



BOARD AGENDA & REPORTS

for the Meeting of the Adelaide Park Lands Authority Board

Thursday 25 July 2019
at 5:30 pm

in the Colonel Light Room,
Adelaide Town Hall

ADELAIDE PARK LANDS AUTHORITY

The Adelaide Park Lands Authority was established by the *Adelaide Park Lands Act 2005 (SA)* as a subsidiary of the City of Adelaide under the provisions of the *Local Government Act 1999 (SA)*.

The Adelaide Park Lands Authority is the principle advisory body to the City of Adelaide and the South Australian State Government on Park Lands matters as part of the Park Lands governance framework; see diagram [here](#). The Authority provides guidance around the use of and improvement to the Adelaide Park Lands through the development of the Adelaide Park Lands Management Strategy 2015 – 2025, which can be found [here](#).

For further information please read the [APLA charter](#) and access the [Adelaide Park Lands Act 2005 \(SA\)](#)

Membership:

The Lord Mayor; and
4 other members appointed by the Council; and
5 members appointed by the Minister.

Quorum:

6

Presiding Member -

The Right Honourable the Lord Mayor Sandy Verschoor,

Deputy Presiding Member -

Ms Kirsteen Mackay,

Board Members -

Ms Allison Bretones,

Ms Jessica Davies-Huynh,

Mr Matt Davis,

Mr Stephen Forbes,

Councillor Alex Hyde,

Ms Stephanie Johnston,

Mr Craig Wilkins and

Mr Ben Willsmore.

Proxy Board Members

Councillor Anne Moran (for Councillor Alex Hyde)

Professor Emeritus Damien Mugavin (for Ms Stephanie Johnston)

1. **Acknowledgement of Country**

At the opening of the Board Meeting, the Board member presiding will state:

‘Adelaide Park Lands Authority acknowledges that we are meeting on traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kaurna people living today.

And we also extend that respect to other Aboriginal Language Groups and other First Nations who are present today.’

2. **Confirmation of Minutes – 20/6/2019**

That the Minutes of the meeting of the Board of the Adelaide Park Lands Authority held on 20 June 2019 be taken as read and be confirmed as an accurate record of proceedings.

3. **Presiding Member Reports**

4. **Questions on Notice / Motions on Notice**

Nil

5. **Questions without Notice/Motions without Notice**

6. **Deputations**

Granted at time of Agenda Publication – 19/7/2019

Nil

7. **Presentations/Workshop**

Nil

8. **Reports for the consideration of the Board**

8.1 BMX Precinct – City Dirt Master Plan [2018/00490] [Page 3]

8.2 Public Art Guidelines and Memorials Guidelines [2018/02734] [Page 74]

8.3 Review of the Adelaide Park Land Events Management Plan 2016-2020 [2018/03155] [Page 102]

9. **Executive Officer Verbal Report**

10. **Exclusion of the Public**

10.1 Exclusion of the Public [2018/04291] [Page 107]

For the following Board Reports seeking consideration in confidence:

11.1 EOI Results - Pelzer Park / Pityarilla (Park 19) & Peppermint Park / Wita Wirra (Park 18)
[s 90(3) (d)]

11.2 Rymill Park Kiosk EOI Results [s 90(3) (d)]

11. **Confidential Report/s for Consideration of the Board**

11.1. EOI Results - Pelzer Park / Pityarilla (Park 19) & Peppermint Park / Wita Wirra (Park 18)
[2019/00156] [Page 111]

11.2 Rymill Park Kiosk EOI Results [2018/00267] [Page 119]

12. **Next Meeting – Thursday 22 August 2019**

13. **Closure**

BMX Precinct - City Dirt Master Plan

ITEM 8.1 25/07/2019
Adelaide Park Lands Authority

2018/00490
 Public

Program Contact:
 Amy Pokoney, AD Community &
 Culture 8203 7438

Approving Officer:
 Clare Mockler, Deputy CEO &
 Director Culture

EXECUTIVE SUMMARY:

The preparation of a City Dirt Master Plan for the BMX precinct in Blue Gum Park / Kurangga is an action of the *Adelaide Park Lands Management Strategy 2015-2025*.

The City Dirt Master Plan (Master Plan) was developed following a community engagement process undertaken in 2018. The Master Plan establishes a Vision and Principles to guide the enhancement of the precinct, incorporating the newly established TreeClimb adventure high ropes course.

This report seeks support from the Adelaide Park Lands Authority (APLA) for the Master Plan including implementation of priority actions (key moves) as funding opportunities arise in future years.

RECOMMENDATION:

THAT THE ADELAIDE PARK LANDS AUTHORITY ADVISES COUNCIL:

That the Adelaide Park Lands Authority:

1. Notes the community engagement feedback received prior to the development of the City Dirt Master Plan as per Attachment A to Item 8.1 on the Agenda for the meeting of the Board of the Adelaide Park Lands Authority held on 25 July 2019.
2. Supports the City Dirt Master Plan in Blue Gum Park / Kurangga (Park 20) as per Attachment B to Item 8.1 on the Agenda for the meeting of the Board of the Adelaide Park Lands Authority held on 25 July 2019, including the vision, principles, actions and overall implementation plan.

IMPLICATIONS AND FINANCIALS:

Adelaide Park Lands Management Strategy	The City Dirt Master Plan (Master Plan) aligns with the Strategy, which lists as a 'Big Move' a BMX and Youth Activity Hub, creating a significant destination with associated attractions including nature and adventure play complemented by a small café or kiosk.
Policy	"Manage the playground and BMX track as regional youth activity hubs in the Park supported by adjoining picnic and recreation facilities" is a management direction in the Community Land Management Plan for Blue Gum Park/Kurangga (Park 20).
Consultation	The Master Plan encompasses key findings from community engagement undertaken in 2018. The community will be kept informed and key stakeholders engaged, including the City Dirt Crew, the TreeClimb operator and Kaurna representatives, as elements of the Master Plan are implemented.
Resource	Existing Administration resources will coordinate implementation of the Master Plan as elements are funded. Administration will continue to work with and support stakeholders in programming and volunteering opportunities at the BMX facility.
Risk / Legal / Legislative	Since the opening of TreeClimb and changes to parking controls on Unley Road to support Park Lands visitors, anecdotal feedback indicated that car parking in the area is an issue on weekends, particularly when sporting matches are occurring nearby. Whilst access to the BMX precinct is not addressed in the Master Plan, this matter is being considered separately as part of an Adelaide Park Lands wide parking study. In the interim, Administration will liaise with the City of Unley in identifying access improvements.
Opportunities	The Master Plan establishes a vision and principles for the precinct, supported by key priorities to inform the evolution and future investment of the site. The Master Plan seeks to connect the BMX and TreeClimb facility to achieve a diverse, highly engaging destination that continues to increase visitation to the Park Lands.
19/20 Council Budget Allocation	There is no budget allocation for implementation of the Master Plan in 2019/20.
Proposed Council 20/21 Budget Allocation	Subject to support from APLA and Council, a budget allocation will be considered as part of the City of Adelaide 2020/21 Integrated Business Plan for the development of detailed designs and cost estimates for implementation of the priorities of the Master Plan in future years.
Life of Project, Service, Initiative or (Expectancy of) Asset	Subject to Council approval, the Master Plan will provide strategic guidance for management, maintenance and progressive upgrades to the precinct in future years.
19/20 Budget Reconsideration (if applicable)	Not as a result of this report.
Ongoing Costs (eg maintenance cost)	Administration of volunteer management and a horticulture maintenance budget of \$1,000 per year. To date, the costs of implementing and maintaining the key priorities of the Master Plan have not been identified.
Other Funding Sources	Implementation of the Master Plan is unfunded. State and Federal grants could be sought to match future contributions from Council to assist implementation of the Master Plan priorities. There is an opportunity to work with the City Dirt Crew volunteers to facilitate community 'dig days' and deliver some elements of the Master Plan at a significantly reduced cost.

DISCUSSION

Project Background

1. The BMX Hub in Blue Gum Park / Kurangga (Park 20) was upgraded in 2003 consisting of a beginner track, an intermediate track and an advanced jump track. The facility had deteriorated over time to a point that significant asset renewal works were required to improve safety and enjoyment for the community.
2. In 2016, a facility audit was undertaken recommending the development of a Maintenance Service Level Agreement specific to the BMX tracks, a new advanced track start mound to address safety concerns and storage facilities for maintenance equipment.
3. In August 2017, Council endorsed that it consider a range of accessibility improvements to playspaces in the City as part of future business plan and budget deliberations. The BMX Hub was identified as an area requiring an upgrade to the existing path network.
4. In 2017, a number of community conversations were held to help inform what the community sought from the BMX facility prior to asset renewal works commencing. Key themes identified:
 - 4.1. a desire by young people to reduce the skill gap between the intermediate and advanced tracks
 - 4.2. the increased demand for a pump track (a low-lying track with rolling mounds suitable for beginner and intermediate riders)
 - 4.3. the need for additional amenities, including storage upgrades for maintenance equipment
5. The renewal works included the construction of a new start mound on the advanced track, improved storage facilities, the construction of a pump track, and complete renewal of the intermediate track.
6. Following completion of the renewal works and based on concerns raised by some users of the BMX facility, on 30 January 2018 Council raised a Motion on Notice (MoN) requesting:

‘That the BMX track be modified to include tracks more appropriate to the skill level of younger riders.’
7. In response to the MoN, Administration sought community feedback for a period of six weeks between March and May 2018 on the renewal works and what further improvements could be made to enhance the facility. The findings of the community engagement are summarised in **Attachment A**.
8. In October 2018, TreeClimb opened adjacent to the BMX track, expanding the recreational offering of Blue Gum Park / Kurangga (Park 20) and increasing visitation with over 50,000 people coming through the area since its opening.

Stakeholder and Community Engagement

9. The community consultation received 133 responses, including 121 feedback forms and 12 email responses. The engagement found that the majority of respondents agreed that the hub catered for a wider variety of riders, was a family friendly place and supported skill development. Visitation amongst respondents increased from once or twice a month to once or twice a week following the renewal works.
10. The engagement revealed that the community appreciated the intent of the changes to the BMX facility and that the changes satisfied a previously identified gap in providing opportunities for skill development amongst middle level riders. The responses for and against the changes were mixed in relatively even proportions. Some families with small children felt that the changes were detrimental to their children’s use of the facility.
11. There was broad consensus that the quality of the new pump track was unsatisfactory.
12. In response to the latter point, the community proposed to rejuvenate the pump track by fundraising and organising ‘Dig Days’ hosted by Council’s City Dirt BMX Volunteers. The ‘Dig Days’ were held in February 2019 and attracted 40 new casual volunteers over two days to help renovate the pump track. Administration has not received any complaints about the pump track since.
13. Engagement with the Kurna community is undertaken for all projects in the Park Lands and regular meetings are scheduled between Administration and Kurna Elders, which include discussions about the impact of projects in the City and Park Lands. This approach allows a more strategic representation of Kurna interests and aspirations for the management of the Park Lands and importantly, will ensure that the protection and celebration of Cultural Heritage is reinforced and ingrained in the ongoing management of the Park Lands.

The Site

14. The BMX hub is located in the south east corner of Blue Gum Park / Kurangga (Park 20). The site is set within trees and offers a mix of open wooded areas and heavily wooded areas (see Figure 1).
15. The area is complementary to outdoor recreation and adventure opportunities and the precinct services multiple age groups and interests.

Figure 1 – BMX facility location



16. The Park Lands Trail runs along the north west side of the BMX facility. However, there are no clear path networks for movement and access within the BMX site. The majority of the precinct presents poorly from a visual context and is physically disconnected to its surrounds including the adjacent TreeClimb facility.
17. During summer months the areas surrounding the tracks are dry and dusty whilst in the winter the ground becomes too wet and muddy to be easily walked or cycled on (see Figure 2 and 3).

Figure 2 - Ground view



Figure 3 - Aerial view



18. The facility is surrounded by a creek system to the north of the advanced track and to the south of the beginner track.
19. The Stormwater Management Authority has initiated a project to develop a Stormwater Management Plan (SMP) for the Brown Hill Keswick Creek catchment. The main objective of the SMP is to reduce the impact of flooding from principal watercourses of the catchment (Brown Hill, Keswick, Park Lands and Glen Osmond Creeks). On 24 January 2019, the Brown Hill Keswick Creek project team presented a plan to the Adelaide Park Lands Authority (APLA) for the redirection and retention of the creek within Park 20. The project team will undertake stakeholder engagement on the plan, noting that the City Dirt Master Plan allows for integration of these creek works.

Master Plan Overview

20. The BMX facility plays an important role in achieving Council's Strategic Plan of enhancing the role of Park Lands in increasing levels of physical activity and wellbeing.
21. Using the findings of the community engagement undertaken in 2018, Administration has developed a Master Plan to further improve the BMX facility including connecting with other recreational offerings such as TreeClimb. The scope of the Master Plan includes the south-east area of Park 20 comprising of the existing BMX tracks, associated amenities, the Park Lands Trail and the TreeClimb facility and incorporates a staged implementation approach and management strategy (**see Attachment B**).
22. The purpose of the Master Plan is to:
 - 22.1. Determine the best layout of the existing BMX tracks noting significant changes to date.
 - 22.2. Enhance the recreational offering to suit a range of abilities and demographics.
 - 22.3. Enhance the accessibility of the site, the quality of the landscape and connectivity to other recreation opportunities.
 - 22.4. Provide an appropriate level of infrastructure and amenities to support higher visitation rates and length of stay.
23. The Vision of the City Dirt Master Plan is:

'A community recreation asset with a strong cultural identity and contributing to high quality public space within the Adelaide Park Lands.'
24. The six Principles expand on the Vision and they are:
 - 24.1. **Community and Culture.** Recognise the value of the site to the local riding community that utilise the site and the broader community that interact with the south Park Lands
 - 24.2. **Accessibility.** Provide clear access and circulation network that caters to pedestrians and cyclists.
 - 24.3. **Park Lands Integration.** Integrate assets within the surrounding Park Lands and the natural open space character of the site.
 - 24.4. **Amenity.** Provide an attractive destination for all users utilising the inherent landscape qualities and the provision of an appropriate level of infrastructure to service its use.
 - 24.5. **Wide Appeal.** Acknowledge the potential for a wide appeal across demographics for recreation and spectating.
 - 24.6. **Security and Safety.** Provide a safe riding facility whilst facilitating appropriate levels of challenge with passive surveillance from adjacent landscape areas and streetscape.
25. The Master Plan identifies the following priorities to achieve these principles:
 - 25.1. Enhance entry points and access to and within the site including connections to the Park Lands Trail and TreeClimb
 - 25.2. Integrate the BMX facility with TreeClimb and the Brownhill/Keswick Creek project and consider additional nature based recreation opportunities
 - 25.3. Establish central meeting areas with picnic amenities and irrigated lawns
 - 25.4. Expand the beginner track and improve the surface to reduce maintenance
 - 25.5. Refine the intermediate track to consolidate the layout and improve the surface and drainage to reduce maintenance
 - 25.6. Improve the surface of the pump track to reduce maintenance
 - 25.7. Enhance the landscape with understorey planting

26. Implementation of the Master Plan's priorities will be cognisant of the precinct's setting, with materials used that are complementary to the Park Lands setting and surrounding vegetation, as shown in the images below.



27. It is envisaged that implementation of the Master Plan will occur in stages, with design development to be undertaken in 2020/21. At that point Administration will be able to develop cost estimates of the priority works.

Next steps

28. Subject to support of the Master Plan by the Authority and adoption by Council, the following steps will be undertaken by Administration:
- 28.1. Seek consideration of a budget allocation in Council's 2020/21 Integrated Business Plan for the development of detailed designs and cost estimates to inform implementation of priority actions of the Master Plan in future years.
 - 28.2. Continue to work with and support stakeholders in programming and volunteering opportunities at the BMX facility.

ATTACHMENTS

Attachment A – 2018 BMX Engagement Summary

Attachment B – City Dirt Master Plan

- END OF REPORT -

BMX HUB ENGAGEMENT SUMMARY

Blue Gum Park (Park 20)

March to May 2018



DOCUMENT PROPERTIES

Contact for enquiries and proposed changes

If you have any questions regarding this document, please contact:

Contact Officer: Julia Wallace
Title: Coordinator, Recreation Planning & Capacity Building
Program: Wellbeing & Resilience, Community & Culture
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Email: activecity@cityofadelaide.com.au

Record Details

HPRM Reference: ACC2018/185550
HPRM Container: 2018/00490

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1. SUMMARY

Between November 2017 and March 2018 City of Adelaide (CoA) upgraded the BMX hub in Blue Gum Park/Kurangga (Park 20). The upgrade included:

- The redevelopment of the intermediate track
- construction of a new pump track, and
- provision of additional amenities and storage.

Between March 2018 and May 2018, CoA sought community feedback using a variety of online and social media avenues on the upgrade; more specifically:

- How the changes introduced during the upgrade affected the use of the BMX Hub, and
- what further improvements could be made to enhance their use of the hub.

During the consultation 1075 unique persons visited the website, which resulted in 133 responses. Analysis of feedback produced the following key themes:

1. People are happy:

- with Council's investment in the facilities and the changes made to the tracks
- that the new tracks provide opportunities for skills progression. The intermediate track now provides a stepping stone to advanced skills development that had previously been missing
- with the dirt surface.

