt	10000	New - opened 2020	Regional	A purpose built skatepark, playground, pump track and retained existing play elements
Civic Plaza	Lower Hutt	800	Good - opened 2018	Local	A purpose built active plaza with street elements only
Future for comparison					
Wellington Destination Skatepark	Eastern	4450 skate 5560 total	-	Regional/ National	

Incidental.



Above: Pukeahu National War Memorial, Wellington



Above: Civic Plaza, Riddiford Gardens, Lower Hutt



Public transport



Trees



Chill zones



Session Spot



Beginner



Intermediate



Advanced

Not defined in size or scale

An incidental skate spot is often a small piece of skateable infrastructure, not necessarily designed with skaters in mind.

It could be a public set of stairs, a handrail, bank, a ledge, furniture, or a wall ride.

What makes a good incidental skate spot is that it can be sessioned over and over. It will also have good space before and after the elements for approach and landing. Arguably Pukeahu National War Memorial is an incidental skate spot offering ledges and lips worthy of sessioning. It is also part of a much wider flat hard surface with space for tricks, sitting, viewing and is out of the main traffic thoroughfare which makes this spot very popular. It is also illuminated making it popular for extended hours and is central to the city.

Kumutoto on the waterfront, and centennial memorial at Parliament are also sessioned spots that have enabled active recreation for skaters and the like. However, not all incidental skate spots have skate permission, and can cause conflicts.

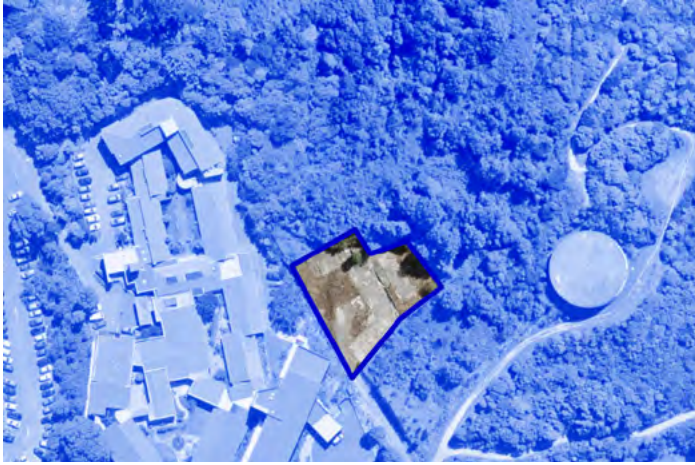
Civic Gardens in Lower Hutt is an active plaza designed with skate in mind enabling permission and community buy in.

It is common that an incidental skate spot is more suited to a street style skater, over a transitional style skater. However, there are always exceptions, depending on what features the skate spot presents.

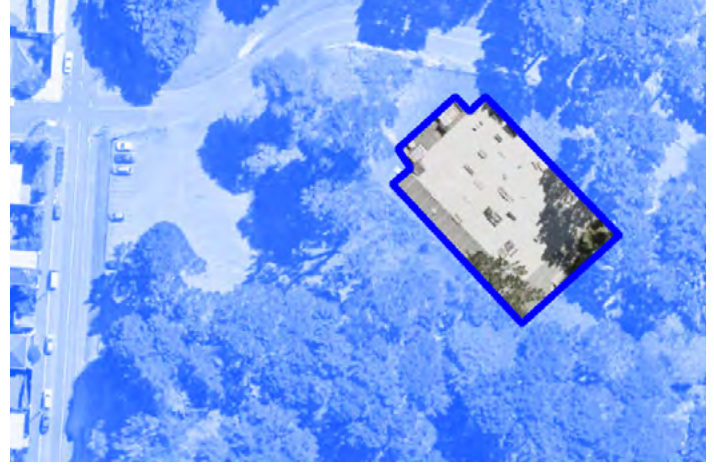
Incidental skate spots cater to all abilities.

The cost of incidental skate spots are undetermined as they are likely part of a larger project.











DIY.



Above: Ghetto Approx 1000 m²



Above: Tree tops Approx 1,200 m²

-  Permission
-  Has a legacy
-  Inclusivity
-  Free Access
-  Session Spot
-  Beginner
-  Intermediate
-  All wheels
-  Bikes
-  Roller

A range of sizes are expected for DIY parks, due to the nature of the land available.

Typically a DIY park is a place that the community has built themselves with their own funding and their own planning. Passionate skateboarders and bmx riders will build their own through lack of quality places to skate or ride.

Tree Tops is a local example of a DIY typology in Newtown. Previously a carpark, it has been converted into a 1200m² street style skatepark, with a range of small ramps and features on ground concrete. It is often referred to as Wellington's favourite skatepark. It has evolved into a super-smooth, ever changing DIY spot that is regulated and cared for by a dedicated bunch of locals with a renegade skate spirit.

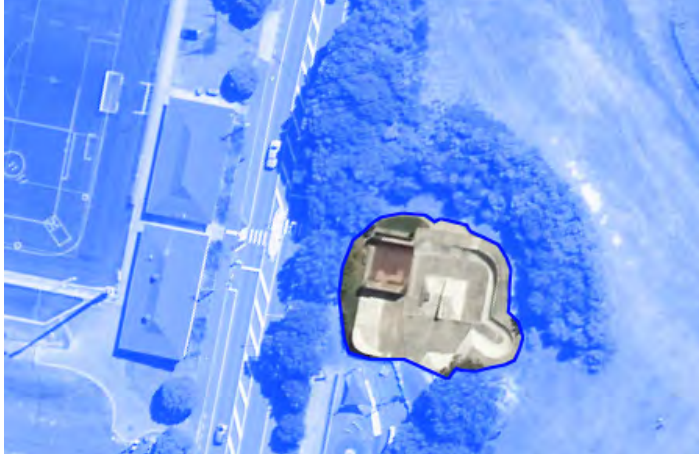
DIY elements are often built from timber and steel, although there are examples of concrete transitions at community-built parks.

Ghetto skatepark behind Wellington Hospital is another local DIY spot, not far from Tree Tops. Built on an abandoned slab of concrete behind the local hospital, it's approximately 800m² of flat land set at the foot of the town belt. Locals come to mix concrete, shape transitions and skate.

Often located in forgotten and left over spaces, they aren't the most desirable locations or close to amenities.

Costs are undetermined and fronted by local groups. Tree Tops was crowd funded, initially acquiring \$12,000.













Local.



Island Bay Skatepark approx 1,375m2. Recent \$40k upgrade.



