

FINAL REPORT

SEPTEMBER 2024

City of Mitcham BMX/Jump Track Facilities Review

Acknowledgements

Tredwell Management and the City of Mitcham acknowledges the Kurna People as the Traditional Custodians of our Council area. We pay our respects to Kurna Elders past, present, and emerging and value the contribution that First Nations people make to the community.

Tredwell Management wishes to acknowledge the following people and organisations who contributed to the development of this report.

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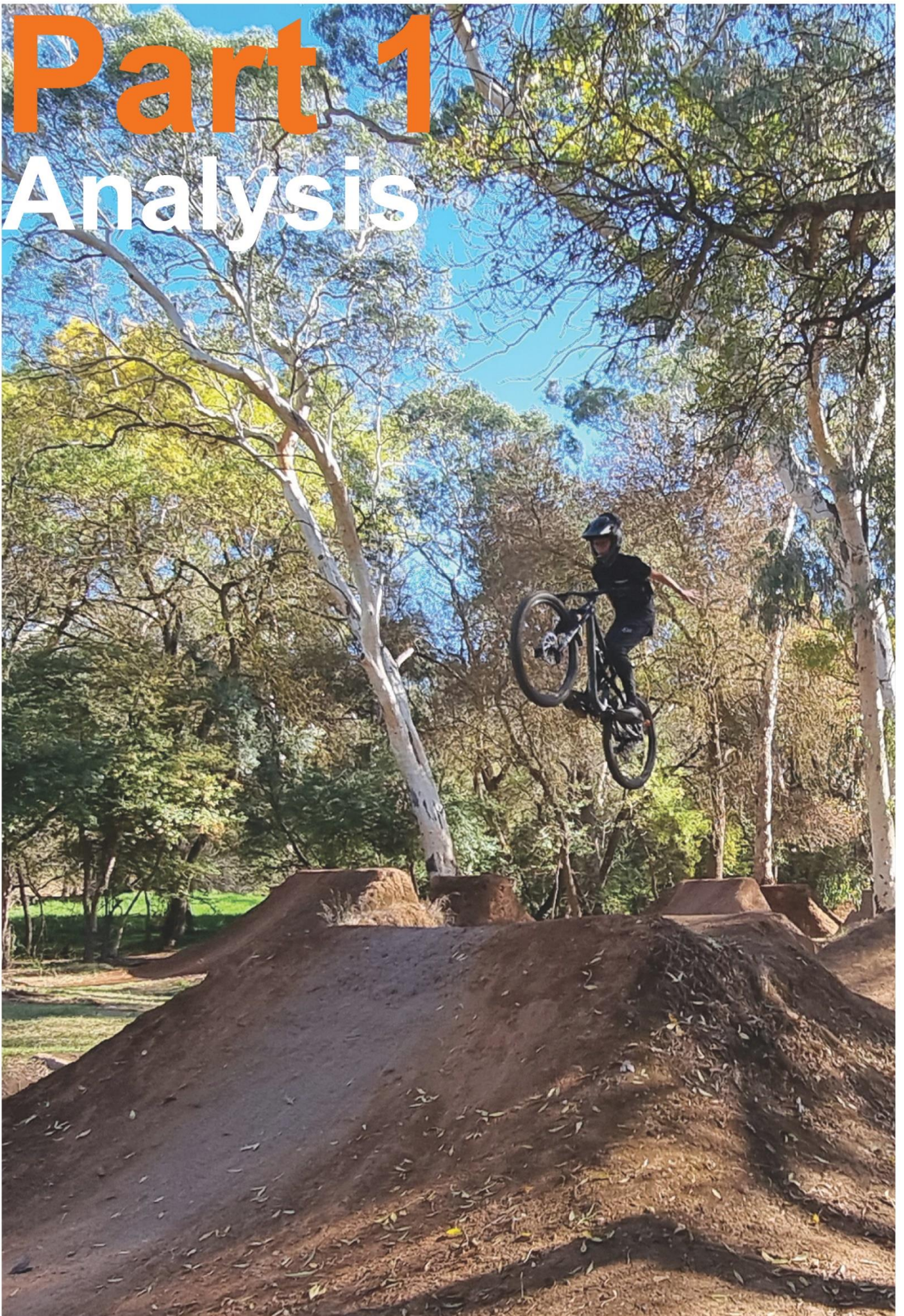
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Part 1

Analysis



Executive Summary

The City of Mitcham (CoM) currently owns and manages 4 BMX Jump Track assets at:

- St Marys Reserve, St Marys
- Mortlock Park, Colonel Light Gardens
- Suffolk Road Reserve, Hawthorndene
- Hawthorndene/Apex Park, Hawthorndene.

These tracks have been implemented through various mechanisms over the decades and are widely used.

The CoM Administration has observed significant community use at the four facilities and periodically receives enquiries for further development and new tracks in particular locations. In addition, there are younger riders in suburbs across the city building their own jumps in Council reserves and laneways which may be an indication that the current tracks are not meeting community demand.

This review and recommendations report is designed to help Council understand:

- the current levels of service provided by the four BMX Track Jump facilities
- the level of service the community want
- potential areas to invest or further develop across the CoM.

This review will inform future recreation planning for high-quality BMX / Jump tracks for a range of ages and skill levels across the CoM area.

There is substantial evidence to support the value and benefits obtained by people, including young people, of participating in active recreation and physical activities including bike riding.

Riding a bike:

- can improve physical activity levels in the community
- is an enjoyable social activity
- improves mental health and wellbeing
- reduces vehicle congestion
- reduces the risk of serious illness
- results in decreased carbon emissions and improved air quality.

Cycling offers numerous benefits for child and youth development and many of these are consistent with the CoM Strategic Plan specifically around *Goal 1 Accessible, Healthy and Connected Community*.

The significant majority of riders who use BMX tracks and jumps are children and in 2021 within the CoM there were:

- 3,277 babies and pre-schoolers (0 to 4 years).
- 5,708 primary schoolers (5 to 11 years)
- 5,213 secondary schoolers (12 to 17 years)

Whilst the CoM has an older average age it is over represented in primary and secondary school age children compared with Greater Adelaide and has over 14,000 children and young people living in the CoM representing over a fifth of the CoM's population.

Based on the site visits, the predominant users of BMX Jump Tracks are children generally under 15 years of age although older children and adults also use these facilities. This is supported by the data from the national cycling participation survey for South Australia which shows that the highest participation rates are children under 17 years of age.

Over 60% of households in SA having access to a bike and with nearly 2 in 5 people riding a bike on at least an annual basis, there is likely to be a significant proportion of the CoM population that have an interest in cycling and a portion of these riders will use the BMX Jump Tracks.

The current provision of four BMX Jump Track facilities is broadly in-line with the suburbs that have the highest number of children and young people residing within them i.e. Colonel Light Gardens one facility (3rd highest number of children and young people under 20 years of age), Hawthorndene two facilities (4th highest) and St Marys one facility (8th highest) respectively.

The CoM has four BMX Jump Track facilities that are owned and managed by the Council. These are located at St Marys Reserve, St Marys; Mortlock Park, Colonel Light Gardens; Hawthorndene Reserve/Apex Park, Hawthorndene and Suffolk Road Reserve, Hawthorndene. Three of these facilities St Marys, Colonel Light Gardens and Suffolk Road Reserve could be considered local facilities and primarily attract riders and users from nearby suburbs. Riders will generally access the tracks by bike.

Hawthorndene Reserve/Apex Park could be considered a regional facility and riders will travel to access this facility from within and outside of the CoM local government area. The unique and high quality dirt jump features of the facility are why riders travel to use this facility. Riders will access the facility by bike, car and train given its regional nature.

In addition there is a junior pump track planned for construction in CC Hood Reserve, Panorama and a pump track facility located at Shepherds Hill Recreation Park owned and managed by the State Government through the Department of Environment and Water. There is also a pump track being constructed at the former Belair Golf Course site within the Belair National Park by a private provider. These three facilities are all located within the CoM local government area boundary.

There are a number of BMX Jump Track facilities located in nearby LGAs within 5-10km of the CoM which are accessed by CoM residents they include the City Dirt Jumps located within the South Adelaide Park Lands which is also a regional level facility. There are three pump track facilities at Brighton, O'Hallaron Hill at the Sam Willoughby BMX Track and Capella Reserve, Hallett Cove which also have a regional catchment. There is also a BMX dirt jump track at Tangari Park, Woodcroft a more localised facility.

A series of customer requests have been received by the CoM over the past four years 2020-2024 that relate to BMX jumps and/or tracks and the largest number of requests relate to the building of ad-hoc jumps on Council reserves without the formal approval of the CoM. The next most common requests related to the provision of new jumps/tracks

and looking for opportunities to legitimately create new jumps/tracks.

A number of engagement activities have been conducted to engage with riders and local residents including an online community survey and four drop-in sessions/listening posts which were conducted at each of the four CoM facilities.

The sessions were widely promoted by the CoM at the facility/sites, online through Council's website and other communication channels. Over 70 people attended the four drop-in sessions/listening posts.

In addition to the rider engagement conducted at the drop in sessions, the CoM conducted an online community survey over late March, April and early May 2024. The community consultation online survey was designed to run concurrently to hear from local residents, children and visitors that use or have an interest in our BMX jump tracks. A total of 252 submissions were received via the YourSay Survey.

For the four existing CoM BMX Jump Track facility sites an issues and opportunities plan has been prepared. These plans include issues and challenges that need to be overcome at the site as well as opportunities to enhance the site for both riders and the general community, including nearby residents.

Key issues and opportunities that need resolving and developing across the sites include:

- General track maintenance and surface enhancements
- Providing a variety of tracks/jumps/features to cater for varying skill levels from beginners through to advanced riders
- Providing additional BMX/riding facilities such as pump tracks and new/expanded areas to ride
- Additional support facilities and amenities particularly shelter, seating and toilet facilities at Suffolk Rd Reserve.
- Traffic management and parking improvements
- Improving passive surveillance

The existing BMX Jump Track facilities, with the exception of Mortlock Park, are located in the southern and hills areas of the CoM.

There are no formal facilities provided in the northern suburbs of the CoM such as Clarence Gardens, Cumberland Park, Westbourne Park, Kingswood and Hawthorn where there are a high proportion of families and young people residing and this is a significant gap in provision for the CoM.

There are also gaps in provision in areas including Melrose Park to the west of the CoM, Mitcham, Torrens Park and Urbrae in the central area of CoM and Bellevue Heights to the south of the CoM.

There is good provision levels in the central area of the CoM at Colonel Light Gardens and Pasadena and the eastern hills region at Hawthorndene and Belair. The southern areas of Craigburn Farm, Coromandel Valley and Blackwood, whilst having access to ad-hoc informal facilities, there is a need to provide access to formal facilities in this area of the CoM.

As part of the community survey respondents were asked is there an area/suburb you believe could benefit from a BMX jump track facility? 115 respondents provided a response to the above question, suggesting potential locations for BMX jump track facilities.

A series of potential sites were also identified in conjunction with CoM representatives as potential sites for the future establishment of BMX Jump Track facilities. It is important to note that detailed planning, design and consultation would need to occur prior to any of these sites being developed further.

These sites have been selected based on their location within the CoM, that is they are located in areas where there is a gap in provision. Also, their initial site suitability was considered based on factors such as size, shape, terrain, compatible adjoining land uses and limited impact on existing site uses and adjoining land uses.

Glossary

Definitions
BMX Jumps Tracks are circuits or loops constructed from soil for performing aerial stunts and manoeuvres. Designed for use by BMXs and mountain bikes.
Dirt Jumps are constructed from soil for riders to perform aerial stunts and manoeuvres. Similar to dirt BMX jump tracks but designed for use by mountain bikes and BMXs.
Mountain Biking is the activity of riding bicycles off-road over a variety of terrain using specially designed mountain bikes. The term mountain biking is used generically when referring to people riding off road natural surface trails on specialist bicycles.
Pump Track is a complete circuit of trail features such as rollers, banked turns designed to be ridden by pumping the terrain instead of pedalling or pushing. Due to concrete sealed surface track constructions small-wheeled vehicles like, skateboards, scooters, inline skates and rollers skates this can also use by.
Single Track a XC Trail, Contour Trail just wide enough for one person or bike in contrast with fire track which is usually one vehicle wide circa 3m.
Track Levels: • Beginner – a track or area designed for very young children learning to ride a bike. • Junior – a track designed for riders who have learnt to ride a bike and have progressed to a formal track with small jumps and berms. • Intermediate – a track or line of jumps designed for riders who have a competent level of riding ability with medium sized jumps and berms with the ability to reach higher speeds. • Advanced – a track or line of jumps that only riders with high levels of riding experience and skills can use. Jumps are technical in nature and often large in size with the ability to reach high speeds. • Extreme – a track or line of jumps only suitable for very advanced and highly experienced riders. Jumps are very technical in nature and present risks to riders.

Bike Types

There are many bike types and a wide variety of wheel sizes that are used by riders on BMX Jump Tracks, trails and cycling generally and the image below highlights the types of bikes available for use. These vary from very small balance bikes for toddlers through to BMX and mountain bikes for advanced riders. This means that track design can have a big impact on how user friendly the facility is for the different styles and wheel sizes.

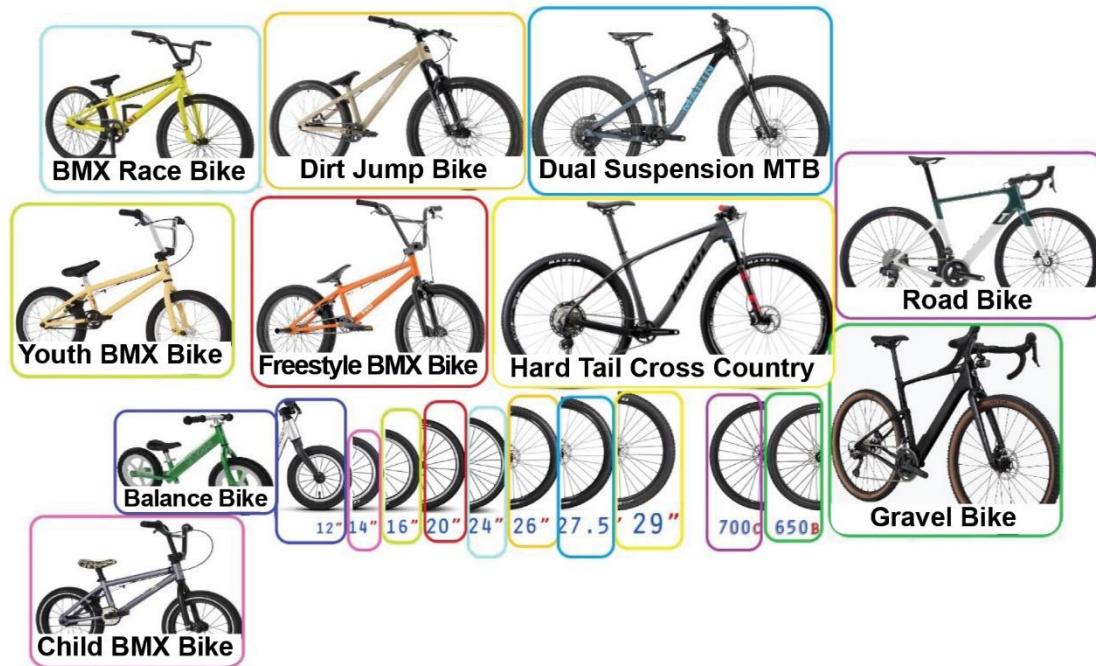


Image: Variety of Bike Types

Introduction and Background

Project Scope

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Strategic Alignment

The CoM Strategic Plan, *Mitcham 2030* (refer Appendix A) has four major goals:

Goal 1: Accessible, Healthy and Connected Community

We connect our community with each other and with their places, and empower them to live healthy lives.

Goal 2: Sustainable City

We sustain and improve our natural and built environments for today's and future generations.

Goal 3: Dynamic and Prosperous Places

We have a strong and competitive economy that supports our unique and vibrant places and culture.

Goal 4: Excellence in Leadership

We are a professional and innovative Council with responsible leadership that is valued by its people, community and partners.

Two of the four goals (1 and 2) are highly relevant to this study and cycling in general. Specifically Goal 1 which relates to transportation including **cycling**: health and wellbeing through building capacity for people to be active, healthy and connected and providing inclusive and safe environments for all including young people.

Goal 2 includes a climate change mitigation and resilience theme in which **cycling** contributes significantly too along with protecting and enhancing our environment including open space.

In addition CoM has a *Living Well Plan* and *Disability, Access and Inclusion Plan* which also strategically supports cycling, sustainability and youth development.

CoM is committed to supporting the health and wellbeing of its whole community, including those who live, work, study and recreate in the City. The Council's '*Living Well*' *Health and Wellbeing Plan* supports its vision of a City that is vibrant, accessible, sustainable, connected, dynamic and prosperous. The plan plays a key role in guiding Council's public health actions with a focus on creating the conditions and environments that enable health and wellbeing. The provision of BMX Jump Track facilities will contribute to these positive outcomes.

Part 1 Analysis

The *Disability, Access and Inclusion Plan* sets out five focus areas and actions that will enable the City to provide services, supports, facilities and information that are accessible for all and genuinely inclusive. As well as buildings, footpaths, parks and other infrastructure we aim to strengthen socially inclusive planning in all that we do including the provision of BMX Jump Track facilities.

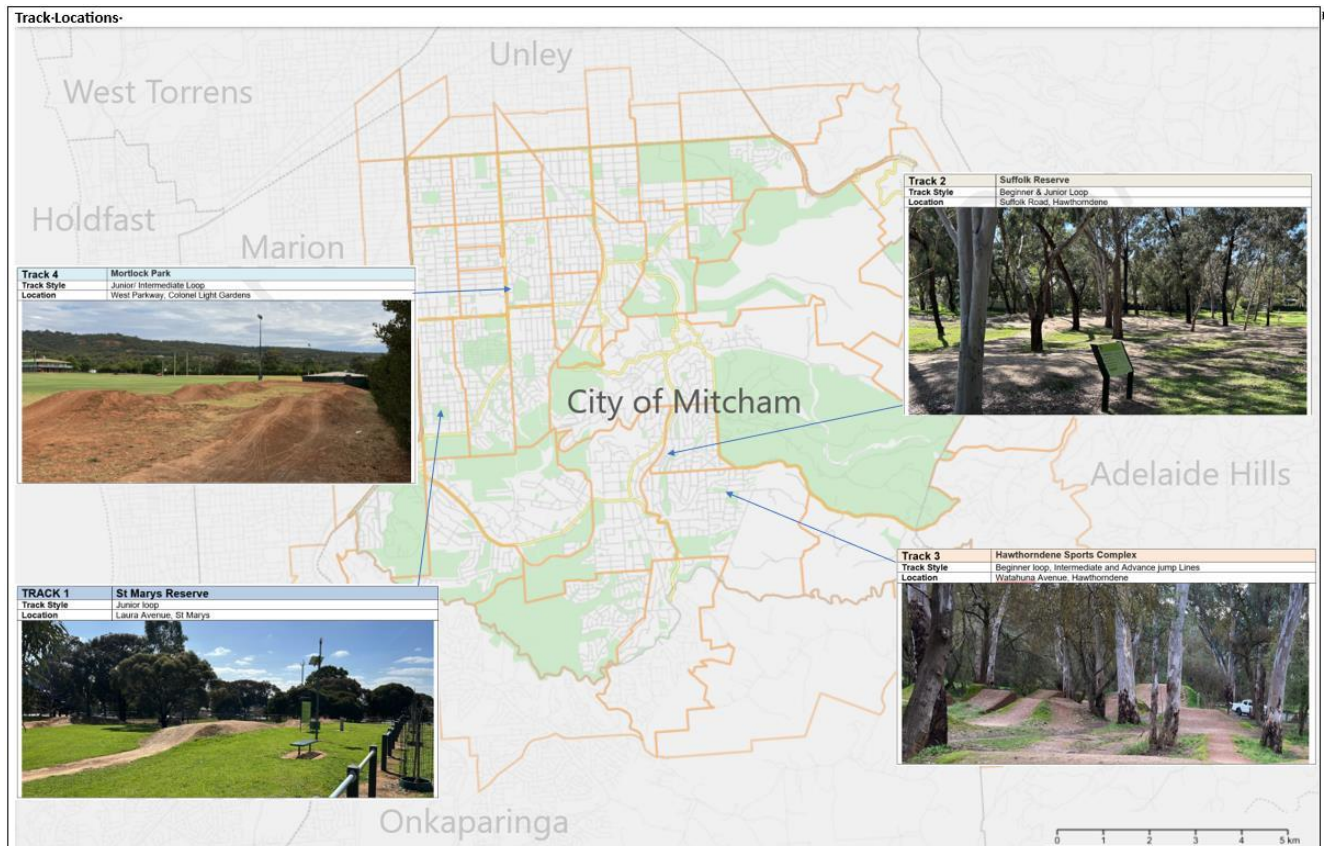


Figure 1: City of Mitcham BMX tracks

Recreational and Youth Development Value

Value of Recreational Facilities

Overview of the value of formal and informal recreational facilities

There is substantial evidence to support the value and benefits obtained by people, including young people, of participating in active recreation and physical activities including bike riding.

It is well established that regular physical activity improves physical and mental health, boosts brain activity and brings communities together. Physical activity is defined by the World Health Organization as any bodily movement produced by skeletal muscle that requires energy expenditure.

The South Australian Office for Recreation, Sport and Racing (ORSR) recently conducted a study the *Active Lives* study which found that South Australians who accumulated 150+ minutes of physical activity per week:

- reported better overall health
- required fewer health services
- enjoyed better mental health
- maintained stronger social connections
- have greater self-efficacy.

in comparison to those South Australians who did a little or no physical activity. In addition overall wellbeing scores were even higher when more than half of the physical activity was done with other people. Active people are also less likely to use public health services and use them less frequently.

The *Game On, Getting South Australia Moving* strategy found that only 58% of South Australia's population engage in the

recommended 150 minutes of exercise each week and more alarmingly only 24% of children (5-12 years) meet their guidelines of 60 minutes exercise per day. To ensure that physical activity levels can increase there is a need to ensure physical activity and play can fit seamlessly into the daily lives of South Australians.

Key strategies identified in the strategy to improve physical activity levels within the community included adapting and evolving sport and recreation programs, services and approaches, **placing additional focus on active recreation** that provides **everyone an opportunity to participate** and designing, developing **high quality public open spaces** and meet community demand to allow people increased **opportunities to participate in activity safely**. The provision of BMX Jumps and Tracks are an example of active recreation facilities that align closely with these strategies.

The benefits of physical activity are far-reaching and extend beyond health and wellbeing alone. Benefits can include a sense of purpose and value, a better quality of life, improved sleep and reduced stress, as well as stronger relationships and social connectedness. Additionally, promoting active modes of travel such as walking and **cycling** are beneficial for the environment and for health (refer Figure 2). High participation in physical activity from childhood creates the foundations for a healthy life. Source: *Game On, Getting South Australia Moving Strategy*.