2. People are unhappy about:

- the design of the tracks. Feedback included that the tracks are too difficult to ride and do not cater for all rider levels
- the standard of construction of the tracks. A common theme expressed is that the pump track, intermediate track and advanced track are already showing signs of deterioration and are in need of urgent repair.

3. Improvements that people would like to see:

- reworking, redevelopment or replacement of the pump track and intermediate track
- better maintenance
- another track that caters for the in-between level that is currently not being catered for
- more amenities such as shade, access to drinking water, BBQ, seating and first aid equipment.

2. BACKGROUND

The development of the BMX hub in the Park Lands aligns with the CoA Strategic Plan 2016-20 goal of enhancing the role of the Park Lands in increasing levels of physical activity and wellbeing.

Since construction of the BMX hub in 2003 the facilities had deteriorated to a point where significant renewal works were required to improve user safety and enjoyment.

CoA's 2017/18 asset maintenance and renewal program for recreation facilities in the Park Lands included the revitalisation of the BMX tracks in Blue Gum Park/Kurangga (Park 20).

CoA sought to revitalise and improve the BMX facilities using available land adjacent to the BMX hub, and in 2017, consulted with riders and families of all ages and abilities to identify the themes that would inform the concepts for the renewal. Feedback provided ideas and suggestions to improve user experience and safety including:

- a desire by young people to develop jump skills and to develop the confidence and skills to make the transition to the advanced jump park
- opportunities to progress jump skills
- more amenities for families such as shade, seating etc
- preference towards dirt surfaces as opposed to dolomite
- the development of a pump track for kids and families

Feedback also highlighted the gap between the level offerings of the three tracks and the deteriorating quality of the intermediate track.

In response CoA engaged *The Trail Collective* to commence works to improve the BMX in a staged approach between 8 November 2017 and March 2018. This included:

- redevelopment of the intermediate track
- construction of a new beginner and intermediate pump track, and
- provision of additional amenities and storage

A summary of pre and post construction work is displayed in Appendix 1.

Following completion of the renewal work, several community members expressed mixed views (to CoA officers and elected members) about the quality of the renovations.

Between March and May 2018, to explore further, CoA sought feedback from the community on:

- the effect the recent changes to the BMX Hub in Blue Gum Park/Kurangga (Park 20) had on their use of the facility, and
- what further improvements could be made to enhance their use of the hub.

Between March and May 2018, the City of Adelaide (CoA) sought feedback from the community including the effect the recent changes had on their use of the facility and what further improvements could be made to enhance their use of the hub.

3. CONSULTATION

Between March and May 2018, CoA consulted with key stakeholders using a variety of engagement methods. These methods included online via Your Say Adelaide, an on-site marketing campaign and social media. This produced a significant response that included 1,075 unique persons making 1,243 visits to the Your Say Adelaide page (see Appendix 2).

4. RESPONSES

From the 1,243 visits to the Your Say Adelaide page Council received:

- 121 Feedback Forms from people completing the online survey, and
- 12 Email Responses

Responses to questions have been collated and analysed. The key demographics of respondents and their feedback are outlined in Appendix 3.

5. KEY FINDINGS

The consultation produced significant feedback (see Appendix 4). Analysis of the feedback produced the following key themes:

A high value was placed on Council investment in recreation facilities that encourage informal physical activity and social opportunities for youth.

Other positive items raised included:

- **Great that Council is willing to invest**
- **The hub provides social benefit to the community**
- **Good for BMX culture and riders who travel to experience different tracks. (100% of the interstate respondents use the new intermediate track and or the advanced track)**

Overall a majority of respondents were satisfied with the BMX hub changes and agree that the BMX hub:

- **caters for a wide range of users**
- **is a family friendly place**
- **helps develop skills**

A significant majority of respondents support the new intermediate track, which has attracted a new cohort to the facility and allowed riders to develop their jump skills before attempting the advanced section.

Overall, it was recorded that on average, visitation increased from once or twice a month to once or twice a week following the changes.

Respondents generally felt that the pump track was a good idea, however, the current design is not highly regarded. A high proportion of respondents indicated that they would like to see the pump track redesigned.

When examining ideas for improvement, respondents who reported that they were dissatisfied with the changes suggested:

- **reconfiguring the layout of the tracks in the BMX hub**
- **improving the quality of the existing beginner track**
- **extending the beginner track to add intermediate features or develop another intermediate track**

Although a majority of respondents agreed there were sufficient amenities, there were many suggestions for further improvement such as:

- **installation of more bbqs, seating, tables, drinking water points and shade**
- **providing bike racks and bike tyre pumps**
- **a kiosk and improved toilet facilities**

Maintenance concerns were raised by respondents in relation to the higher level required for the new intermediate track and pump track.

APPENDIX 1 – WHAT CHANGED?



1. Disused tennis court converted into a pump track
2. Beginner track – no changes
3. Intermediate track renovated
4. Advanced track renovated storage and start mound



APPENDIX 2 – WHAT WE DID

The target set for the campaign was to receive 150 responses to the Your Say survey about the renewal of the BMX Hub.

The public were informed of the consultation through providing notice via:

- the Your Say Adelaide page
- the City’s libraries, Community Centres and Customer Centre with supporting consultation information for public display
- a marketing campaign including:
 - two onsite corflute signs placed at the entry points into the BMX hub
 - ‘Electronic Direct Mail’ to a database of interested stakeholders from the community including City residents, schools, businesses and not for profit organisations
 - City of Adelaide Facebook advert
- City Dirt volunteers, and bike businesses and organisations

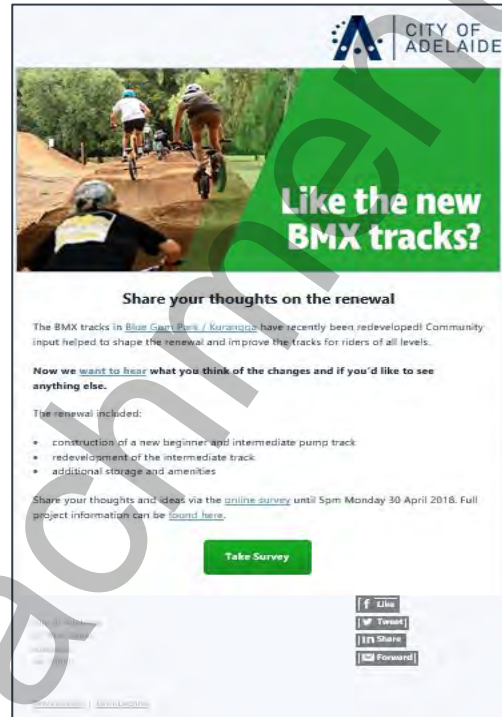


Figure 1: Electronic Direct Mail

Consultation was facilitated by:

- An online survey
- A response via email
- A hard copy feedback form
- Meetings by appointment onsite
- Various site visits



Figure 2: Corflute Sign

Response rate

Your Say Adelaide Page

Overall, 1,243 visits to the webpage (some will be people visiting multiple times).

- There were 1,075 aware (who are unique) participants
- 576 informed participants (this is important – as these people have gone on to look further)
- 121 people have provided a response through Your Say Adelaide
- The majority of Your Say Adelaide webpage traffic sources were referred from social media.

	Direct	Social	Email	Search Engine	GOV Sites	Android Referrals
Traffic Sources	264	884	40	33	0	22

Figure 3 Your Say Adelaide webpage traffic sources

Social Media

Engagement with a Facebook advert was strong as a result of shares from the bike community social media pages including City Dirt, Little Black Bike and the Trail Collective.

A large spike in Your Say Adelaide pageviews were seen on April 2nd and 3rd as a direct result of two shares on April 2nd from The Trail Collective and City Dirt.

Community Networks

Individuals and organisations who had previously engaged with Council about the BMX hub were invited to participate in the survey via Your Say Adelaide.

The on-site staff visits assisted in bringing attention to this engagement by referring visitors to the online survey.



Figure 4: Facebook advert

APPENDIX 3 – WHO RESPONDED?

This section relates to the 121 people who provided feedback via the online survey. Questions 1- 5 of the survey sought respondent demographic information.

Questions 1 - 5

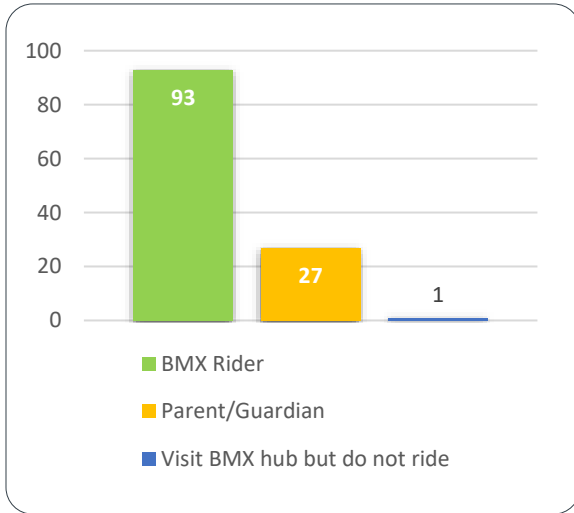


Figure 6: Type of respondent

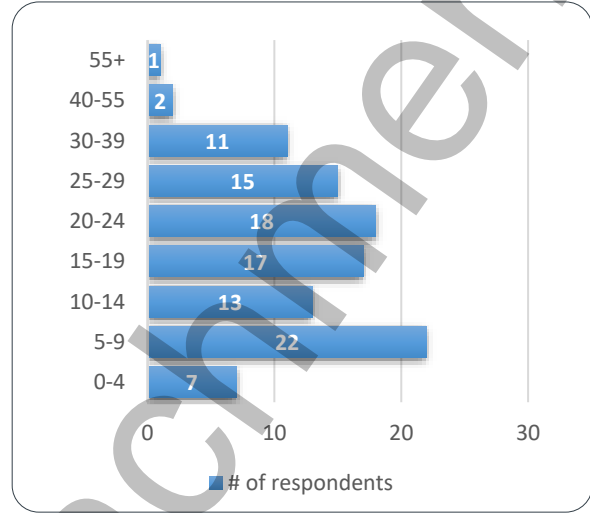


Figure 5: Age of respondent (on behalf of participant)

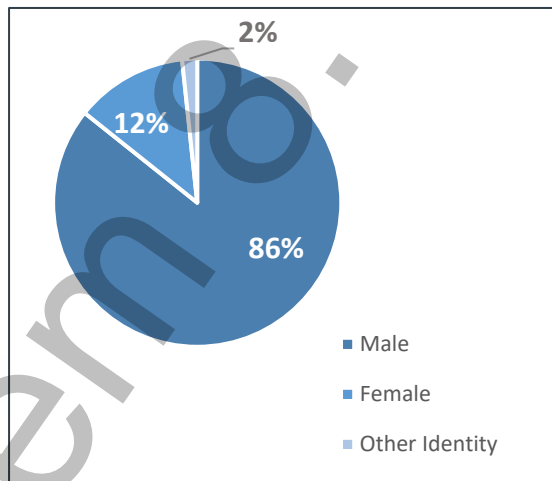
Age of Respondents

- 44 were between 20 and 39 years old
- 17 were mid to late teens
- 42 were under the age of 14 years old

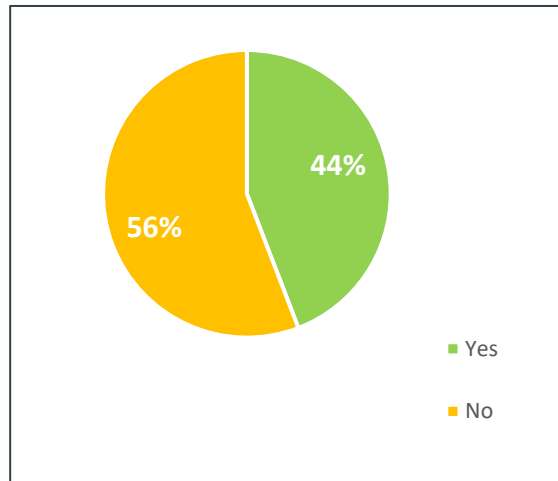
Of those who responded and completed a feedback form, 28 feedback forms were from parents/guardians responding on behalf of someone who rides. From the parents/guardians who responded, the age groups that they responded on behalf of were mainly aged between 5 and 9 years old.

The tables below indicate that majority of the respondents were male and just under half were a member or part of a bike club or association.

Gender of Respondents



Member of a Bike Related Club/Association



Postcode of Residence

Respondents came from various locations around the state with a majority residing in metropolitan Adelaide. The survey was completed by people from 88 different postcodes.

Of all the respondents:

- 6 live within the City of Adelaide
- 10 individuals live in regional areas of SA
- 8 individuals live interstate (4 from VIC, 2 from QLD, 2 from NSW)

FEEDBACK

Questions 6 & 7:

**Which tracks did you use before the upgrade?
Which tracks did you use after the upgrade?**

Responses to these questions emphasised the tracks riders used before and after the renovations.

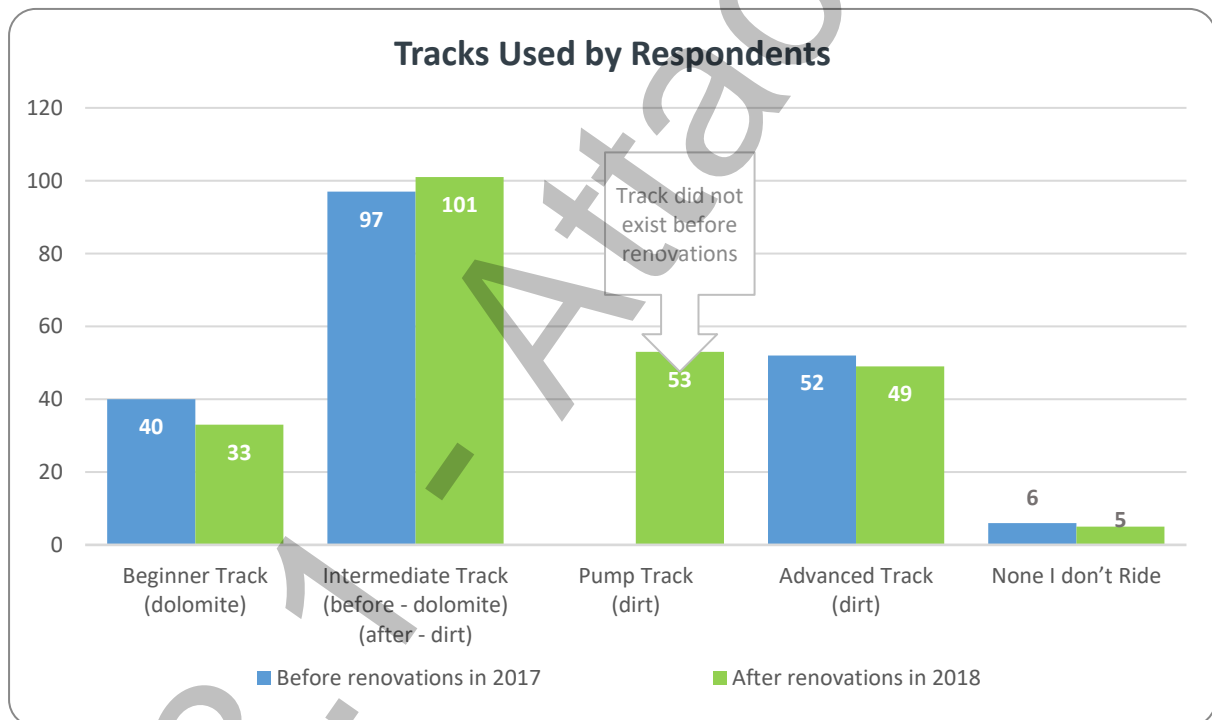


Figure 7: Tracks respondents used before and after renovations

- 5% people reported that they did not ride at the tracks before the renovations
- 4% people reported that they do not ride at the tracks after the renovations

Those that reported they did not ride before the renovation also reported that:

- The new intermediate track gives riders the ability to progress their skills
- The advanced track was too hard
- The beginner and old intermediate tracks were boring

Those that reported they no longer ride at the tracks after the renovations also reported that:

- They previously used the intermediate track

- The beginner track is too easy
- The new intermediate track is too hard
- Those that ride the new intermediate track are intimidating

Questions 8 & 9:

Describe your riding style before the upgrade
Describe your riding style after the upgrade

Respondents were asked to describe their riding style before and after the renovations. The tables below indicate a small reduction in mountain biking, cyclocross and children with training wheels whilst there was a modest increase in BMX racing or freestyle & 'other' type of riding.