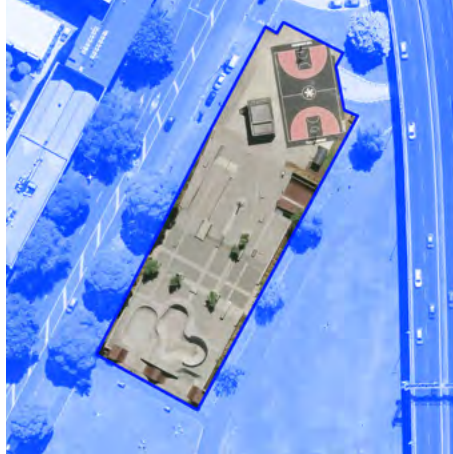
Waitangi Park Skatepark—Approx 1,800m2

	Public transport	1,200m2 – 1,800m2	
	Trees	Suburban sized skate parks. Close to local facilities often in suburban communities and within recreation reserves.	style sections for beginners and intermediate abilities. Its on the larger end of the scale for a local park, and can host regional sized events such as Bowlzilla, so it does sit on the cusp as a local/regional typology.
	Permission		
	Chill zones		
	Play spaces	Island Bay Skatepark is a local facility, part of other offerings such as a BMX pump track, playground and opposite the local football club. These facilities are clustered for convenience.	Local facilities have some infrastructure for small scale events.
	Family Friendly		There is obvious permission to skate here and share the space with other recreation users. Often activities such as basketball, football and playgrounds.
	Flow Bowl		
	Mini Ramp	A local facility has the space to offer a range of skate activities. Island Bay has street and transition available.	
	Beginner	Although, depending on what other facilities are in the area, some local facilities might focus on one skate activity.	Close to public transport
	Intermediate		Cost range \$500k - \$1.5mil
	Advanced		
	Bikes	Local facilities are likely to cater for beginner and intermediate abilities, with a focus on youth.	
		Waitangi Skatepark sits within the wider park, with an advanced level pool bowl. It also includes street	

Regional.



Barry Curtis Skatepark—Auckland
Approx 2,500–4,350m².



Victoria Park Skatepark—Auckland
Approx 3,675m².



Maidstone Maxx Skatepark—Wellington,
10,000m² includes play \$6mil

-  Public transport
-  Trees
-  Permission
-  Chill zones
-  Play spaces
-  Family Friendly
-  Amenity
-  Flow Bowl
-  Street Section
-  Mini Ramp
-  Beginner
-  Intermediate
-  Advanced
-  Bikes

2,000m² – 5,500m²

Regional sized skate facilities frequently sit within large scaled recreation reserves. Parks are professionally designed with local skaters, and cater to all abilities.

Typically one to two facilities per region which includes an extended range of recreation facilities.

Located in reserves with purpose built amenities including toilets and food offerings. Extremely close to transport hubs and part of the wider connectivity to the region – via cycleway infrastructure as an example. The most successful regional skate facilities are easily accessible, open and inviting for all abilities and users.

Landscape design is integrated into the overall m² footprint and includes passive recreation elements such as seating, picnic tables, drinking fountains, kick about spaces

and shade. There is likely strong emphasis on showcasing the activity of skating to the surrounding public by locating the facility to the edges of the reserve.

All examples have one or two flow bowls into a transitional area, as well as a large scale street plaza and a mini ramp.

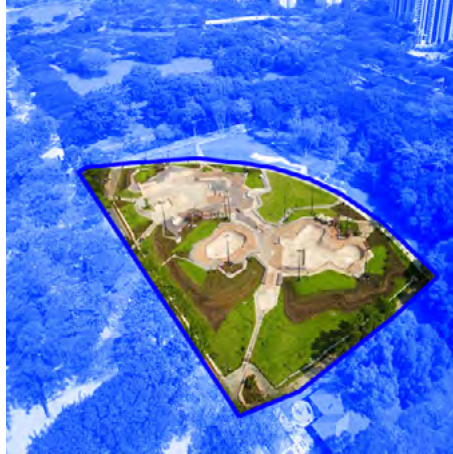
Other recreation activities include full basketball courts, pump tracks, large community playground, pavilion and adjacent playing fields and kick about spaces. These areas are designed in a way that is integrated but separate to the skate area to avoid conflict.

Cost range \$1.5mil to \$6mil

National.
















Washington Way Skatepark—Christchurch
Approx 5,000–7,000m²



East Coast Park—Singapore. Approx 3,200m²
skate and bmx facility in 12,000m² site



Sydney Skate park - Australia
Approx 6540m²

-  Flow Bowl
-  Street Section
-  Mini Ramp
-  Beginner
-  Intermediate
-  Advanced
-  Bikes
-  All wheels
-  Iconic features
-  Amenity
-  Will travel from afar
-  Wifi
-  Public transport

-  Trees
-  Permission
-  Chill zones

5,000m² –10,000m²

National sized skate facilities exist at their size often as the only one in the country. This isn't always the case and is dependent on population and how popular skating is in that country.

Designed for all abilities, there are distinct areas for beginners through to advanced riders. A range of bowls are on offer, with differing depths, vert, and base distances. Flow bowls are large, with more difficult obstacles such as cradles and unique one-off features.

Examples here are designed internationally in collaboration with local and international riders.

National facilities are tourist destinations, on the pro circuit and have the capacity to host international sized events.

Facilities are a dynamic public space, often located in a large recreation reserve or purpose built developable land through local government, national government or private developers.

Cost range \$6mil+

Arguably a further typology to be considered is an Olympic facility. The difference being obstacle difficulty. Street obstacles are purposely large and difficult for professionals. Not typically the best facility to train on, or desirable to the everyday skater.

Destination Skatepark.




























Where does a Destination Skatepark fit in these typologies?

We have approx. 5500m² of developable space at Kilbirnie Park. Listening to what the Destination Skate Collective have identified, we are looking at a large regional facility.

There is enough space to accommodate a regional sized facility, and the preferred area has excellent site features and supporting local amenities.

Based on the information we know about existing skate facilities in the rohe, and what the Collective see existing at Kilbirnie, a Destination Skatepark in Wellington should include :

-  Flow bowl
-  Street section
-  Beginner
-  Intermediate
-  Advanced
-  Bikes
-  All wheels
-  Scooter
-  Roller
-  Transitional

-  Iconic features
-  Amenity
-  Will travel from afar
-  Wifi
-  Public transport
-  Trees
-  Permission
-  Chill zones
-  Lighting
-  Shade
-  Family friendly
-  View platforms
-  Inclusivity
-  Has a legacy
-  Event space

5. Engagement.



Barry Curtis Skatepark
Auckland

Destination Skate Collective

On behalf of Wellington City Council, we invited 8 people to form a Destination Skate Collective. We set up an online Miro board, where all invitees could interact and add content, ideas and see who else would be at the first workshop. We intentionally kept the group tight as the project builds momentum knowing this will likely change and grow through potential future stages. A smaller group enabled us to focus on hearing diversity of thought.

We have gathered information from many different sources, and here we analyse and understand what we found out over the course of the workshops, discussions, background documents and desktop studies

Isthmus and WCC facilitated both workshops.

Destination Skate Collective

The collective includes pro skaters, founders and members of Waa Hine Skate, roller skaters, scooter riders, members of Wellington Skateboarding Association (WSA) and Onboard Skate, Exec committee members from Skateboarding NZ and in general, advocates for skateboarding in Wellington.



Logo made for the Collective.

Workshop 01.

20th January 2022
Thursday 5:30pm
@Isthmus Studio

The purpose of the first workshop was to build relationships and establish the Destination Skate Collective. We set out the terms of operation around how we were going to work and gained consensus around this. We set out our Collective intentions and goals, giving clarity to what we wanted to achieve. This included being transparent about the process – that we were drafting a feasibility study that would go to councillors with the goal to seek funding in the annual plan to progress with the design and further consultation for a destination skatepark. We also wanted to make sure it's fun! Considering the panel are volunteering their time and knowledge, we want the experience to be authentic and to come away feeling involved and excited to champion a new space they feel passionate about.