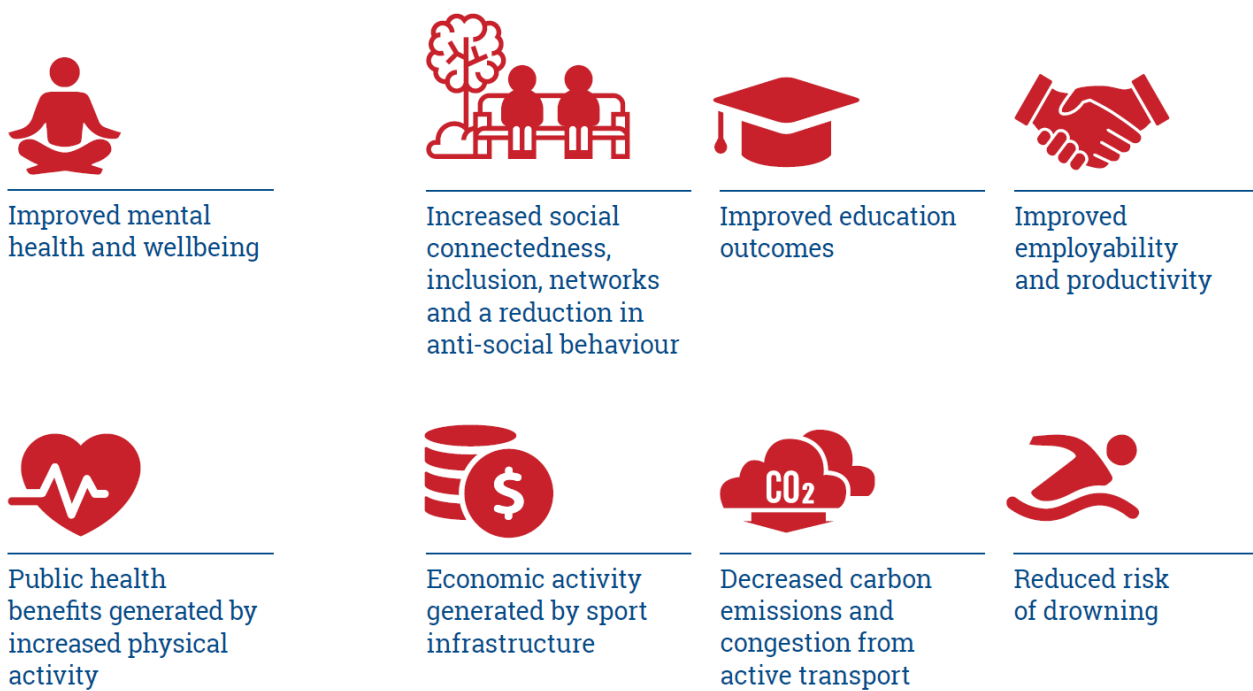


Figure 2: Benefits of Physical Activity

Part 1 Analysis

The key motivators for people undertaking physical activity are health and fitness; fun and enjoyment and social reasons. Competition was only cited by 6% of participants (*Source: Active Lives survey*).

Current trends support the increasing popularity and value of recreational facilities and activities including the increasing popularity and flexibility of unstructured outdoor activities and experiences which is becoming increasingly important to people such as **BMX and bike riding**.

The Australian Government's most recent annual *AusPlay* Survey found that the top 15 physical activities undertaken by people aged 15 and over in South Australia in 2023, the top nine physical activities were all primarily recreational activities undertaken in an informal or unstructured manner not formalised sporting activities. This included **cycling** which is the fifth most popular physical activity undertaken in South Australia by people aged 15 years and over (refer Table 1).

Table 1: Participation by Adults in Physical Activity in SA in 2022/23 – Top 15 Activities

Rank	Activity	Total No. People	Participation Rate (%)*
1	Walking (Recreational)	679,300	45.9
2	Fitness/Gym	510,700	34.5
3	Swimming	206,600	14.0
4	Athletics, track and field (includes jogging & running)	206,200	13.9
5	Cycling	191,700	13.0
6	Bush walking	143,600	9.7
7	Pilates	92,000	6.2
8	Yoga	87,300	5.9
9	Virtual based physical activity	86,000	5.8
10	Football/soccer	81,800	5.5
11	Tennis	78,200	5.3
12	Australian football	73,000	4.9
13	Basketball	70,500	4.8
14	Golf	68,700	4.6
15	Netball	51,600	3.5

* Top 15 activities based on at least once per year participation

Value of Bike Riding

The *SA Cycling Strategy 2022-23* outlines the vision for riding in SA and found that riding a bike is good for physical and mental health, the environment and the economy. Riding a bike:

- can improve physical activity levels in the community
- is an enjoyable social activity
- improves mental health and wellbeing
- reduces vehicle congestion
- reduces the risk of serious illness
- results in decreased carbon emissions and improved air quality.

The *National Walking and Cycling Participation Survey* provides insight into walking and cycling activity across Australia including South Australia.

Cycling has seen a surge in popularity in recent years, with recreational riding significantly increasing both locally and nationally. The number of households in South Australia with at least one working bicycle has been increasing steadily since 2015. Approximately 61% of households in SA have one or more working bicycle in their

household (2021), noting that specific CoM figures were not available.

Around 17.4% of South Australian residents rode a bicycle (including e-bicycles) in the previous week and 38.3% over the previous year. This equates to around 304,700 residents riding in a typical week and 670,700 riding in the past year. The participation rate has increased significantly since 2019 in both Adelaide and regional areas.

The cycling participation rate is much higher among males (23.6%) than females (11.4%). Among both genders the participation rate declines as young children become teenagers and then precipitously from teenagers to young adults (refer Figure 4). The participation rate has increased significantly among male residents of South Australia compared to 2019; measured over the past week the participation rate increased from 16.4% in 2019 to 23.6% in 2021. Statistically significant increases in participation over the past week were observed for males aged under 18 years and females aged 50 and older.

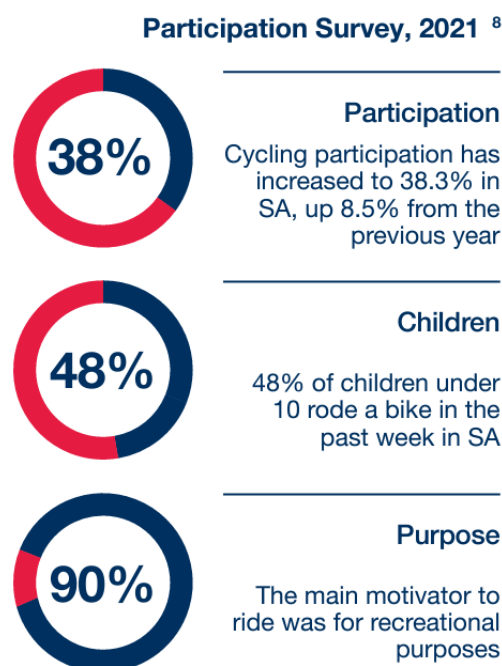


Figure 3: National Walking and Cycling Participation Survey 2021 Key Findings

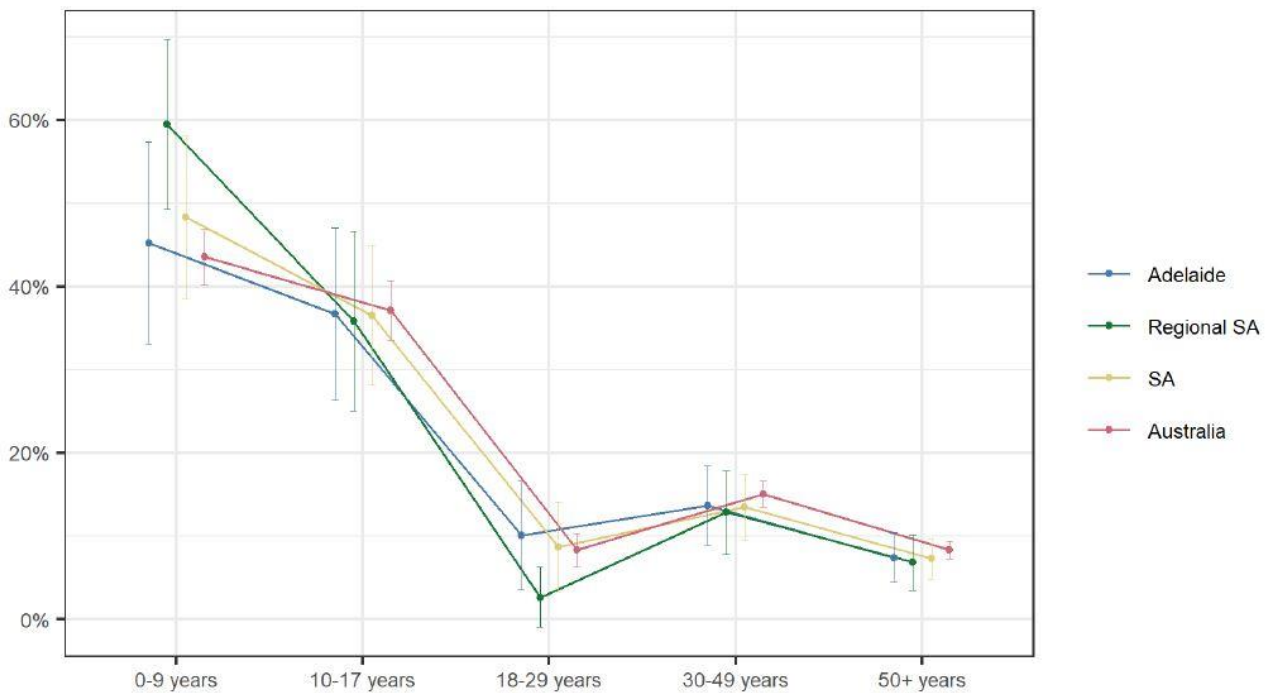


Figure 4: Cycling Participation by Age

Source: National Walking and Cycling Participation Survey

Cycling offers numerous benefits for child and youth development and many of these are consistent with the CoM Strategic Plan specifically around Goal 1 Accessible, Healthy and Connected Community. These benefits include:

- Physical Health:** Cycling is an excellent cardiovascular exercise that strengthens the heart, lungs, and muscles. It promotes physical fitness and helps in managing weight, reducing the risk of obesity and related health issues.
- Motor Skills Development:** Riding a bike requires coordination, balance, and spatial awareness, which helps in refining motor skills in children and young people. It enhances their ability to control their bodies and navigate different terrain.
- Independence:** Learning to ride a bike fosters independence in children and young people. It gives them the freedom to explore their surroundings, travel short distances, and develop a sense of autonomy.
- Social Interaction:** Cycling can be a social activity, whether it's riding with family members, friends, or participating in cycling clubs and events. It provides opportunities for social interaction, bonding, and teamwork.
- Mental Well-being:** Cycling is known to reduce stress, anxiety, and depression. The physical activity releases endorphins, which are natural mood lifters, promoting mental well-being and a positive outlook on life.
- Environmental Awareness:** By choosing cycling as a mode of transportation, children and young people develop an early appreciation for environmental sustainability. They learn about the importance of reducing carbon emissions and protecting the planet.
- Problem-Solving Skills:** Riding a bike involves making quick decisions, such as adjusting speed, avoiding obstacles, and navigating routes. This helps in honing problem-solving skills and decision-making abilities.

- **Concentration and Focus:** Cycling requires concentration and focus to maintain balance, observe traffic rules, and anticipate potential hazards. Regular cycling can improve attention span and cognitive abilities.
- **Confidence Building:** Mastering the skill of cycling boosts self-confidence and self-esteem in children and young people. Overcoming challenges, such as fear of falling or navigating steep slopes, instils a sense of achievement and resilience.
- **Life-long Healthy Habit:** Introducing cycling at a young age encourages the adoption of a healthy lifestyle habit that can be carried into adulthood. It instils the importance of regular physical activity and staying active throughout life.

Overall, cycling provides a holistic approach to child and youth development, promoting physical, social, emotional, and cognitive well-being.

University Research

A recent University of Melbourne study by Dr Dave Camilleri looked into the benefits that BMX trail riding and dirt jumping can provide to young people. The study surveyed 240 current BMX riders aged 15 plus and interviewed 26 riders. The questions aimed to measure individual and social wellbeing and how BMX riders show creativity through their actions and interactions with their environment. The study found that:

- People living a BMX life embark on a journey of self-discovery and skill mastery through trial and error, social interactions and resilience-building experiences.
- BMX cultivates resilience and resourcefulness, providing a constructive outlet for coping with stress and adversity at any age.
- BMX can help prevent mental health challenges and its accessibility helps to promote self-expression and self-determination, fostering a sense of belonging and agency. These are core values of the community.

Riders told us they seek enjoyment and connection through their shared passion for BMX riding – they pursue BMX for joy rather than external rewards.

The study found three themes that encapsulate the benefits of BMX:

- **Peer support and networks:** When someone rides, their peers watch and encourage them. This is reciprocated which builds excitement among the group (the 'stoke'). Additionally, those who both rode and built trails were even more likely to feel connected to their peers.
- **Camaraderie and mutual aid:** Resilience, persistence and determination are vital in BMX, and young people may drop out if they crash or feel they're 'not good enough'. But the message from participants in our study was clear: have fun, keep pushing on and adopt the mindset of bouncing back.
- **Creative opportunities:** Riders reported increased opportunities to express their creativity through BMX riding and jump building.

Interestingly, males displayed a stronger connection to their peers than females; those engaged in freestyle and freestyle-race BMX disciplines were more connected than those exclusively involved in racing; and trail builders, particularly males, displayed a greater sense of positive agency than non-trail builders.

Source: www.pursuit.unimelb.edu.au

Population Analysis

City of Mitcham

The CoM is located in Adelaide's inner southern suburbs, about 6 kilometres from the Adelaide CBD. The CoM is bounded by the Cities of Unley and Burnside in the north, the Adelaide Hills Council area in the east, the City of Onkaparinga in the south and the City of Marion in the west. The CoM is bounded by Cross Road and the South Eastern Freeway in the north, various property boundaries and the eastern edge of Belair National Park in the east, the Sturt River in the south, and Main South Road and South Road in the west. The CoM covers an area of 76 square kilometres.

Population highlights within the CoM:

- Estimated resident population of 69,542 (2023)
- Median age of 42 years (higher than Greater Adelaide at 39 years)
- 43.9% of households have children (higher than Greater Adelaide with 39.9%)
- 20.9% of households have young children under 15 years (higher than Greater Adelaide with 19.4%)
- Medium weekly income of \$1,993 (higher than Greater Adelaide at \$1,601)
- Overseas born 23% (lower than Greater Adelaide with 28%)
- University qualified 40% (higher than Greater Adelaide with 26%)
- SEIFA index of disadvantage 1075 (higher than Greater Adelaide 992 indicating a lower level of disadvantage within the CoM).

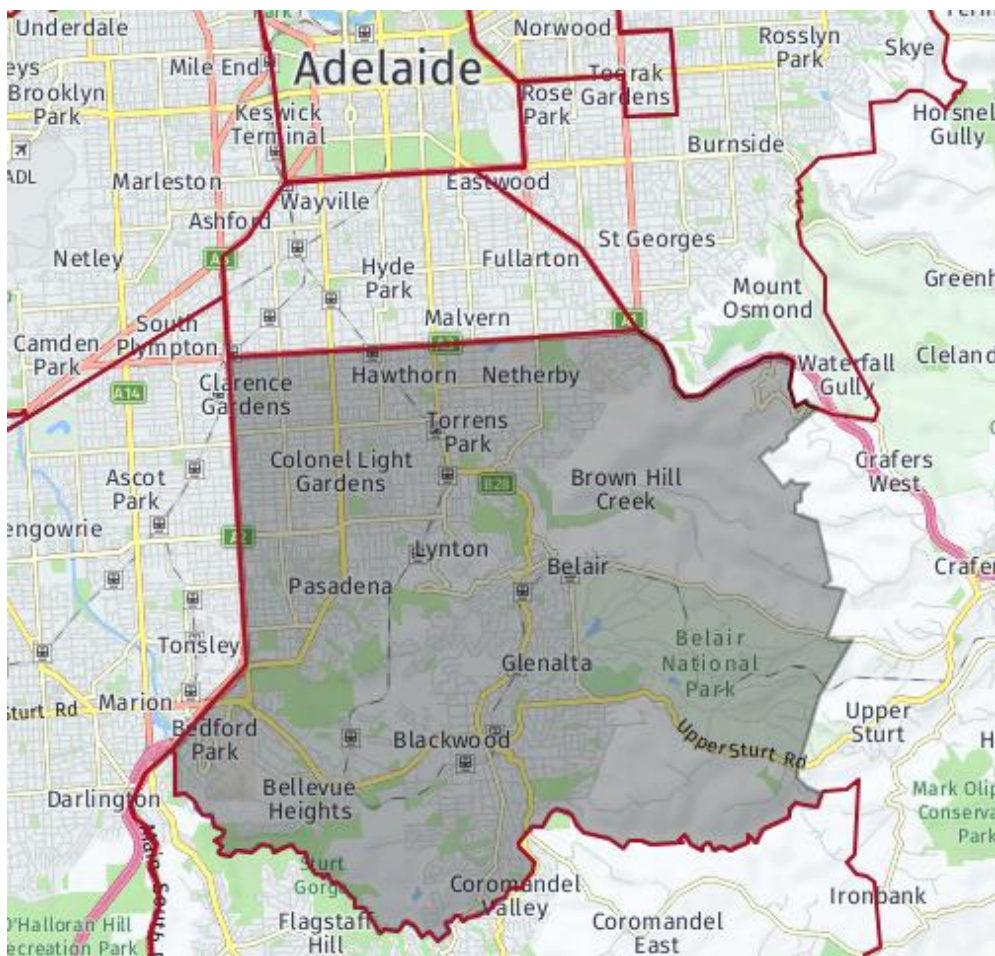


Figure 5: City of Mitcham LGA

Age Profile

In 2021, the CoM had higher proportions of children (under 18) and a higher proportion of persons aged 60 or older than Greater Adelaide refer Figure 6.

The significant majority of riders who use BMX tracks and jumps are children and in 2021 within the CoM there were:

- 3,277 babies and pre-schoolers (0 to 4 years).
- 5,708 primary schoolers (5 to 11 years)
- 5,213 secondary schoolers (12 to 17 years).

A total of 14,198 young people were under 18 years at the latest Census in 2021, which was 21% of the CoM population.

The top five suburbs within the CoM which have the highest number of children and young people residing within them are Coromandel Valley, Belair, Colonel Light Gardens, Hawthorndene and Craighburn Farm comprising of a total of 4,980, 35% of the children and young people residing within the CoM refer Table 2.

The CoM has also has a large number of junior and senior schools in the district which increases young people visiting and being active in the area.

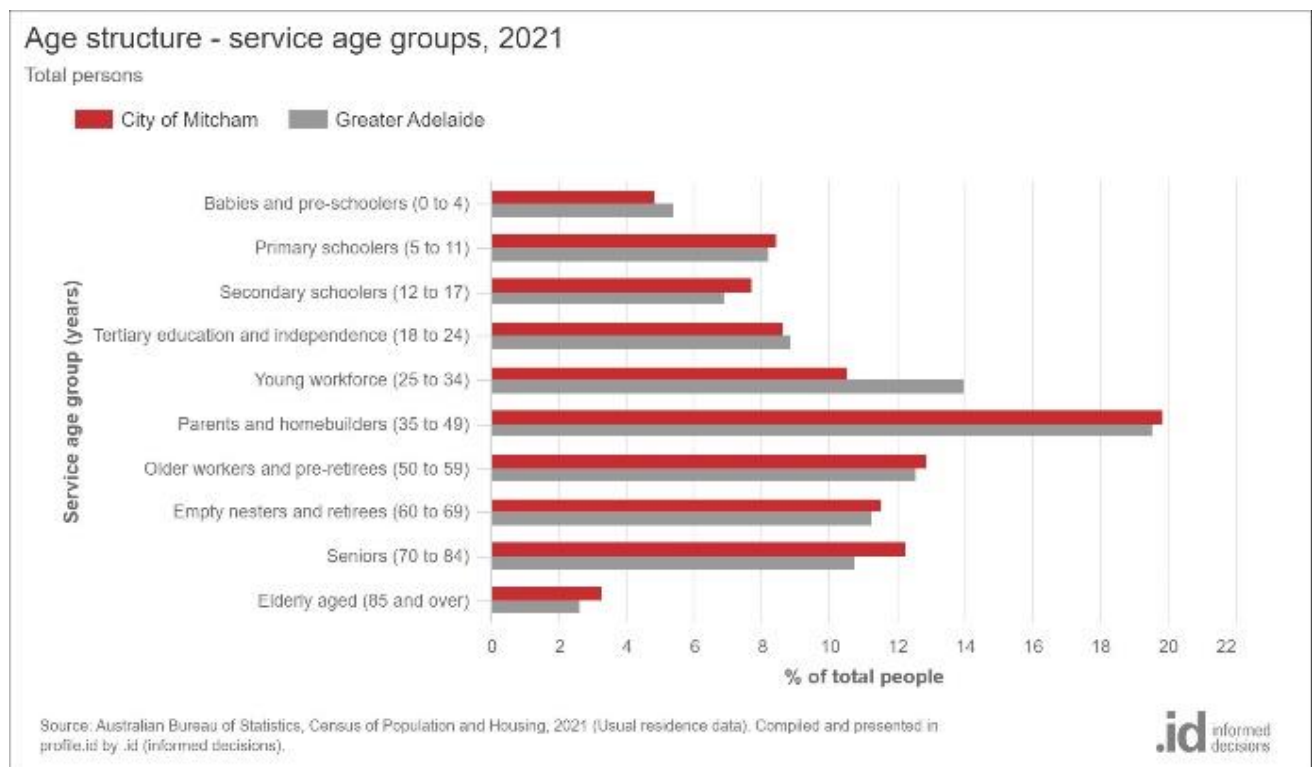


Figure 6: City of Mitcham Age Structure

Part 1 Analysis

Table 2: Number of Children/Young People, Including Nearby Schools by Suburb in City of Mitcham

Rank	Suburb	No. of Children and Young People (Under 20 yrs) 2021 Census	Nearby Schools
1	Coromandel Valley (part)*	1,212	Coromandel Valley Primary
2	Belair	1,075	St Johns Grammar
			St Johns Grammar Senior
			Belair Primary
3	Colonel Light Gardens	924	Colonel Light Gardens Primary
			St Therese Primary
4	Hawthorndene	915	Hawthorndene Primary
5	Craigburn Farm	854	Craigburn Farm Primary
6	Eden Hills	703	Blackwood High
			Blackwood Primary
			Eden Hills Primary
7	Torrens Park	676	Scotch College
			Scotch Junior College
8	St Marys	657	St Bernadette's Primary
9	Clarence Gardens	623	Edwardstown Primary School
10	Cumberland Park	623	Cabra College
11	Daw Park	598	Springbank Secondary College
12	Westbourne Park	571	Westbourne Park Primary
13	Panorama	565	Clovelly Park Primary
14	Melrose Park	550	Edwardstown Primary
15	Glenalta	543	St Johns Grammar
16	Lower Mitcham	543	Colonel Light Gardens Primary
17	Pasadena	541	Springbank Secondary College
18	Bellevue Heights	537	Bellevue Heights Primary
19	Kingswood	534	Mitcham Primary
20	Hawthorn	521	Mitcham Girls High
21	Mitcham	437	Mitcham Primary
22	Clapham	427	Clapham Primary
23	Netherby	386	Unley High
			Urrbrae High
24	Crafers West (part)*	323	Crafers Primary
25	Urrbrae	272	Urrbrae High
26	Upper Sturt (part)*	257	Upper Sturt Primary School
27	Bedford Park (part)*	167	Australian Science & Mathematics
28	Springfield	123	Mercedes College
29	Blackwood	75	St Peters Lutheran School
30	Lynton	39	Clapham Primary

* These suburbs do not fall entirely within the City of Mitcham

Note: Brown Hill Creek and Leawood Gardens population breakdown by age data was not available.