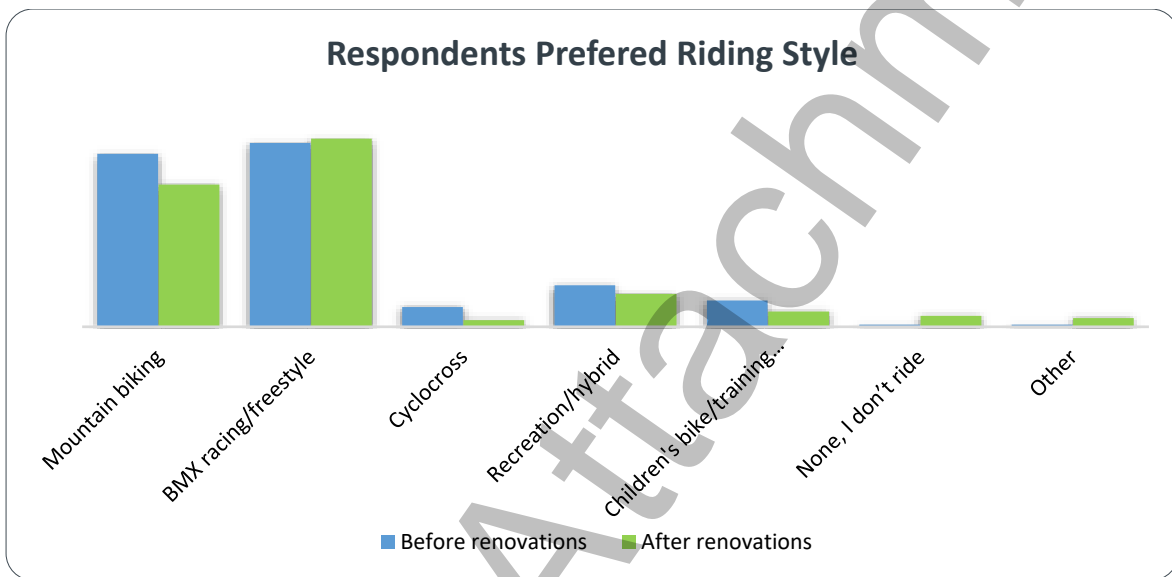


Figure 8: Type of preferred riding style by respondents

Question 10 & 11:

How often did you visit the BMX tracks before the upgrade?
How often did you visit the BMX tracks after the upgrade?

The table below indicates the frequency of visitation to the BMX hub. Before the renovations, the trend line shows that people mostly visited every few months. After the renovations, visitation frequency increased, and people mostly visited once or twice a week.

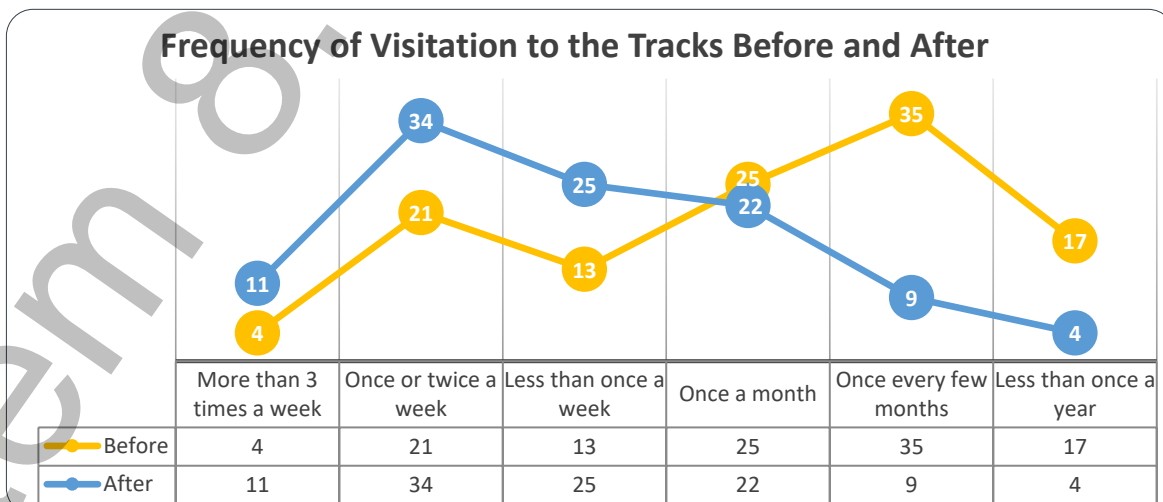
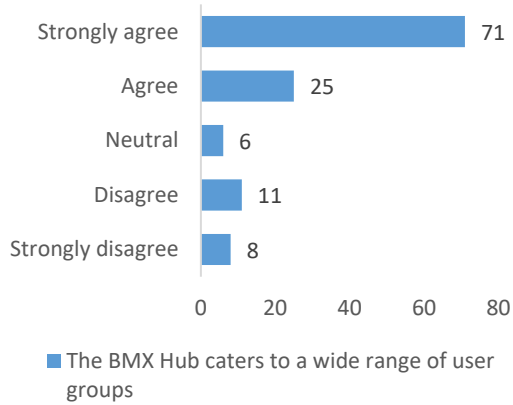


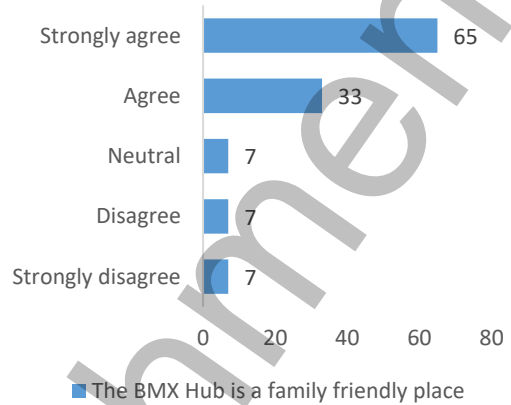
Figure 9: Frequency of visitation before and after redevelopment

Question 15:

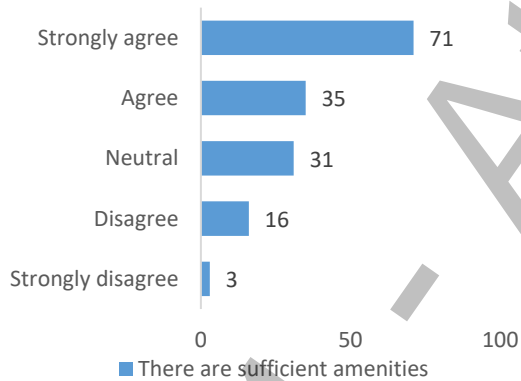
a) The BMX facility caters to a wide range of users:



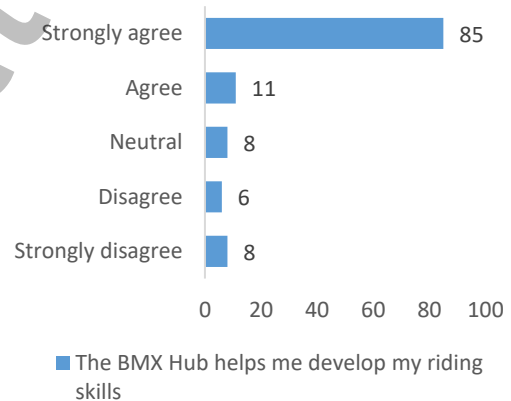
b) The BMX facility is a family friendly place:



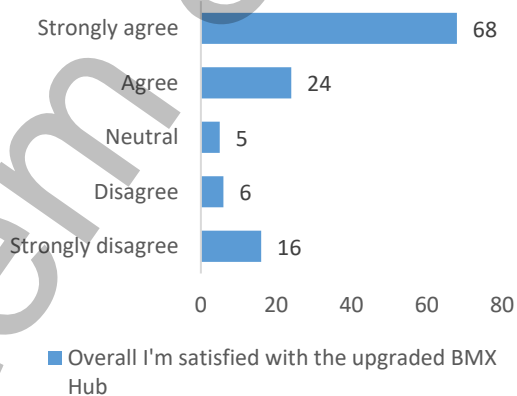
c) There are sufficient amenities such as seating, storage, shade:



d) The BMX facility helps me develop my riding skills:



e) Overall, I'm satisfied with the upgraded BMX facilities:



Question 16:

What do you like most about the BMX hub?

Respondents were asked to provide comments on what they **liked most** about the BMX hub. The table below displays the comment themes and the frequency of times raised.

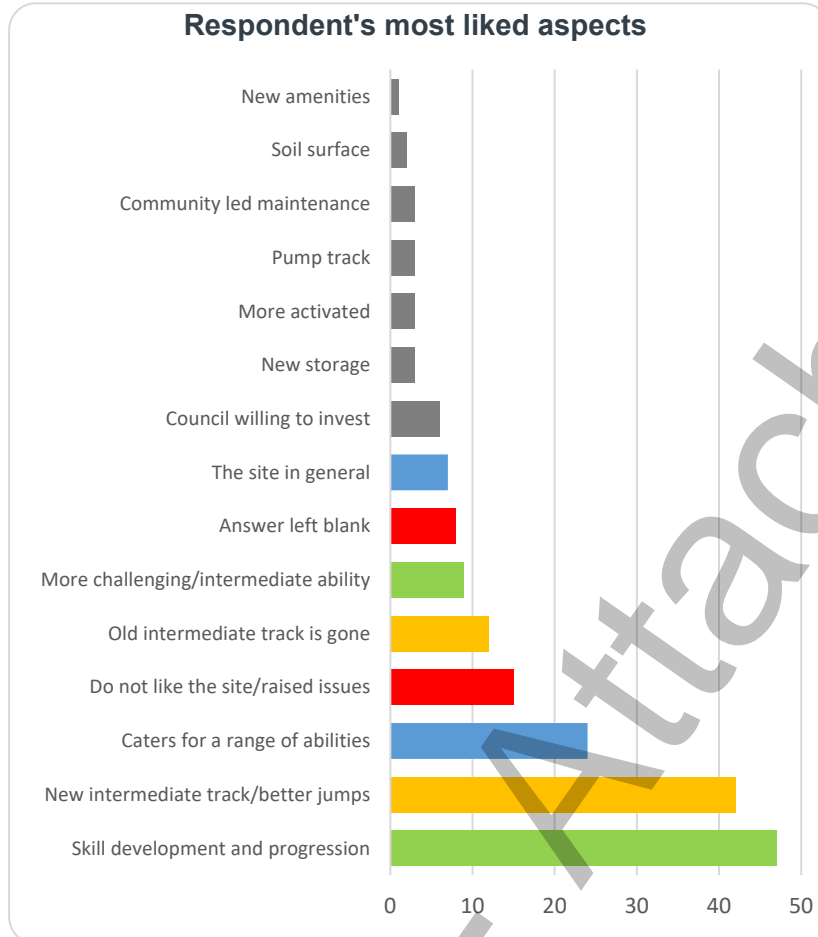


Figure 10: Respondent's most liked aspects

- **46%** of respondents commented that they liked that the new intermediate track offers skill development, progression and more challenges for riders.
- **47%** of respondents commented that they like the new intermediate track and that the old intermediate track is gone.
- **20%** of respondents commented they either do not like the site, raised issues or did not answer this question.
- **26%** commented that they liked the BMX hub in general and that it caters for wide range of abilities.

A selection of quotes from respondents about what they like most were:

"The new intermediate section is long overdue and fills the gap between tracks designed for toddlers and tracks built for professionals."

"The new intermediate track was initially a big challenge but my son loves it now. He is only 6 years old."

"The new intermediate track gives riders a place to progress their skills safely."

"Gives people the perfect environment to practice more fundamental techniques of jumping in a much safer environment with much lower risk than if they were to take to the advanced track straight away."

"The addition of the intermediate jump line has been a great improvement over the old dolomite bmx track. Kids in the 8-14 yr old range want to learn how to jump and this is a lot easier for them to do now. Not only are these jumps great for learning, they are also very fun for more advance riders such as myself. I used ride at Kurrunga [sic] only on weekends or after work because the old intermediate track wasn't as enjoyable and I don't always feel like riding the advanced section. Now I ride the new intermediate jumps frequently, sometimes even on my lunch break from work."

Question 17:

What do you like least about the BMX hub?

Respondents were asked to provide comments on what they **liked least** about the BMX hub. The table below displays the comment themes and the frequency of times raised.

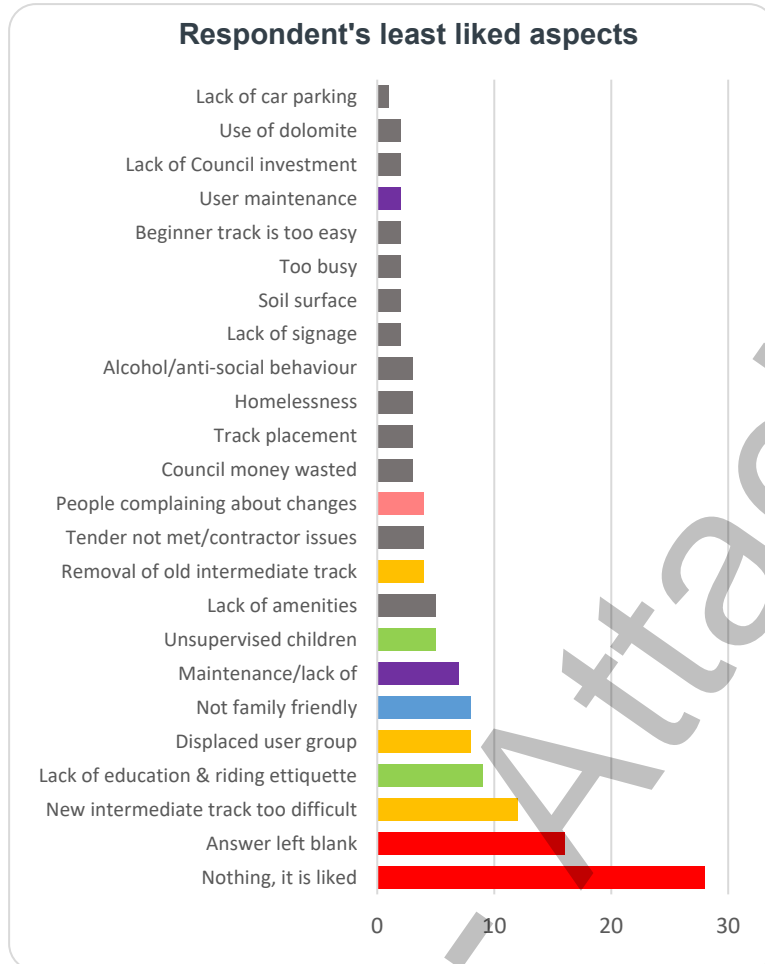


Figure 11: Respondent's least liked aspects

- **12%** of respondents commented that they did not like unsupervised children and the lack of riding etiquette.
- **20%** of respondents commented that they did not like that the old intermediate track was removed. Some of these comments also indicated that the new track displaced a user group and it is too difficult.
- **36%** of respondents commented there isn't anything that they didn't like or did not answer this question.
- **7%** of respondents mentioned that the facility was not family friendly.
- **7%** of respondents raised issues around the requirement to increase maintenance levels.

A selection of comments from respondents about what they like least were:

"I don't think the pump track was very well built or thought out. The turns are far too tight even on a small bike, and any attempt at creating any sort of flow is quickly ruined by the lack of flowing features."

"There is a big jump between the beginner track and the intermediate track. I think bulldozing the new intermediate track would be a waste of ratepayer money. Adding an in-between line to allow for further progression between the beginner and intermediate lines would be a better use of resources."

"The pump track is average."

"There is no kiosk or café there to get a coffee and relax."

"The new intermediate section fails to appeal to the range of riders the old dolomite bmx track did. The upgraded track lacks the child friendly aspects the old track did and fails to provide younger riders with a skill building area that will cater to them as they progress. The maintenance intervals are far too infrequent leading to the degrade of the track significantly."

"A more 'flowy' pump track would be great."

"Lack of seating for parents and also shade."

“The pump track is unrideable. It seems it was rushed. All the spacing of the rollers are wrong, and corners too sharp.”

Respondents who do not like the tracks or raised issues recorded the following themes:

- The new intermediate and pump track should be hard surfaces to minimise wear and tear
- Soil tracks require higher levels of maintenance
- The new pump track and intermediate track have flow issues
- The tracks have been poorly executed
- The new intermediate track has been delivered at the expense of an existing user group

Maintenance

The new intermediate track requires watering to avoid ‘dry riding’ which damages or breaks down the soil surface. Whilst there were three comments that were supportive of a community driven approach, two comments were not.

The number of comments relating to the track surface type, for and against either soil/dirt or dolomite/compressed gravel was evenly numbered. Two comments indicated that the soil surface is not liked, and another two comments indicated the dolomite surface is not liked.

Comments from respondents relating to maintenance of the tracks are detailed in the table below.

	Soil	Dolomite
Positive	<ul style="list-style-type: none"> • a smoother ride and are more forgiving for falls • higher level of etiquette/rider responsibility creates a sense of community and ownership 	<ul style="list-style-type: none"> • are hard wearing and requires less maintenance
Negative	<ul style="list-style-type: none"> • requires a higher level of etiquette/rider responsibility to water the track • soil tracks require a higher level of maintenance 	<ul style="list-style-type: none"> • dolomite track causes ‘wheel slip’

Figure 12: Soil vs dolomite

Track Quality

In analysing comments about the aspects that are disliked, a considerable number of comments were made towards the renovations that relate to technical specifications such as rideability or ‘flow’ issues and quality of construction.

- 25% of respondents indicated that the new pump track was poorly executed with ‘flow’ issues.
- 6% of respondents commented that they were dissatisfied with the quality or design of the intermediate track.

Question 18:

Do you have any ideas for improvements to the BMX hub?