Workshop 01 was about gathering information about the who, what and why. Who is a destination skatepark facility for? In groups we identified who a facility should provide for. The answers were broad, but also aligned between the two groups.

- Next generation
- Locals
- Competitors
- Tourists
- Returnees
- Young women
- Families and parents
- Spectators
- Any discipline and any ability

Next, we asked what a destination skatepark could look like and what these users would need. Again, in groups we brainstormed what elements a destination facility should include. These were broad, and we used the Miro board to assist in collating information of parks overseas and locally, that work well as examples. Discussions were flowing around who and what a destination skatepark in Wellington could be. We aligned with the following;

- Street area
- Bowl and transition
- Scaled down beginners' area
- Open space
- Creative and fun plaza

Good examples of skateparks were collated and we brought them to Workshop 02 to enable us to compare the site and scale. The majority of the parks discussed were international examples.

- Park Series – California, USA
- Des Monies – Iowa, USA
- Woodward Skate Camp – USA
- Hunterville – California – USA
- Paekakariki Skatepark
- Venice Beach – Los Angeles – USA
- Maidstone Max – Upper Hutt – NZ
- Queen Elizabeth Skatepark – Masterton- NZ
- Alfred Cox Skatepark – Gisborne – NZ

Again, in groups we looked at the wider and local context of the Kilbirnie Park site and asked the collective what was good about the location. Here we gained insightful knowledge about surrounding skateparks, pump tracks, good incidental skate spots in proximity and why it would be a successful skatepark location.

- A community hub already
- Good passive surveillance
- Good access with two entry points from the city
- Food spots close by
- Visibility of different ways to recreate
- Proximity to other facilities including ASB, schools, clubs, WRAC and the rec centre
- Flat land and there is seemingly space available

- Close to cycleways
- Good parking
- Close to town, on route to the airport and the eastern bays

Other factors specific to the site were acknowledged such as exposure to the elements including the prevailing northerly and chilly southerly.

Lastly we asked everyone to write down what they saw ten years from now at the site. This exercise brought us all back to the Why. Why is it important to champion this project? What are the benefits to the city, our people and our impact on our environment? This was a special moment in the workshop where we all shared our vision and ultimately the realisation of the space for future generations.

‘2032 – the facility has been a runaway success, it has been enlarged and the rec centre includes an all weather indoor training facility. Light rail has been completed and serves the nearby transit hub so the parking spaces can be re-purposed for the skatepark extension. Because this park attracts so many skaters, and because of the Olympics, skateboarding has boomed and there is a network of local neighbouring parks for beginners.’

‘2032 – its buzzing, active, there’s music, food and all sorts of users with all sorts of cultures.’

‘2032 – a skate competition is being held, the site is full with spectators, members of the public, and international skateboarders who have travelled to skate Kilbirnie’s famous bowl.’

‘2032 – I can see the locals setting up their gear on the spot. It’s so hot the water fountain has been running all day. The skate coaching group have lots of kids attending today and it’s nice to see the locals make room for them so they feel welcome. My girl gang are on their way to our favourite park! My partner and all his friends are going for a swim at the beach before they come down for a skate. And my mum is exercising at the aquatic centre next door.’

Summary

It became apparent amongst the Collective that Wellington City Council has a unique opportunity to provide a world class facility for locals, tourists, professionals, and beginners alike, at a location already fit for purpose.

Workshop 02.

17th February 2022
Thursday 5:30pm
@WRAC Hydrotherapy Foyer

The purpose of workshop 02 (WS2) was to deepen the level of involvement from workshop 01 (WS1) – in particular the What, Where, Who and Why to inform the feasibility phasing for the project. We wanted to leave the Collective in a good position – clear about the next steps, and positive for how we can collectively champion the skatepark we need. We defined clear roles from here, how we will keep in touch and what will happen next. Of course we continue to make it FUN and something people want to be apart of and to come away feeling involved and excited.

In WS1 we identified a range of users, each with different needs. In WS2 we reintroduce them and focus on 6 different characters, each with a different hat in physical form. We used fresh new beanies and asked the groups to give each of the characters a name, age and persona. The collective quickly took to this task and literally wore their hats.

Local
Local Larry – 48.5yr male

All Discipline

Jack of All Trades (all wheels)
25yr male
Next Generation
Nathan – 8yr male skater

Tourist
Tina – 19yr female backpacker

Competitor
Louis – 16yr male competitor

Blank / Open
Sophie – female spectator

Next we introduced the skatepark examples discussed at WS1, in plan as overlays. In groups we marked up parts of parks they liked, what were priorities and essentials, and what other spaces they would be prepared to let go of. Across the groups there was a broad mix of favourites given different parks visited and experienced. Some of the comments from the Collective;

- Make sure there is space where you can view and feel like you are not in the way
- Keep the spaces separate - separate bowls with a street section between
- Make sure there are lines that are intuitive and simple

Next we asked the groups to cut out the pieces they liked and arrange them on top of the Kilbirnie site. Once each group were happy with their arrangement we regrouped,

and each member put a different hat on and negotiated whether or not their needs were catered for with the design.

This was an excellent exercise as it took your own ideals and needs out of the equation quite quickly and focused on someone else's perspective.

Lastly, and most importantly we moved outside, to start to visualise these ideas and what these spaces might feel like. Moving out to the setting summer sun, we got a good idea of the exposed conditions and where the best spot for slower zones might be compared to the flow bowls for instance. The scale of the site was apparent, there really is a decent amount of space here for a superior facility.

Summary

It was great to get out on the site and discover its potential in person. It's a big piece of land, with enough space to cater for all the characters. The Collective are feeling excited and keen to stay involved in all the future stages of the park discussions.

It also needs to be acknowledged that WCC and the Collective made both workshops happen in a very tight turn around, and in a challenging covid climate. We are thrilled to be able to collate this information for review and consideration.



Above: looking at the parks discussed in workshop 01, mapped for workshop 02 for comparison



Above: WHO - allocating hats to users



Above: ending the workshop with great korero and excitement amongst the panel



Above: Taking our designs out to the physical site to understand the scale and arrangement

6. Project proposal.



Victoria Skatepark
Auckland

High level concept design.

The Destination Skatepark has been identified as a place that needs to provide variety, inclusion and safety for all.

Referring back to the key findings from the most recent skatepark community engagement, we want to ensure these are continuously at the forefront of our thinking for this high level concept.








1. Improved accessibility
2. Improved design and maintenance of skateable facilities
3. Improved public space permission for skaters
4. Improved access to support and funding for skate groups.

















Leaning on outcomes from workshop 01 and 02 we have determined key design moves for a Destination Skatepark at Kilbirnie Park. These will effectively become part of the designers brief.

Together with the key design moves, place and performance criteria, and gap analysis we propose a high level concept design.