Population Growth

The population growth for the CoM is forecast to be moderate with an expected growth of 2,936 people [4.3%] from 68,162 people in 2021 to 71,098 people in 2041, for the medium series projections and an increase of 5,355 people [7.9%] based on 73,517 people for the high series projections. Source: Plan SA

Implications for BMX Jump Track Provision

Whilst the CoM has an older average age it is over represented in primary and secondary school age children compared with Greater Adelaide and has over 14,000 children and young people living in the CoM representing over a fifth of the CoM's population. Based on the site visits, the predominant users of BMX Jump Tracks are children generally under 15 years of age although older children and adults also use these facilities. This is supported by the data from the national cycling participation survey for South Australia which shows that the highest participation rates are children under 17 years of age (refer Figure 4).

With over 60% of households in SA having access to a bike and with nearly 2 in 5 people riding a bike on at least an annual basis, there is likely to be a significant proportion of the CoM population that have an interest in cycling and a portion of these riders will use the BMX Jump Tracks.

The current provision of four BMX Jump Track facilities is broadly in-line with the suburbs that have the highest number of children and young people residing within them i.e. Colonel Light Gardens one facility (3rd highest number of children and young people under 20 years of age), Hawthorndene two facilities (4th highest) and St Marys one facility (8th highest) respectively.

Existing Site Analysis

St Marys Park, St Marys

Overview

The BMX Jump track at St Mary's Park is a loop track which can be ridden in either direction. The track is located in the north west corner of the St Mary's Reserve in St Marys. St Mary's Reserve is predominantly a sporting reserve which caters for Australian Rules Football. There are some natural areas throughout the reserve but the majority of the reserve is taken up by the sports oval, parking, clubrooms building and supporting amenities.



Image: BMX Track at St Mary's Reserve

Existing Infrastructure and Facilities

There is basic park bench seat provided, a water station and access to public toilets within the sports clubrooms building. A small basketball area with a ring is provided although the surface is in poor condition. Post and rail fencing is also provided to separate the track from vehicles and the main sportsground precinct.

There is signage which contains information on the conditions of use of the BMX track along with other park safety information.



Image: Basketball ring, fencing and seat



Image: Signage outlining conditions of use and track safety information.

Topography and Terrain

The site is relatively flat and is situated in a grassed and natural area with established trees within the track and located on the western and northern sides of the track.



Image: Grassed and natural terrain

Access and Parking

Vehicle access is via the formal parking area (44 parks) to the south which is also used by the sporting users, on street parking along Laura and Quinlan Avenue and a smaller informal parking area to the north east (approximately 30 parks) with access through a pedestrian gate to the track. Informal parking is also provided around the perimeter of the oval.

A series of gaps exist within the post and rail fencing which enable pedestrians and cyclists to access the track.

Part 1 Analysis

The majority of regular riders access the site by bike or by walking.



Image: Formal parking to the south of the track

Surrounding Land-use

The predominant surrounding land-use to the north, east and south is residential and to the west is a mix of commercial and residential.



Image: St Mary's Reserve and surround residential and commercial land uses.

Track Style and Skill Level

The track style is a loop track that contains a series of single jumps, tabletops of various heights and berms. The track can be ridden in a clockwise and anti-clockwise direction. The surface type is dirt with grass planted within and surrounding most of the track. The starting mound is located on the eastern side of the track however is too small and only provides limited speed for riders to circumnavigate the track.

The track is suitable for beginner and intermediate riders with the majority of the riders aged between 5-14 years of age.



Image: Aerial view of the St Mary's Reserve BMX Track



Image: Starting mound



Image: Examples of jumps and tabletops



Image: Berm located on the north west part of the track

Mortlock Park, Colonel Light Gardens

Overview

The BMX Jump track at Mortlock Park, Colonel Light Gardens is a loop track which can only be ridden in an anti-clockwise direction. The track is located in the north west corner of Mortlock Park in Colonel Light Gardens. Colonel Light Gardens is predominantly a sporting reserve which caters for Australian Rules Football, baseball and school sport. There are some natural areas throughout the reserve but the majority of the reserve is taken up by the sports oval, parking, clubrooms building, sporting infrastructure and supporting amenities.

Existing Infrastructure and Facilities

The Park adjoins the Colonel Light Gardens Primary School to the north which has a large community accessible playground and also contains two community buildings occupied by the scouts, girl guides and other community groups in the north west corner of the park.

The sports clubrooms building is located in the south east corner of the park along with a baseball diamond and supporting facilities. There is a large water tank located just to the south of the BMX track and one park seat to the east of the track.

There are public toilets located on the Eastern side of the Scout Hall building.

There is signage which contains information on the conditions of use of the BMX track along with other park safety information.



Image: Community buildings to the north of the track

Topography and Terrain

The site is relatively flat and is situated in a grassed and dirt area with established trees to the north of the track and a substantial hedge to the west of the track which provides a natural barrier between the park and the nearby residents.



Image: Hedge, water tank, seat and clubrooms in the distance.

Access and Parking

Vehicle access is via the formal parking area (18 parks) to the north off West Parkway which is also used by the school and park users and limited street parking. There is a larger formal parking area to the south-east however this is located approximately 200m from the track. Pedestrian and cycling access is primarily through a small gate to the west of the track and via an informal path from the east which is also used as a run-up for the riders using the track.

The majority of riders access the site by bike or by walking.



Image: Pedestrian and cycling access from the east.

Surrounding Land-use

The school is located to the north of the park and is educational land use and the eastern, southern and western land use is primarily residential.



Image: Mortlock Park and surrounding education (north) and residential land uses.

Track Style and Skill Level

The track style is a loop track that contains a series of single jumps, tabletops of various heights and berms. The track can be ridden only in an anti-clockwise direction. The surface type is dirt with grass planted within and surrounding most of the track. The starting mound is located on the eastern side of the track and requires a substantial run up along a dirt path to gain the necessary speed for riders to circumnavigate the track. The track slopes uphill so riders lose their momentum approximately halfway around the track on the western straight.

The track is suitable for beginner and intermediate riders with the majority of the riders aged between 2-14 years of age.



Image: Start mound and dirt track used for run ups

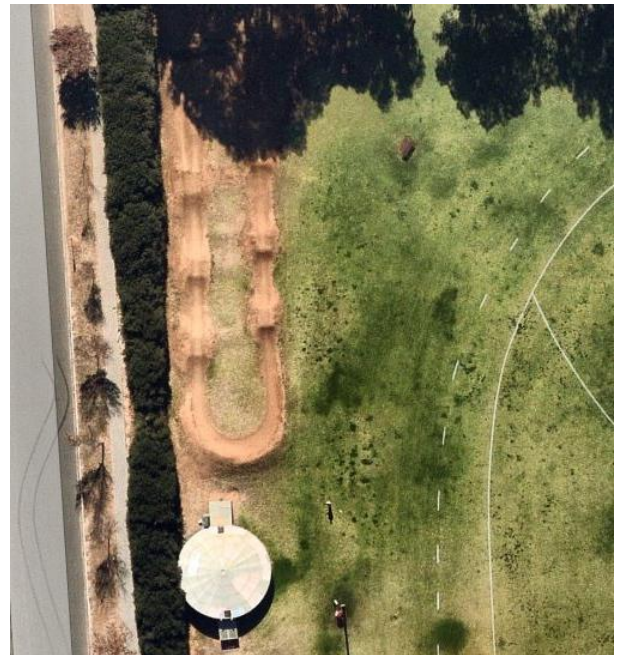


Image: Aerial view of the Mortlock Park BMX Track



Image: Start mound. Berms and small tabletops and jumps.



Image: Jumps and southern berm



Image: Start-mount (r) and northern berm

Suffolk Road Reserve, Hawthorndene

Overview

Suffolk Road Reserve contains two BMX tracks, a small beginners track and an intermediate track which are interconnected. The beginner track can be ridden in an anti-clockwise direction and the beginner track in a clockwise direction. The tracks are located at the western end of the reserve. Suffolk Road Reserve is a local reserve with a creek, playground and the BMX tracks. The reserve has a natural feel and has numerous substantial established trees.

Existing Infrastructure and Facilities

The reserve adjoins the Hawthorndene Kindergarten to the east. The Hawthorndene Primary School is diagonally opposite the reserve to the south east. There is a large community accessible playground at the eastern end of the reserve with a substantial shelter and picnic tables. There is a gravel and paved path network throughout the site.

There are some park bench seats and bins sited near the tracks.

Post and rail fencing along the southern Suffolk Road edge of the site with gaps throughout to allow pedestrian and cyclist access to the reserve and tracks.

There are no public toilets on site or easily accessible nearby.

There is signage which contains information on the conditions of use of the BMX track along with track layout and safety information.



Image: Paved path, signage, seating and bins

Topography and Terrain

The reserve is undulating with a creek running through it and the track is sited on the downslope of the reserve primarily and this assists with generating rider speed.



Image: BMX Tracks sited within the reserve and nearby creek

Access and Parking

Vehicle access and parking is limited to limited on street parking and a small semi formal parking area adjacent the kindergarten.

There is a paved footpath along Suffolk Road providing pedestrian and cycling access.

A series of gaps exist within the post and rail fencing which enable pedestrians and cyclists to access the reserve and track.

There is a bus stop at the eastern end of the reserve.

The majority of riders access the tracks by bike or by walking.



Image: Pedestrian path and limited on road parking.

Surrounding Land-use

The kindergarten and school are located to the east of the park and is educational land use and the western, southern and northern land use is primarily residential. There is a fruit and vegetable grocery store to the south.



Image: The surrounding land use is primarily educational and residential.

Track Style and Skill Level

The track styles are loop tracks. The beginner track is a small track that contains a series of small jumps. The intermediate track contains a series of single jumps, tabletops of various heights and berms. The beginner track can be ridden in a clockwise direction and the intermediate track only in an anti-clockwise direction. The surface type is dirt with natural surrounds. The starting mound for the intermediate track is located on the southern side of the track and is in close proximity to Suffolk Road. The intermediate track slopes downhill initially however riders lose their momentum approximately halfway around the track on the northern straight and are required to vigorously peddle to complete the circuit.

The beginner track is not currently well defined and has little evidence of use and young children learning to ride tend to use the intermediate track.

The beginner track is suitable for children learning to ride and the intermediate track is primarily used by riders aged between 10-14 years of age.



Image: Beginner track



Image: Starting point for the intermediate track



Image: First intermediate jump and berm



Image: Small tabletop and second berm on the intermediate track

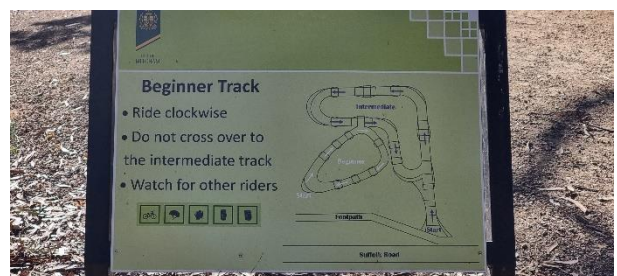


Image: Beginner and Intermediate Track layouts

Hawthorndene Reserve/Apex Park, Hawthorndene

Overview

Hawthorndene Reserve/Apex Park is a purpose-built jump park with a series of jump lines for beginners through to advanced and extreme riders. The location of the jumps is within a broader sporting and recreation reserve with tennis courts, playgrounds, an oval and pathways.

Existing Infrastructure and Facilities

The jumps are located to the north of the reserve and there is a designated parking area and support facilities including park bench seats, shelter and a water station. The tennis courts, playground and oval are located to the south of the reserve. There is a gravel and paved path network throughout the site.

Post and rail fencing along the eastern and northern edge of the site with gaps throughout to allow pedestrian and cyclist access to the reserve and tracks.

There are public toilets nearby, located close to the playground.

There is signage which contains information on the conditions of use of the jumps along with safety information.



Image: Shelter and water station



Image: Jump track skill level signage

Topography and Terrain

The site is relatively flat and is situated in a natural area with established trees throughout the site and a creek to the west of the track. There is a grassed area to the north of the parking area which is also relatively flat.



Image: Dirt jumps amongst the trees



Image: Area to the north of the dirt jumps

Access and Parking

Vehicle access and parking is predominantly provided for by a semi-formal parking area off Watahuna Avenue to the north of the dirt jumps (approximately 30 spaces) and a formal parking area to the south adjacent the tennis courts (15 spaces), there is no on street parking.

There are informal tracks/paths that provide access to the dirt jumps from the north and south for pedestrian and cycling access.

A series of gaps exist within the post and rail fencing which enable pedestrians and cyclists to access the reserve and track.

Local riders access the tracks by bike or by walking however given the facilities regional nature many riders are driven to the site by car or catch the train to a nearby station and ride to the jumps.

Part 1 Analysis



Image: Semi formal parking area to the north

Surrounding Land-use

The tennis courts and club are located directly to the south of the dirt jumps area of the park and to the north there is a passive reserve area and residential properties further away. Residential is the primary land use to the east and west although quite well buffered by vegetation, the roadway and creek line.



Image: Surrounding land use which is primarily residential.

Track Style and Skill Level

The track style is dirt jump lines with three key lines an advanced, incomplete line and extreme line. There is also a small beginners loop. There is a return line where riders at the completion of the jump lines can return by peddling back to the start mound.

The advanced line is the most heavily utilised line as it offers challenge but is not too extreme. The extreme line is rarely used and only by highly experienced and skilled riders. There is also an incomplete line built by riders located between the advanced and extreme lines with the intention of creating a transfer from one line to the other. If not properly designed, this can be problematic as the clash of riders using different jump lines increases. At this point in time this work has been abandoned. All jump lines are ridden in a north-south direction.

The beginners track caters for children learning to ride and includes some small jumps and a berm, it can be ridden in either a clockwise or anti-clockwise direction.



Image: Aerial of the dirt jump lines



Image: View from the start mound

Part 1 Analysis



Image: side on view of the extreme and advanced jumps.



Image: Advanced jump line



Image: The return line and extreme jumps



Image: Beginners track

Geographical Review

Distribution of City of Mitcham Facilities

The CoM has four BMX Jump Track facilities that are owned and managed by the Council. These are located at St Marys Reserve, St Marys; Mortlock Park, Colonel Light Gardens; Hawthorndene Reserve/Apex Park, Hawthorndene and Suffolk Road Reserve, Hawthorndene.

Three of these facilities St Marys, Colonel Light Gardens and Suffolk Road Reserve could be considered local facilities and primarily attract riders and users from nearby suburbs. Riders will generally access the tracks by bike.

Hawthorndene Reserve/Apex Park could be considered a regional facility and riders will travel to access this facility from within and outside of the CoM local government area. During the consultation with riders they stated that they had travelled from towns and suburbs including Mount Barker, Strathalbyn, Ashford and Glynde to ride the jumps and also local suburbs including Hawthorndene, Coromandel Valley, Glenalta and Craighburn Farm. The unique and high quality dirt jump features of the facility are why riders travel to use this facility. Riders will access the facility by bike, car and train given its regional nature.

In addition there is a junior pump track planned for construction in CC Hood Reserve, Panorama and a pump track facility located at Shepherds Hill Recreation Park owned and managed by the State Government through the Department of Environment and Water. There is also a pump track being constructed at the former Belair Golf Course site within the Belair National Park by a private provider. These three facilities are all located within the CoM local government area boundary.

Distribution of Neighbouring Facilities

There are a number of BMX Jump Track facilities located in nearby LGAs within 5-10km of the CoM which are accessed by CoM residents they include the City Dirt Jumps located within the South Adelaide Park Lands which is also a regional level facility.

There are three pump track facilities at Brighton, O'Hallaron Hill at the Sam Willoughby BMX Track and Capella Reserve, Hallett Cove which also have a regional catchment.

There is also a BMX dirt jump track at Tangari Park, Woodcroft a more localised facility.

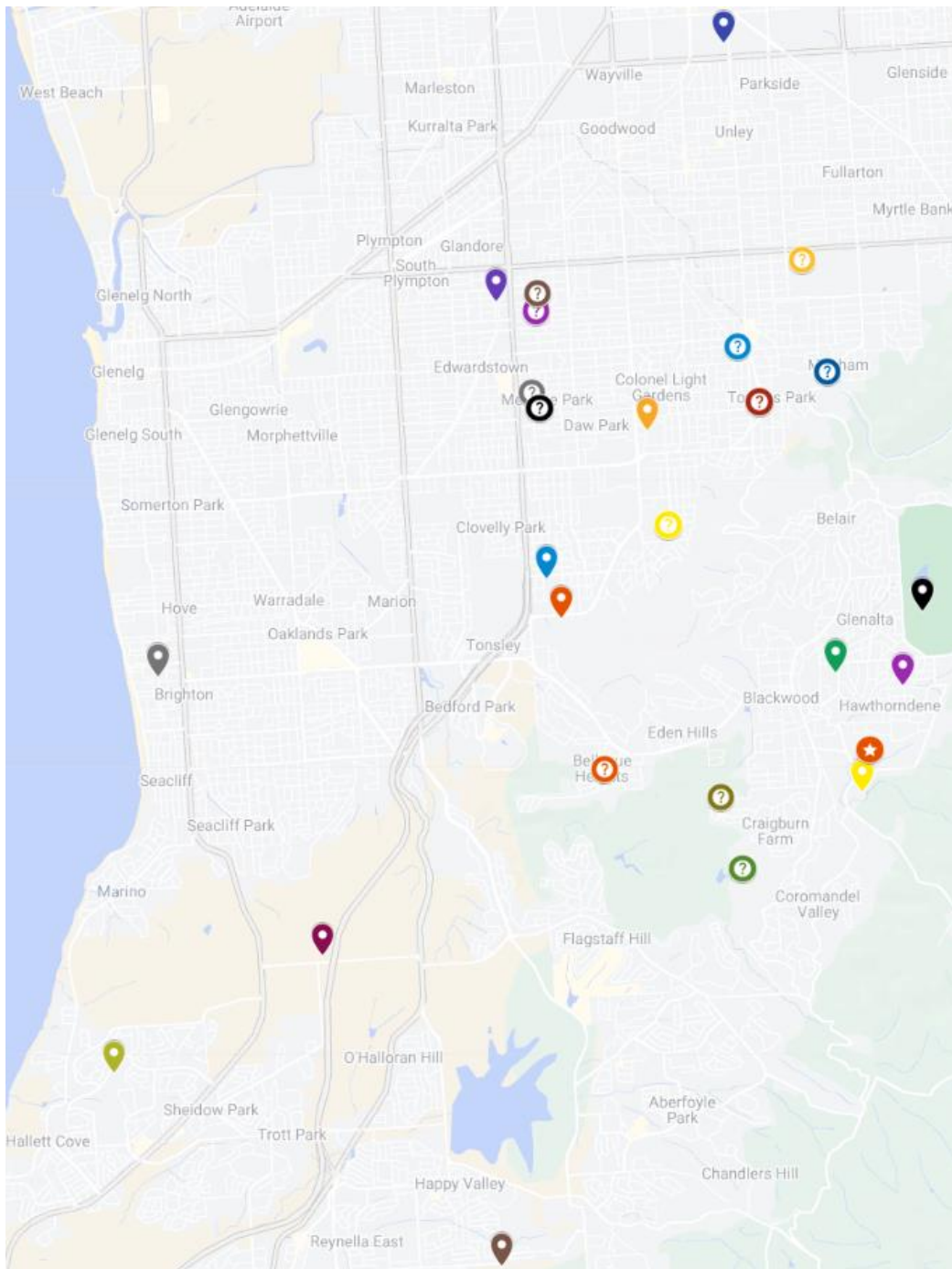
The distribution of the CoM and neighbouring local government facilities is shown on the map below (refer Figure 7).



Image: O'Halloran Hill Pump Track, Majors Road



Image: Capella Reserve Pump Track, Hallett Cove



City of Mitcham

- Mortlock Park
- St Marys
- Apex Park (Regional)
- Suffolk Reserve
- Shepherds Hill (State Owned)
- Belair National Park Pump Track (state owned)

Neighbouring LGAs

- Non CoM BMX Tracks
- Pines BMX Track
 - Brighton Pump Track
 - City Dirt
 - Frank Smith Reserve
 - Tangari Park Jumps
 - O'Halloran Hill Pump Track
 - Capella Reserve Pump Track

Ad-hoc Tracks/Jumps

- Blackwood Forest Recreation Park

Figure 7: Map of BMX Jump Track Facilities within City of Mitcham and neighbouring LGAs

Ad-hoc Jump Making Review

Council Requests

The CoM receives various customer requests from the community in relation to BMX Jump Track provision and also in relation to ad-hoc and informal jump making across the local government area.

A series of customer requests have been received by the CoM over the past four years 2020-2024 that relate to BMX jumps and/or tracks and the largest number of requests relate to the building of ad-hoc jumps on Council reserves without the formal approval of the CoM. The next most common requests related to the provision of new jumps/tracks and looking for opportunities to legitimately create new jumps/tracks refer Table 3.

Table 3: Type of Requests

Type of Customer Requests	Number of Customer Requests
Ad-hoc jump building in Council reserves	35
New BMX jumps/track (e.g. CC Hood, Bailey Reserve)	5
Looking for opportunities to build tracks and jumps (e.g. Glenalta, Pasadena)	3
New Mountain Bike Park/Trails	2
New Beginners track	1
Hawthorndene Reserve/Apex Park jump improvements	1
Mortlock Park track improvements	1

During the consultation with riders it was raised that there was an informal dirt BMX jump track within the Blackwood Forest Recreation Park, Hawthorndene and a formal facility at Frank Smith Reserve, Coromandel Valley near the Coromandel Valley Primary School that are regularly used by local riders, noting the Frank Smith Reserve jumps fall within the City of Onkaparinga Council area and are managed by them.

Mortlock Park Planning

In 2023 the CoM conducted an online survey relating to the future planning and enhancement of Mortlock Park.

A number of key themes arose from this piece of consultation that was undertaken prior to the rider engagement drop in sessions held at each of the four CoM BMX Jump Track facilities and the 2024 online community survey reviewed later in this report. These included:

- Additional or expanded bike track/s
- Relocate existing BMX track to a more appropriate location
- Improve passive surveillance of the existing track through vegetation removal
- Ensuring night-time use is restricted
- Additional support facilities for track users such as BBQs, picnic tables, seating, bike racks
- Additional parking
- New pump track
- New pathway extension
- Improved dust control and suppression.

CC Hood Master Plan

Also in 2023 a master plan was prepared for the CC Hood Reserve, Panorama. The Stage 1 works program identifies the development of a junior pump track/small wheel bike loop targeted at beginner riders. This would complement the existing facilities provided within the CoM which primarily are more suitable for older children and intermediate riders. Noting Hawthorndene Reserve/Apex Park and Suffolk Reserve in Hawthorndene both have basic beginner tracks.