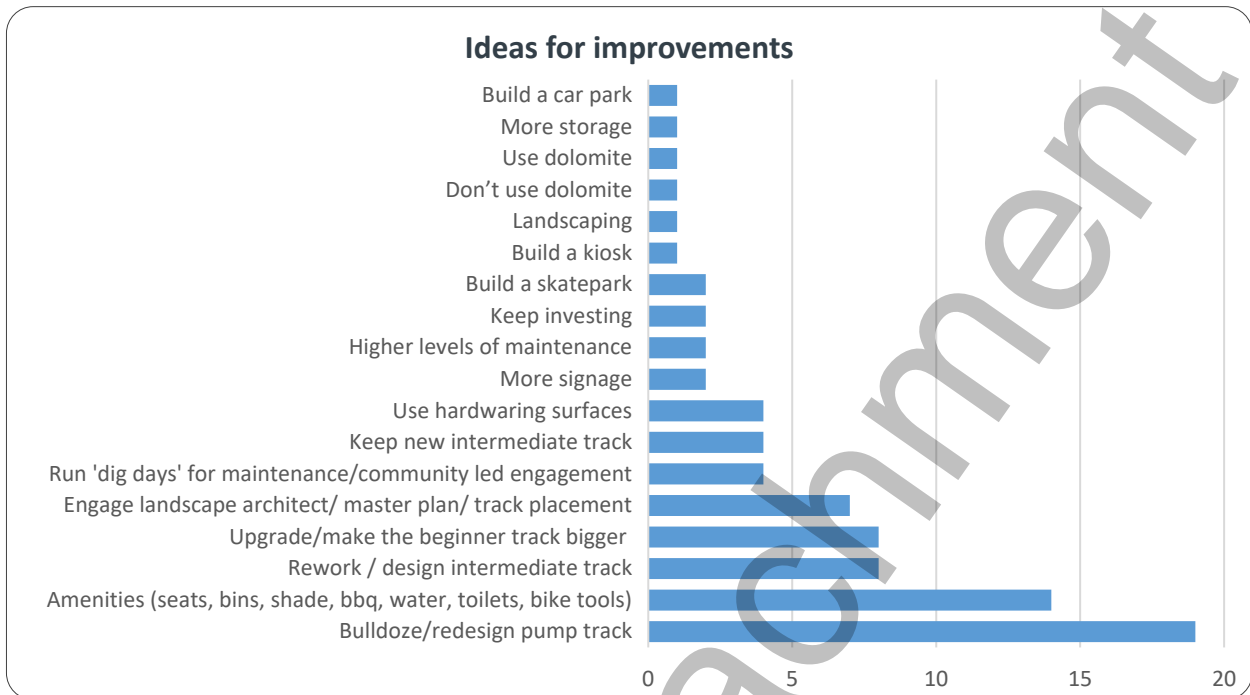


Figure 13: Respondent's suggestions for improvements

The main themes for improved planning include:

- redeveloping the new pump track;
- improving the beginner track;
- providing more amenities; and
- giving consideration towards the placement of the facilities within the hub.

A selection of comments from respondents for suggested improvements were:

"Make the beginner bmx a little bit bigger – kids will love it more. Also please bulldoze the 'pump' track and rebuild one that actually qualifies as a pump track."

"I think installing another track which is between the current beginner and intermediate track levels which has larger mounts (similar to the old intermediate track) would be desirable."

"The new pumptrack is badly build [sic]. If the new pumptrack were redeveloped into something that is between beginner and intermediate all riding skills would be catered for."

"The dolomite track need to be upgraded. Similar to how the old intermediate track was. The pump track now serves as a beginner track but a stepping stone from there to the intermediate jumps would be great and dolomite is a terrible slippery surface."

"More tables for picnics. Skill stations to test all skill levels and add variety."

"Build a car park."

"More seats and shaded areas. More signs for track care. Another track with some slightly smaller intermediate jumps (my son is 4) and wants to hit the intermediate track but it's just slightly too big for him."

"Another track to bridge the new intermediate track and the beginner's track would be a bonus."

"You really need a track in between the beginners track and the new upgraded track, This would give new riders [sic] a chance to continually improve and progress their skill. Maybe even a technical MTB course loop, which uses most of the park. Just a single track with lots of variation."

APPENDIX 4 – FEEDBACK FORM RESPONSES

Responses provided by respondents in relation to Questions 16, 17, 18 and additional comments

Question 16:

What do you like most?

<i>the new amenities are useful, thanks for that</i>
<i>Intermediate jumpline is perfect for building confidence and skill</i>
<i>There is much less wheel slip because of the dirt surface which was a massive issue at the old tracks. The development is much better on the new tracks because of the increased difficulty.</i>
<i>Offers my son the ability to practice his jumping skills on the intermediate section without the fear of large doubles.</i>
<i>The storage box</i>
<i>I think you have now catered for an intermediate age group and the pump track looks good</i>
<i>-I like that Adelaide city council has made an effort to allocate and spend money on the city dirt jump facilities. -the new storage box for tools at the advanced track.</i>
<i>We like that the City of Adelaide are now interested in the site and seem prepared to spend money on improving the site. The additional seats and tables is a welcome addition.</i>
<i>More people going there</i>
<i>There is not much to like unfortunately.</i>
<i>More Soild soil track and open scence</i>
<i>It's a good place to take the grand kids</i>
<i>The new intermediate jumps are really fun to ride and they have struck the right balance between being challenging and exciting but not scary big.</i>
<i>Nil.</i>
<i>I like that the tracks now caters for riders looking to develop their skills. the old intermedia track was almost impossible to ride properly, even for someone of reasonably advanced skills. the advanced track offered little chance to develop skills as the track is quite difficult and intimidating. it is good there is now a stepping stone for riders looking to grow.</i>
<i>It is built very well, in a progressive manner that promotes development of riding skills.</i>
<i>I think that the new intermediate jumps line is a fantastic skills building tool for young racers. Especially since we now have a lot of technical mountain bike tracks which require jumping skills. This is a great, safe stepping stone.</i>
<i>Nothing it was better before as it suited a wider group of users</i>
<i>They're a lot better and more challenging</i>
<i>There is now variety that allows for a wide a range of skill sets, perfect for anyone learning to ride.</i>
<i>Bigger jumps</i>
<i>The upgrades and the regular maintenance.</i>
<i>The intermediate track, is now a proper track for intermediates, before the upgrade it was just another beginner track.</i>
<i>More options, good quality facilities</i>
<i>There's now a opportunity for younger riders to step up there skill level in a better way.before the new intermediate track you were going from really small tables to the advanced which is huge.now it gives them a chance to go up to bigger jumps but not to big to be putting them in a really hard situation</i>
<i>The new intermediate track allows for progression in riding BMX trails and will help riders step up to the advanced track. The old style track did not help with this as it was mellow race style jumps and did not give experience with steep lips.</i>
<i>Improved jumps</i>
<i>They have proper jumps that you can learn on. The jumps are table tops so if you are a beginner at jumping you can not clear the jumps and it okay. the old track was good for a beginner to ride around and get used going up and down mounds but was almost impossible to jump even for experienced riders. This meant there was no room for progression in jumping it was jump the advanced track or nothing.</i>
<i>The tracks are well built and cater for advancing a riders abilities.</i>
<i>It's great to have something to push me into being a better rider</i>
<i>It's a technical track</i>
<i>That they're public, that there are challenging elements so my nephew and neice can see really accomplished riders while they improve their skills and gives them a challenge as they develop. This place is one of a kind and should be left as-is.</i>
<i>The intermediate track now actually has benefit to riders, where the old dolomite track was too focused on speed than jumping. Now the kids can practice having rhythm and flow before stepping up to the expert track.</i>
<i>There is more challenging options that aren't extremely challenging but aren't super easy.</i>
<i>The ability for children to learn skills that will progress them in any cycling</i>
<i>The new jumps are amazing for all rider levels, the new intermediate track is a really Good stepping stone for all level riders to get confidence to go hit the huge dirt jumps! I strongly believe the new jumps should stay they are amazing!</i>

Allows progression. Old one was too easy.
The kids take care of the track
The intermediate track has been perfect for me to work on my skills. Adelaide doesnt have enough legal jumps of this caliber
Gives the majority of riders that have decent skill something to ride that isn't gap jumps, good to learn skills and tricks.
that there was investment and upgrades to the track. it will give better experience to learn better skills to the BMX riders for the advanced track and lessen the dramatic difference there used to be between the old intermediate and the advanced.
They are more challenging for older kids to use.
There is actually progression to the move advanced tracks, good for bringing more people into the sport
The size of the jumps
Intermediate section was needed for riders across the state to progress to advanced area.
I actually go, the big set was getting too big.
It allows riders to have larger variety of higher quality tracks with flow compared to the old intermediate track which was difficult to enjoy because of the lack of flow
It's a great stepping stone for people to learn on and progress their skills till their ready for the advanced jumps.
The fact that the council has realised that this is great for riders of all ages. The variety of jumps for all levels.
Progression in jumps and having a viable option that between beginner track and expert track
Developes riding skills
Created sufficient riding challenges and also gives me a better step so I can work my way more towards the bigger jumps. It also helps me build taking responsibility for the jumps as I have to maintain them which I like
The intermediate track is a much better progression to bigger jumps
The new intermediate track is good as it is better than the old humps for learning how to jump to eventually progress onto the big advanced track
New intermediate track is much better for improving jump skills.
Good way for kids and adults to practice and progress with there riding skills
There are trails for all riding levels, and are located in a nice area with easy access
The pump track but its ruined already.
Fun for everyone to ride
Nothing. Get rid of the trail collective. Use
Trail scapes. There work doesnt fall apart and is more about all types of riding
Some good jumps to gain confidence on before going to the advanced course
The addition of the intermediate jump line has been a great improvement over the old dolomite bmx track. Kids in the 8-14 yr old range want to learn how to jump and this is a lot easier for them to do now. Not only are these jumps great for learning, they are also very fun for more advance riders such as myself. I used ride at kurrunga only on weekends or after work because the old intermediate track wasn't as enjoyable and I don't always feel like riding the advanced section. Now I ride the new intermediate jumps frequently, sometimes even on my lunch break from work.
The range from beginner to the expert track and in between is perfect. I had a great time on the intermediate trails and my friends who are better at riding had a blast on both the intermediate and the expert sections
The intermediate section an advanced section
Opportunities for progression without excessive risk i.e. the new intermediate track.
The new tracks are better aligned uth current trends and cater to a much broader audience.
They cater to everyone from beginner to advanced, and provide an opportunity for riders to progressively improve their skills.
Caters for a wide range of riders and abilities and gives me the opportunity to progress my skill
The ease of progression of riding skills with the various size jumps
From a riders point of view they are safer to ride because of dirt and no dolomite. And they were to small.
There needs to be another one next to it that is imbetween size of the pump track and new intermediate track to fix all problems.
To many basic riders ride on intermediate section ATM which may be causing trouble.
The removal of the dolomite bmx track was poor decision. Having grown up riding the dolomite bmx track credited my own ability and skill level leading into 8 years of competing mountain bike racing using a base of skills created at the old bmx facility.
Good range of tracks in one place. My 2 kids always end up making mates with other kids from different parts of adelaide
Caters for all, gives me a chance to improve skills
That the new intermediate track helps builds confidence and skill for the advance track and ive made so many more mates through riding because the upgrade attracted so many people
If they were bulldozed and replaced with a Bmx race track with hard wearing surface.
The intermediate track is more catered for progression to the advanced riding. Any less and riding skills will never improve enough to be able to try the advanced track
Very Smooth, good for developing riding skills
The new intermediate jump line is mediocre. While ridable, the jumps don't flow well as the spacing and length of the jumps fluctuates randomly. They appear to have been poorly planned.
Also, the construction is substandard. A very superficial compaction appears to have been used, so they will fall apart very quickly without constant watering (which should not be necessary for beginner/intermediate jumps).

<p>They allow a range of rider skills with a good range of different skill sets. The new jumps allow for a natural progression from beginner to intermediate to advanced.</p>
<p>Intermediate track makes it so the littler kids are not destroying the bigs +gets more kids into the sport so they can eventually ride the bigs</p>
<p>Good quality trail and intermediate section fantastic for emerging bmx and downhill mountain bike riders. This track is somewhere we can ride on total fire ban days when trails in foresty SA/dewnr parks are usually closed. There is a big movement with building mtb friendly trails and it is becoming a very popular recreational activity in Adelaide.</p>
<p>It allows younger riders to develop their skills to higher levels and the intermediate track can be used by a larger range of riders.</p>
<p>larger jumps to progress riders</p>
<p>The new intermediate track is the best part</p>
<p>The new Intermediate section is long overdue and fills the gap between tracks designed for toddlers and tracks built for professionals</p>
<p>They cater to all levels and are spread out over a large area</p>
<p>I like the fact that there is enough range of jumps to cater for any level</p>
<p>The new intermediate zone and pump track</p>
<p>Great catering to all skill level and genuinely innovative use of space to encourage physical activity.</p>
<p>The new intermediate track was initially a big challenge but my son loves it now. He is only 6 years old.</p>
<p>I'm really supportive of council investing in the tracks. The idea of upgrading the intermediate track and providing a pump track was a great idea, but poorly executed.</p>
<p>They are possible to ride</p>
<p>The whole track is catered fkr advanced riders</p>
<p>I think that having a much more fluent transition between the intermediate track and the advanced track is a massive plus. Kids who are only just learning how to get into freestyle BMX and hitting the intermediate track with no problems. They progress through this track and are on the advanced track within no time. For me personally as an advanced rider I like to warm up before going onto the advanced track. I have used the intermediate track for years. This new intermediate track is a much more similar style to the advanced track making even this transition much easier.</p>
<p>The intermediate track is good for me to return to jumping at 46 years of age, but it is too much of a step for my young son 8 years. He loved the pump track, but a lot of the turns are not used, there is only really one good 'line' that works, this accounts for about 50% of the track.</p>
<p>The Intermediate Track is great. Its has a good step up from beginner intermediate to experienced intermediate rider with having each jump having both options more experience on left side, less experienced on right. The Trail Collective should be commended for their forward thinking.... the hole of the upgrade caters to all ages. For people putting their in experience kids on the new intermediate track... they need to realise there is a smaller bmx track and a pump track before this...</p>
<p>These tracks provide great progression and especially from Intermit to the pro track. My son has had coaching since the age of 5... Jayden McGrath from several of the BMX Pro's around Adelaide... Ryan Lloyd, Ryan Knight, Cody Webb, guys from Little Black Bike who all do a tremendous job supporting a local community of young riders trying to get to the next level. Jayden loves this new intermediate track. See his Instagram Page @jt.bmx There are videos of him showing his progression and at 8 years old all the older experienced riders value and acknowledge his skill set because he can now clear all the jumps on this track.... all thanks to the upgrade and time spent honing his skills.</p>
<p>Its a good step between intermediate and the advanced lines</p>
<p>There is now intermediate jumps that I can use in order to progress to the advance jumps.</p>
<p>The new intermediate track gives riders a place to progress their skills safely.</p>
<p>Better jump line</p>
<p>I like the fact the Council took the initiative to rebuild the jumps as they did need some improvement. The Intermediate line is quite fun but could be improved as some of it is quite dangerous due to poor work ethics.</p>
<p>Its good to offer new tracks but not at the cost of other groups !</p>
<p>There are big jumps for the kids - but because they don't have the extreme heights or 'gaps' inbetween the jumps - it is just about impossible to hurt themselves.</p>
<p>Gives people a perfect environment to practice more fundamental techniques of jumping in a much safer environment with much lower risk then if they where to take to the advanced track straight away</p>
<p>Just the fact that council budgeted funds for the upgrade. pity the builders bodged it up and wasted the money.</p>
<p>A fresh set of jumps available</p>
<p>Bike riders building jumps . They know what they are doing</p>
<p>It's a great place for everyone, even if you aren't riding. It's a great place to connect with others within the riding community. It's great for advanced, intermediate and beginner riders</p>
<p>Track quality is excellent and the new pump track is loads of fun</p>
<p>The intermediate line is fun for some of my friends who want to try out jumping and get their skills improved</p>
<p>That's there is a nice transition to get you confident enough for advanced tracks</p>
<p>Nothing</p>
<p>It now offers riding the ability to improve their jumping skill. The new track is now a perfect addition and is a stepping stone for ridings who want to move to the Advance jump track. Prior to the upgrade this was not possible and to get the skills you had to ride elsewhere.</p>

not anything

Question 17.

What do you like least?

The intermediate track is now too difficult for most riders, whilst the beginner track is too easy. The majority of riders require small, rather than large, jumps. The beginner track has no jumps, so is not suitable, and the jumps in the new intermediate are too large.

The old intermediate track was the perfect level for you average bike-capable kids, and for average adult trail rider looking to practice jump skills in a safe, closed environment.

Friends of mine travel all the way from Melbourne to enjoy the easy access and appropriate level of jumps in the old park. The new park is too advanced, so it is no longer used.

The pump track is also too tight for all except small wheeled bmx bikes. A pump track with wider corners would allow for both children and adults on mountain bikes (most riders) to enjoy this feature.

The "pump" track is the worst of its kind I've ever seen or ridden.

Enormous waste of taxpayer money.