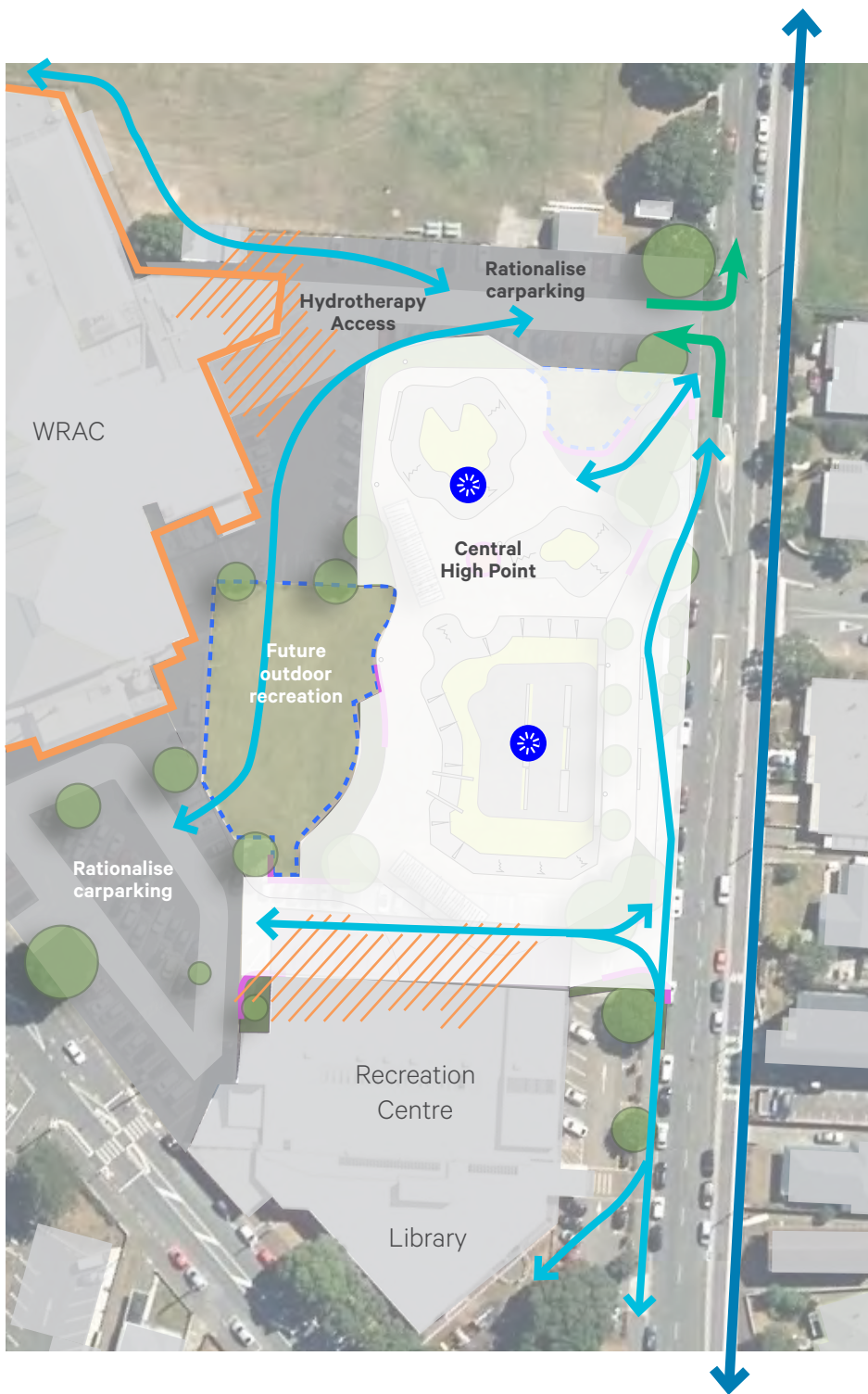
At this stage we know the site, but not intimately. A detailed assessment of the site will be necessary to ensure all aspects of skatepark design are covered. This includes site survey, levels, existing services, known water table, ground conditions and any other unknown unique site features.

Based on the skate typology criteria, we know we want to include the following place and performance items:

-  Flow bowl
-  Street section
-  Beginner
-  Intermediate
-  Advanced
-  Bikes
-  All wheels







-  Iconic features
-  Amenity
-  Will travel from afar
-  Wifi
-  Public transport
-  Trees
-  Permission
-  Chill zones
-  Lighting
-  Shade
-  Family friendly
-  View platforms
-  Inclusivity
-  Has a legacy
-  Event space
-  Covered skate area

Key design moves.