Image: Junior Pump Track proposed for CC Hood Reserve, Pasadena.

Rider Engagement

Engagement Overview

A number of engagement activities have been conducted to engage with riders and local residents including an online community survey and four drop-in sessions/listening posts which were conducted at each of the four CoM facilities. The online survey information will be analysed within Part 2 of this report. The key themes and information gathered from the four rider sessions has been summarised below under each respective facility/site.

The sessions were widely promoted by the CoM at the facility/sites, online through Council's website and other communication channels.



Image: Information sign promoting the engagement sessions at the various sites

A series of questions were asked of the riders and the answers are summarised below.

Note the views below are those provided by the community and not necessarily the views of the consulting team or the CoM.

St Marys Oval Drop-in Session

Date: Saturday 27th April 10am to 12pm

Attendees: 10

Age Profile: 10-14 years, 5-9 years



Image: St Mary's Reserve Rider Engagement

1. What do you like about this BMX/Jump Track Facility?

- *Attracts primarily local riders to use the track, the same core group of riders are here often most days and weekends when the weather is suitable.*
- *Is suitable for beginner and intermediate riders as the design and jumps are not too advanced.*
- *The berms are good and assist in maintaining speed around the track.*
- *Support facilities are good including public toilets, water fountain, natural shade and parking.*
- *Live locally and use the track on a regular basis.*
- *The track is in good condition and well maintained including wetting down the track.*
- *The jumps are a good size and are suitable for most rider abilities.*
- *The track can be ridden in both directions, clockwise and anti-clockwise. Anti-clockwise is the preferred direction.*
- *The layout is good and works well.*

2. What could be improved at this BMX/Jump Track Facility?

- *Prevent radio controlled cars from using the track as they damage the surface.*
- *The south east interface with the parking and access road adjacent the oval needs to be improved including*

the spectator mound which impacts sight lines and reduces passive surveillance.

- *The basketball ring and surface is in poor condition and poorly located and an alternate location could be identified which doesn't impact on the track.*
- *Additional seating and shade.*
- *Rocks on the track can cause it to be slippery.*

3. What design elements and features would you like to see if the BMX/Jump Track Facility was upgraded?

- *Longer jumps could be developed (distance increased between take off and landing)*
- *Bigger jumps, tables and "boxes"*
- *Smooth out the berms*
- *Develop steeper "lips" on some of the jumps to enable greater height for jumps.*
- *Higher starting point to enable more speed to be generated*

4. Do you ride at any other BMX/Jump Track Facilities within the City of Mitcham?

- *Shepherds Hill Recreation Park, St Marys*
- *Mortlock Park, Colonel Light Gardens*
- *Hawthorndene Reserve/Apex Park, Hawthorndene*
- *Suffolk Road Reserve, Hawthorndene*
- *Frank Smith Park, Coromandel Valley*

5. Do you ride at any other BMX/Jump Track Facilities within the Adelaide metropolitan area?

- *City Dirt, Adelaide*

6. Any other thoughts or ideas about BMX/Jump Track Facilities.

- *Overall a well maintained local BMX/Jump track facility that services primarily local riders.*

Mortlock Park, Colonel Light Gardens

Date: Tuesday 30th April 3pm to 5pm

Attendees: 26

Age Profile: 0-14 years, 15+, 5-9 years, Under 4



Image: Mortlock Park Rider Engagement

1. What do you like about this BMX/Jump Track Facility?

- *Attracts primarily local riders to use the track, the same core group of riders are here most days (before and after school and weekends when the weather is suitable).*
- *Many riders come directly from nearby schools (Colonel Light Gardens Primary School, Unley High School, Cabra College etc.) to use the facility.*
- *The track is suitable for beginner and intermediate riders as the design and jumps are not too advanced.*
- *A number of very young children including on balance bikes are able to ride the track.*
- *The track is a good size for beginner/intermediate riders.*
- *The track is in fair condition.*
- *Many riders live locally and use the track on a regular basis.*
- *Riders enjoy the using the track*

2. What could be improved at this BMX/Jump Track Facility?

- *Prevent radio controlled cars from using the track as they damage the surface.*
- *Support facilities are limited in close proximity to the track including water fountain and parking.*
- *Track maintenance could be improved*
- *Dust is an issue that needs to be addressed, it was windy on the day and*

it was evident that dust from the track and other areas was impacting neighbouring properties.

- *Additional seating and shade.*
- *Passive surveillance is limited primarily due to the large hedge on the western side of the track.*
- *Consider relocating/extending the track to the north*
- *A wide range of riders of various ages and abilities use this track and this creates some level of risk given the skill, speed and size discrepancies.*
- *Provide additional bins for rubbish which is commonly left on the ground after use*
- *Trim the hedge which is overgrown*
- *Provide a water station close to the track*
- *Create a more formal pathway into the site from the west, this is also a source of dust as it is unsealed and loose soil.*
- *Small start mound means that riders need to take a long run up to get to speed to get around the track. Riders lose their speed towards the southern end of the track.*

3. What design elements and features would you like to see if the BMX/Jump Track Facility was upgraded?

- *The berm at the southern end of the track is upslope and riders lose their speed before entering the berm. This could be remodelled.*
- *Build some “gaps” between the jumps*
- *Improve “lips” and “angles” of the jumps*
- *Increase the size of the track*
- *Increase the size of the jumps on one side of the track to challenge more experienced riders*
- *Import some “fresh” dirt for the track*
- *Increase the size of the start mound so riders can get up to speed to get around the track.*
- *Consider also in addition to increasing the size, re-aligning the start mound to the north.*
- *Consider also reversing the direction of the track to be clockwise.*

- *Create a more challenging section, suggested a mid-line track within the centre of the existing track.*
- *Develop a specific beginners track to the north.*

4. Do you ride at any other BMX/Jump Track Facilities within the City of Mitcham?

- *Shepherds Hill Recreation Park, St Marys*
- *St Marys Park*
- *Hawthorndene Reserve/Apex Park, Hawthorndene*
- *Suffolk Road Reserve, Hawthorndene*

5. Do you ride at any other BMX/Jump Track Facilities within the Adelaide metropolitan area?

- *City Dirt, Adelaide*

6. Any other thoughts or ideas about BMX/Jump Track Facilities.

- *Improve general landscaping nearby to improve amenity and functionality.*

Suffolk Road Reserve, Hawthorndene

Date: Wednesday 1st May 3pm to 5pm

Attendees: 13

Age Profile: 10-14 years, 5-9 years



Image: Suffolk Rd Reserve Rider Engagement

1. What do you like about this BMX/Jump Track Facility?

- *Attracts primarily local riders to use the track, the same core group of riders are here most days (before and after school and weekends when the weather is suitable). Many riders come directly from nearby schools specifically Hawthorndene Primary School to use the facility.*
- *The track is suitable for beginner and intermediate riders as the design and jumps are not too advanced.*
- *A number of very young children including on balance bikes are able to ride the track.*
- *The track is a good size for beginner/intermediate riders.*
- *The track is in fair condition.*
- *Many riders live locally and use the track on a regular basis.*
- *Riders enjoy using the track*
- *Good natural shade and a pleasant location given the established trees and landscaped reserve.*
- *There are two tracks one for beginners and one for intermediate riders.*

2. What could be improved at this BMX/Jump Track Facility?

- *There are no public toilets at the track/reserve.*
- *Support facilities are limited in close proximity to the track including a water station and parking.*
- *Track maintenance could be improved*

- *Additional seating.*
- *Provide a water station close to the track*
- *The proximity of the starting point close to a busy road (Suffolk Road) is a safety issue*
- *Riders lose their speed in the middle section of the track.*
- *Improve drainage at the western end of the intermediate track as water pools here during wet periods.*
- *Provide a shelter to protect against inclement weather*
- *Improve lighting, consider additional solar lights*

3. What design elements and features would you like to see if the BMX/Jump Track Facility was upgraded?

- *Build some “gaps” between the jumps*
- *Increase the size of the jumps*
- *Develop a pump track to replace the beginners track*
- *The first two jumps are two “short” given the speed you travel when you “hit” them, potential to lengthen the jumps.*
- *Potential to create another section of the track with bigger jumps*

4. Do you ride at any other BMX/Jump Track Facilities within the City of Mitcham?

- *Hawthorndene Reserve/Apex Park, Hawthorndene*
- *Black Forest Recreation Park, Hawthorndene*

5. Do you ride at any other BMX/Jump Track Facilities within the Adelaide metropolitan area?

Nil stated

6. Any other thoughts or ideas about BMX/Jump Track Facilities.

- *Provide signage on the road warning motorists of children using the track given the close proximity to the road*

Hawthorndene Reserve/Apex Park, Hawthorndene

Date: Sunday 28th April 10am to 12pm

Attendees: 23

Age Profile: 10-14 years, 5-9 years, Under 4



Image: Hawthorndene Reserve/Apex Park Rider Engagement

1. What do you like about this BMX/Jump Track Facility?

- *Attracts riders from a wide catchment to use the track as well as local riders. Riders on the day were from locations including Mount Barker, Strathalbyn, Glynde*
- *It is the “best” dirt BMX Jump track in metropolitan Adelaide.*
- *Is suitable for beginner, intermediate and advanced riders as there are a variety of options and jump lines provided.*
- *The most popular line was the “middle line” which was for intermediate/advanced riders.*
- *The track is accessible with walking and cycling paths, good parking and co-located with other nearby facilities (tennis courts, play grounds, café, oval etc.).*
- *The facility is located in a pleasant natural setting with the established trees and creek*
- *Support facilities are good including public toilets, water fountain, natural shade and parking.*
- *Plenty of parking (it is rarely full)*
- *Good jumps particularly the middle line.*
- *Close to my house so I can ride to the site.*
- *Live locally and use the track on a regular basis.*
- *The middle jumps are in good condition and well maintained and regularly re-built to maintain good condition.*

2. What could be improved at this BMX/Jump Track Facility?

- *The beginners track requires maintenance (e.g. clean up leaf litter and repair of weather damage) and improvement generally such as re-shaping*
- *Provide a hose and water source to enable the riders to wet down the jumps*
- *Interaction with riders and vehicles in the car park needs improvement as this presents a safety issue as young riders can easily ride out into the car park*
- *There is an incomplete line of jumps between the advanced and extreme lines, this is not used due to the unsuitable design and could be re-modelled*
- *Formalise the car parking and provide paths for cyclists/pedestrians*
- *Additional seating*
- *There is an issue with riders who are often young children exiting the beginners track and then entering the landing area of the intermediate line.*

3. What design elements and features would you like to see if the BMX/Jump Track Facility was upgraded?

- *Create another line between beginners track and the intermediate/advanced line as the progression is currently too significant.*
- *Make the beginners track longer and consider relocation to another part of the site (potentially the northern section) away from the intermediate/advanced/extreme jumps to improve safety for all riders.*
- *Beginners track takes up a lot of space on the site, this could be better utilised for an additional line for intermediate riders*
- *Improve the jumps noting overall they are “pretty good”*
- *Upgrade the return loop, potentially including rollers, although speed of the riders is low at this point.*
- *Provide additional soil for the tabletops on the mid line.*
- *Create a bitumen pump track*
- *A tool and air stand for bike maintenance*

4. Do you ride at any other BMX/Jump Track Facilities within the City of Mitcham?

- *Suffolk Road Reserve, Hawthorndene*
- *Shepherds Hill Recreation Park, St Marys*
- *Blackwood Forest Recreation Park tracks*

5. Do you ride at any other BMX/Jump Track Facilities within the Adelaide metropolitan area?

- *City Dirt, Adelaide*
- *Brighton Pump Track (very sculptured and good example of a loop trail)*
- *Capella Reserve Pump Track, Hallet Cove (bitumen surface)*
- *Woodside dirt track*
- *Fox Creek*
- *O'Halloran Hill Pump Track (bitumen surface)*
- *Tangari Regional Park BMX Track, Woodcroft*
- *Strathalbyn dirt track*
- *Frank Smith Park, Coromandel Valley*
- *Stirling dirt track*
- *Various skate parks*

6. Any other thoughts or ideas about BMX/Jump Track Facilities.

- *Create a trail/path from Hawthorndene to Coromandel Valley to enable locals to ride to the park/track/jumps.*
- *The tracks and jumps need continual maintenance*
- *The extreme line is rarely used and only by advanced riders*

Part 2

Opportunities



Community Consultation and Engagement

In addition to the rider engagement conducted at the drop in sessions held at each of the four CoM BMX Jump Track facilities, the CoM conducted an online community survey over late March, April and early May 2024.

The community consultation online survey was designed to run concurrently to hear from local residents, children and visitors that use or have an interest in our BMX jump tracks.

A total of 252 submissions were received via the YourSay Survey.

The following summary provides an overview of the Council survey results conducted during the consultation. The complete BMX Jump Tracks – Consultation Report is included in Appendix B.

The majority of survey responses were received from people providing feedback on behalf of a user of Council BMX jump tracks (39%), followed closely by track users (32.3%). Due to this, most respondents were aged between 35-44 (30.3%), 45-54 (21.5%), or 10-14 (19.9%).

Interestingly, there were several respondents from outside the Council area including Ironbank, Flagstaff Hill, Aberfoyle Park, Bridgewater, Balhannah, Aldinga Beach, Mount Barker and more. This highlights that the CoM tracks are used by riders and families right across South Australia.

Suffolk Road Reserve BMX Jump Track

123 (49%) opted in to give feedback on the Suffolk Road Reserve BMX jump track.

Most indicated that they get to the track by car (38.8%) followed by bike (36.4%). The vast majority of respondents visited the track with their families (80.3%) or friends (36.1%).

What respondents liked:

- Good for young riders/beginners
- Location
- Nature/open space
- Close to playground / other recreation opportunities.

Other positive aspects of the track that respondents mentioned were that it suits all ages / abilities, that it has good jumps, is good size, that it is close to shops and that it has a good amount of shade.

What could be improved:

- Toilets (none currently)
- Making the track larger
- More advanced/challenging tracks/jumps
- Improving the track surface.

Other improvements suggested included more regular maintenance, installation of angled parking, BBQ facilities and shelter.

Mortlock Park BMX Jump Track

116 (46.2%) opted in to give feedback on the Mortlock Park BMX jump track.

Most indicated that they got to the track by bike (50.9%) followed by car (25.4%). The majority of respondents visited the track with their families (68.8%) or friends (43.8%).

What respondents liked:

- Good for young riders/beginners
- Location
- Accessibility.

Other positive aspects of the track are that it is a good place to be active, that it suits all ages and abilities and is located within nature/open space that feels safe.

What could be improved:

- Making the track larger
- More advanced / challenging tracks/jumps
- Adding larger jumps.

Other improvements suggested included improved maintenance, a better track surface, more beginner / small child tracks, dust mitigation and seating.

Part 2 Opportunities

Hawthorndene Reserve/Apex Park BMX Jump Track

113 (45%) opted in to give feedback on the Hawthorndene Reserve/Apex Park BMX jump track.

Most indicated that they get to the track by bike (39.1%) followed by car (28.2%). A slight majority of respondents visited the track with their families (60.9%) or friends (52.7%).

What respondents liked:

- Suits all ages/abilities
- Good jumps
- Good for advanced riders
- Location.

What could be improved:

- More variety/progression
- Improved maintenance
- Improved surface.

St Marys Park BMX Jump Track

79 (31.5%) opted in to give feedback on the St Marys Park BMX jump track.

Most indicated that they got to the track by bike (56.6%) followed by car (30.3%). The majority of respondents visited the track with their families (58.4%) or friends (45.5%).

What respondents liked:

- Good for young riders/beginners
- Close to home
- Nature/open space.

Other positive aspects of the track are that it has good jumps, it is easily accessible, close to the oval and drink fountains and has a good layout.

What could be improved:

- Adding larger jumps
- Making the track larger
- Improved maintenance
- More challenging / advanced tracks.

Other suggested improvements include more beginner / small child tracks, adding shade and improving the track surface.

“Do you have any general concerns or suggestions regarding BMX track usage that we need to consider as part of our ongoing management of BMX jump track facilities?”

Many respondents answered ‘nothing’ or ‘no’ to this question and felt that they had already provided enough feedback. This was also supported by the large number of positive comments received.

Council BMX tracks are highly valued by the community for their therapeutic benefits, developmental opportunities for young people, and ability to engage teenagers and pre-teens in a positive social environment. Users appreciate the respectfulness and lack of anti-social behaviour among older kids, and there is strong support for expanding and improving these facilities with more features for beginners and durable materials like bitumen or concrete. Residents commend the cleanliness, good maintenance, and family-friendly nature of the tracks, and suggest increased security to ensure safety. Overall, these tracks are seen as vital, low-cost community assets that encourage outdoor activity and foster a sense of community.

Lighting

Community feedback on lighting at BMX tracks indicates a mix of opinions. Some users advocate for improved lighting, including motion sensor lights and timed evening illumination, to extend usage hours, especially in winter. This would enhance safety and visibility, allowing kids to ride after school and in the early evening. There are also suggestions for security cameras to promote safety.

Conversely, some residents oppose lighting due to the proximity of tracks to homes, fearing it might encourage nighttime activity and increase noise and dust. Overall, there is significant support for better lighting, provided it is well-managed and considerate of nearby residents.

Part 2 Opportunities

Improved maintenance

Community feedback highlights the need for consistent and comprehensive maintenance of BMX tracks. Suggestions include regular surface upkeep to prevent erosion and rutting, dust mitigation through grass planting and low-lying hedges, and proper tree trimming. There is also a call for more accessible bins to reduce litter and engaging local volunteers for maintenance efforts.

Additional amenities such as toilets, lighting, parking, and picnic areas are recommended to enhance the user experience and keep the area inviting.

Overall, users stress the importance of maintaining track quality to ensure safety and enjoyment for all skill levels.

General comments

Other general comments included respondents requesting more tracks across the Council area, and also bins, toilets and drink fountains at current or future tracks. While behaviour of riders generally was not a concern, it was mentioned in relation to Mortlock Park along with noise and dust concerns. Some residents felt it should be moved further away from homes.

Is there an area / suburb you believe could benefit from a BMX jump track facility?

The key locations that were mentioned are:

- Avenue Road Reserve, Cumberland Park
- Pasadena
- Blackwood
- Craighburn Farm.

Other suggested locations include Karinya Reserve, Belair, Bellevue Heights, and Coromandel Valley. Blackwood Football Club is mentioned as a specific location a number of times as well.

Note this is analysed further below under Potential Sites.

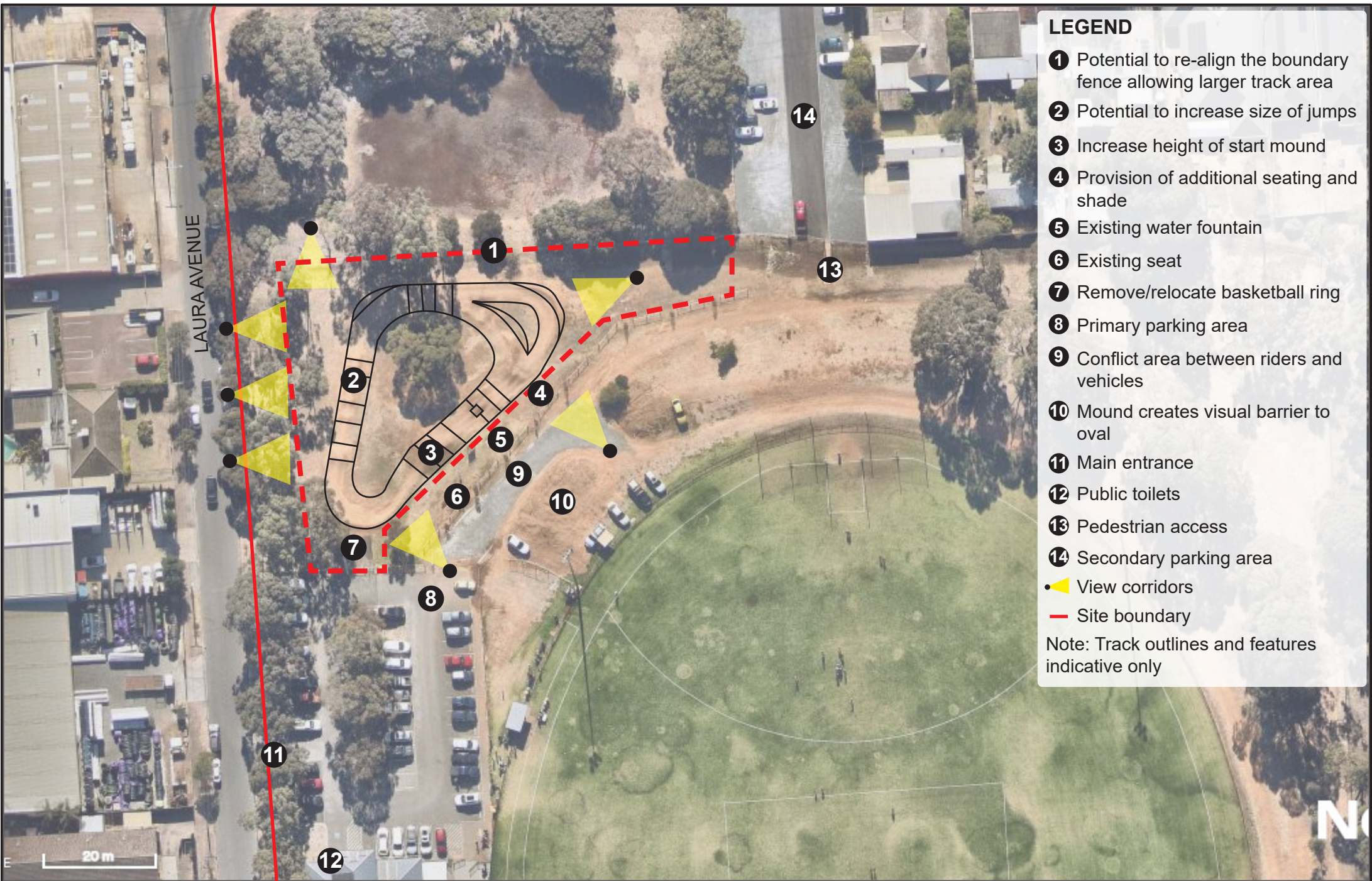
Sites Issues & Opportunities

For the four existing CoM BMX Jump Track facility sites an issues and opportunities plan has been prepared. These plans include issues and challenges that need to be overcome at the site as well as opportunities to enhance the site for both riders and the general community, including nearby residents.

Key issues and opportunities that need resolving and developing across the sites include:

- General track maintenance and surface enhancements
- Providing a variety of tracks/jumps/features to cater for varying skill levels from beginners through to advanced riders
- Providing additional BMX/riding facilities such as pump tracks and new/expanded areas to ride
- Additional support facilities and amenities particularly shelter, seating and toilet facilities at Suffolk Rd Reserve.
- Traffic management and parking improvements
- Improving passive surveillance.