Please look into why successful pump tracks such as the one at Brighton work

How massive the attendance is (this is a good thing at the same time)

Parents & some users need more education into the necessities of watering the jumps prior to riding

From the point of view of someone who tendered for this project: It is nothing like what we had to quote on. We quoted to have engineers do compaction testing (as per tender docs), hydro seeding for every stages (not months later), construction according to plans included in the tender, etc while none of these requirements seem to have been followed.

From a rider's point of view: The pump track is so poorly designed and built no one can ride it. I didn't even bother riding it. The turns are too tight, the track is a mess with no consideration to drainage. Parts of the intermediate track has no flow (these whoops!) and at the time I went there, was poorly compacted, had no soil binder, and sides were cracking.

I'm also baffled that users are expected to water the tracks after every use. That's ridiculous. And other park users are expected to step over hoses lying across the footpaths. It is understandable on the advanced jumps, where the riders are constantly modifying / maintaining their sculpted jumps but a professional trail builder should deliver a product that can be used by most and be low maintenance for the client (and obviously the users!).

I am really disappointed about the removal of the old intermediate track, this was the one that my children aged 4 and 7 used as it really catered for their abilities. Now with the upgrade there isn't a track which is suited to their ability (beginner is too basic and the intermediate is much too difficult). There really isn't a track that they can use now and they are not enjoying the new set up. They don't ask to go anymore which is a shame. I think you have missed out on catering for children between the ages of 5-10.

- I dont like that adelaide city council has wasted the allocated money for the upgrade of the city jumps facility

- The extremely poor quality of works

ADVANCED TRACK

-the upgrade to the start mound has already completely falled apart (crumbling surfacing, failing to retain soil (landslides)

- the hand railing is so unstable and can easily be bent out leaving a gap between retaining blocks and surfaced material

-the stairs do not climb at a steady gradient (lower part of stairs is steeper than top)

- start mound is not as good to ride as before

INTERMEDIATE TRACK

- complete failure to space and shape the jumps for safe intermediate riding

- all jumps batters (sides of jumps) are too steep and falling apart

- track surface is rough and was uncompacted from beginning leading to increased surface bumps now compacted

-rollers on back street are dangerously steep and abrupt

-roll in is steep to climb up and has fallen apart even after periodic rebuilds from the contractor

PUMP TRACK

- the pump track has been constructed so poorly it needs to be flattened and rebuilt

-it has no drainage

- the berms are too tight to ride around

- the rollers spacing, size and shape change dramatically from one roller to the next

- it was left completely uncompacted and unfinished (looks like a construction site)

We do not like that the 'upgrade' was done under the guise of 'maintenance'. It was misleading.

We do not like that the original BMX track was replaced with a dirt jump facility displacing a large percentage of visitors.

We do not like that the most popular and inclusive track for kids aged 5 - 12 is gone leaving a huge gap in provision for this age group and skill set.

We do not like that the placement of the new dirt jumps is in-between two beginner tracks rather than next to the other dirt jumps.

We do not like the new pump track. It is terribly planned and built. It is in a constant state of disrepair because of the poor design and construction technique. It beggars belief that the council has deemed this acceptable with so many examples of quality and contemporary pump tracks available around Australia and the world to draw example from. It is even more

<i>bizarre that the council think a rational and sustainable way to manage and maintain these piles of dirt is to expect mums and dads to 'water' the track before use. This is unacceptable and unprecedented for what should be a robust and user friendly family facility and it clearly is not working.</i>
<i>The pump track is very average</i>
<i>I only used the pump track on the day I visited because the intermediate track was being used by others. The PT was in really bad state and looked like it had deteriorated quickly over its short life. There are so many good examples of pump tracks in other councils that are fun and durable, and importantly help riders learn important riding skills, so it was a real disappointment for my first visit after the upgrades. Please bring back the old style track so that we can all have a go!!</i>
<i>None</i>
<i>like it all</i>
<i>There is no kiosk or cafe there to get a coffee and relax.</i>
<i>1. The intermediate track does not cater for children 5-12 any more. An important development opportunity for children to develop from the beginner track. 2. Both the intermediate track and the pump track are suitable for BMX bikes only as they have a shorter wheel base. Longer wheel base bikes do not roll through the pumps nor are suitable for the intermediate track. 3. The beginner track has now been neglected and is at a point of being dangerous for young children due to the sand build up through corners. 4. As the intermediate track now caters for a different demographic the park is not as family friendly therefore we have stopped using the facility.</i>
<i>As a family, we find the new design is excluding family usage. Whilst it offers better opportunities for the aspiring "Dirt Jumpers", it doesn't cater for recreational/family use. Furthermore and in my view, the intermediate design doesn't allow younger children to adequately transition to the new pump track. Lastly, it would be interesting to compare the maintenance needs of a dirt vs the dolomite track.</i>
<i>I like the intermediate track, but can understand some of the complaints for parents and junior riders. the jumps are steep and challenging, but this is necessary for those looking to develop. the beginner track though doesn't offer any real jumping opportunity though, and perhaps some flatter more forgiving jumps would provide a better introduction for those looking to try the new intermediate track.</i>
<i>The gap between the beginner and the intermediate is large.</i>
<i>Pump track built to small and tight</i>
<i>I don't think that the pump track was very well built or thought out. The turns are far too tight even on a small bike, and any attempt at creating any sort of flow is quickly ruined by the lack of flowing features. the pile of dirt that is meant to be a pump track</i>
<i>Nothing, however I wish we would invest in more tracks there is plenty of land there that can be set up in away that attracts more people. We should even build a skate park next to it as well, Adelaide needs to provide more of these facilities to the community other wise young people will keep moving to the Eastern States - so sort it out!</i>
<i>Still many homeless people living around the area making kids and parents uncomfortable.</i>
<i>Irresponsible parents thinking they can 'dump & run' their kids while their face is in a mobile phone.</i>
<i>The pumptrack has been build to a very poor standard, and every time I go there, nobody is riding it because it is built so poorly. That is the trail company that built it fault</i>
<i>Need more signage on the intermediate stating one way, execialy around the finish whoops</i>
<i>The new pump track is poorly designed and does not function as it should.</i>
<i>Nil</i>
<i>The new jump track is only possible if you are very good at pump tracks. This track should a good chance for beginner riders to learn to go up and down mounds and around the berms. But the pump track is too hard for even advanced riders like my self to get around let alone kids learning.</i>
<i>I have no complaints</i>
<i>They are very poorly built and the pumptrack is a complete waste of money. They have no concept of how to build a pumptrack</i>
<i>Love it</i>
<i>Complaints</i>
<i>There is a big jump between the beginner track and the intermediate track. I think bulldozing the new intermediate track would be a waste of ratepayer money. Adding an in-between line to allow for further progression between the beginner and intermediate lines would be a better use of resources.</i>
<i>Vagrants in the area</i>
<i>Absolutely nothing</i>
<i>Nothing</i>
<i>Nothing</i>
<i>I dont like this talk about knocking it down</i>
<i>The pump track doesn't flow at all - way too tight berms All the jumps on the intermediate line are pretty similar and repetitive it immediately alienated every other group - it is now a clique and off putting for kids who are not interested in BMX. there is now a big gap between the beginners and the intermediate, if kids are not interested in the BMX style of cycling there is nothing for them. it also completely alienated any average parent that cycles and liked to participate with their kids.</i>

<i>The d intermediate track was also good for a different skill level.</i>
<i>Lack of mantance</i>
<i>The berms on the pump track are too small</i>
<i>Pump tracks never work when small... Or in tight areas.</i>
<i>The pump track is useless. It's way too tight. Should have more options for bikes like the Brighton pump track</i>
<i>The children jumping on the jumps</i>
<i>The dolomite track is still there.</i>
<i>That it is being questioned by old people that want parks full of grass and nothing else. More</i>
<i>Lack of maintenance by other users</i>
<i>Nothing</i>
<i>Many of the kids don't take responsibility in the maintenance of the jumps which creates damage and more work for myself who has to fix them</i>
<i>People not understanding how/when to water the jumps</i>
<i>No shade</i>
<i>Parents not watching there kids, or letting there kids ride though areas not of there skill level where the become a danger to themselves and others</i>
<i>that its not gravel and its just dirt. The gravel helped hold the dirt together so it didn't fall apart like it already is.</i>
<i>People running on then and not watering</i>
<i>The berms to steep fall apart. The line has no flow. The start hill is exessive to big and can only fit a few bikes up there as its all falling apart from using to fine grade dirt for a start hill. And the jumps are to tall n short. Make the roller neer the end of the upgrade attchully work . The pump track thats made does not work the idea is to not pedal. Brighton pump is perfect exapmle of a good pump track that works. Built by trail scapes.</i>
<i>I don't like the new pump track, doesn't flow. New design should be considered and implemented</i>
<i>Nothing they are great.</i>
<i>The pump tracks were in very rough condition and were dangerous to ride because of this. Pump tracks rely on allot of grip and being smooth to be functional and when I visited they were the opposite so going fast was difficult and it was harder to avoid crashing.</i>
<i>Nothing</i>
<i>I don't have any criticism.</i>
<i>Nothing, they are awesome!!</i>
<i>Nothing</i>
<i>Nothing, but hey maybe make it bigger again :)</i>
<i>Needs better hose to wet track down</i>
<i>The new intermediate section fails to appeal to the range of riders the old dolomite bmx track did. The upgraded track lacks the child friendly aspect the old track did and fails to provide younger riders with a skill building area that will cater to them as they progress. The maintenance intervals are far too infrequent leading to the degrade of the track significantly.</i>
<i>The dolomite gets slippery on beginner track</i>
<i>Nothing the upgrade was definetly needed</i>
<i>Only caters for a SMALL user group of dirt jumpers. It doesn't cater to families anymore. No normal kid can have a party there anymore.</i>
<i>Car Parking access</i>
<i>No negatives here</i>
<i>I'm one of the co-designers of Brighton Pump Track and I have ridden pump tracks all over the world. The new pump track is the worst I have ever seen. The shape of the rollers and berms is completely wrong and the construction standard is remarkably poor. The track is not even good for beginners as the berms (corners) are far too tight. There is no flow between sections and the design seems completely random.</i>
<i>I spoke with a regular who is there all the time, who told me nobody uses the new pump track. He sees children go to use it for the first time, immediately fall over in the berms, and go back to the old track.</i>
<i>Nothing. The only way to make this place better would be to put in more jumps and make more tracks but that's being greedy isn't it.</i>
<i>Smaller jumps in the advanced track arnt running</i>
<i>A more 'flowy' pump track would be great</i>
<i>It is perfect the way it is currently</i>
<i>the steepness/poopiness, this is more a personal preferance as i am a mountain biker and am just used to riding less poppy jumps at higher speeds</i>
<i>Nothing it's all great!!!!</i>
<i>People not looking after the tracks. More signage about proper treatment would be beneficial.</i>
<i>Not much to complain about</i>

Seemingly a large number of homeless/aboriginal/alcoholic trouble makers that now hang around the area.
Lack of shade/greenery (particularly for the summer months).
Lack of seating for parents and also shade.
While I'm very supportive of the intentions of this project, I'm disappointed with the final result.
My main concern is the method of trail construction. The dirt used may be great for shaping big jumps which are regularly covered/ watered and maintained by riders but I believe it is inappropriate for an intermediate track. The idea that young intermediate riders will water and maintain the track is unrealistic, and this is evident by the current conditions of the trails. Compacted rubble jump trails like those at Shepherds Hill and Cobbler Creek require very little maintenance and can still be built to offer progression for riders.
I was very excited about the idea of a pump track as they are fun to ride by people of all riding abilities. The pump track which was built is substandard, does not flow well and requires a high level of ongoing maintenance. Council should look to the pump tracks at Cobbler Creek (asphalt) and Shepherds Hill (compacted quartzite). These tracks flow well, require very little maintenance and the surface can be ridden in dry and wet weather. An asphalt pump track would be idea for the city as it can also be used by skateboarders and will help support better skating facilities in the city.
On a personal preference, I prefer to ride fast and I find the new jumps too steep and spaced too closely together. I would prefer longer and faster jumps – these are also more suitable to beginners who may find the current steepness too intimidating.
For all these reasons I've unfortunately stopped riding here after the rebuild.
The pump track is average
The skill level of the beginner and intermediate tracks are too high. The previous dolomite track was very family friendly with all types and ages coming to ride with very little maintenance to be had. These days the intermediate track is only suitable to riders with advanced skills and knowledge of track preservation.
I've been a BMX rider for 17 years and have been on a bike of some sort since I was 4 years old and I find this track the least pleasing track in Adelaide. Before the upgrade I had quite looked forward to take my toddler there on his balance bike but now it's just too difficult. He could probably ride on the beginner track but it leaves me either riding a track is boring for myself or a track thats jumps are too big.
The tracks surface also needs to be changed to one that doesn't require watering, many famies can no longer use this bike track.
Personally each jump is a little bit to close together.
The step up from kids track to pump track to intermediate is too much. my son is coordinated and took him about 2 weeks to 'pump' the pump track without pedalling - but the burns are too sharp for most riders young or old - a pump track can be for adults on MTBs as well as little kids. I am a resident here for 15 years and the original builder of the track, in the past 6 months the increase in indigenous groups sitting in the park is unfortunately a VERY big put off at the moment. Though they are generally ok, the do not monitor their children and I would not be surprised if there are accidents on the advanced track due to this. Also their constant presence is very off putting for young children and families as they generally sit on the lawn and take up the bbq area - thus reducing the number of families attending. This is a very major issue at the moment from the perspective of a father visiting the track with my kids. I feel these indigenous families now congregating there in numbers have been displaced from somewhere else, as this is a relatively new issue (6 months)
Parents not understanding and reading the signs about the ability's their children have... they need to be more educated instead of wasting money trying to ruin a fantastic upgraded intermediate track. A lot of the kids will be devastated.
Adelaide City Council has already taken away the most impressive, largest and versatile Skatepark on North Terrace without consulting the youth and have not replaced it... the temporary one in the park near East Terrace was a huge waste of money with no design and thought into the layout. Now the kids have nowhere central to ride where it is safe... lets not make the same silly mistakes with the City Dirt Track by destroying something that is now moving in the right direction.
Parents not water jumps after kids ride
Nothing
None
They are so poorly built its embarrassing, the pump track is not fit for purpose and the Intermediate track appears to have been so rushed it isn't finished to a best practice standard. The new start mound is already needing to be rebuilt on the Advanced line. It also has alienated a large group of riders that used the older Intermediate line where they had the chance to learn to jump.
The old intermediate track catered to a wide range of kids to build their skills. The new tracks are too difficult. Most kids do not want to learn to do big jumps they just want to have some fun without crashing, getting hurt and losing confidence to want to come back again. Because the intermediate track no longer caters for this 7-16 age bracket, their younger sibling also miss out on the beginner track because the older kids dont want to go anymore. The intermediate track has also become a more intimidating environment because it is now used by old kids of 16-20 range so they do not want to go there.
Nothing

<p>the intermediate track is an advanced track the old bmx track was great just needed some attention never needed watering everyday these new ones have been built just to suit the already dirt jump riders the new jumps need to be built down and the lips of the jumps rolled over as when you hit them they flick you over.</p> <p>the new pump track is a joke obviously they had very little soil left over with very little imagination and what looks like 1 days worth of work. these guys need to go see the Brighton pump track and how well that is built and caters for all ages and skill level.</p>
Nothing
I can't actually bring myself to dislike anything that The Trail Collective have built at Blue Gum
No complaints
The pump track is unridable. It seems it was rushed. All the spacing of the rollers are wrong, and corners too sharp.
Pump track
<p>The new intermediate line is all right but in the wrong place. Jumps this style (rhythms with no opportunity to pedal up too) and this size should have been located parallel to the Advanced line.</p> <p>The original intermediate line had a variety of small to large table tops that were wide and variety allowing riders to build up their skill level and tackle on any thing for a balance bike up. There was also sufficient room and style of jumps that parents and older siblings would graduate from the beginner track over to the middle line. Now these riders are all clustered on the beginner line.</p> <p>The new line is close to working, but the start mound is unsafe (platform too small) there are too many jumps squeezed meaning a rider already has to be able to ride rhythms, and the jumps themselves need to be wider with battered sides to be safe a sustainable long term. If you cant already jump, you are 'nt going to learn on this line as its too big and should be over with the advanced line. The return line is also very unusual and not fun to ride, huge rollers with no real rhythm and little chance of ever linking or jumping them.</p> <p>The placement of the "pump track" is also a cause of conflict. to access this you have to cross the new jump line and many park visitors are oblivious it is there. The style and lay out of the track is also very poor. The radius of the corners are too tight, the placement of the rollers are too close together and the overall quality is very ordinary. The designer is quite clearly a BMX rider with no real understanding of how to build facility to cater to a range of different wheel sizes 12"-29".</p> <p>The pump track, it has just missed the mark. It needs a lot of work on it even BMX riding struggle with it, dirt jumpers have no chance. It's too tight and doesn't flow.</p> <p>The beginner track is too easy for me and the one up from that is way way way to hard.</p> <p>Also if i was able to ride it there would be too many older and faster kids on it.</p>

Question 18.