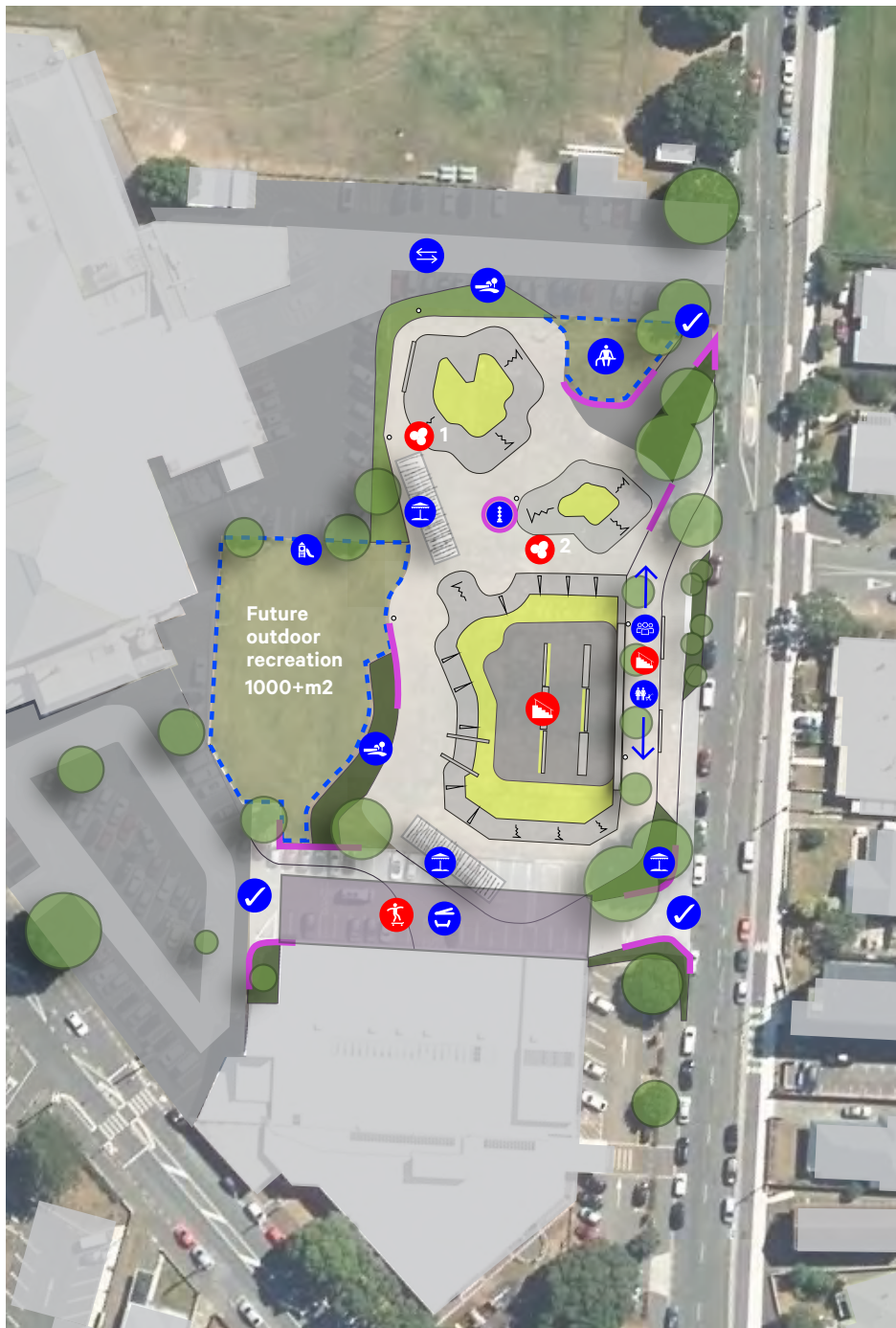
Key Design Moves

- Locate the highest point in the centre
- Include active plaza and street section
- Anchor other ‘play’ to the north and the south
- Access to WRAC edges retained
- Centralise skate intensity, reducing as it reaches the edges
- Provide strong connections from Evans Bay Parade to Kilbirnie Crescent
- Spill out zone from Recreation Centre – potential future extension or upgrade
- Retain required parking – to be investigated further
- Include traditional skate elements plus inclusivity for all
- Allow for event space – host competitive events for the contemporary disciplines
- Make this a tourist destination
- Integrate with the cycle network







-  Vehicle access
-  Cycleway
-  Retained WRAC edges
-  Future Play
-  Pedestrian connections
-  Access / building threshold
-  Event space

High level concept design.









1.



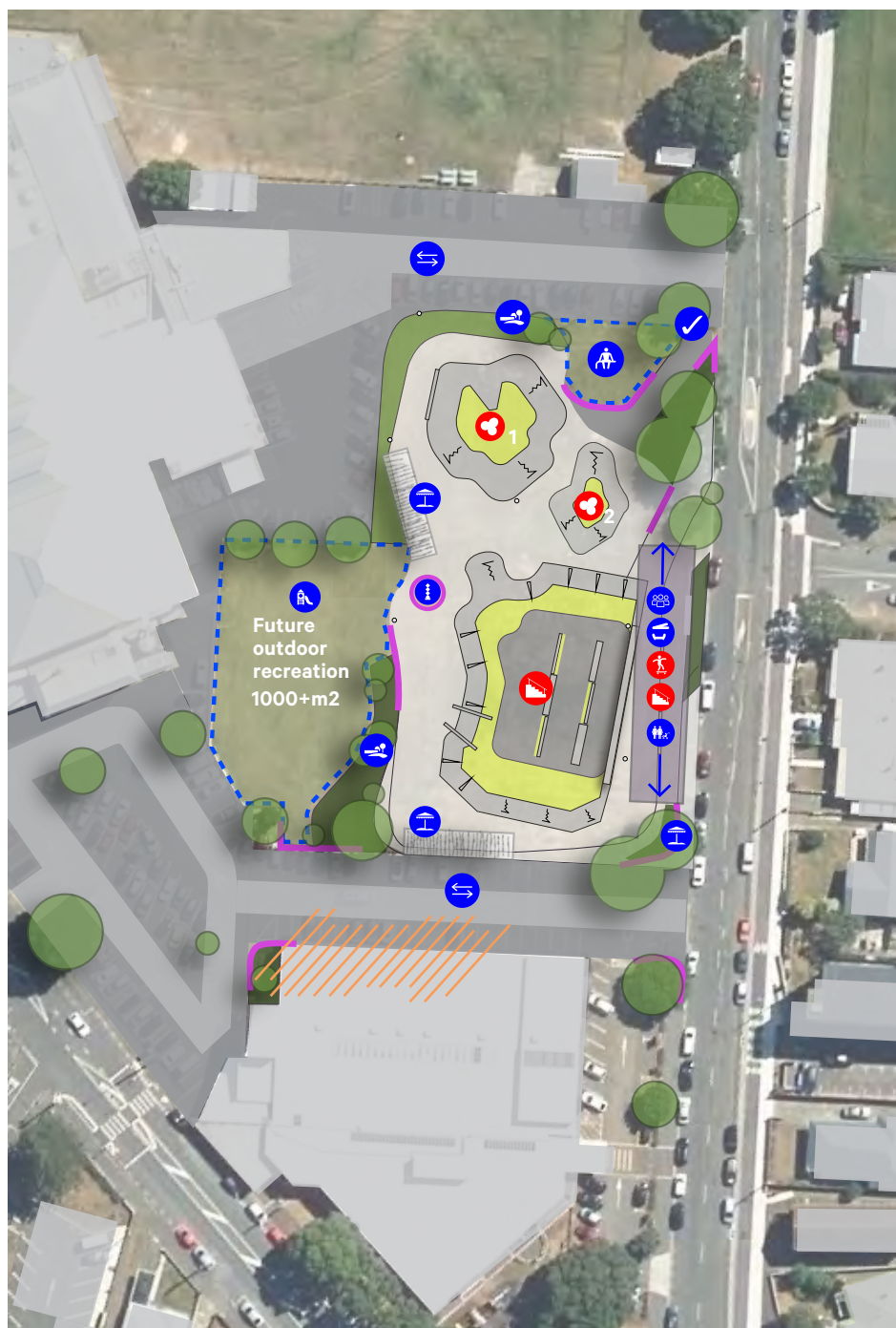
Skate areas

-  Flow Bowl 1
-  Flow Bowl 2
-  Street Section
-  Beginners area
-  Street promenade
-  Covered skate area







Open space areas

-  Lawn, terraces, low walls
-  Chill out zones
-  Shade
-  Paving connections and signage (permission)
-  Rationalised carparking and Hydrotherapy vehicle access.
-  Shared zone
-  Edges
-  Future outdoor recreation








High level concept design. 2.



Skate areas

-  Flow Bowl 1
-  Flow Bowl 2
-  Street Section
-  Beginners area
-  Street promenade
-  Covered skate area

Open space areas

-  Lawn, terraces, low walls
-  Chill out zones
-  Shade
-  Paving connections and signage (permission)
-  Rationalised carparking and Hydrotherapy vehicle access.
-  Shared zone
-  Edges
-  Future outdoor recreation
-  Potential building threshold

Site considerations.

The skatepark and open space measures 5560m². The skatepark measures approx 4450m². The high-level concept designs have been developed to include the selected place and performance criteria and achieve the key design moves. Two concepts have been developed recognising that the final size and location of the skatepark will be considered in the Kilbirnie Park masterplan which will look at future use of the wider site including vehicle movement and carparking requirements.

The skatepark is made up of two flow bowl areas and a large street section. A promenade skate section runs north south next to Evans Bay Parade, and a flat beginners section. The skatepark will be raised to achieve the desired transition heights, likely 2-4m from current ground level. Landscape terracing and platforms will negotiate level changes and help give focus and hierarchy to entry/exit points and connections through the park.

A beginners area has been located in proximity to the Recreation Centre. This will enable lessons to take place out of the way from other areas. There are opportunities for expansion of the Recreation Centre to readdress the space to the north, and provide

further spectating and surveillance options.