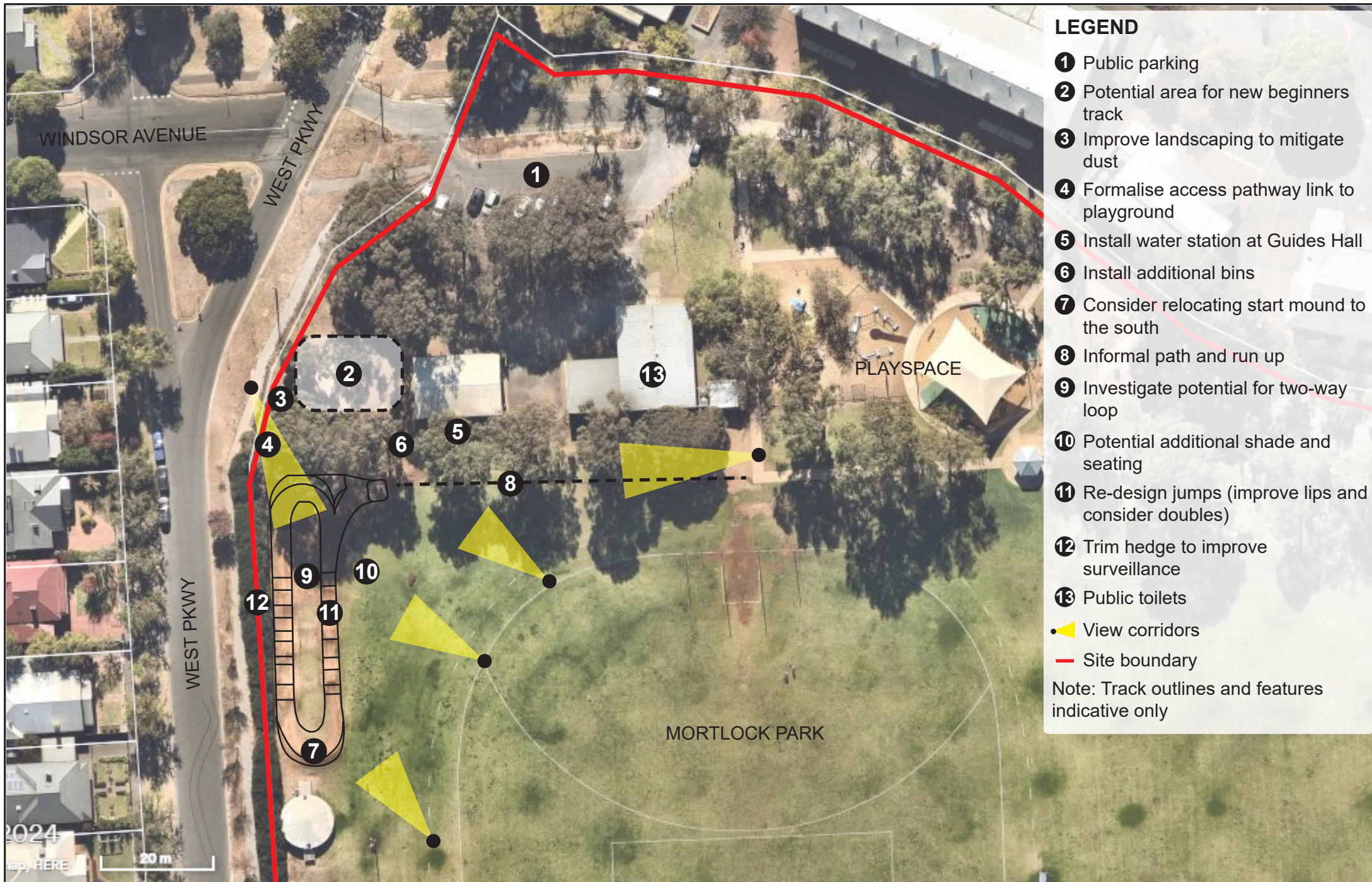
The four plans are included on the following pages.



LEGEND

- 1 Potential to re-align the boundary fence allowing larger track area
- 2 Potential to increase size of jumps
- 3 Increase height of start mound
- 4 Provision of additional seating and shade
- 5 Existing water fountain
- 6 Existing seat
- 7 Remove/relocate basketball ring
- 8 Primary parking area
- 9 Conflict area between riders and vehicles
- 10 Mound creates visual barrier to oval
- 11 Main entrance
- 12 Public toilets
- 13 Pedestrian access
- 14 Secondary parking area
- View corridors
- Site boundary

Note: Track outlines and features indicative only



LEGEND

- 1 Public parking
- 2 Potential area for new beginners track
- 3 Improve landscaping to mitigate dust
- 4 Formalise access pathway link to playground
- 5 Install water station at Guides Hall
- 6 Install additional bins
- 7 Consider relocating start mound to the south
- 8 Informal path and run up
- 9 Investigate potential for two-way loop
- 10 Potential additional shade and seating
- 11 Re-design jumps (improve lips and consider doubles)
- 12 Trim hedge to improve surveillance
- 13 Public toilets
- View corridors
- Site boundary

Note: Track outlines and features indicative only

TREDWELL

Tredwell Management Services
209b Henley Beach Road
Torrensville, SA 5031
Phone: 08 8234 6387

Client
City of Mitcham
131 Belair Rd, Torrens Park SA 5062

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PROJECT
BMX Jump Track Facilities Review

DRAWING TITLE
Issues and Opportunities Plan - Mortlock Park

Drawn:
AP
Reviewed:
NT

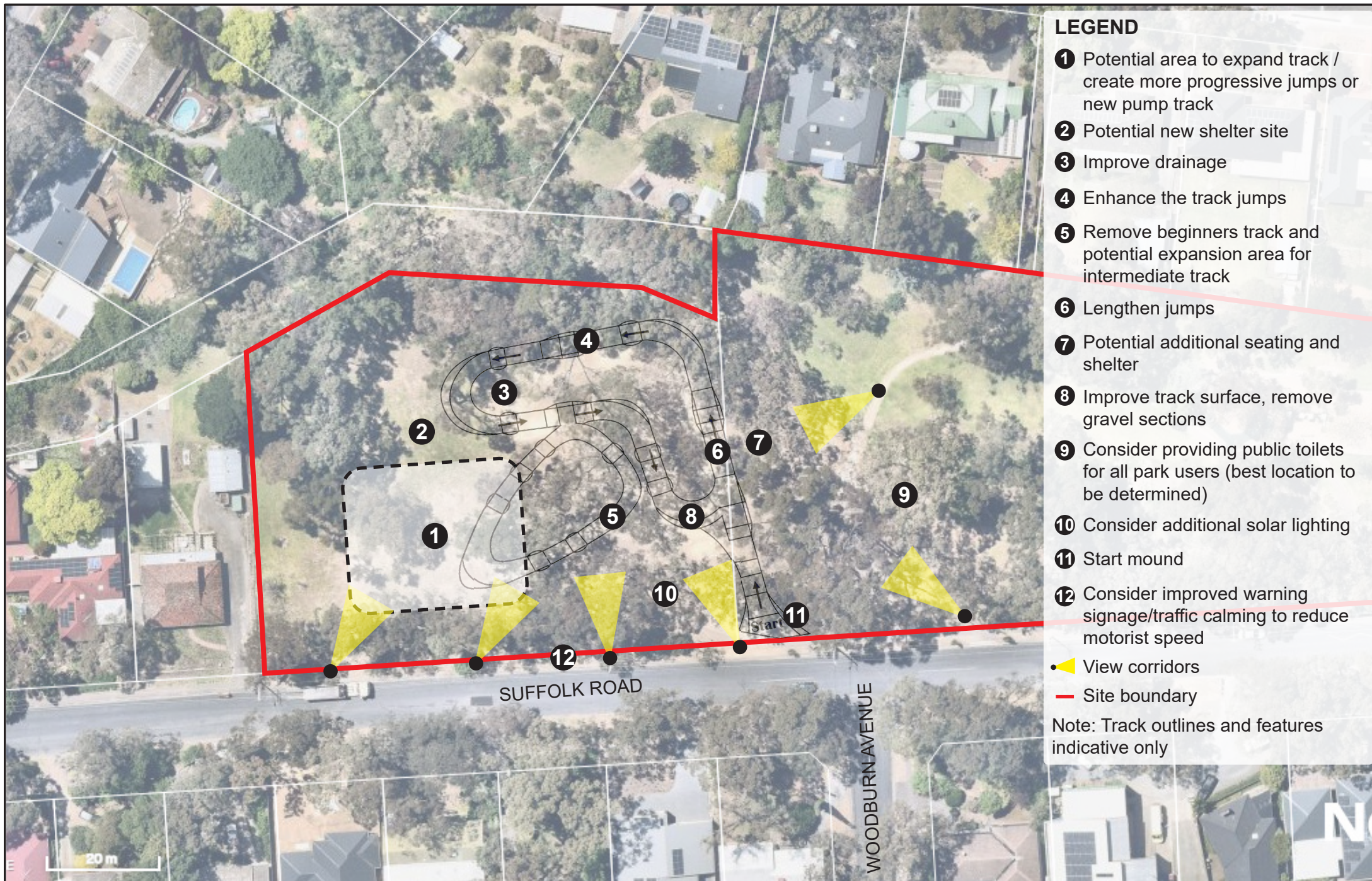


10m

Rev.	Date	Description

DRAFT

Drawing No.	Revision
MP_1	-



LEGEND

- ① Potential area to expand track / create more progressive jumps or new pump track
- ② Potential new shelter site
- ③ Improve drainage
- ④ Enhance the track jumps
- ⑤ Remove beginners track and potential expansion area for intermediate track
- ⑥ Lengthen jumps
- ⑦ Potential additional seating and shelter
- ⑧ Improve track surface, remove gravel sections
- ⑨ Consider providing public toilets for all park users (best location to be determined)
- ⑩ Consider additional solar lighting
- ⑪ Start mound
- ⑫ Consider improved warning signage/traffic calming to reduce motorist speed
- ▲ View corridors
- Site boundary

Note: Track outlines and features indicative only

TREDWELL

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209b Henley Beach Road
Torrensville, SA 5031
Phone: 08 8234 6387

Client
City of Mitcham
131 Belair Rd, Torrens Park SA 5062

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PROJECT
BMX Jump Track Facilities Review

DRAWING TITLE
Issues and Opportunities Plan - Suffolk Rd Reserve

Drawn:
AP
Reviewed:
NT

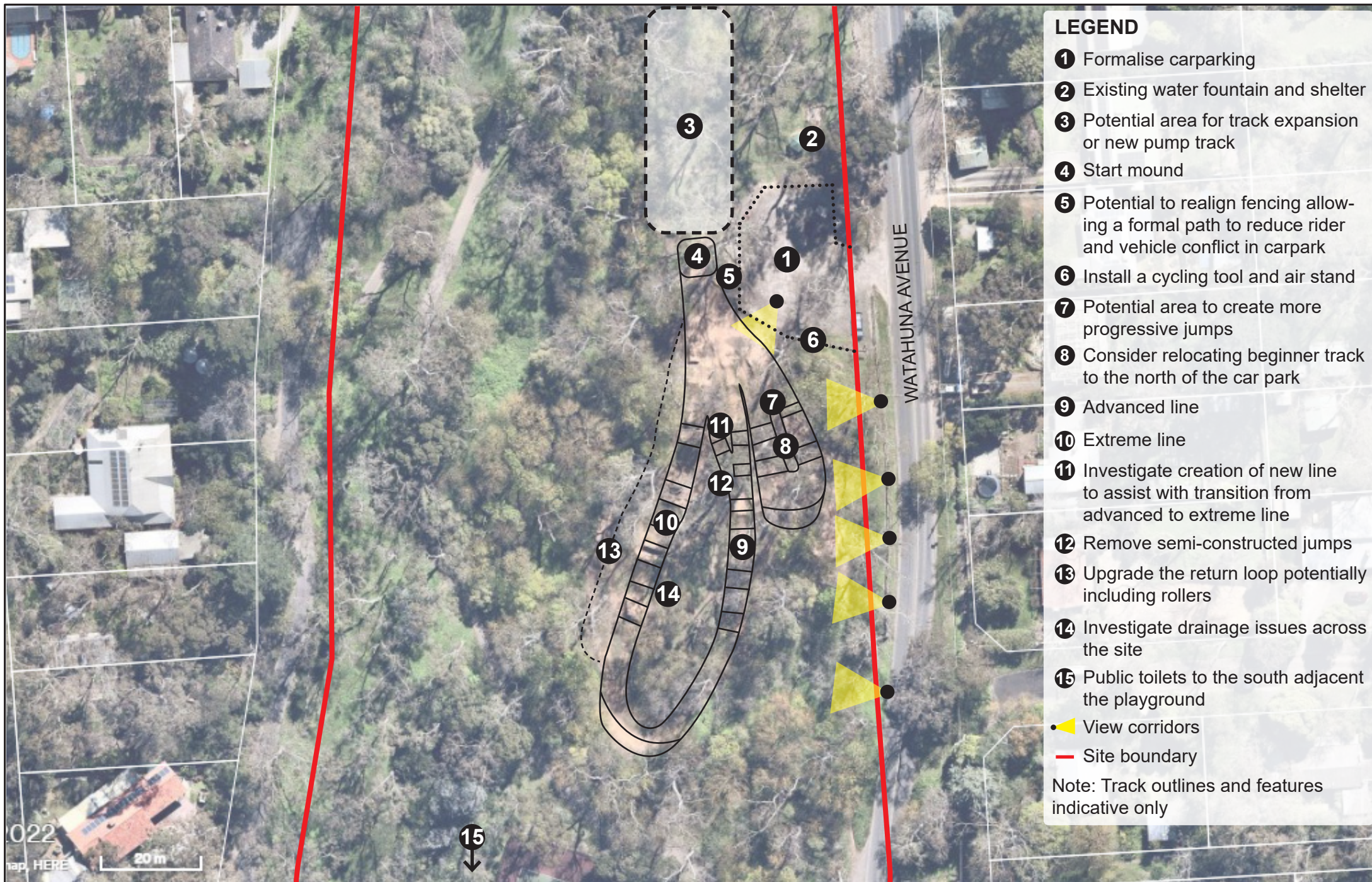


10m

Rev.	Date	Description

DRAFT

Drawing No.	Revision
SRR_1	-



Gap Analysis & Potential Sites

Gaps

The existing BMX Jump Track facilities, with the exception of Mortlock Park, are located in the southern and hills areas of the CoM. There are no formal facilities provided in the northern suburbs of the CoM such as Clarence Gardens, Cumberland Park, Westbourne Park, Kingswood and Hawthorn where there are a high proportion of families and young people residing and this is a significant gap in provision for the CoM.

There are also gaps in provision in areas including Melrose Park to the west of the CoM, Mitcham, Torrens Park and Urbrae in the central area of CoM and Bellevue Heights to the south of the CoM.

There is good provision levels in the central area of the CoM at Colonel Light Gardens and Pasadena and the eastern hills region at Hawthorndene and Belair. The southern areas of Craigburn Farm, Coromandel Valley and Blackwood, whilst having access to ad-hoc informal facilities, there is a need to provide access to formal facilities in this area of the CoM.

Potential Sites Identified through Consultation

As part of the community survey respondents were asked is there an area/suburb you believe could benefit from a BMX jump track facility?

115 respondents provided a response to the above question, suggesting potential locations for BMX jump track facilities. The key locations that were mentioned are summarised below:

1. Avenue Road Reserve, Cumberland Park

“Community feedback strongly supports adding BMX facilities at Avenue Road Reserve, highlighting the need to alleviate congestion at the existing skatepark by providing a dedicated space for BMX riders. The park is highly utilized, and local kids have already started creating their own jumps, indicating significant demand. A BMX track would offer a valuable

recreational outlet, encourage physical activity, and make use of the ample unused space. The existing amenities, including a playground, skatepark, and toilets, would complement the new facilities, making Avenue Road Reserve an even more attractive destination for families and children.”

This site has been analysed further and although the location is good, without additional land extending the reserve and including a BMX Jump Track is not realistic.

2. Pasadena

“Community feedback supports the idea of establishing BMX facilities in Pasadena, citing the area's convenience for local riders and the presence of an open space that requires minimal preparation. Specifically, the park on Naomi Street is suggested due to its available dirt area, proximity to a tennis club, and existing amenities like a playground and grassed area, which would make it an attractive, multifunctional site for both riders and their families.”

Whilst this site has some potential this area of the CoM is well provided for in terms of BMX Jump Track Facilities with a track at St Marys Park, St Marys and a pump track at Shepherds Hill Recreation Park, Pasadena. There is also a pump track being planned for CC Hood Reserve in the neighbouring suburb of Panorama.

3. Blackwood

“Community feedback for establishing BMX facilities in Blackwood emphasises several potential benefits and locations. Suggested sites include areas behind Coles, the Belair Golf Course, and near the Blackwood Skate Park. The feedback highlights the convenience of having a BMX track at the top of the hill in Blackwood to avoid the strenuous return journey from existing tracks in Hawthorndene. There's a strong preference for a pump track to provide a variety of riding experiences, especially for those seeking less risky, technical rides. The area near Blackwood Football Club is also recommended for a skills park with

progressive features, catering to both recreational riders and coaching programs.”

There is a new pump track currently being constructed on the old golf course site in Belair National Park. Hawthorndene Reserve/Apex Park in Hawthorndene is approximately 500m from the Main Road in Blackwood. Karinya Reserve in which the Blackwood Skate Park is located is a very highly utilised reserve and there is likely to be insufficient space and parking to cater for a new BMX Jump facility in that location.

There is potential to investigate the land nearby to the Blackwood Football Club at and this is considered below.

4. Craighburn Farm

“Community feedback supports the establishment of BMX facilities at Craighburn Farm, emphasizing its suitability due to existing mountain bike trails and proximity to the Blackwood Football Club. Commenters suggest adding larger and more jumps to existing legal MTB tracks to provide a safer, dedicated space for riders and reduce unauthorized trail use. The area between the Blackwood Football Club and the National Park main trailhead is specifically highlighted as an ideal location for new facilities. Blackwood Football Club is mentioned as a specific location a number of times as well. These comments are similar to those regarding Blackwood (suburb).”

Potential sites at Craighburn Farm are considered below.

Other suggested locations include Bellevue Heights and Coromandel Valley.

Key considerations when choosing locations for facilities

When respondents to the community survey were asked what the CoM key considerations should be when choosing locations for BMX Jump Track facilities there was quite an even split across all options including proximity to drinking fountains (63.9%), proximity to shade, shelter and seating (57.4%), proximity to other sport and recreation facilities (56.5%) and proximity to accessible toilets (55.6%). Lighting was deemed less important (41.7%).

Additional Potential Sites

A series of potential sites were also identified in conjunction with CoM representatives as potential sites for the future establishment of BMX Jump Track facilities. It is important to note that detailed planning, design and consultation would need to occur prior to any of these sites being developed further.

These sites have been selected based on their location within the CoM, that is they are located in areas where there is a gap in provision. Also, their initial site suitability was considered based on factors such as size, shape, terrain, compatible adjoining land uses and limited impact on existing site uses and adjoining land uses.

Each of the sites are outlined below including the identification of property boundaries, a site aerial and property details such as size, terrain, predominant use, facilities and surrounding land uses.

Part 2 Opportunities

Table 4: Potential Sites for BMX Jump Track Facilities

Site	Suburb	Ownership
Verco Avenue	Lower Mitcham	DIT land parcel west of rail line
Belair Road	Torrens Park	DIT land parcel east of rail line.
Balham Reserve	Kingswood	CoM land
Blackwood Hill Reserve. Craigburn Road	Blackwood	CoM land
Minda Reserve, Symon Crescent,	Craigburn Farm	CoM land
Mitcham/Norman Reserve, Old Belair Road	Mitcham	CoM land
AA Bailey Reserve, Neville Avenue	Clarence Gardens	CoM land
Nieass Reserve, Dinwoodie Avenue	Clarence Gardens	CoM land
Kegworth Reserve, Kegworth Road	Melrose Park	CoM land
Chellaston Reserve, Coruna Avenue	Melrose Park	CoM land
Manson Oval, Sargent Parade	Bellevue Heights	CoM land

To determine the suitability of developing BMX Jump Track Facilities at each of the potential sites a series of site assessment criteria was established.

This criteria included the following:

- Location/Access
- Size/Area
- Terrain
- Land use, including compatibility with adjoining land uses
- Compatibility with existing reserve facilities and usage
- Existing support facilities and infrastructure (e.g. parking, toilets, water)
- Land Ownership.

For each site an assessment was made based on whether the site fully meets the criteria; partially meets the criteria or limited meeting of the criteria using a “traffic light system” of:

Green = Fully meets criteria

Orange = Partially meets criteria

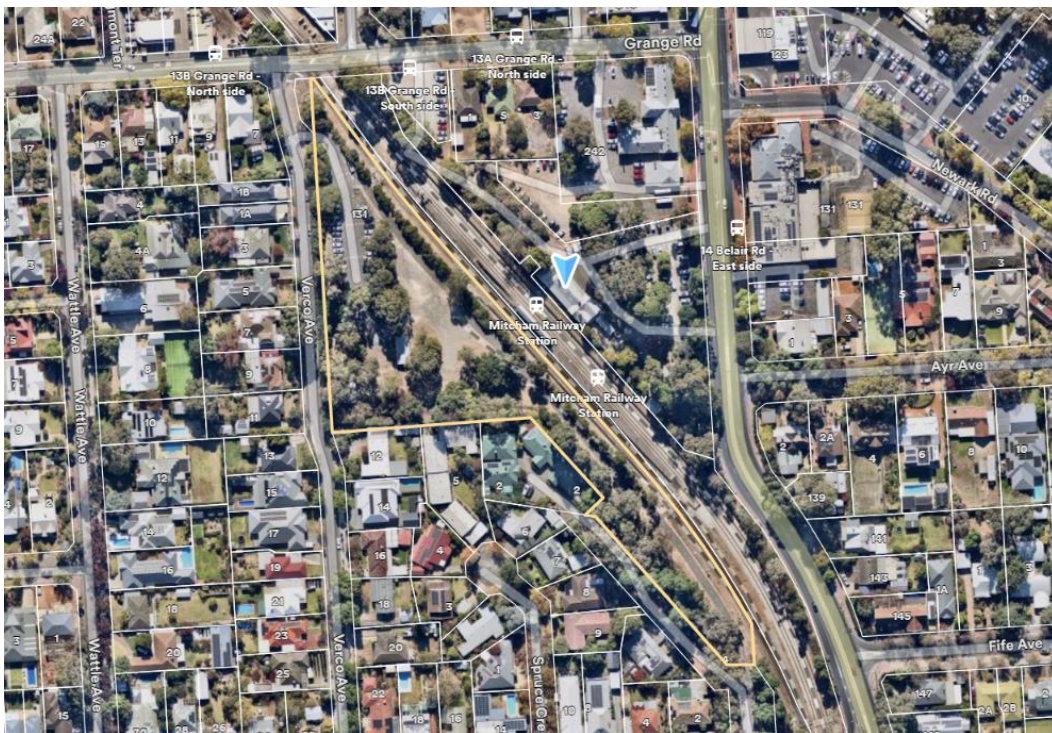
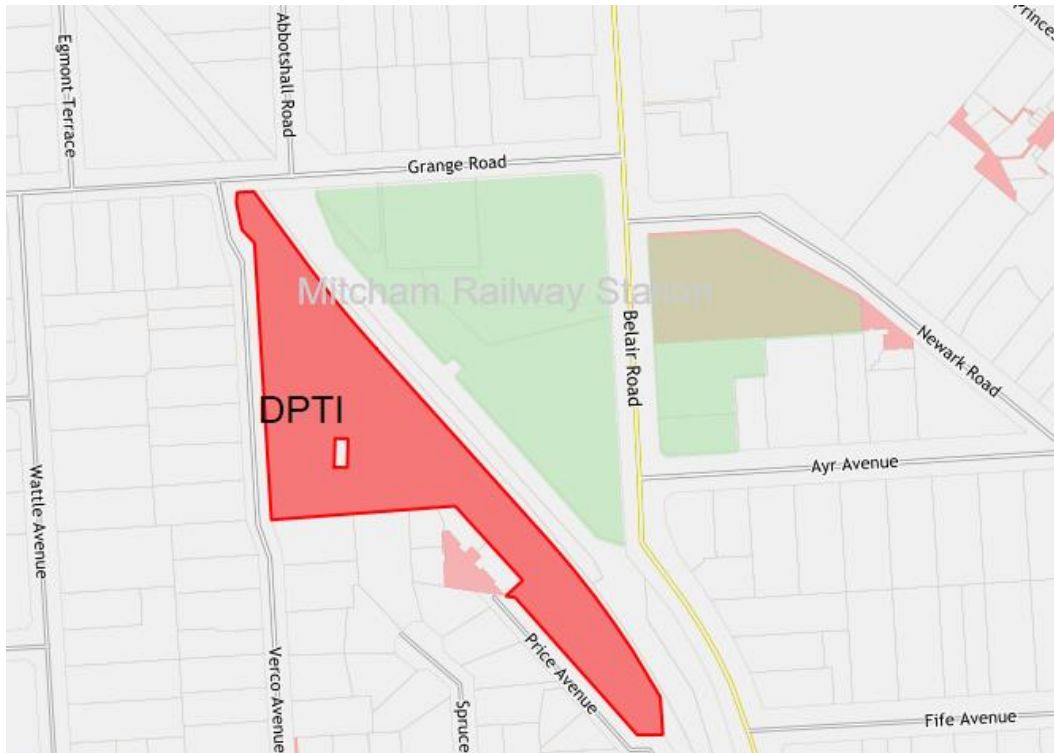
Red = Limited meeting of criteria

The outcomes for each site assessment are detailed below and a matrix of the full site assessments are included in Appendix C.