Ideas for improvements

Please either rebuild the intermediate track that was there before, or construct a new one to similar standard/level.
<p>Make the beginner bmx a little bit bigger - kids will love it more.</p> <p>Also please bulldoze the "pump" track and rebuild one that actually qualifies as a pump track</p> <p>More amenities like shade, more drink taps, more seating would be nice and maybe some first aid equipment in that area or the storage areas which would have things like band-aid's and bandages plus things like that.</p>
<p>Redesign and rebuild the pump track</p> <p>Rework some of the intermediate track</p> <p>Sides of jumps filled to not be as steep + hydroseeding, thus requiring little maintenance and watering.</p>
<p>I think installing another track which is between the current beginner and intermediate track levels which has larger mounds (similar to the old intermediate track) would be desirable.</p> <p>fix all issues i have covered in above section.</p>
<p>We think it is positive that the council is now consulting more broadly on redeveloping the site.</p> <p>It is really unfortunate that the council proceeded with the design, specification and development despite not heading the advice of qualified and experienced people. Advice deemed too expensive or unneeded has lead to a situation that could have been avoided and that will ultimately cost more money to rectify.</p> <p>The Blue Gum Park bike tracks have the potential to be the most visited and popular MTB/BMX precinct in South Australia. It is critical to plan the next steps carefully and look at a longer term staged approach to developing the site to suit ALL ages and abilities.</p> <ul style="list-style-type: none"> • Engage a professional landscape architect with extensive experience planning mountain bike (MTB) and BMX facilities (even just basic recreational areas at the very least). • When the time comes to move, rebuild or construct new tracks, engage a qualified, professional trail construction contractor with National experience delivering contemporary, quality and sustainable mountain bike and BMX facilities. • Separate the dirt jumping tracks from the more family friendly zone/facilities to avoid conflict. This should really involve moving the new intermediate jumps over next to the advanced jumps where they can cater for the same ride discipline and shared jump maintenance processes. • Build a new BMX style intermediate race track that caters for kids aged between 5 – 12. A track that enables kids to pedal between jumps and features and has a compacted, robust and hard wearing surface that is not effected by rain and does not require daily watering. It may be possible to modify the new trail to suit but it is not an ideal solution given the poor construction underpinning the jumps. • Replace the dirt pump track with a properly designed and constructed pump track with a low maintenance, hard wearing

<p>sustainable surface in line with current best practice. A pump track needs to be raised to allow for a drainage system to be installed and function. Most pump tracks are now constructed from compacted quarry rubble and capped with asphalt. A basic Google search will show hundreds of examples.</p> <ul style="list-style-type: none"> • Create a compacted rubble loop trail around the site with additional MTB type features off to the side so kids can practice prolonged pedalling and voluntary technical features, without fear of being run over by older jump track riders. • Ensure that the new facilities and tracks are family friendly, low maintenance and can be used all year especially in winter. <p>We need a skatepark! Bring back a city skate but next to the jumps!!!!!! Would be an awesome extreme sport area that nowhere else has!</p>
<p>I also noticed that the grassed area was being used by people who were clearly not supervising kids or riders themselves. I know that the area is available to all users, but the use of alcohol and the fact that these people were engaging in rough behaviour doesn't make it attractive for the intended audience.</p>
<p>Upgrade the beginner</p>
<p>A cafe with outdoor decking overlooking the track would be cool for people to sit and watch while enjoying a drink would be nice.</p>
<ol style="list-style-type: none"> 1. Fix (not change) the beginner track. 2. Re-instate an intermediate track for 5-12 year olds. 3. Locate the beginner and intermediate tracks close together so younger kids can move across and try sections of it as they develop their skills and confidence. 3. Have the older age group tracks located together so the older demographic is catered for in one area and the younger groups in another.
<p>A total redesigning of the new intermediate dirt track is necessary. I believe that a similar design as at the Brighton Pump track would be a fantastic move and would genuinely prepare younger riders to adequately improve their skills before moving up to the new pump dirt track.</p> <p>A similar design as the Brighton pump track is approachable to both children and their parents alike and reinforce the community feel by broadening the user numbers.</p>
<p>there is a lot of space available not currently being utilised. it would be a real shame for the new intermediate track to be flattened/redeveloped due to a few nay sayers. Instead, I would like to see a some of the other space used for better beginner trails.</p>
<p>YES!!!</p> <p>The new pumptrack is badly built. If the new pumptrack were redeveloped into something that is between beginner and intermediate all riding skills would be catered for.</p>
<p>I like the new jumps and I think the begginer course is fine. But we really need a decent pump track for this park to cater to a broader range of riders</p>
<p>get http://www.trailsapes.com.au/ in to fix</p>
<p>as above</p>
<p>More frequent maintenance days on the tracks as holes on burms and jumps appear and cracks</p>
<p>Re do the pumptrack by a company that knows what they're doing, such as trailsapes</p>
<p>Love it wouldn't change it</p>
<p>The pump track should be designed by someone who actually knows what they are doing and be made with a bitumen surface to prevent wear and tear. The advanced track stay in good shape because they have riders willing to help maintain. You're going to have a hard time finding people that want to maintain a pump track, let alone a poorly designed one.</p>
<p>Better delineation around kids pump track is required</p>
<p>spread the jumps out on the pump track and make the berms on the turns wider so kids can get confidence on that track before moving up to the intermediate jumps.</p>
<p>I would love to see another jump track seperate to the intermediate, with similar size jumps which can provide more options and spread out the users.</p>
<p>Pumptrack just needs full rebuild and bitumen. Intermediate needs more spacing between jumps and an easier 'B' line more like tabletops with roll over lips rather than kick lips the 'A' line is fine if it had better spacing</p>
<p>Please don't flatten the intermediate track...</p>
<p>Adding a BBQ/shelter area in the space between the beginner and intermediate tracks would be great and encourage more people to stay there for longer periods of time.</p>
<p>As mentioned above, the addition of a more in-between jump line that bridges the gap between the beginner and intermediate tracks would be a better use of money than starting again. Alternatively, the first line of jumps on the intermediate track from the mound could be rebuilt to be a bit smaller, with the backside of the line remaining as is. That would provide progression and options for all types of riders.</p>
<p>In terms of space, the beginner track is almost like a gravel path with some bumps. This could be made to go around the facility (a larger loop), allowing for more jumps that could allow riders to progress.</p>
<p>Great job so far,let's keep in going</p>
<p>Toilets closer.</p>
<p>Built a pump track thats similar to brightons</p>
<p>Pump track needs to be tested more as no one I know can ride it well and maintain speed.</p> <p>Variation of jumps on the intermediate track - some being long and low, some high, a step ups, hips - this would allow the target audience of riders for that track to develop a wider range of skills in different situations to prepare them more for the diversity of the advanced track</p>

PLEASE build another "intermediate" track with slopes similar to the old track. less designed for jumping on a BMX bike - but with higher "up and downs", turns that will teach skill also and more accessible for kids (and adults!!). THANKS
Another track.
More variety in the intermediate jumps, eg a hip or a small gap
Don't demo the intermediate section, many bmx race kids across the state are progressing their skills on these jumps.
I noticed the hose fixture between the pump track and intermediate has lost its connection
The beginner track provides riders with very much the same building block as the previous intermediate track because of its difficulty, the new intermediate track provides a far better transition to the advanced trails
The dolomite track needs to be upgraded. Similar to how the old intermediate track was. The pump track now serves as a beginner track but a stepping stone from there to the intermediate jumps would be great and dolomite is a terrible, slippery surface.
More tables for picnics. Skill stations to test all skill levels and add variety.
Better tap and drinking facilities
Bigger area on top of the start mound
I still think there is a big gap between the smaller jumps and the advanced track
Needs more shaded areas.
More shaded areas
Add a gravel layer like the beginner track.
Storage for tools
Get rid of the start hill use a smaller tabletop to start on . Have a few rollers into first berm. Then into the line. The first jump should be a roller jump that is small in size in height then into progressive set that gets bigger as it goes along. And have a few transfer lines with landing off the side then a lip back into line.
Only the layout of the pump track, should have bigger berms, and larger rollers so that you can actually use it as intended.
I think the intermediate section needs to have the jumps getting gradually bigger, some of the ones in the middle are too small so you come into them a little too fast. Also maybe if the pump track can't be maintained properly this could be turned into a more open beginner section. Sort of like the intermediate but with jumps that are a little bit smaller because at this current time the pump track isn't really good to ride at all.
More maintaining
There seems to be a lot of misunderstanding by parents mostly of what an intermediate track should be. Perhaps signage should be placed encouraging use by people 12 and up only could help combat some of this.
Plenty but so does everyone. Let the guys your paying use their heads
An upgrade of the old existing dolomite track should have occurred instead of its demolition.
Personally the best option for the council would be to consult with an alternative trail building company with experience in bmx race tracks and design another bmx track to bring back the family friendly appeal and catering for a wide range of riders again
It's a good day out.
Keep creating great trails
Water fountains
Employ an actual qualified trail building company not someone who slaps dirt together like a 5 yr old and expects users to waste water on it. Get someone who can build a SUSTAINABLE track. Eg trailscapes pumptrack at cobblers
Build a car park
The pump track needs to be demolished. There is no way that it can be 'fixed', as the fundamental layout is completely wrong.
Apart from that, the new jumps are mediocre but passable.
As always, the main dirt jumps are superb and the boys do a great job maintaining them.
I wish I had somewhere like this near me up in Queensland.
Some more big jumps
Build a better beginners dirt trail. City skate also needs to go ahead asap - we have had no replacement for such a well loved facility that the riding community is so terribly lacking!
Use the space where the current beginner track is create a new smaller beginner track and another track along side, similar to the original intermediate track.
more seats, bike rack
Keep on building, investing and making the park better, it is by far the best bmx/bike facility in South Australia
More seats and shaded areas. More signs for track care. Another track with some slightly smaller intermediate jumps (my son is 4) and wants to hit the intermediate track but it's just slightly too big for him.
Move the undesirable above mentioned people along to somewhere else. They are intimidating, scary and not a nice thing to have hanging around a family area. They make a disgusting mess of the toilets and make the BBQ area virtually unusable as they all hang around there and take over the space drinking and just generally being gross.

<i>Would be great to see more shade and signage showing the designated areas + the way the space 'should' be used. One or two more well placed bins would also be helpful in reducing litter.</i>
<i>More seating between the intermediate and beginners' tracks.</i>
<i>Use a more durable surface for the intermediate jumps and pump track.</i>
<i>Perhaps try a different trail contractor who has experience in building pump tracks which require less maintenance?</i>
<i>Nicer pump track</i>
<i>I think that the two new tracks need more maintenance. With much more people now visiting the facilities the wear and tear is increased. This will slowly form the jumps into extremely solid jumps but whilst they are still new they need more maintenance. Already sections of the track are unrideable due to holes in the jumps. The track also still needs a little bit of tweeking to make it properly work.</i>
<i>Do not remove the intermediate track - this track is good preparation for the advanced track. Pump track - ideally this should be rebuilt - copy a working design and rebuild it. The soil that has been used is not ideal - but it has also had a dry summer in its infancy which has not helped. Only half the run works. Redesign - rebuild. Kids track - make the first two table tops into a jump with half the jump mellow -(as is), modify the other half the jump to be a better introduction to jumping - (a lip) Is there the option to build an additional section in the area between the pump track and the intermediate track, a small start mound with maybe 3 - 4 straight simple table top jumps starting the size of the biggest jump on the kids track, the final jump being around the size of the first jump in the intermediate track.</i>
<i>The watering system is great for keeping the form of the jumps. Parents are doing the right thing and helping water them down at their own leisure to help maintain the jumps. Like to see more shade ...ie shelter with BBQ near intermediate and or pro track... and another automatic toilet block</i>
<i>Maybe Larger size and Bike Restriction Sizes.... Fence off the starting area to toddlers or the intermediate track so restrict inexperienced riders getting in the way of riders that actually are there to learn and practice and step it up a notch.</i>
<i>Abit more shade/ seating for parents maybe</i>
<i>Another track to bridge the new intermediate track and the beginner's track would be a bonus.</i>
<i>Drinking water</i>
<i>The pump track should be redesigned and rebuilt as also the Advanced roll in should be built to a much higher standard. The Intermediate line really needs to offer less capable riders an opportunity also to enjoy the facility through better design. It would not require to much work from a reputable Company to address these issues.</i>
<i>Rebuild an intermediate track suitable for most 6-16 year olds, next to the beginner track so parents can watch their kids on both tracks at the same time ! The intermediate track should be rolling, like a normal bmx club race track, where skills can be improved without the need of going over dangerous jumps, and also wide enough for kids to ride side by side to race if they like. Improve the seating and shade in the central area for parents and kids having a rest.</i>
<i>To have more signs up to let people know not to climb on the jumps both on the advanced track and intermediate track and possibly on the sign's have advice or tips for people eg. stand up when riding the jumps, have peddles flat when going over jumps ect. This would ensure the protection and preservation of the jumps and the over all safety of area yes build a real intermediate track for all skill level one that doesn't require everyday maintenance like constant watering did they even think about water bills for the councils the old bmx track never needed watering and stood the test of time this track isn't going to last very long at all. poorly built seems they wasted ACC money should of got TRAILSCAPES to build it More of these tracks in other locations.</i>
<i>A good pump track would be awesome. Once designed correctly, a bitumen pump track would be great and easy to manage with zero upkeep</i>
<i>If building another set of jumps remove pump track and replace with another set of jumps as is not used</i>
<i>The pump track is poor and should be totally reworked and considered for placing closer to the beginner line. I would retain the western straight of the new line and make a new start mound.</i>
<i>Use the old intermediate track footprint to create triangle loop with mid size table tops and doubles similar to what was originality there</i>
<i>You really need a track in between the beginners track and the new upgraded track. This would give new ridings a chance to continually improve and progress their skill. Maybe even a technical MTB course loop, which uses most of the park. Just a single track with lots of variation.</i>
<i>Can you please build an intermediate track suitable for ages 8-10 like it used to be. Maybe link up the beginner track to a new intermediate track.</i>

Additional Comments

<i>Addition of toilets nearby is great, intermediate and expert tracks look amazing. Maybe some bbq areas for those hosting birthday parties or those staying longer than a couple hours</i>
<i>It is a really good place</i>
<i>As a whole, i am deeply saddened by the lack of responsibility shown by the council to make sure the contractor undertook and completed the job to a satisfactory level.</i>
<i>My family had been using this facility for years. All 3 of my children (aged 3,7 & 9) have learned to ride here. We have both held, and attended, kids birthday parties at the park. We understand that the recent upgrades were carried out with the best</i>

<i>intentions but the result is not great. The venue no longer caters adequately for this age group. I sincerely hope the council takes on board these suggestions and accepts offers for help by experienced providers. Good luck, we all look forward to the new developments and returning to once again enjoy the park.</i>
<i>Skatepark!!!!!! Also a lot of aboriginals drink around that area and think that puts some people off</i>
<i>Great job everybody!</i>
<i>Following the recent upgrade, we visited the BMX twice or three times. With great regrets, we stopped visiting the track. I believe that the new pump track has a great design for more experience riders. A lot of thought and care has clearly been put in its design. Meanwhile the replacement for the old intermediate track is nothing more than a botch job. A poor design conveying little interest (or time) from its designers and builders. Very sad not having the old track as one of our favourite places to visit on weekends, after work or birthday parties anymore.</i>
<i>Having read and heard some complaints for parents/kids about the development, I wonder if they're the vocal minority. Having spent some time out there, and witnessed a number of very junior riders (& very young kids) ride the trails, I do wonder if their complaints are just a response to change. Also, the sport by its nature is some what dangerous. If you make a mistake it has consequences and injuries are a just a part of it. no level of track design can ever mitigate this factor. I don't want to see anyone get hurt, but unless you wrap yourself in cotton wool there's no avoiding it. sorry for the rant, I'd just hate to see some paranoid parents ruin facilities enjoyed by so many.</i>
<i>I strongly suggest redeveloping the new pump track to cater for the in between level that is currently not being catered for and parents and children are complaining about, ie larger jumps that can still easily be rolled. This would provide for all skill levels to enjoy the facility. The new pumptrack is very difficult to ride, the flow is bad and there is not much incentive to continue to ride it. If it is being used by smaller children, then maybe the space in between could cater for a more advanced beginners track. Please keep the current intermediate track though, it caters for an higher intermediate skill level that was not catered for before.</i>
<i>should of used a world class trail building company</i>
<i>Love it!</i>
<i>A wonderful facility catering for all ages and skills</i>
<i>Please don't demolish the new intermediate track because angry parents are putting pressure on. If their kids aren't capable of riding the intermediate track, the beginner track should be more than sufficient until they build confidence. The real issue with the new development is the pump track.</i>
<i>Great upgrade.</i>
<i>The first 2 questions are very limiting. As a father of 2 that are 4 and 9 years old where all of us ride including myself it is impossible to only pick 1 answer for both of these questions</i>
<i>Need better less dusty area for parents and more shade</i>
<i>Our kids are riders between 4 and 8 and love have gotten more confident but none rides I think it's mind over matter</i>
<i>Please don't use public money to ruin this awesome facility. There are plenty of spots at city dirt for people of all abilities- it doesn't need to change.</i>
<i>The pump track is a bit lack-lustre. As a group, we visit City Dirt for the jumps and Brighton Pump track for a pump track. If you were to upgrade the pump track to be more like Brighton, that would be even better!</i>
<i>Having learnt to ride myself there as child, I ride with my son and continue to grow his passion for cycling</i>
<i>This has been a much long needed upgrade. My son and I love the new track.</i>
<i>These intermediate ones were awesome my 7year old jumped the first three, my 10year old jumped the whole way through then started to change between the jumps to challenge himself</i>
<i>The large groups of Indigenous people seemingly living there are scary, often threatening bmx riders and leaving the hose on the jumps</i>
<i>asking what time and day we used the facility was very narrow. we used it during the week, evenings, afternoons, all day sat and suns but you could only select one option. therefore it will not give accurate information. I also used the track with my kids and others.</i>
<i>Yay</i>
<i>This is a breath of fresh air and much needed to get more people into the parklands. They are under used and need further upgrades to keep inline with what other cities are doing.</i>
<i>It's great</i>
<i>The new intermediate track is much better The old was hard to learn how to do any jumps I have seen 7 year olds clearing the new intermediate jumps</i>
<i>Sick</i>
<i>Dont use trail collective. Use a better builder like trail scapes. Trails scapes work does not fall apart n our building trails all around the world. From pump tracks to downhill tracks to trail jumps they will build it all. I just love riding there work.</i>
<i>Thanks for providing the upgrades! They are awesome, I have even been able to get some of the people from my workplace interested in bmx style riding :)</i>
<i>I head that people were thinking of making the intermediate jumps smaller which personally I think makes no sense, because then the gap from this jumps to the big jumps is too big and people wanting to step up to the big jumps would be taking more of a risk. If anything I think a beginner jump section should be put where the pump track is so that younger kids can practice jumping. Because you can't really learn to jump easily on that pump track</i>

The nonsense about the Intermediate jumps is that exactly, absolute nonsense. If the line is too big, use the beginner until you're confident. If they're too small, use the advanced! Simple as that

Great way to learn bigger jumps

The pump track is an appalling excuse for a bike track. The trail collective only want to cater for dirt jumpers and not the wider community. My kids RACE Bmx and this used to be the place they came to play around. Because they have skills. Now they can't - they don't want to jump these jumps. They want a track like what used to be there with a variety of doubles tabletops and rhythm sections that can be rolled jumped manually it however your skills let you ride. Look at bower rd. Look at any suburban Bmx club track. This is how it should be done. Not dirtjumps for a SMALL section of the community displacing ALL the kids that used to ride there
it is great currently

I think the team at City Dirt have done a great job. They're a friendly bunch of guys with a real passion for seeing kids developing their BMX skills.