The flow bowls are located to the northern end of the site, at the central high spot. Here there is space for events, seating, planting and terracing. The flow bowls will be a fast paced zone, with plenty of action. Ensuring they are in an open area will give them maximum passive and active surveillance.

The large street section is centrally located, between the gap of existing pohutukawa trees on Evans Bay Parade. This is the engine of the skatepark, the place where there will always be people sessioning ledges, banks, rails, hips, wall rides and more. This will be a competition space, with the edges acting as viewing platforms on event day.

The street promenade clicks into the surrounding street and cycle network, providing a medium paced skate area. A mix of level changes, boxes and street elements for skating and chill out areas for sitting and hanging out.

A future area for outdoor recreation has been identified in order to show it can be accommodated in the same developable area. The masterplan will look at how skate and play are balanced within the site. There

are opportunities for sensory and nature play integrated around the skate areas, as well as relocating the playground south of the library into the main site.

The skatepark is just one piece of a much larger recreation offering at Kilbirnie Park and it will form part of the larger masterplan to be carried out after this study. Well considered connections and thoroughfares will be imperative to ensuring the success of the skatepark and the masterplan.

The site is unique with all sides open to existing features. There are constraints such as entries to buildings and entries from the road meaning there is less flexibility with access points. The Hydrotherapy Pool requires access for vehicle disability pick up and drop off as designed. The building likely also requires maintenance access of an approx. 5m offset for a cherry picker.

It is evident the area available can include elements required for a Destination Skatepark. This initial spatial arrangement is an indication that the space is fit for purpose. Further investigation of the ground conditions and the surrounding buildings will need to take place before further concept design work is carried out.

Cost estimate.

	m ²	High end	Baseline
Total park area (skate + open space)	5560	\$6,480,000	\$5,300,000
	approx m2	rate	rate
Skatepark cost estimate		\$1,200	\$1,000
concrete m2 for skatepark	4450	\$5,640,000	\$4,700,000
Breakdown			
Flow bowl 01	350	\$420,000	\$350,000
Flow bowl 02	450	\$540,000	\$450,000
Street section	2000	\$2,400,000	\$2,000,000
Promenade section	1050	\$1,260,000	\$1,050,000
Beginners section	500	\$600,000	\$500,000
Features			
Canopy / Covered skate area	250	\$300,000	\$250,000
Shade shelters	50	\$60,000	\$50,000
Seating	50	\$60,000	\$50,000
		rate	rate
Open Space		\$700	\$500
Lawn, terraces, low walls	350	\$175,000	\$125,000
Picnic areas, furniture	25	\$17,500	\$12,500
Shade	25	\$17,500	\$12,500
Planting	450	\$315,000	\$225,000
Footpaths, paving, signage	450	\$315,000	\$225,000
Future		rate undetermined	
Future Outdoor Recreation	1000	-	-

Cost estimate.

High end vs baseline

Two rates have been provided to allow flexibility, and a slight difference to the end product. High end implies the inclusion of bespoke items such as furniture, iconic features and top end specifications. Baseline still ensures quality finishes to the skatepark, however perhaps more off-the-shelf items from local suppliers, not purpose built or designed. Both rates cover the integral built work required for a skatepark.

Assumptions

These high-level rates assume all requirements to build a skatepark, including all necessary services, supply and installation of all materials, site management and cost control.

What is not included in these rates is the design cost. This would include further engagement, full design service, specialist consultants, any consent and planning requirements and project management. A percentage between 12%-15% of the build cost should be applied to calculate the design cost. Playgrounds and bespoke items tend to be repeatedly under estimated in terms of their design time and consequent value to recreation projects.

Like any construction project there are financial risks. At Kilbirnie Park some of these might include; contaminated ground conditions, specific seismic design parameters, unknown services clash and any regulatory requirements.

Rates are based off recently completed skateparks in New Zealand provided by skatepark builders. Any funding decisions should consider current supply chain issues, escalation, labour shortages and COVID-19 restrictions.

Further cost estimates will be undertaken by a professional QS at each design phase of the project. These high level costs are indicative only.

Council will be the owner of the skatepark facility and are responsible for funding the project.

Ongoing costs

As with any future asset, the ongoing costs of maintaining a skatepark are a very important factor. Budgets should be set aside to maintain the facility to a high standard in order for the economic and wellbeing benefits to come to fruition.

There are potential operating models that could increase the skateparks success. As an example, Riverslide Skatepark in Melbourne, is Australia's only full-time managed public skate facility. Riverslide is second to none in the provision of high quality facilities, programs and services to the skate park community. There are qualified supervisors working at the skatepark during specific hours each day, and the facility is staffed all year round. Riverslide is owned by City of Melbourne and managed by YMCA Victoria.

Other operating models include creating a local body to manage and maintain the park. They would look after the everyday maintenance, the kaitiaki for the facility.

There are also other opportunities for a future Kilbirnie group to programme events and assist groups like Waa Hine Skate and Onboard to carry out lessons and competitions.

Next steps.