Part 2 Opportunities

Verco Avenue, Lower Mitcham

This site is owned by the Department of Infrastructure and Transport (SA Government). The site is 1.3 hectares in area and is relatively flat. It currently contains a formal car park and also is vegetated along the boundaries and has a substantial hedge running along the western boundary of the site. Adjoining land uses include the train line and railway station to the east and residential directly to the west and south.



Part 2 Opportunities

Site Assessment

Criteria	Verco Avenue, Lower Mitcham
Location/Access	Close to train station, gap in provision
Size/Area	Good size
Terrain	Flat
Land use including compatibility with adjoining land uses	Nearby residential
Compatibility with existing reserve facilities and usage	Undeveloped reserve no existing facilities
Existing support facilities and infrastructure (e.g. parking, toilets, water)	Nil
Land Ownership	SA Government (DIT)

Green = Fully meets criteria

Orange = Partially meets criteria

Red = Limited meeting of criteria

Part 2 Opportunities

Belair Road, Torrens Park

This site is owned by the Department of Infrastructure and Transport (SA Government). The site is small, comprising of two land parcels and is 0.16 hectares in area. It currently is undeveloped and adjoins a car park to the north and sparsely vegetated. Adjoining land uses include the train line to the west, Belair Road to the east and residential to the south.



Part 2 Opportunities

Site Assessment

Criteria	Belair Road, Torrens Park
Location/Access	Close to train station, gap in provision
Size/Area	Reasonable size site
Terrain	Flat
Land use including compatibility with adjoining land uses	Nearby residential with reasonable buffer
Compatibility with existing reserve facilities and usage	Undeveloped reserve no existing facilities
Existing support facilities and infrastructure (e.g. parking, toilets, water)	Nil
Land Ownership	SA Government (DIT)

Green = Fully meets criteria

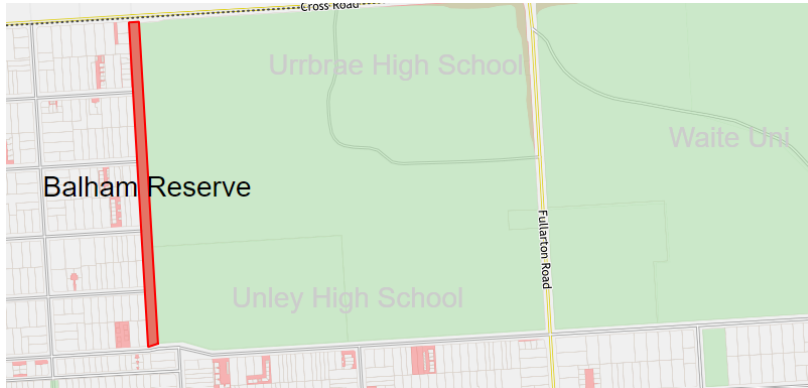
Orange = Partially meets criteria

Red = Limited meeting of criteria

Part 2 Opportunities

Balham Reserve, Kingswood

This site is owned by CoM. The site is narrow, elongated and flat, comprising of one land parcel and is 1.3 hectares in area. It currently has a shared use path running along the western edge of the site, a series of tennis courts to the south and a linear park to the north. Adjoining land uses include the Urrbrae Wetlands and School Campus and Unley High School, there is residential to the west, north and south of the site.



Part 2 Opportunities

Site Assessment

Criteria	Balham Reserve, Kingswood
Location/Access	Close to schools, shared use path and gap in provision
Size/Area	Long and narrow site
Terrain	Flat
Land use including compatibility with adjoining land uses	Nearby residential with reasonable buffer
Compatibility with existing reserve facilities and usage	Existing recreation reserve
Existing support facilities and infrastructure (e.g. parking, toilets, water)	Some limited support facilities and parking
Land Ownership	CoM

Green = Fully meets criteria

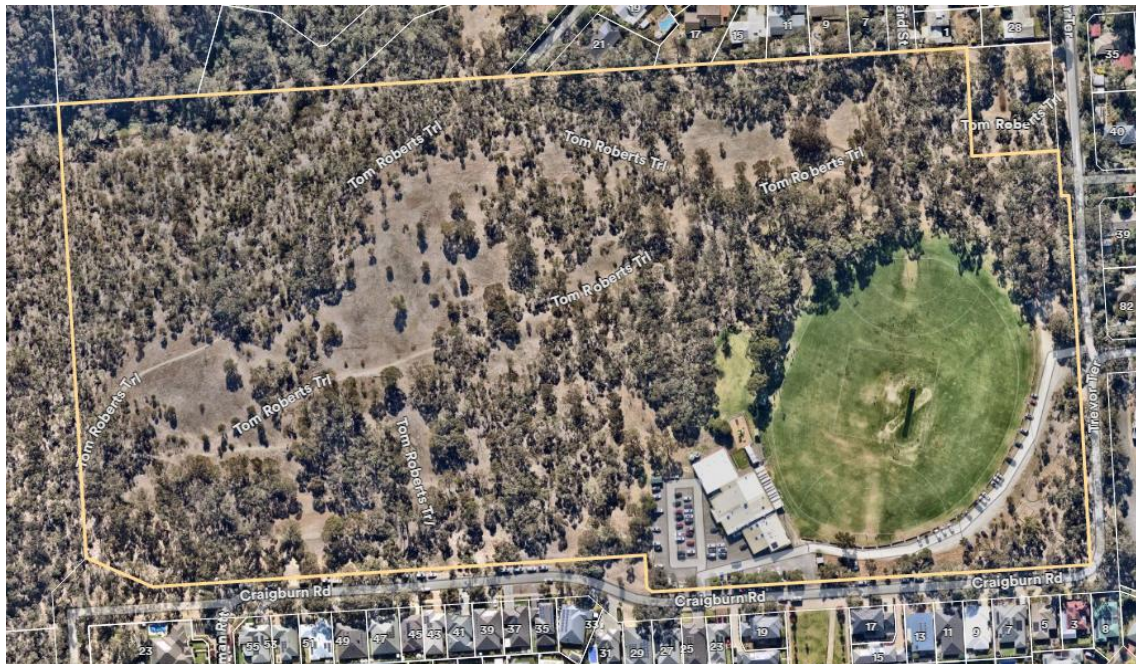
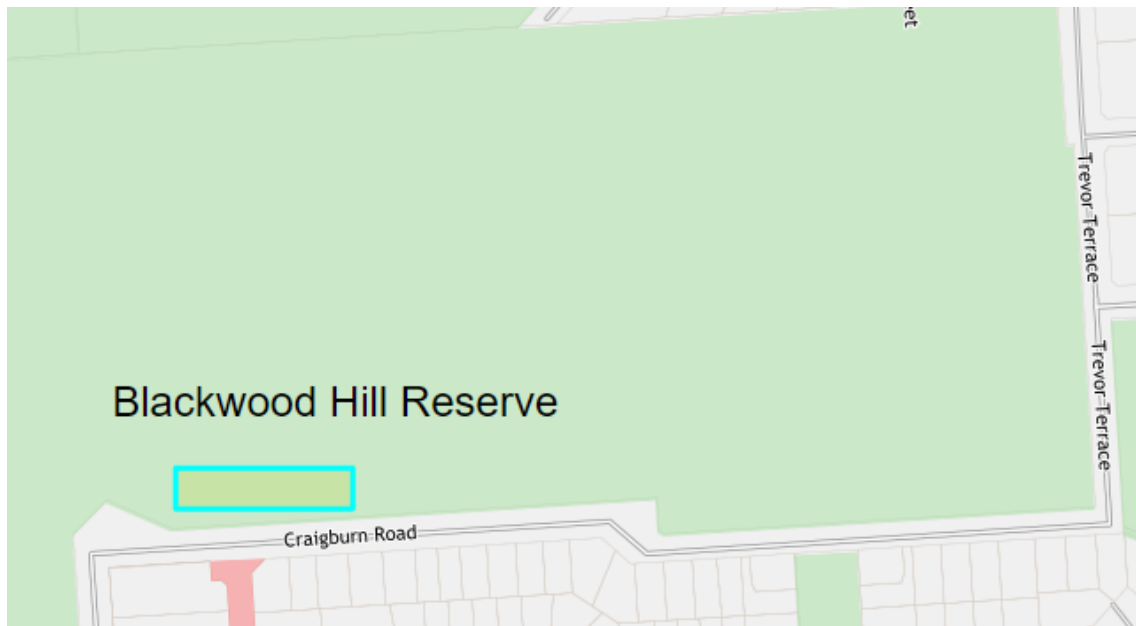
Orange = Partially meets criteria

Red = Limited meeting of criteria

Part 2 Opportunities

Blackwood Hill Reserve, Craighurn Road, Blackwood

This site is owned by CoM. The site is a natural vegetated reserve which is relatively flat on the southern edge but drops off significantly to the north, comprising of one large land parcel (which includes the Blackwood Football Club and oval) and is 14.6 hectares in area. It currently has the Tom Roberts Horse Trail, and a series of mountain bike trails traversing through the site. Adjoining land uses include the sporting facilities to the east, residential to the north east and south of the site along with additional natural areas to the west. It is envisaged that any new facilities would be constructed in the south west of the site.



Part 2 Opportunities

Site Assessment

Criteria	Blackwood Hill Reserve, Blackwood
Location/Access	Limited public transport options
Size/Area	Reasonable size site
Terrain	Flat where proposed location is
Land use including compatibility with adjoining land uses	Nearby residential with reasonable buffer
Compatibility with existing reserve facilities and usage	Existing recreation reserve used for mountain biking
Existing support facilities and infrastructure (e.g. parking, toilets, water)	Some limited support facilities and parking
Land Ownership	CoM

Green = Fully meets criteria

Orange = Partially meets criteria

Red = Limited meeting of criteria

Part 2 Opportunities

Minda Reserve, Symon Crescent, Craighburn Farm

This site is owned by CoM. The site is a natural vegetated reserve which is undulating and hilly in parts, comprising of two land parcels and is 7 hectares in area. It currently has the X-Terrain Park and adventure playspace located within the site. Adjoining land uses include residential to the east, north and south of the site along with a lake to the west.



Part 2 Opportunities

Site Assessment

Criteria	Minda Reserve, Craighburn Farm
Location/Access	Limited public transport options
Size/Area	Good size
Terrain	Flat locations accessible
Land use including compatibility with adjoining land uses	Nearby residential with reasonable buffer
Compatibility with existing reserve facilities and usage	Existing recreation reserve
Existing support facilities and infrastructure (e.g. parking, toilets, water)	Some limited support facilities
Land Ownership	CoM

Green = Fully meets criteria

Orange = Partially meets criteria

Red = Limited meeting of criteria

Part 2 Opportunities

Mitcham/Norman Reserve, Old Belair Road, Mitcham

This site is owned by CoM. The site includes a formal reserve and sporting facility which is relatively flat with some undulations, comprising of two land parcels and is 4.2 hectares in area. It currently has the Sturt Baseball Club and a playground, picnic and formal garden area located within the site. Adjoining land uses include residential to the east and south of the site along with a private school to the west and north with the two land parcels divided by the Old Belair Road. If the current land use for Norman Reserve changes, this would be a great location for a BMX Jump Track facility. While there is some under utilised spaces outside of the playing fields currently, achieving a BMX Jump Tack now would be challenging.



Part 2 Opportunities

Site Assessment

Criteria	Mitcham/Norman Reserve, Mitcham
Location/Access	Close to schools and gap in provision
Size/Area	Good size but predominantly developed
Terrain	Predominantly flat but undulating in parts
Land use including compatibility with adjoining land uses	Nearby with reasonable buffer residential
Compatibility with existing reserve facilities and usage	Existing formal reserve and sporting facilities
Existing support facilities and infrastructure (e.g. parking, toilets, water)	Parking, toilets and shelter
Land Ownership	CoM

Green = Fully meets criteria

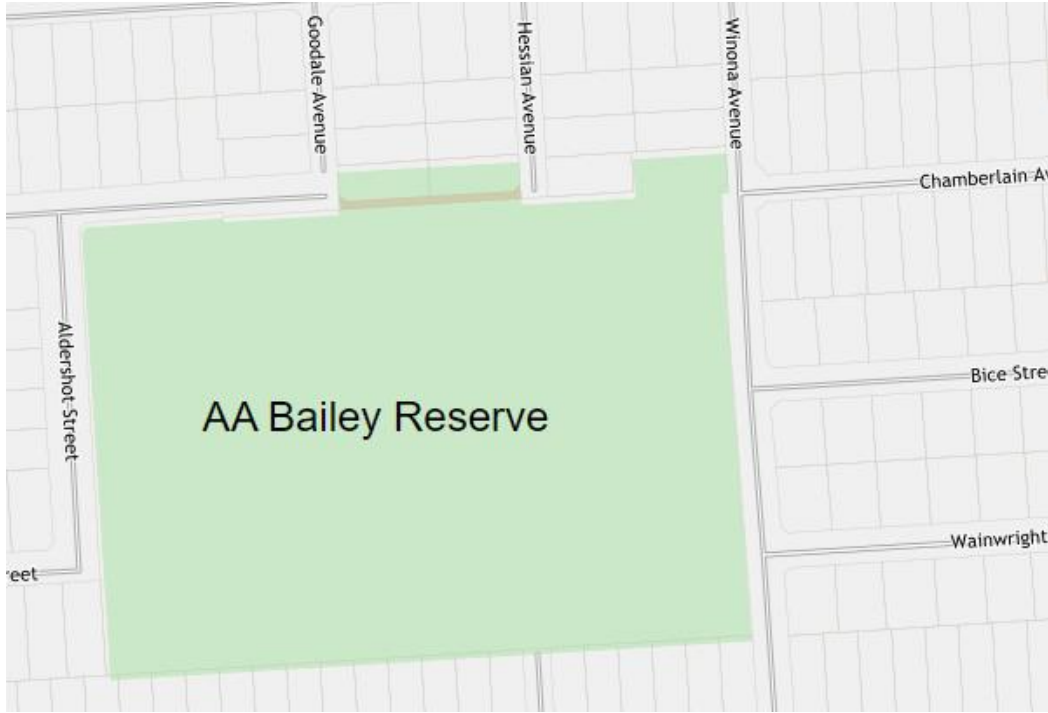
Orange = Partially meets criteria

Red = Limited meeting of criteria

Part 2 Opportunities

AA Bailey Reserve, Neville Avenue, Clarence Gardens

This site is owned by CoM. The site includes sporting facilities and a passive reserve area which is relatively flat, comprising of one large land parcel and is 5.9 hectares in area. It currently has the Cumberland United Soccer Club, Clarence Gardens Bowling Club and Sturt District Cricket Club based at the site along with a playground, picnic and car parking area located within the site. Adjoining land uses are primarily residential to the north, east, south and west of the site.



Part 2 Opportunities

Site Assessment

Criteria	AA Bailey Reserve, Clarence Gardens
Location/Access	Close to South Road and gap in provision
Size/Area	Good size but predominantly developed
Terrain	Flat
Land use including compatibility with adjoining land uses	Nearby with reasonable buffer residential
Compatibility with existing reserve facilities and usage	Existing formal reserve and sporting facilities
Existing support facilities and infrastructure (e.g. parking, toilets, water)	Parking, toilets and shelter
Land Ownership	CoM

Green = Fully meets criteria

Orange = Partially meets criteria

Red = Limited meeting of criteria

Part 2 Opportunities

Nieass Reserve, Dinwoodie Avenue, Clarence Gardens

This site is owned by CoM. The site includes tennis courts and a small clubroom, which is relatively flat, comprising of four small land parcels and is 0.28 hectares in area. The tennis club lease is finalising and there may be there maybe opportunities to reduce the number of courts and increase the reserve footprint in the closed road reserve. Adjoining land uses are primarily residential to the north, east, south and west of the site.



Part 2 Opportunities

Site Assessment

Criteria	Nieass Reserve, Clarence Gardens
Location/Access	Close to South Road and gap in provision
Size/Area	Small limited site
Terrain	Flat
Land use including compatibility with adjoining land uses	Nearby residential
Compatibility with existing reserve facilities and usage	Existing formal reserve and sporting facilities
Existing support facilities and infrastructure (e.g. parking, toilets, water)	Some limited support facilities
Land Ownership	CoM

Green = Fully meets criteria

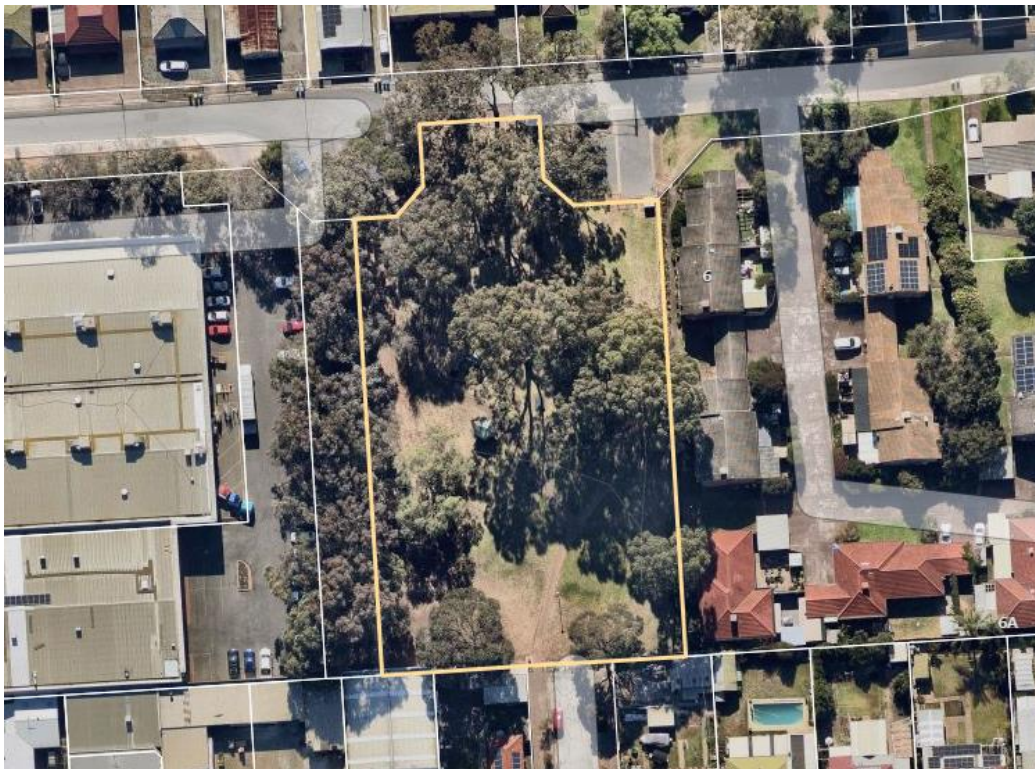
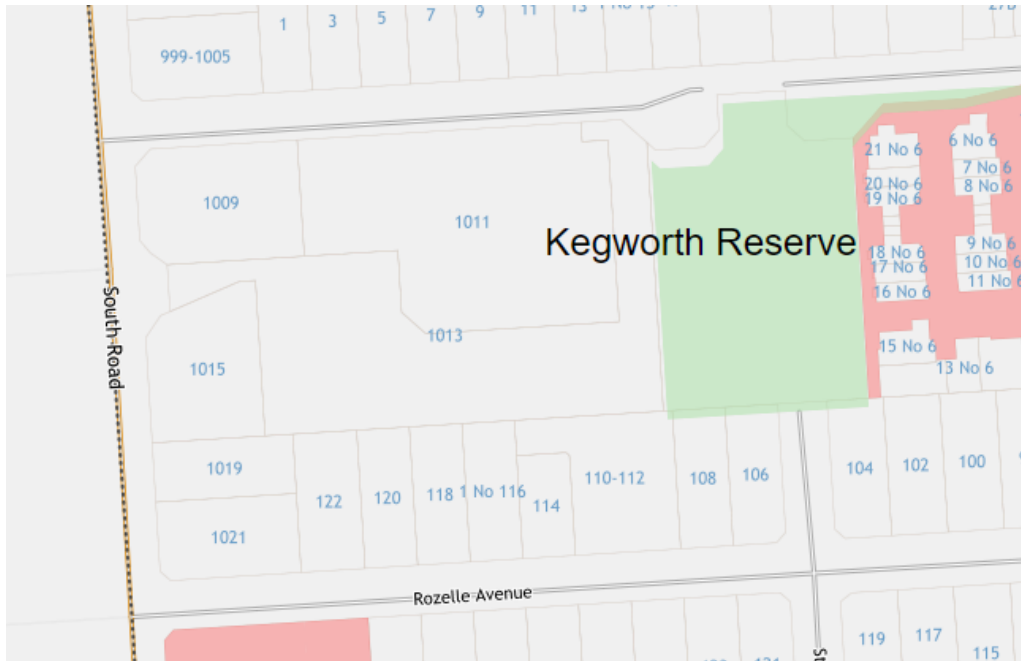
Orange = Partially meets criteria

Red = Limited meeting of criteria

Part 2 Opportunities

Kegworth Reserve, Kegworth Road, Melrose Park

This site is owned by CoM. The site is a formal reserve which includes a playground, which is relatively flat, comprising of one small land parcel and is 0.47 hectares in area. There may be an opportunity to increase the reserve footprint in the closed road reserve or neighbouring commercial property as a result of South Rd Corridor works and property acquisitions. Adjoining land uses are primarily residential to the east and south and commercial to the west and north of the site.