I think for longevity and ease of maintenance the pump track would be much better if it were to have hotmix asphalt laid over it. The intermediate section is now great as its a good stepping stone. Perhaps the beginner track could be re worked to include some more rollers and obstacles for kids to ride over. Having maintenance done on the intermediate zone to keep it running good would be great or even free workshop sessions put on by the trail builders teaching kids during the holidays on how to look after the trails, build them, maintain them and the importance of doing so thus teaching the younger generation on how to do all of this and why it is important. This may then help the kids to take ownership of the space and take away maintenance costs to council. Thanks for allowing kids to have a great space to have real fun and play!

It would be great to see the volunteers involved more heavily in the design process of any future works, given how much time they spend at the facility.

The intermediate track is excellent. I was aware of a lot of negative feedback from other parents of smaller children and I felt that way too about the new intermediate track but it's a great addition. Great to see more older kids using it more as well.

In response to the maintainance issue I believe that the best way to fix it is to get more of the local kids involved on weekends. There are lost of passionate kids that ride these tracks all they need is the tools and the know how and they are more then capable of fixing the jumps. Another idea would be to get the trail collective to come and do more routine maintance.

I am the original designer/ builder of the upgrade from 2000, local resident and rider with young children who visit the track. I worked with Ray.

I think the upgrade is working - it has got me riding again after 10 years. Its not perfect but the intermediate track is good for the 13 - 17 year old level of rider, before they go to the big jumps.

The indigenous residents are an unfortunate issue that is not healthy for the young kids without parents, and not healthy for families as their behaviour is often confronting and without monitoring their children climbing over the advanced track, an accident is just waiting to happen.

I would be more than happy to attend council meeting on behalf of residents, riders and parents as I fit into each category with a vested interest in the success of the park , and do not like to see our council rates used in areas that are unnecessary.

I am more than happy to be contacted 0404 834 130 if I can be of assistance. :)

Please feel free to contact me on 0408 834 102 (Darren McGrath)

I take my boy to Skateparks for his BMX Training and Adelaide City Dirt.... 3 - 4 times a week plus coaching at Pump on Richmond Road with one of the local lads..... It would be a tragedy to undo all that you as a City Council have done after engaging 'The Trail Collective' to not only upgrade to a now amazing dirt facility... but also to waste money which could be better spent on either surrounding areas or even more forward designs.

I will be at City Dirt this weekend (15th April) watching the pro's (ALEX HAIM) from Colony BMX come down and give an exhibition... it will be a big weekend with BMXers in Adelaide, including the Murray Bridge Skatepark Upgrade Opening (14th April), BMX Comp and overflow of riders in town.

You should have representatives down at these events if you are so willing to listen to a few parents complain if they are putting their inexperienced riders on the track.

I find it outrageous that we as riders meant to water and maintain the jumps that have been built by a paid contractor also knowing of the specifications it appears many steps have been left out which in turn will only lead to the facility falling into ruins by the end of this winter. Jumps certainly need maintenance but nowhere near daily for Intermediate jumps
I would like to thank the Council for taking the initiative and hopefully the issues will be resolved and we can all come back to using this facility.

It seems incredible that the track redevelopment was done with such a poor, selective consultation. The new tracks have clearly been built in response to a specific small group of people wanting an additional jumps track...not what most people wanted.

Prior to the construction detailed maps were not made available for comment.

As soon as construction commenced it was clear what the problems would be and how it would negatively affect to many users...and these were immediately made clear to the project manager, and now the complaint numbers have been so overwhelming a review is finally being done.

The intermediate track and facilities needed some improvements as it was clearly the most popular track and served such a wide age range. Its great to introduce new tracks or facilities, but why on earth remove the most popular track to do so ???

The consultation and information available on the redevelopment leading into this redevelopment (and even during its construction) was nothing short of woeful. Hopeful those responsible will learn from it, and the tracks can be reconfigured to meet the needs of the wider community, not a few specific jumps fans selected to consult with !

If I were a rate payer in the adelaide council i would not be happy about \$40,000-\$60,000 being spent on something that is working well!

If the new jumps are too big - go on the smaller jumps!

I now don't use the tracks because they hacked it, what a waste of a good opportunity to build descent tracks for all instead spent money an already well built/well maintained city dirt jumps track then built another to suit themselves clearly no thought was given to those who used the intermediate track with younger kids and families since ive been there i don't see the usual families my daughter used to ride with on the intermediate track so its clear we have been pushed out and council have been deceived of a large amount of money.

my advice is to get Trailscapes to fix this mess these guys build well designed trails and tracks for skill levels do yourselves a favour and go see the Brighton pump track.

Really great work, I'm super stoked to see where the new and latest improvements and upgrades will take the tracks.

Really solid work guys

Having BMX tracks that cater for various skill levels built for the public is vital for the development for future champions. Australia has some amazing athletes in extreme sports and its thanks to tracks such as these. There should be more of them all around the country.

The fascilities are really putting Adelaide on the map across Australia for their dirt jumps. It's a true asset to the community and the volunteers need a huge pat on the back

The designers has not seem to factor what was working well at this site previously. Yes, the new line will bring in new users 11- years up with some jump skill already, but you have removed opportunity for kids, siblings and parents to ride and develop skills together in the one venue.

I have been visiting that park for over 35 years and now ride with my family there. I have had kids parties and taught children to ride there. I have had kids who started the day on trainer wheels riding the old intermediate line by the end of the day. I have coached toddlers on balance bikes through much of the old intermediate line all developing their confidence, skill and independence. The recent work has removed this opportunity and alienated one of the key user groups (families with a range of kids ages/ parent/ grandparents).

With a rethink, it can be returned

What ever you do PLEASE do not remove or down grade the jumps on the new improved track. I've spoken to a lot of riders of all ages and they all say the same thing this new track is the best.

Shade would useful.



City Dirt Master Plan

Blue Gum Park / Kurangga (Park 20),
Adelaide Park Lands

oxigen

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Item 8.1 - Attachment B

Revision —
JUNE 2019

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Context



Park Terrace Skate + Recreation

Torrens Linear Park

North Adelaide Golf Course

Bonython Park

Adelaide Oval

River Torrens

JAMES CONGDON DRIVE

Proposed City Skate

Sports Ovals

LIGHT SQUARE

SA Athletics Stadium

Park Lands Trail

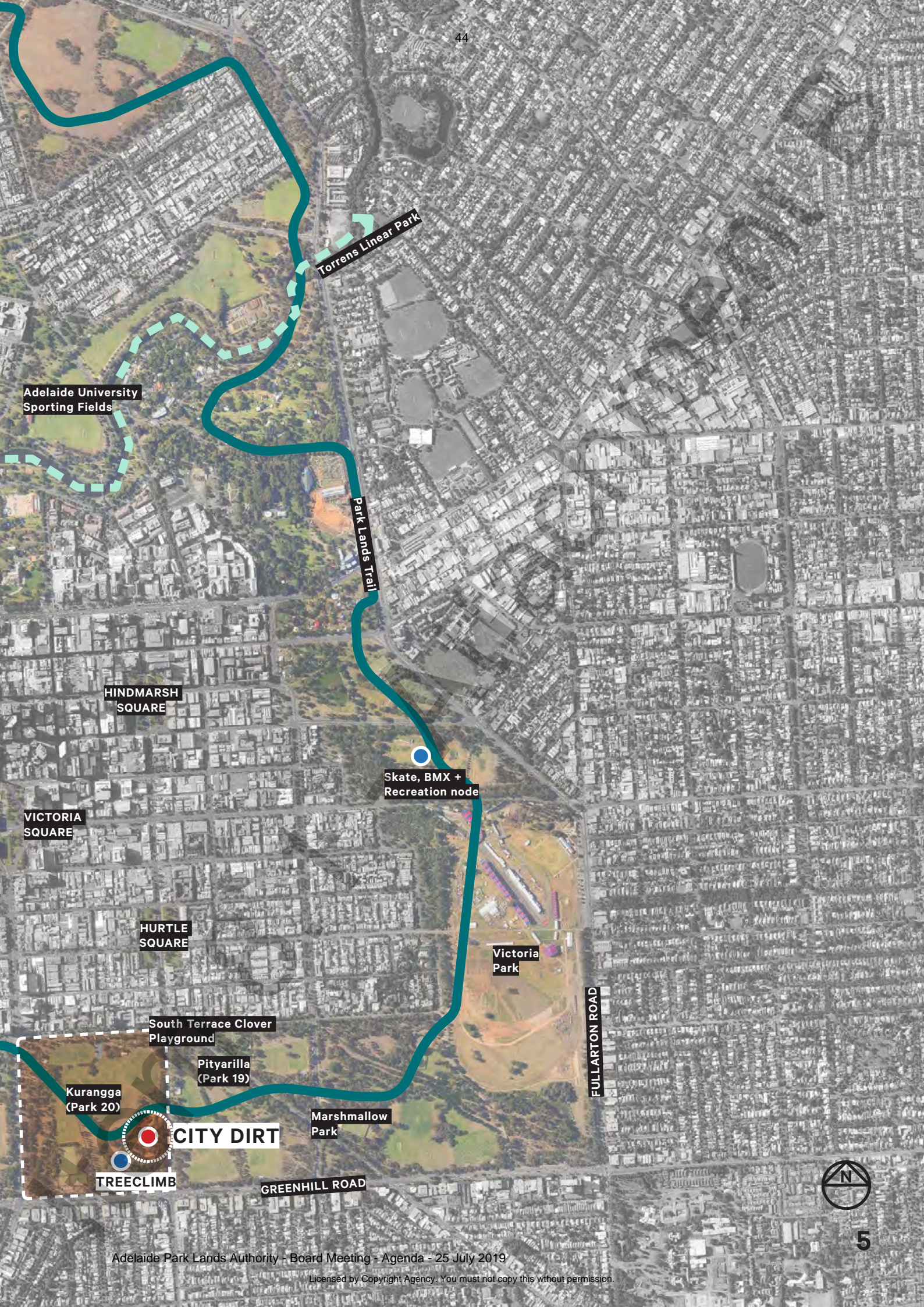
WHITMORE SQUARE

Princess Elizabeth Playground

Netball Courts

park Lands Trail

GREENHILL ROAD



Adelaide University Sporting Fields

Torrens Linear Park

Park Lands Trail

HINDMARSH SQUARE

Skate, BMX + Recreation node

VICTORIA SQUARE

HURTLE SQUARE

Victoria Park

South Terrace Clover Playground

FULLARTON ROAD

Kurangga (Park 20)

Pityarilla (Park 19)