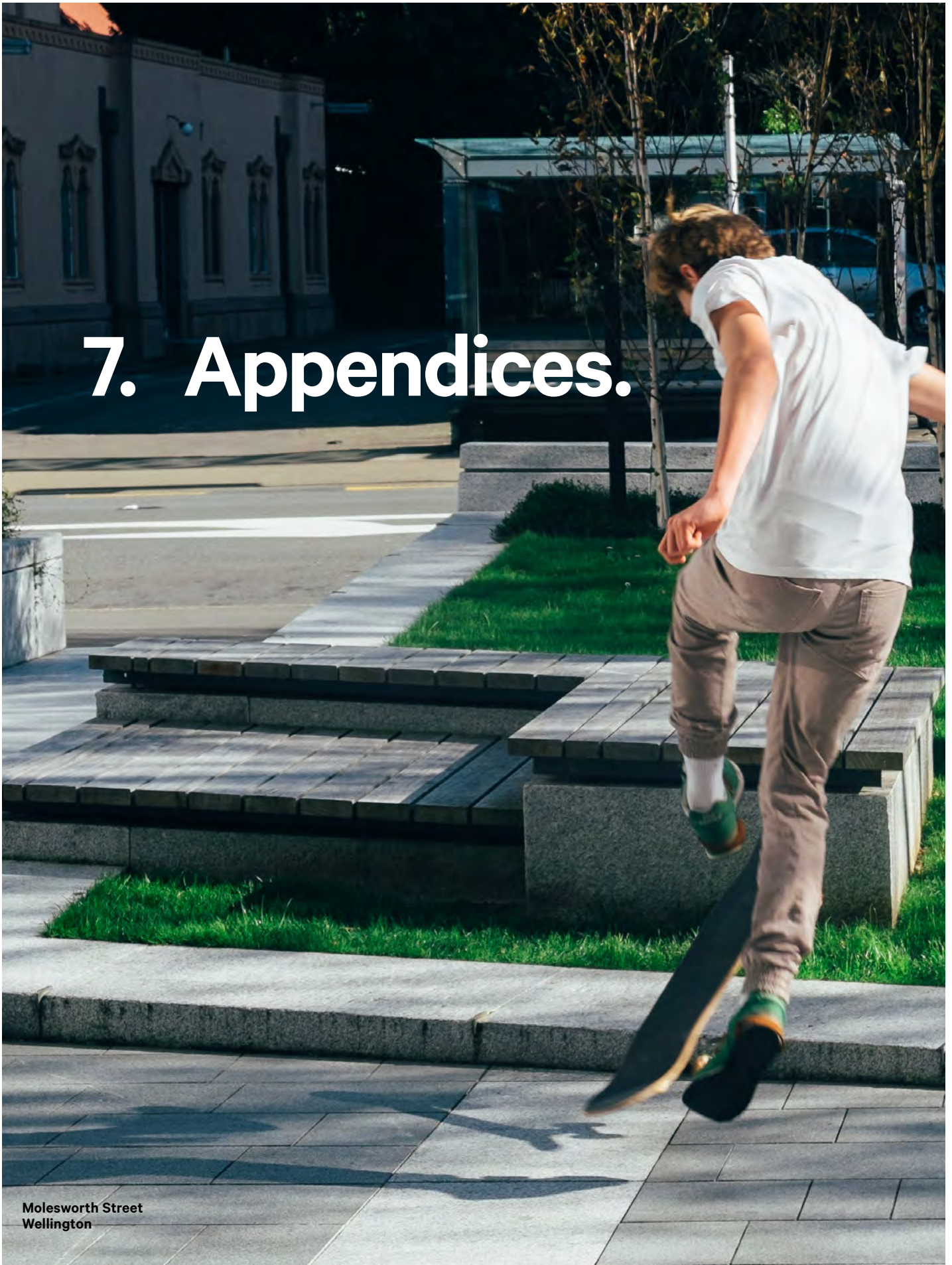


Carry out master planning for the rest of Kilbirnie Park, to confirm the scale and the arrangement of the skatepark facilities alongside any other future upgrades and the long term vision for the park.

Launch into authentic and meaningful detailed skatepark design engagement. Build on the Destination Skate Collective and bring in international review to enable a wider design network, incorporating established skatepark designers. This is one way to ensure a step change in the skatepark design offering in New Zealand.

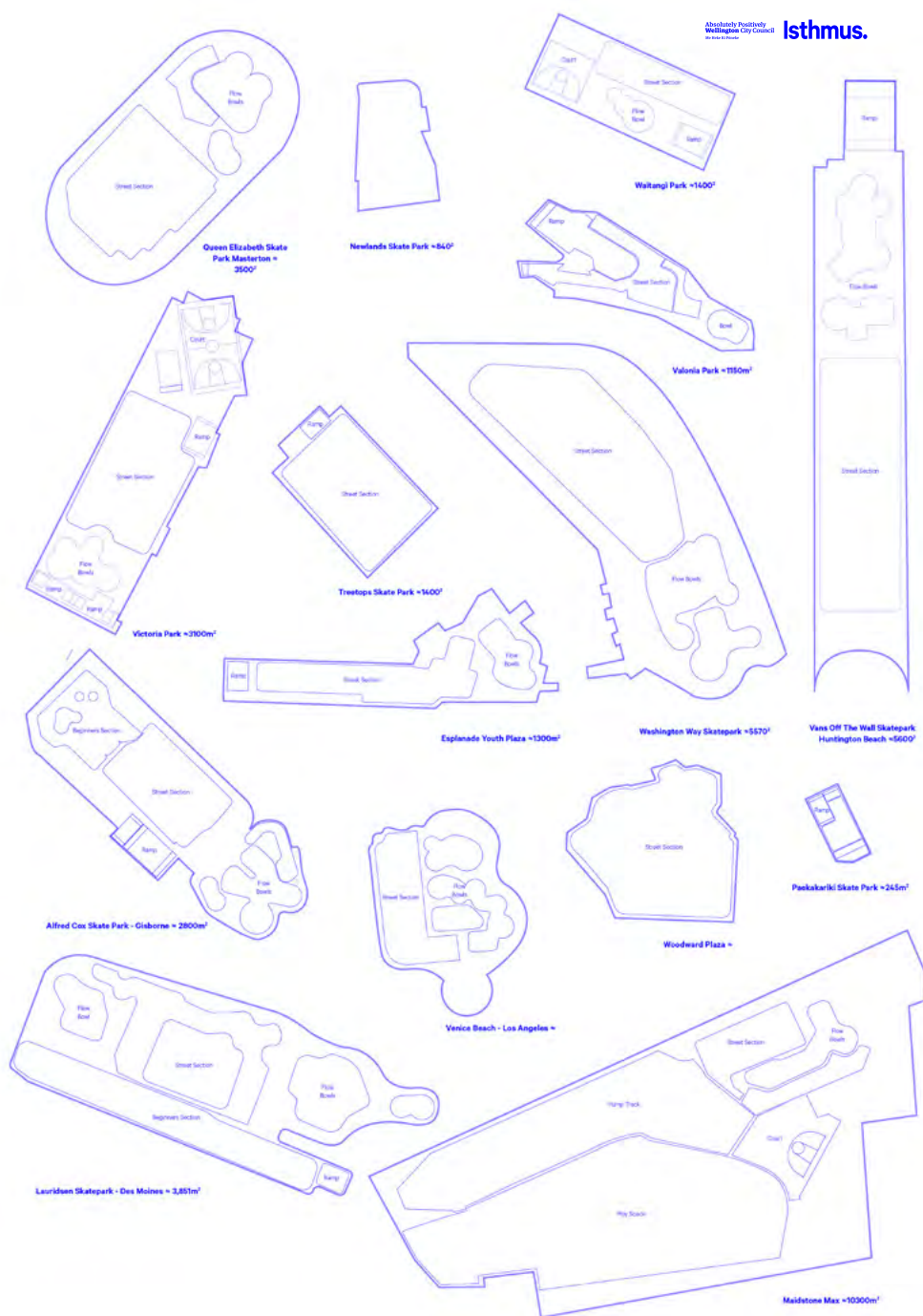
To make this a truly special place for the next generation and returnees alike, a strong sense of place needs to be discovered. Further engagement will bring out what features or iconic piece(s) will set this place apart and make it stand out.

7. Appendices.



Molesworth Street
Wellington

Skatepark precedents.



During workshop 01 we mapped several national and international facilities as parks with successful elements. All at the same scale, these parks can be compared to the preferred site at Kilbirnie Park regarding scale, arrangement, and skate style elements.



Destination skateparks around the motu of high quality street, flow and bowl feature: (of the level we are aiming for at Kilbirnie)

- Valonia Park, Auckland
- Barry Curtis Park, Auckland
- Alfred Cox Park, Gisborne
- Bay Skate, Napier
- Maidstone Maxx, Upper Hutt
- Washington Way Skatepark, Christchurch
- Wanaka Skatepark, Wanaka

International precedents include:

- Vans Off the Wall Skatepark, Huntington Beach
- Lauridsen Skatepark, Des Moines
- Woodward Plaza, Pennsylvania
- Venice Beach, California

Cost precedents.

Below is a list of skateparks in New Zealand detailing their size, main features, cost to build and year completed. This list gives good insight into recent costs of parks as well as escalation.