Part 2 Opportunities

Site Assessment

Criteria	Kegworth Reserve, Melrose Park
Location/Access	Close to South Road and gap in provision
Size/Area	Small limited site
Terrain	Flat
Land use including compatibility with adjoining land uses	Nearby residential
Compatibility with existing reserve facilities and usage	Existing recreation reserve
Existing support facilities and infrastructure (e.g. parking, toilets, water)	Some limited support facilities
Land Ownership	CoM

Green = Fully meets criteria

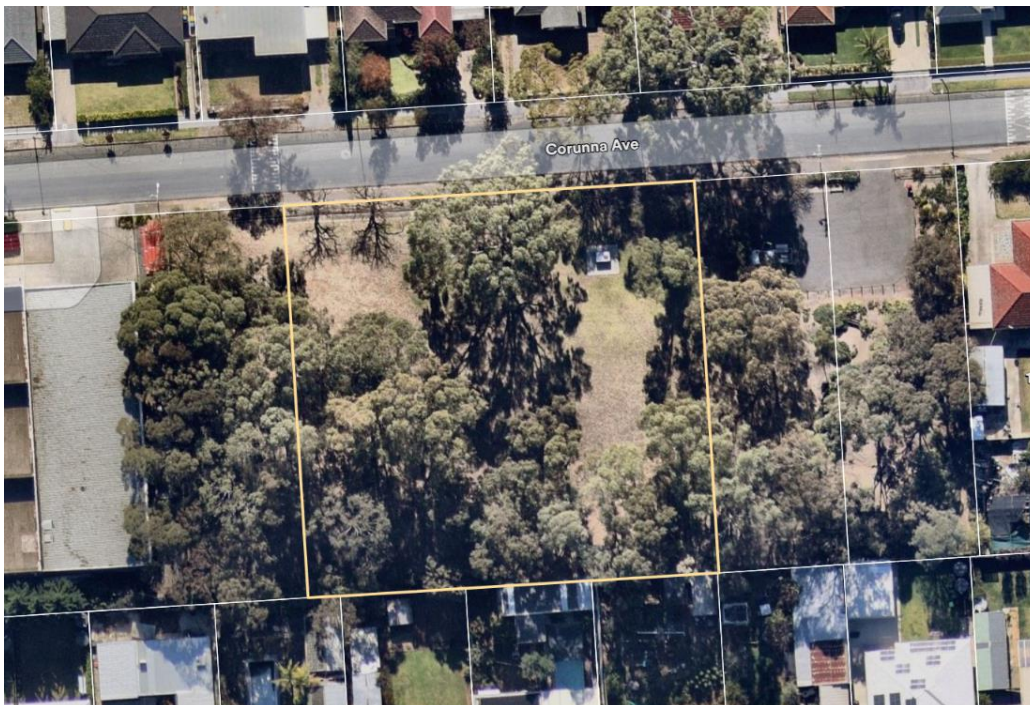
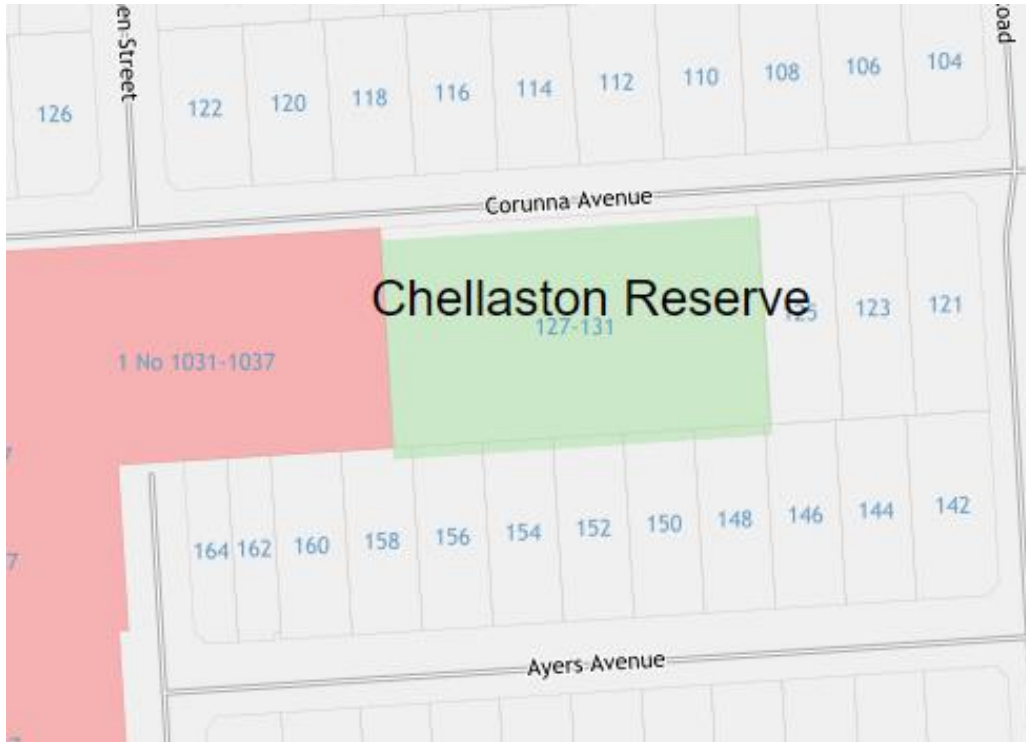
Orange = Partially meets criteria

Red = Limited meeting of criteria

Part 2 Opportunities

Chellaston Reserve, Corunna Avenue, Melrose Park

This site is owned by CoM. The site is a passive reserve which includes a BBQ and car park, which is relatively flat, comprising of three small land parcel and is 0.45 hectares in area. There may be an opportunity to increase the reserve footprint in the closed road reserve or neighbouring commercial property as a result of South Rd Corridor works and property acquisitions. Adjoining land uses are primarily residential to the north, east and south and commercial to the west of the site.



Part 2 Opportunities

Site Assessment

Criteria	Chellaston Reserve, Melrose Park
Location/Access	Close to South Road and gap in provision
Size/Area	Small limited site
Terrain	Flat
Land use including compatibility with adjoining land uses	Nearby residential
Compatibility with existing reserve facilities and usage	Existing recreation reserve
Existing support facilities and infrastructure (e.g. parking, toilets, water)	Some limited support facilities
Land Ownership	CoM

Green = Fully meets criteria

Orange = Partially meets criteria

Red = Limited meeting of criteria

Part 2 Opportunities

Manson Oval, Sargent Parade, Bellevue Heights

This site is owned by CoM. The site includes sporting facilities and a passive reserve area which is relatively flat, comprising of three land parcels and is 4.3 hectares in area. It currently has the Bellevue Heights Tennis Club, Southern Districts Junior Soccer Association and Coromandel Cricket Club based at the site along with a playground, picnic and car parking area located within the site. Adjoining land uses are primarily residential to the east, south and west of the site and the Bellevue Heights Primary School to the north.



Part 2 Opportunities

Site Assessment

Criteria	Manson Oval, Bellevue Heights
Location/Access	Close to Shepherd Hill Rd, gap in provision
Size/Area	Good size but predominantly developed
Terrain	Predominantly flat but undulating in parts
Land use including compatibility with adjoining land uses	Nearby with reasonable buffer residential
Compatibility with existing reserve facilities and usage	Existing formal reserve and sporting facilities
Existing support facilities and infrastructure (e.g. parking, toilets, water)	Parking, toilets and shelter
Land Ownership	CoM

Green = Fully meets criteria

Orange = Partially meets criteria

Red = Limited meeting of criteria

Part 2 Opportunities

Site Assessment – Existing Sites

Criteria	St Marys Reserve, St Marys	Mortlock Park, Colonel Light Gardens	Suffolk Reserve, Hawthorndene	Hawthorndene Reserve/Apex Park, Hawthorndene
Location/Access	Existing BMX Jump Site	Existing BMX Jump Site	Existing BMX Jump Site	Existing BMX Jump Site
Size/Area	Good size but predominantly developed	Good size but predominantly developed	Good size	Good size
Terrain	Flat	Flat	Flat	Flat
Land use including compatibility with adjoining land uses	Nearby with reasonable buffer residential	Nearby with reasonable buffer residential	Nearby with reasonable buffer residential	Nearby with reasonable buffer residential
Compatibility with existing reserve facilities and usage	Existing recreation reserve with track	Existing recreation reserve with track	Existing recreation reserve with track	Existing recreation reserve with track
Existing support facilities and infrastructure (e.g. parking, toilets, water)	Parking, toilets and shelter	Parking, toilets and shelter	Parking and shelter	Parking, toilets and shelter
Land Ownership	CoM	CoM	CoM	CoM

Green = Fully meets criteria

Orange = Partially meets criteria

Red = Limited meeting of criteria

Part 2 Opportunities

Existing BMX Jump Tracks and Potential Sites Map

The map below (refer Figure 8) shows the distribution of existing BMX Jump/Track facilities and also potential sites for the establishment of BMX Jump Track facilities which shows a much more even distribution across the CoM. There is still a gap within the Hawthorn and Westbourne Park area and Godden Reserve has been identified as a potential site, however it is quite a small reserve and additional land would need to be made available to expand the site if a BMX Jump Track facility was considered for this site.

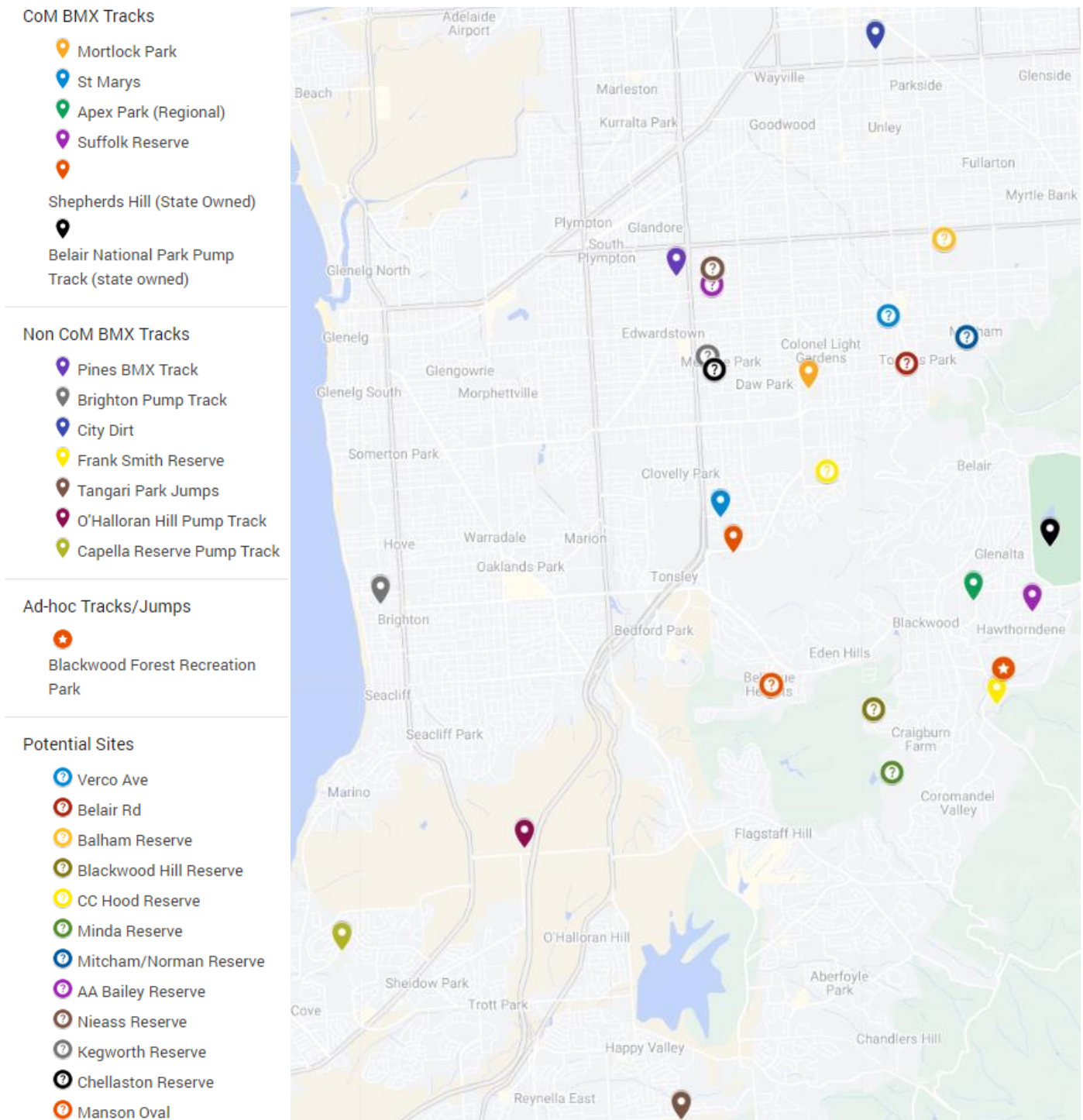


Figure 8: Map of Existing BMX Jump Track Facilities and Potential Sites

References

Government of South Australia, Office for Recreation, Sport and Racing: *Game On, Getting South Australia Moving 2020*

Government of South Australia, Office for Recreation, Sport and Racing: *Active Lives Study 2019*

Government of South Australia: *SA Cycling Strategy 2022-23*

Cycling and Walking Australia and New Zealand: *National Walking and Cycling Participation Survey 2021 South Australia*

BMX bike riding goes beyond physical fitness; enhancing mental health, social connectedness and personal growth; Dr Dave Camilleri, University of Melbourne; published 20 May 2024

Plan SA, SA and Regional Population Projections 2021-2051

Appendix A – City of Mitcham Strategic Plan, Mitcham 2030

GOAL 1

ACCESSIBLE, HEALTHY & CONNECTED COMMUNITY

We connect our community with each other and with their places, and empower them to live healthy lives.

THEME 1. 1 TRANSPORT NETWORK

We are a City that is connected to places through an integrated, efficient and people friendly transport network for motorists, cyclists and pedestrians.



THEME 1. 2 HEALTH & WELLBEING



We build capacity for people to be active, healthy and connected, and provide inclusive and safe environments for all.

THEME 1. 3 SERVICES & FACILITIES

We provide convenient access to a diverse range of information, services, activities and facilities for our community.



GOAL 2

SUSTAINABLE CITY

We sustain and improve our natural and built environments for today's and future generations.

THEME 2. 1 CLIMATE CHANGE MITIGATION & RESILIENCE

We limit our impact on the climate, and are prepared and adaptable to the impacts of climate change.



THEME 2. 2 SUSTAINABLE RESOURCES



We conserve resources through efficient practices, investment in technology, waste avoidance, and a commitment to reuse, recycle and repurpose.

THEME 2. 3 NATURAL ENVIRONMENT

We protect and enhance the environment and its biodiversity across natural landscapes, waterways, open spaces and across our suburbs.



GOAL 3

DYNAMIC & PROSPEROUS PLACES

We have a strong and competitive economy that supports our unique and vibrant places and culture.

THEME 3. 1 PLACEMAKING

We have a spatial vision that guides the development of integrated, attractive and vibrant precincts that support diverse land uses and housing choice.



THEME 3. 2 CITY VIBRANCY



We are a City well recognised for our social and cultural diversity, creativity, arts, events, heritage, natural environment, educational and medical facilities.

THEME 3. 3 PARTNERSHIPS

We partner with neighbouring Councils, Government, universities, the private sector, not-for-profit organisations and community groups to maximise community and economic outcomes.



GOAL 4

EXCELLENCE IN LEADERSHIP

We are a professional and innovative Council with responsible leadership that is valued by its people, community and partners.

THEME 4. 1 GOOD GOVERNANCE

We are transparent and accountable, make informed decisions, demonstrate integrity and empower our community to have a voice and participate in a meaningful way.



THEME 4. 2 ORGANISATIONAL IMPROVEMENT



We are efficient and effective with a culture of positive change and innovation to deliver sustainable outcomes and value-for-money services that meet community needs.

THEME 4. 3 COMMUNITY EXPERIENCE

We are easy to do business with and commit to a customer-centric approach that delivers positive experiences and builds trust.



Appendix B - BMX Jump Tracks – Consultation Report

BMX Jump Tracks – Consultation Report

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Introduction

The City of Mitcham has 4 BMX jump tracks across the city that administration inspects and coordinates maintenance. These tracks have been implemented through various mechanisms over the decades and are widely used.

Administration has observed great community use at the 4 facilities and periodically receives enquiries for further development and new tracks in particular locations. In addition, there are younger riders in suburbs across the city building their own jumps in Council reserves and laneways which may be an indication that the current tracks are not meeting community demand.

Currently Council is engaging a consultant to undertake a review, analysis & opportunities report to help Council understand:

- The current levels of service provided by our 4 BMX Track Jump facilities
- The level of service the community want
- Potential areas to invest or further develop across the City

The community consultation was designed to run concurrently to hear from local residents, children and visitors that use or have an interest in our BMX jump tracks.

This review and consultation will inform future recreation planning for high-quality BMX / Jump tracks for a range of ages and skill levels across the City of Mitcham.

This report summarises the consultation undertaken in order to assist in finalising the final recommendation to Council regarding revitalising reserves in St Marys.

Consultation Report

What is the purpose of this report?

The purpose of the *BMX Jump Tracks Consultation Report 2024* is to present to the Council Members and the community, a summary of the comments and submissions which have been received during the community consultation process.

As part of the consultation process, a letter was distributed to 210 residents living close to our BMX jump tracks inviting them to complete an online survey via Your Say Mitcham. This coincided with a social media campaign and an enews sent to all registered Your Say subscribers. Signage was also placed at each site throughout the engagement period encouraging members of the community to provide feedback or attend one (1) of the four (4) listening posts.

A total of 252 submissions were received via the YourSay Survey and email with 72 riders and community members attending the listening posts.

The outcomes of the community consultation process are...

How did we consult?

The community consultation process commenced on 27 March 2024 and concluded on 2 May 2024. The consultation period was extended to incorporate the listening posts that were held in late April and early May.

As part of the process an online project page was created via Your Say Mitcham yoursay.mitchamcouncil.sa.gov.au/bmx-tracks where the community could find more information, the locations and dates of the listening posts and complete the survey.

Letters inviting the community to come along to the community conversation or to visit the Your Say project page and complete the survey were distributed to approximately 210 local residents directly abutting the reserves and directly across the street from reserves.

Further promotion was undertaken through the Council website, signage at each BMX track location, distribution to registered community members via an enews, social media and electronic signage at the Civic Centre and Libraries.

Low Barrier Engagement

Globally, current engagement trends are moving towards reducing barriers to engagement and making it easier for the community to participate and provide feedback. Many people are short on time and want to be able to provide their feedback quickly and easily. It is also important to provide a variety of ways to be able to participate such as via online survey or attending a drop-in session.

At the City of Mitcham, we consistently receive feedback that registering to provide feedback is a major barrier to participation. Understandably, registration information is important for localised engagement to inform decision making. This engagement was designed to be high-level and strategic in nature, and we wanted to encourage as many young people as possible to participate which comes with complexity when managing their personal information. For this reason, the requirement to register to provide feedback was removed, with only important information collected such as age, suburb etc.

Enews Engagement

An enews was distributed to 4,676 registered participants with 3,068 (65.6%) opening the enews and 112 (2.4%) clicking through to the YourSay page.

Listening Posts

St Marys Listening Post Session

Saturday 27th April 10am to 12pm

Attendees: 10

Age Profile: 10-14 years, 5-9 years

Apex Park/Hawthorndene Reserve Listening Post Session

Sunday 28th April 10am to 12pm

Attendees: 23 (including riders and parents/carers)

Age Profile: 10-14 years, 5-9 years, Under 4

Mortlock Park Listening Post Session

Tuesday 30th April 3:30pm to 5:30pm

Attendees: 26

Age Profile: 10-14 years, 15+, 5-9 years, Under 4

Suffolk Reserve Listening Post Session

Wednesday 1st May 3:30pm to 5:30pm

Attendees: 13

Age Profile: 10-14 years, 5-9 years

School Engagement

Local primary (16) and secondary schools (10) were emailed during the week commencing 1 April 2024 inviting them to share the online survey link for students and parents. Schools were asked to share the link with their communities via school newsletters, daily bulletins and any other usual means of communicating with their school communities. Three local schools responded confirming that they had shared the information with their school communities.

Social Media Engagement

Attachment A - Tag Performance (Have your say on BMX tracks) details the Social Media performance for the campaign related to this consultation. In summary:

Impressions 268 (The number of times content was displayed to users)

Engagements 122 (The number of times users engaged with content such as comment, react, share or click)

Engagement rate (The number of times users engaged with content as a percentage of impressions) 45.5%

Post link clicks 31 (the number of times users clicked on the included link)

Top Posts

View the top tagged published posts from the publishing period.

Descending by Lifetime Engagements

 City of Mitcham Fri 4/5/2024 12:34 pm A...	 City of Mitcham Wed 4/24/2024 12:25 p...	 Pasadena Com... Fri 4/5/2024 12:34 pm A...
🚲 Do you use our BMX jump tracks or know someone who does? 📍 Maybe there is an... 	💬 Come and chat with us about your local BMX track! 🚲 We are seeking feedback on... 	🚲 Do you use our BMX jump tracks or know someone who does? 📍 Maybe there is an... 
Total Engagements 908	Total Engagements 26	Total Engagements 12
Reactions 78	Reactions 14	Reactions 7
Comments 15	Comments 9	Comments 0
Shares 13	Shares 3	Shares 0
Post Link Clicks 24	Post Link Clicks 2	Post Link Clicks —
Other Post Clicks 778	Other Post Clicks -2	Other Post Clicks 5

Consultation Summary

The following summary provides an overview of the Council survey results conducted during the consultation. For more detail and to see the full data displayed in graphs please refer **Attachment B - Survey Responses Report - BMX Jump Tracks**

Quantitative Insights

About the participants

The majority of survey responses were received from people providing feedback **on behalf of a user of Council BMX jump tracks (39%)**, followed closely by **track users (32.3%)**.

Age

Due to this, most respondents were aged between **35-44 (30.3%)**, **45-54 (21.5%)**, or **10-14 (19.9%)**.

Suburb

Most respondents indicated that they live in **Hawthorndene (20.7%)**, **Colonel Light Gardens (12.7%)**, **Glenalta (6.8%)** and **St Marys (5.6%)**, with many of the tracks located in these suburbs.

Interestingly, there were several respondents from outside the Council area including Ironbank, Flagstaff Hill, Aberfoyle Park, Bridgewater, Balhannah, Aldinga Beach, Mount Barker and more. This highlights that our tracks are used by riders and families right across South Australia.

Suffolk Road Reserve BMX Jump Track

123 (49%) opted in to give feedback on the Suffolk Road Reserve BMX jump track.

Most indicated that they get to the track by **car (38.8%)** followed by **bike (36.4%)**. The vast majority of respondents **visited the track with their families (80.3%)** or **friends (36.1%)**.

Mortlock Park BMX Jump Track

116 (46.2%) opted in to give feedback on the Mortlock Park BMX jump track.