Gisborne Skatepark

- Under development
- Demolition and extension
- 2800m²
- \$3.6 million Estimate

Maidstone Maxx

- Complete 2021
- Demolition of entire park and rebuild
- 10,000m² skate and play
- \$6 million

Pohe Island Skatepark

- Complete 2021
- Demolition and Extension, Site contamination
- 1051m²
- \$1.35 million

Feilding Skatepark

- Completed 2020
- New build, demolition of large pond for skatepark placement
- 766m²
- \$540k

Waiheke Island

- Complete 2021
- Demolition and Extension on old landfill site
- 460m²
- \$400k+

Jack Pringle Skatepark

- Complete 2020
- Concrete Mini ramp with Motif Art
- 75m²
- \$100k

Browns Bay Skatepark

- Complete 2020
- Small Extension with mini ramp resurfacing
- 194m²
- \$247k

Ngunguru Skatepark

- Complete 2019
- New Neighbourhood Skatepark
- 182m²
- \$132k

Mangawhai Skatepark

- Completed 2019
- Skatepark Extension
- 667m²
- \$524k

Hayman Park Skatepark

- Renewal
- Complete 2019
- Demolition and Extension with full grind of existing
- 199m² Extended
- \$317k

Clendon Skatepark

- Complete 2019
- Demolition, Flow Resurfacing and new features and extension
- 100m²
- \$149k

Elsie Morton Skatepark

- Complete 2019
- Demo and build of triple spine
- 141m²
- \$123k

Newlands Skatepark

- Upgrade to existing park
- 840m²
- \$500k

Engagement collateral.



**Kia ora,
On behalf of Wellington City Council,
We are pleased to invite you to form and shape
a Destination Skate Collective.**

An exciting project is in its early feasibility phase, and we want to connect with you to form a local working group who can help champion the project and build a case for 'Why' we need a Destination Skate Facility.

As part of this, we will start to frame what this might look like, how it functions - its look and feel, and develop how it connects within the local community.

It's early days still, and the project has a long way to go—however this initial stage is an opportunity to frame the project up and make a claim for funding in the long term plan.

The Destination Skatepark Collective.

For this stage, the group will be quite tight. As the project builds momentum, this will likely change and grow. Ultimately, this will be

a destination for the city and the region and we want to start mapping what the community needs from a destination skate facility.

A mix of inputs, skills and diversities will be required, and we are hoping that this first invitation is something you can get behind and start developing with us, kicking off in the New Year 2022.

We know there has been a lot of background work—(some of you will be well aware of the project) and for others this may be quite new. We understand you will probably have a lot of questions too.

Hopefully, you can attend the first working session on Thursday 20th January where we can map out the project, what's involved, and get the discussion going.

To get some ideas flowing, we have mapped up a free to access Miro Board—we will email you a separate

invitation, check it out, and feel free to start collaborating.

*ps—we are hoping to come up with a better name for the collective with your help too.

Thursday 20th January

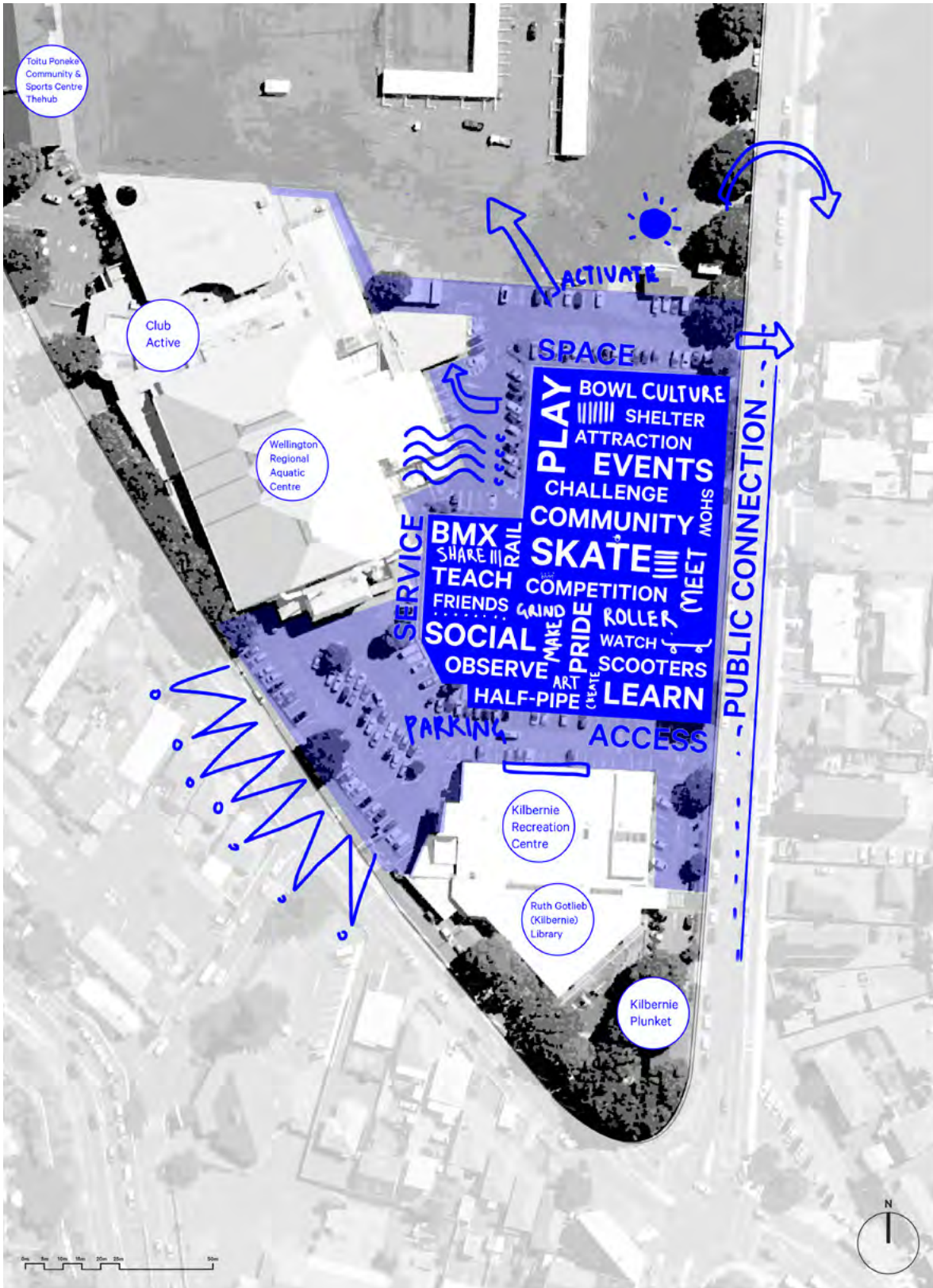
@Isthmus Studio
Level 5, 56 Victoria Street, Wellington
5:30pm drinks and snacks
6pm kick off
7:30pm close
Contact Alexi for any queries:
021 908 286

A Vaccine Pass will be required to come to the studio. However, we are not in the business of excluding people. If you'd prefer to join us online, we will also host this session via Teams. A link will be provided in a calendar invite.

**Absolutely Positively
Wellington City Council**
Me Hēke Ki Pōneke

Isthmus.

Invitation sent to members of the collective.



Back of Invitation sent to members of the collective