Most indicated that they got to the track **by bike (50.9%)** followed **by car (25.4%)**. The majority of respondents **visited the track with their families (68.8%)** or **friends (43.8%)**.

Apex Park BMX Jump Track

113 (45%) opted in to give feedback on the Apex Park BMX jump track.

Most indicated that they get to the track **by bike (39.1%)** followed **by car (28.2%)**. A slight majority of respondents **visited the track with their families (60.9%)** or **friends (52.7%)**.

St Marys Park BMX Jump Track

79 (31.5%) opted in to give feedback on the St Marys Park BMX jump track.

Most indicated that they got to the track **by bike (56.6%)** followed **by car (30.3%)**. The majority of respondents **visited the track with their families (58.4%)** or **friends (45.5%)**.

Key considerations when choosing locations for our facilities

When asked what our key considerations should be when choosing locations for our facilities there was quite an even split across all options including proximity to **drinking fountains (63.9%)**, proximity to **shade, shelter and seating (57.4%)**, proximity to **other sport and recreation facilities (56.5%)** and proximity to **accessible toilets (55.6%)**. Lighting was deemed less important **(41.7%)**.

Qualitative Insights

Suffolk Road Reserve

What do you like about the Suffolk Reserve BMX jump track?

115 respondents provided a response to the above question, sharing their favourite elements of the Suffolk Road Reserve BMX jump track. The key themes that were mentioned are summarised below:

1. Good for young rider / beginners

The BMX track is highly regarded for its simplicity and suitability for young children and beginners. Located in a quiet, picturesque area with easy parking and a nearby playground, it offers both beginner and intermediate tracks. The well-maintained, shady park provides a safe, natural environment for kids to build confidence in riding. Its proximity to schools and other facilities makes it a convenient and ideal spot for families, allowing young riders to enjoy and learn BMX in a supportive setting.

2. Location

Respondents think the BMX jump track is in a good location because it is conveniently close, well-designed, and offers a great environment for riding. It features a unique raised hill for "dropping in" and is nicely separated from the reserve. The area provides a good riding surface and additional facilities, making it an ideal place for beginners and intermediate riders to have fun and enjoy the sport.

3. Nature / open space

Respondents appreciate the BMX track's natural and open space for several reasons. The area is surrounded by trees, offering a peaceful, shady, and safe environment for kids. The park is large and well-maintained, with a restored creek that enhances its natural beauty. Its proximity to a kindergarten, primary school, and playground facilities makes it ideal for families. The space supports multiple recreational uses, including biking, walking, and nature play, creating a versatile and enjoyable environment for both young and older children.

4. Close to playground / other recreation

Respondents appreciate the BMX track's proximity to the local playground for several reasons. It is conveniently located near schools, a kindergarten, and a playground, making it ideal for families with young children. Parents can easily manage multiple activities, as younger children can play while older ones ride. The surrounding natural environment, with trees and a restored creek, adds to the appeal. Additionally, the nearby amenities, such as shops and a coffee spot, enhance the overall experience for visitors.

Other positive aspects of the track that respondents mentioned were that it **suits all ages / abilities**, that it **has good jumps**, is a **good size**, that it is **close to GD Fruit and Veg** and that it **has a good amount of shade**.

What would you improve about the Suffolk Road Reserve BMX jump track?

114 respondents provided a response to the above question, sharing what they would improve about the Suffolk Road Reserve BMX jump track. The key themes that were mentioned are summarised below:

1. Toilets

Respondents believe the BMX track needs toilets for several reasons. The addition of toilet facilities would accommodate families with young children, and other users, allowing them to spend more time at the park. The park's growing popularity for parties and gatherings further necessitates the need for toilets. Enhanced amenities, such as toilets, along with seating, BBQ facilities, and shelters, would make the park more user-friendly and inclusive for all age groups and abilities. This would ensure that the space meets the needs of a broader community, encouraging longer visits and more frequent use.

2. Making the track larger

Respondents believe the BMX track needs to be larger for several reasons. Expanding the track with more corners, jumps, and features would enhance the riding experience and cater to a wider range of skill levels. Additional space could also alleviate congestion during busy times, with better entry points. Overall, a larger track with more advanced options and better amenities would provide a more enjoyable and safer environment for both beginners and experienced riders.

3. More advanced / challenging tracks

Respondents believe the BMX track needs more advanced and challenging sections for several reasons. The current track primarily caters to beginners and young children, leaving older and more experienced riders with limited options for progression. Adding more advanced jumps, alternate lines, and pump sections would provide greater challenges and keep riders engaged as they develop their skills. This would create a more inclusive environment that caters to a broader range of ages and abilities, allowing all kids to have fun and improve. Enhanced track features would also help prevent experienced riders from outgrowing the facility, encouraging them to continue using the park.

4. Improving the track surface

Comments about the track surface focus on the need for regular resurfacing and improvements to enhance safety and usability. The current surface, often described as dry, gravelly, and slippery, poses a risk of slipping and can undermine kids' confidence. Many suggest replacing the gravel with dirt for better traction and a smoother ride. Regular maintenance and resurfacing are recommended to prevent wear and improve the overall riding experience.

Other improvements suggested include more **regular maintenance**, **installation of angled parking**, **BBQ facilities** and **shelter**.

Mortlock Park Reserve

What do you like about the Mortlock Park BMX jump track?

108 respondents a response to the above question, sharing their favourite elements of the Mortlock Park BMX jump track. The key themes that were mentioned are summarised below:

1. Good for young rider / beginners

Comments regarding the BMX track's suitability for young riders and beginners emphasize its kid-friendly nature and suitability for learning. Many users praise the track for being safe and easy for children to ride, with appropriate jumps and features for building confidence. Overall, the track is valued as a space where young riders can safely learn and practice biking skills.

2. Location

Comments about the location of the BMX track highlight its convenience, accessibility, and proximity to other amenities. Users appreciate its presence in the Mortlock Park area, noting that it adds character to the surroundings. The track's location near playgrounds and other facilities is seen as beneficial, making it easily accessible to local children and providing a convenient spot for families to enjoy outdoor activities. Overall, the track's location is viewed positively for its convenience and the amenities available nearby.

3. Accessibility

Comments regarding accessibility emphasize the ease of reaching the BMX track. Users appreciate its convenient location, with many noting that it's easy to access at any time. The presence of surrounding facilities, such as playgrounds and toilets, adds to its accessibility and convenience for families. Additionally, the track's design is praised for accommodating riders of all skill levels and providing a safe environment for biking. Overall, users value the track's accessibility and its contribution to outdoor recreation in the area.

Other positive aspects of the track are that it is a **good place to be active**, that it **suits all ages and abilities** and is **located within nature / open space** that **feels safe**.

What would you improve about the Mortlock Park BMX jump track?

105 respondents provided a response to the above question, sharing what they would improve about the Mortlock Park BMX jump track. The key themes that were mentioned are summarised below:

1. Making the track larger

Respondents would like the BMX track to be larger to reduce crowding and waiting times, and to offer more jumps, obstacles, and varied difficulty levels. They believe a bigger track with better flow and design would enhance the riding experience for all skill levels. Separate tracks for different age groups and skill levels would improve safety and enjoyment, making the track more engaging and accommodating for frequent use. Additional facilities such as seating, shaded areas, drink fountains, and bins are also desired.

2. More advanced / challenging tracks

Respondents would like the BMX track to have more advanced and challenging features, such as larger jumps and varied obstacles, to cater to intermediate and skilled riders. They feel the current track is too basic and suitable mainly for beginners. Adding alternate lines with bigger obstacles, side-by-side tracks for different skill levels, and more advanced jumps would provide natural progression and make the track more engaging for older and more experienced riders. Enhanced facilities like a larger take-off area and better speed flow through the track are also desired.

3. Adding larger jumps

Similar to the above, respondents would like the BMX track to have larger jumps to make it more fun and challenging, especially for advanced riders. They believe bigger jumps, berms, and gap jumps would improve the track's appeal and accommodate older kids and more experienced riders.

Other improvements suggested include **improved maintenance, a better track surface, more beginner / small child tracks, dust mitigation and seating.**

Apex Park

What do you like about the Hawthorndene Reserve / Apex Park BMX jump track?

108 respondents a response to the above question, sharing their favourite elements of the Apex Park BMX jump track. The key themes that were mentioned are summarised below:

1. Suits all ages / abilities

The BMX track suits all ages and abilities due to its variety of jumps and tracks that cater to different skill levels. It has features for beginners, intermediate, and advanced riders, making it accessible and enjoyable for everyone. The location, near other facilities like bike paths and toilets, enhances its appeal. The track's diversity, well-maintained features, and shaded seating areas contribute to its popularity among riders of all ages and experience levels.

2. Good jumps

Positive comments about the BMX jumps highlight their size, quality, and variety. Riders appreciate the well-built and big jumps, which cater to different skill levels. The jumps are described as fun, flowy, and advanced, making the track enjoyable for regular use. The excellent sculpting quality of the jumps is also appreciated.

3. Good for advanced riders

Comments about why the track is good for advanced riders highlight its challenging features and variety of jumps suitable for more skilled riders. The track includes intermediate, advanced, and very advanced lines, providing a good challenge for older kids and more experienced riders. The track is one of the few places in Adelaide that offers such a range of difficulty levels, making it a valuable resource for progressing from beginners to more advanced levels of riding.

4. Location

Positive comments about the track's location emphasize its excellent and convenient placement. It is situated near a playground, has plenty of shade, and offers good variety with jumps for both beginner and intermediate riders. The location includes amenities such as parking, water, and nearby facilities like toilets and Joan's Pantry. It is centrally located, catering to a range of abilities, and is better maintained than other sites in Adelaide. The surrounding natural environment also contribute to its appeal.

What would you improve about the Hawthorndene Reserve / Apex Park BMX jump track?

102 respondents provided a response to the above question, sharing what they would improve about the Apex Park BMX jump track. The key themes that were mentioned are summarised below:

1. More variety / progression

People would like more variety at the BMX track to accommodate all ages and skill levels. The current track has large jumps suitable for advanced riders but lacks intermediate options, making progression difficult. Suggestions include adding more flow-style tracks, intermediate jumps, tabletops, and pump sections. The inclusion of a range of jump sizes and types would allow for smoother skill progression and safer riding experiences. Additionally, incorporating features that cater to both BMX and mountain bike riders, as well as improved maintenance and facilities, would enhance the track's overall appeal and usability.

2. Improved maintenance

Many people have highlighted the need for more consistent and regular maintenance of the BMX track. They note that the jumps are currently rough, overly bumpy, and even crumbling, leading to dangerous conditions. Suggestions include smoother surfaces, better drainage, and more frequent upkeep. There are also concerns about rubbish and abandoned items, indicating a need for cleaner surroundings. Some suggest community involvement in maintenance and security monitoring to enhance safety. Overall, improved and consistent maintenance would make the track safer and more enjoyable for all riders.

3. Improved surface

Like the above many users have emphasized the need for resurfacing and improving the BMX track. They point out that the current surface is rough and overly bumpy, leading to hazardous landings and crashes. The track is also prone to becoming muddy and swampy, particularly after rain, due to inadequate drainage and poor surface material. Users suggest a smoother surface layer, better flow track maintenance, and addressing specific issues like water pooling and rutting.

St Marys Park

What do you like about the St Marys Park BMX jump track?

72 respondents a response to the above question, sharing their favourite elements of the St Marys Park BMX jump track. The key themes that were mentioned are summarised below:

1. Good for young riders / beginners

The BMX track is highly praised for being suitable for young riders and beginners. It features small, unintimidating jumps and simple tracks that are excellent for teaching the basics of riding and introducing kids to dirt jumps. The track's variation in jump sizes accommodates both younger children and those with more experience. It's an entry-level track, making it a safe and accessible option for children as young as four years old. Additional amenities like good parking and a water fountain also contribute to its appeal for families and beginner riders.

2. Close to home

The track is appreciated for its convenient location, being close to home and friends. It is easily accessible, allowing for quick and frequent visits. Its proximity to other facilities like the soccer oval and a basketball ring adds to its appeal, making it a versatile spot for various activities. Families and riders enjoy the convenience and opportunity for regular practice and chill sessions.

3. Nature / open space

The track's location within a natural open space is highly appreciated. Riders and families value the bare soil area designated for biking, which allows young people to ride and enjoy the outdoors. The space is well-maintained, with grass, shade, and smooth, re-graveled tracks. The surrounding open area, including an oval and other recreational facilities, provides a safe and spacious environment for children to run, play, and engage in multiple activities, making it a versatile and enjoyable spot for families.

Other positive aspects of the track are that it **has good jumps, it is easily accessible, close to the oval and drink fountains and has a good layout.**

What would you improve about the St Marys Park BMX jump track?

72 respondents provided a response to the above question, sharing what they would improve about the St Marys Park BMX jump track. The key themes that were mentioned are summarised below:

1. Adding larger jumps

People believe the track needs bigger jumps for various reasons. They suggest that bigger jumps would provide more variety and challenge, especially for intermediate and advanced riders. Many comments highlight the need for larger and more advanced features to cater to more experienced riders and to make the track more interesting. Suggestions include resurfacing the track, adding new and bigger jumps, and maintaining them regularly to ensure they remain in good condition. There is also a desire to have separate tracks or jump lines for different skill levels, allowing both beginners and advanced riders to enjoy the track safely.

2. Making the track larger

People believe the BMX track needs to be larger for several reasons. They suggest extending the track to include more jumps and a greater variety of obstacles to cater to different skill levels. A larger track would allow for separate lines for beginners, intermediate, and advanced riders, providing a better progression path and making it more interesting for all users. Additional features such as a platform for spectators, more extensive circuits, and better facilities, including shade and seating, would enhance the overall experience.

3. Improved maintenance

Comments highlight the necessity of keeping the track smooth and reducing bumps to make it easier for kids learning to ride. Removing rocks and prickles is important to prevent injuries and punctures. The overall quality of the track needs upgrading, including fixing missing jump lips and maintaining the condition of the up ramps and down ramps. Regular upkeep is essential to keep the jumps in good condition and safe for all riders.

4. More challenging / advanced tracks

Comments suggest adding more advanced and challenging tracks to better accommodate a range of skill levels. There is a need for larger jumps, more obstacles, and an extensive track layout to facilitate the development of riders. Introducing separate lines for beginners, intermediates, and advanced riders would encourage progression in a safer environment. Improving the current design to include features like a one-way track and adding a platform for spectators at the start/finish loop would enhance usability. Some propose transforming the track into a more versatile pump track suitable for various users, including mountain bikers, skateboarders, and scooter riders. Regular maintenance, better drainage, and creating a mix of jump difficulties would make the track more inclusive and engaging for all ages and abilities.

Other suggested improvements include **more beginner / small child tracks**, **adding shade** and improving the track surface.

Do you have any general concerns or suggestions regarding BMX track usage that we need to consider as part of our ongoing management of BMX jump track facilities?

Many respondents answered ‘nothing’ or ‘no’ to this question and felt that they had already provided enough feedback. This was also supported by the large number of positive comments received.

1. Positive comments and feedback

Council BMX tracks are highly valued by the community for their therapeutic benefits, developmental opportunities for young people, and ability to engage teenagers and pre-teens in a positive social environment. Users appreciate the respectfulness and lack of anti-social behaviour among older kids, and there is strong support for expanding and improving these facilities with more features for beginners and durable materials like bitumen or concrete. Residents commend the cleanliness, good maintenance, and family-friendly nature of the tracks, and suggest increased security to ensure safety. Overall, these tracks are seen as vital, low-cost community assets that encourage outdoor activity and foster a sense of community.

2. Lighting

Community feedback on lighting at BMX tracks indicates a mix of opinions. Some users advocate for improved lighting, including motion sensor lights and timed evening illumination, to extend usage hours, especially in winter. This would enhance safety and visibility, allowing kids to ride after school and in the early evening. There are also suggestions for security cameras to promote safety. Conversely, some residents oppose lighting due to the proximity of tracks to homes, fearing it might encourage nighttime activity and increase noise and dust. Overall, there is significant support for better lighting, provided it is well-managed and considerate of nearby residents.

3. Improved maintenance

Community feedback highlights the need for consistent and comprehensive maintenance of BMX tracks. Suggestions include regular surface upkeep to prevent erosion and rutting, dust mitigation through grass planting and low-lying hedges, and proper tree trimming. There is also a call for more accessible bins to reduce litter and engaging local volunteers for maintenance efforts. Additional amenities such as toilets, lighting, parking, and picnic areas are recommended to enhance the user experience and keep the area inviting. Overall, users stress the importance of maintaining track quality to ensure safety and enjoyment for all skill levels.

Other general comments included respondents requesting **more tracks across the Council area**, and also **bins, toilets and drink fountains** at current or future tracks. While **behaviour of riders** generally was not a concern, it was mentioned in relation to Mortlock Park along with **noise and dust concerns**. Many residents felt it should be moved **further away from homes**.

Is there an area / suburb you believe could benefit from a BMX jump track facility?

115 respondents provided a response to the above question, suggesting potential locations for BMX jump track facilities. The key locations that were mentioned are summarised below:

1. Avenue Road Reserve

Community feedback strongly supports adding BMX facilities at Avenue Road Reserve, highlighting the need to alleviate congestion at the existing skatepark by providing a dedicated space for BMX riders. The park is highly utilized, and local kids have already started creating their own jumps, indicating significant demand. A BMX track would offer a valuable recreational outlet, encourage physical activity, and make use of the ample unused space. The existing amenities, including a playground, skatepark, and toilets, would complement the new facilities, making Avenue Road Reserve an even more attractive destination for families and children.

2. Pasadena

Community feedback supports the idea of establishing BMX facilities in Pasadena, citing the area's convenience for local riders and the presence of an open space that requires minimal preparation. Specifically, the park on Naomi Street is suggested due to its available dirt area, proximity to a tennis club, and existing amenities like a playground and grassed area, which would make it an attractive, multifunctional site for both riders and their families.

3. Blackwood

Community feedback for establishing BMX facilities in Blackwood emphasizes several potential benefits and locations. Suggested sites include areas behind Coles, the Belair Golf Course, and near the Blackwood Skate Park. The feedback highlights the convenience of having a BMX track at the top of the hill in Blackwood to avoid the strenuous return journey from existing tracks in Hawthorndene. There's a strong preference for a pump track to provide a variety of riding experiences, especially for those seeking less risky, technical rides. The area near Blackwood Football Club is also recommended for a skills park with progressive features, catering to both recreational riders and coaching programs.

4. Craighburn Farm

Community feedback supports the establishment of BMX facilities at Craighburn Farm, emphasizing its suitability due to existing mountain bike trails and proximity to the Blackwood Football Club. Commenters suggest adding larger and more jumps to existing legal MTB tracks to provide a safer, dedicated space for riders and reduce unauthorized trail use. The area between the Blackwood Football Club and the National Park main trailhead is specifically highlighted as an ideal location for new facilities. These comments are similar to those regarding Blackwood (suburb)

Other suggested locations include **Karinya Reserve, Belair, Bellevue Heights, and Coromandel Valley. Blackwood Football Club** is mentioned as a specific location a number of times as well.

Next Steps

Feedback will be used to prepare....

Further Information

For more information on our BMX jump track review please visit

<https://yoursay.mitchamcouncil.sa.gov.au/bmx-tracks> or call us on 1300 133 466.

DRAFT

City of Mitcham

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Appendix C – Full Site Assessment

	Potential Sites					
Criteria	Verco Avenue, Lower Mitcham	Belair Road, Torrens Park	Balham Reserve, Kingswood	Blackwood Hill Reserve, Blackwood	Minda Reserve, Craighburn Farm	Mitcham/Norman Reserve, Mitcham
Location/Access	Close to train station, gap in provision	Close to train station, gap in provision	Close to schools, shared use path and gap in provision	Limited public transport options	Limited public transport options	Close to schools and gap in provision
Size/Area	Good size	Reasonable size site	Long and narrow site	Reasonable size site	Good size	Good size but predominantly developed
Terrain	Flat	Flat	Flat	Flat where proposed location is	Flat locations accessible	Predominantly flat but undulating in parts
Land use including compatibility with adjoining land uses	Nearby residential	Nearby residential with reasonable buffer	Nearby residential with reasonable buffer	Nearby residential with reasonable buffer	Nearby residential with reasonable buffer	Nearby with reasonable buffer residential
Compatibility with existing reserve facilities and usage	Undeveloped reserve no existing facilities	Undeveloped reserve no existing facilities	Existing recreation reserve	Existing recreation reserve used for mountain biking	Existing recreation reserve	Existing formal reserve and sporting facilities
Existing support facilities and infrastructure (e.g. parking, toilets, water)	Nil	Nil	Some limited support facilities and parking	Some limited support facilities and parking	Some limited support facilities	Parking, toilets and shelter
Land Ownership	SA Government (DIT)	SA Government (DIT)	CoM	CoM	CoM	CoM
	Potential Sites					
Criteria	AA Bailey Reserve, Clarence Gardens	Nieass Reserve, Clarence Gardens	Kegworth Reserve, Melrose Park	Chellaston Reserve, Melrose Park	Manson Oval, Bellevue Heights	
Location/Access	Close to South Road and gap in provision	Close to South Road and gap in provision	Close to South Road and gap in provision	Close to South Road and gap in provision	Close to Shepherd Hill Rd, gap in provision	
Size/Area	Good size but predominantly developed	Small limited site	Small limited site	Small limited site	Good size but predominantly developed	
Terrain	Flat	Flat	Flat	Flat	Predominantly flat but undulating in parts	
Land use including compatibility with adjoining land uses	Nearby with reasonable buffer residential	Nearby residential	Nearby residential	Nearby residential	Nearby with reasonable buffer residential	
Compatibility with existing reserve facilities and usage	Existing formal reserve and sporting facilities	Existing formal reserve and sporting facilities	Existing recreation reserve	Existing recreation reserve	Existing formal reserve and sporting facilities	
Existing support facilities and infrastructure (e.g. parking, toilets, water)	Parking, toilets and shelter	Some limited support facilities	Some limited support facilities	Some limited support facilities	Parking, toilets and shelter	
Land Ownership	CoM	CoM	CoM	CoM	CoM	
	Existing Sites					
Criteria	St Marys Reserve, St Marys	Mortlock Park, Colonel Light Gardens	Suffolk Reserve, Hawthorndene	Hawthorndene Reserve/Apex Park, Hawthorndene		
Location/Access	Existing BMX Jump Site	Existing BMX Jump Site	Existing BMX Jump Site	Existing BMX Jump Site		
Size/Area	Good size but predominantly developed	Good size but predominantly developed	Good size	Good size		
Terrain	Flat	Flat	Flat	Flat		
Land use including compatibility with adjoining land uses	Nearby with reasonable buffer residential	Nearby with reasonable buffer residential	Nearby with reasonable buffer residential	Nearby with reasonable buffer residential		
Compatibility with existing reserve facilities and usage	Existing recreation reserve with track	Existing recreation reserve with track	Existing recreation reserve with track	Existing recreation reserve with track		
Existing support facilities and infrastructure (e.g. parking, toilets, water)	Parking, toilets and shelter	Parking, toilets and shelter	Parking and shelter	Parking, toilets and shelter		
Land Ownership	CoM	CoM	CoM	CoM		

Green = Fully meets criteria

Orange = Partially meets criteria

Red = Limited meeting of criteria

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