Marshmallow Park

CITY DIRT

TREECLIMB

GREENHILL ROAD



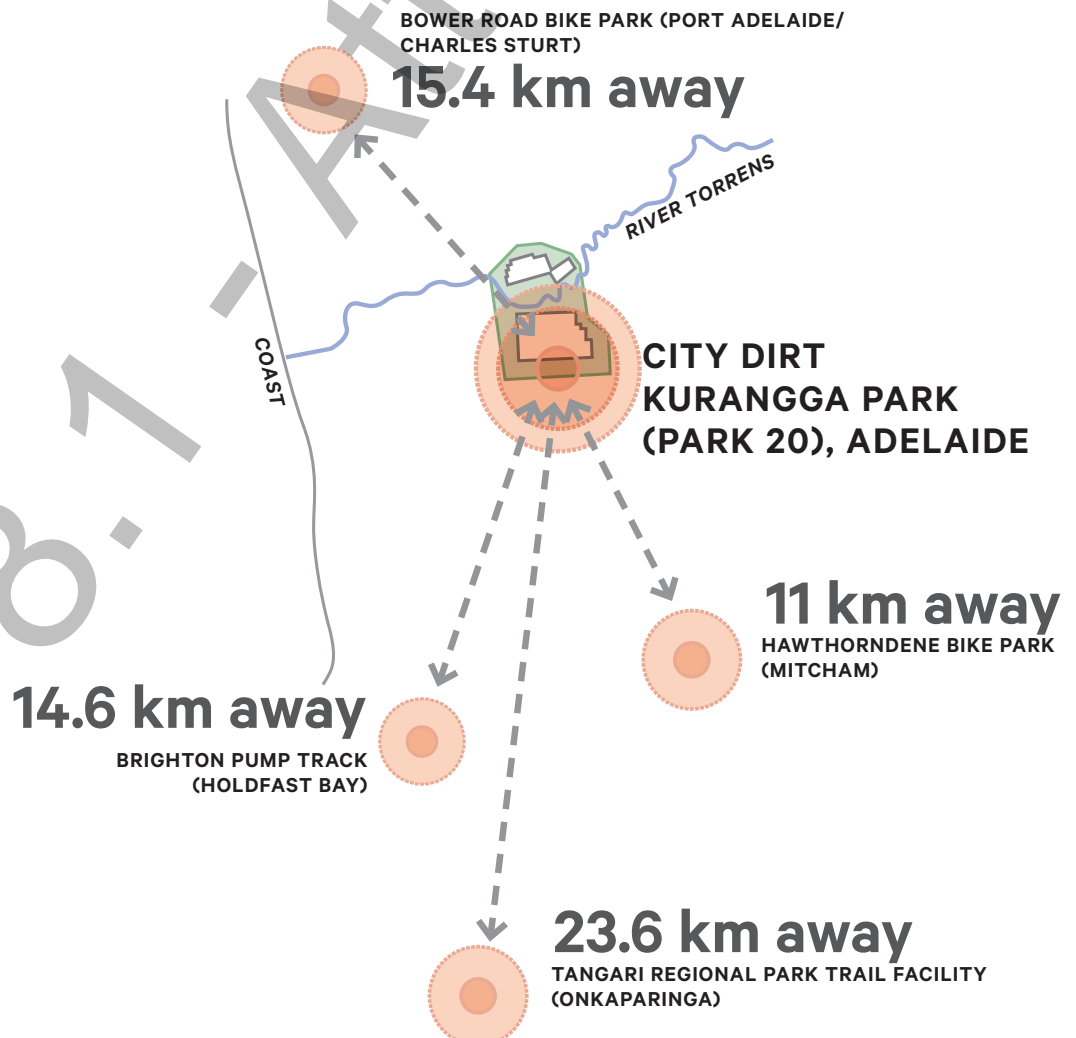
Context

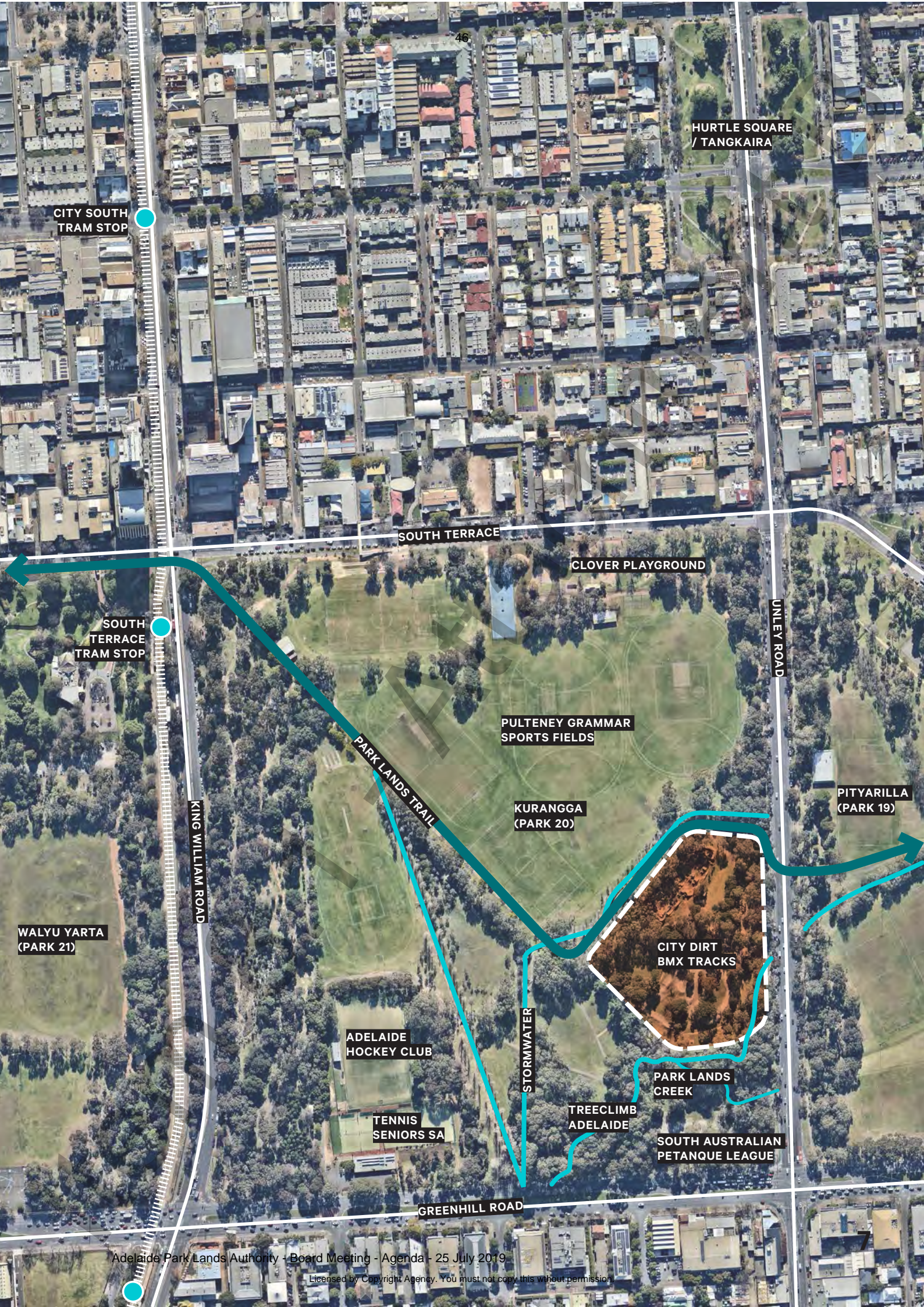
Catchment

City Dirt, Blue Gum Park / Kurangga (Park 20), is located in the southern Adelaide Park Lands and is in close proximity to the centre of the City. The potential user catchment covers the whole of the Adelaide area and beyond, as users will travel to use and experience this destination site. This is due to its scale, the range of riding opportunities provided and the amenities associated with it.

Interstate and international users will travel to City Dirt given the broad range of challenging elements, ride features and skill development opportunities. This is supported by its close proximity to the CBD, social media presence and personal connections within the riding community.

Similar Facilities





46

CITY SOUTH TRAM STOP

HURTLE SQUARE / TANGKAIRA

SOUTH TERRACE

CLOVER PLAYGROUND

UNLEY ROAD

SOUTH TERRACE TRAM STOP

SOUTH TERRACE TRAM STOP

PARK LANDS TRAIL

PULTENEY GRAMMAR SPORTS FIELDS

KURANGGA (PARK 20)

PITYARILLA (PARK 19)

WALYU YARTA (PARK 21)

KING WILLIAM ROAD

CITY DIRT BMX TRACKS

ADELAIDE HOCKEY CLUB

STORMWATER

PARK LANDS CREEK

TENNIS SENIORS SA

TREECLIMB ADELAIDE

SOUTH AUSTRALIAN PETANQUE LEAGUE

GREENHILL ROAD

Planning + Policy



Adelaide Park Lands Management Strategy 2015-2025

Future Moves - Kurangga (Park 20)

“A medium hub will be developed in the south-east of the park to support an expanded BMX/mountain bike facility with the creek line surrounding this facility to be rehabilitated to create opportunities for nature play, exploration and contemplation.”

“The BMX/mountain bike track will be connected to an improved Park Lands Trail, providing an additional east-west access to the track and further connections to the Park Lands path network.”



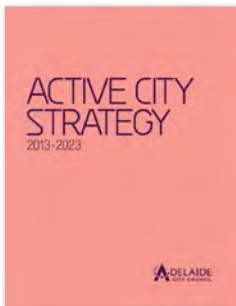
Community Land Management Plan - Kurangga (Park 20)

Desired Future Character Statement

“Meet the sporting and other recreation needs of the community in attractive wide open spaces surrounded by large shady trees within an open woodland character.”

Management Direction

“1.3.10 Manage the playground and the BMX track as regional youth activity hubs in the Park supported by adjoining picnic and recreation facilities, and promote the BMX track for use by non-powered bicycles during daylight hours. (R9)”



Active City Strategy 2013-2023

Outcome 1: Great Spaces to be Physically Active

“Spaces throughout the City are safe and accessible and invite people to be physically active.

The City contains a range of active recreation and sport destinations shaped by the community

Social interactions are fostered through shared facilities”

Strategies:

“1.2.2 Create regional activity hubs linked to the Park Lands Trail

1.3.1 Provide youth recreation opportunities including skate and BMX facilities Additional cycling facilities (e.g. ‘Pump Track’) will be considered for the Kurangga BMX Tracks, along with consideration of facilities to broaden its appeal to families. Shade, signage and landscaping will significantly improve the usability of existing facilities.”

2.2 Goals and Objectives of Asset Management

“The key elements of infrastructure asset management are:

Providing a defined level of service and monitoring performance;

Managing the impact of growth through demand management and infrastructure investment;”



Park Lands and Open Space Asset Management Plan

Sport Planning



Sports Infrastructure Master Plan West and South Park Lands Regional Sports Areas 2014

Vision

"Park 20 will be a key sport and recreation precinct for the South Park Lands with facilities and infrastructure servicing a range of sports including Australian Rules football, tennis, cricket, soccer, athletics, hockey, basketball and netball."

Medium Priority

"Remove the existing lawn tennis court and expand the diversity of the dirt BMX jumps to potentially include a new skills area Pump Track, to be informed by engagement with users. An overall management plan of this area is required to determine safety standards, levels of use and future amenity requirements to accommodate current and future demand."

Recommendations:

"Increase complementary activity such as bike skills/Pump Track over underutilised courts"



Kurangga (park 20) recommendations

- 1 Consolidate existing building stock into a new shared use community building as per Park Land Building Design Guidelines
- 2 Enhance athletics infrastructure including lighting, athletic field events, long jump, shot put, discus and javelin
- 3 Improve and enhance the location and useability of existing and proposed sport fields and courts and develop 2 additional community sports courts. Existing athletics track relocated to allow for new community courts
- 4 Upgrade and expand existing sports field and recreation trail lighting, include provision for a new running loop
- 5 Increase complementary activity such as bike skills/pump track over underutilised courts
- 6 Provide a secure bicycle storage area in close proximity to Glover Playground and expand playground into Park Land to provide natural play opportunities
- 7 Support upgrades to enhance the status of regional tennis and hockey centre

Existing building area to be removed (includes buildings already removed)	702 m ²	Proposed building area (bottom 2 floors)	1749 m ²
Existing performance area to be removed	208 m ²	Proposed courts area	1100 m ²
total	2110 m²	total	2249 m²
		net gain / loss to park lands	891 m ² gain

legend

- deleted building / sporting patch
- sporting field
- roadway
- bus stop and drop-off zone
- paths major
- proposed sporting patch / field
- paths minor
- proposed building
- parklands trail
- community facility
- running track
- existing building
- roadside parking
- new planting

Track History

Site Evolution

1982 - Council built a BMX track, due to high community demand.

2003 - Redeveloped the tracks, creating three new tracks, beginner, intermediate and advanced levels.

2009 - Existing advanced track was developed further by members of the 'City Dirt Crew' volunteer group to improve the condition and range of existing facilities and initiate a regular maintenance program.

2017 - Significant renewal works

2018 - TreeClimb

Culture

A distinct trail culture has emerged from local riders desiring to have a place to adopt and call their own, with a focus on recreational riding rather than competitive racing. Almost all BMX trail construction is undertaken by hand, consisting of extensive softscaping and a trail surface made from a soil base. Local riders are therefore intimately involved in the design and planning of developments and have become strong advocates for the park.

The existing facilities cater for skills progression as riders grow in ability and confidence. The co-located tracks and flow lines allow for beginners to see and experience the Intermediate and Advanced Tracks in use which further promotes the development and riding training.



2008



2016



2019

Development of the Advanced Track 2008-19

Background

Volunteers

Volunteers have provided construction and maintenance services for the BMX facilities over the past 8-10 years with a focus on the development of the Advanced Track. The volunteer group are well organised and have formalised their status as an incorporated organisation called the City Dirt Crew. Supported by a strong community of riders the volunteers collaborate with Council regarding maintenance, resources and proposed changes.

City of Adelaide Council recognises the important contribution provided by the volunteer group and provides ongoing support and assistance with maintenance activities.

1,180 volunteer hours between
January 2018 and December 2018

Exposure + Media

City Dirt Crew's website promotes the track and actively encourages community participation. Regular updates are provided on the status of the site, open/closure of individual track runs, maintenance program and regular riding meets.

Promotion of City Dirt Crew and the City Dirt venue through local magazines has raised awareness of the space and promoted its benefits to a wide audience.

City of Adelaide Council promote the BMX tracks through their website and organise riding and training summer sessions with local riding groups. The park provides a popular children's birthday party destination on weekends where it is common for tables and seating to be setup under marquees on the eastern side of the park.



City Dirt Crew undertaking track works



Community Events





Stakeholder Summary

Key Findings (May 2018)



*BMX Hub Engagement
Summary (March to May 2018)*

The BMX Hub Engagement Summary (May 2018) presents an overview of findings from an engagement process with key stakeholders. A significant amount of feedback was collected and analysed with the key findings being:

- Council investment in recreation facilities that encourage informal physical activity and social opportunities for youth was highly valued. Positive key findings included:
 - Support that Council is willing to invest;
 - The hub provides social benefit to the community; and
 - City Dirt is good for BMX culture and riders who travel to experience different tracks. 100% of the interstate respondents use the new Intermediate Track and/or the Advanced Track.
- Overall a majority of respondents were satisfied with the BMX hub changes and agree that the BMX hub:
 - Caters for a wide range of users;
 - Is a family friendly place; and
 - Helps develop skills.
- A significant majority of respondents support the new Intermediate Track, which has attracted a new cohort to the facility and allowed riders to develop their jump skills before attempting the advanced section.
- Overall, it was recorded that on average, visitation increased from once or twice a month to once or twice a week following the changes.
- Respondents generally felt that the Pump Track was a good idea, however, the current design is not highly regarded. A high proportion of respondents indicated that they would like to see the Pump Track redesigned.
- When examining ideas for improvement, respondents who reported that they were dissatisfied with the changes suggested:
 - Reconfiguring the layout of the tracks in the BMX hub;
 - Improving the quality of the existing beginner track; and
 - Extending the beginner track to add intermediate features or develop another Intermediate Track.
- Although a majority of respondents agreed there were sufficient amenities, there were many suggestions for further improvement such as:
 - Installation of more bbqs, seating, tables, drinking water points and shade;
 - Providing bike racks and bike tyre pumps; and
 - A kiosk and improved toilet facilities.
- Maintenance concerns were raised by respondents in relation to the higher level required for the new Intermediate Track and Pump Track.

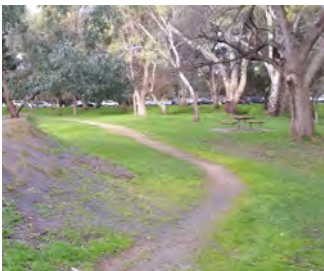
Existing Condition

Summary

The Trail Collective (TTC) conducted a site audit and produced an audit report in November 2016. The audit reviewed risks and assessed their 'fit for purpose' condition. The report identified the need for several improvements to reduce safety concerns and improve user experience; most importantly modifying the Advanced Track start mound and new volunteer tool boxes.

The report also identified the need for appropriate user group management, a common approach and framework for allocating Council and maintenance resources, additional signage, improvements to existing track surfacing and landscape improvements through tree planting and public amenities.

Existing Assets



BMX Tracks

- A Beginner track loop includes a range of low mounds and berms.
- An Intermediate Track provides mounds, berms and jump options.
- An Advanced Track provides a range of high jumps with an elevated start mound to build speed.
- A Pump Track provides a circuit designed for 'pumping' - continuously generating momentum.



Furniture/Facilities

- Picnic tables, BBQ's and a bicycle repair station are provided for community use.
- 3-phase power is available for events.
- An 'Exceloo' public toilet is located on the eastern side of the Park facing Unley Road.



Storage

- Storage boxes are located adjacent the Advanced Track and provide storage for tools and equipment for the volunteer maintenance group.
- Culvert storage under berm on Advanced Track.

Opportunities

- Currently there are no existing well-defined pathways through City Dirt.
- Some CoA Park Lands signage provides wayfinding and track identification but could be consolidated to provide better site legibility.
- Improvements are needed to increase safety, security and provide all-weather protection.

BLUE GUM PARK / KURANGGA (PARK 20)





Vision

Providing a community recreation asset with a strong cultural identity and contributing to high quality public space within the Adelaide Park Lands.

Item 8

Principles

Six guiding principles have been developed with the project team and applied through the Master Planning process.



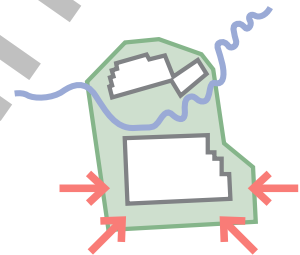
01 Community + Culture

Recognise the value of the site to the local riding community that utilise the site and the broader community that interact with the south Park Lands.



02 Accessibility

Provide a clear access and circulation network that caters to pedestrians and cyclists.



03 Park Lands Integration

Integrate assets within the surrounding Park Lands and the natural open space character of the site.



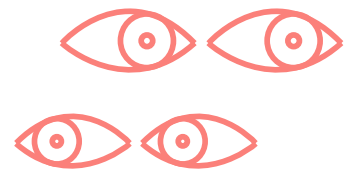
04 Amenity

Provide an attractive destination for all users utilising the inherent landscape qualities and the provision of an appropriate level of infrastructure to service its use.



05 Wide Appeal

Acknowledge the potential for a wide appeal across demographics for recreation and spectating.
















06 Security + Safety

Provide a safe riding facility whilst facilitating appropriate levels of challenge with passive surveillance from adjacent landscape areas and streetscape.

Master Plan

Legend

	BMX - Beginner Track
	BMX - Intermediate Track
	BMX - Advanced Track
	BMX - Pump Track
	Open Spectator Lawn
	Existing Building
	Key Node
	Picnic / Seating Node
	Park Lands Creek + Stormwater Channel
	Park Lands Trail
	Pedestrian Crossing Points
	Overhead TreeClimb Zip-Line / Course
	Future Brownhill Creek (indicative banks shown dashed)

Key Moves 1

- 01 Improve City Dirt entries and access to and within the site.
- 02 Connect to Park Lands Trail and TreeClimb.
- 03 Establish central meeting area adjacent existing fig tree (protect root zone) including seating, BBQ, power + water and storage seats.
- 04 Existing Beginner Track
- Re-configure, improve surface and expand to the west
- 05 Existing Intermediate Track
- Re-configure, improve surface / drainage and consolidate
- 06 Existing Advanced Track
- New storage seats
- 07 Existing Pump Track - Improve surface for rideability and reduced maintenance
- 08 Area to be integrated with TreeClimb and Brownhill / Keswick Creek project. Possible future nature based recreation opportunities.



DRAFT



01 Movement + Access

Key



Existing Park Lands Trail

— Park Lands Trail is located west of the Advanced Track. New path connections will improve access to BMX facilities and surrounding recreation areas.



Existing Shared Path

— Existing off-road shared pathways exist on both sides of Unley Road. New lighting, edge buffer planting and defined entries will improve north-south access from the existing corridor.



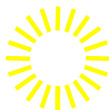
Consolidated Internal Paths

— Internal pathways are consolidated to connect key BMX and community facilities. A central spine pathway provides a new north - south link. Additional connecting paths will be compacted gravel to define access routes and reduce damage to vegetation.



'Break Out' Space

— A break out space allows better pedestrian movement with widened path and a spectator area to support TreeClimb visitors.



Site Entry Points

— Key access points to the park include signage that outlines the parks layout and the location of key BMX and community facilities.



Track Entry Points

— Key entry points to the individual BMX tracks with access to their respective starting mound.



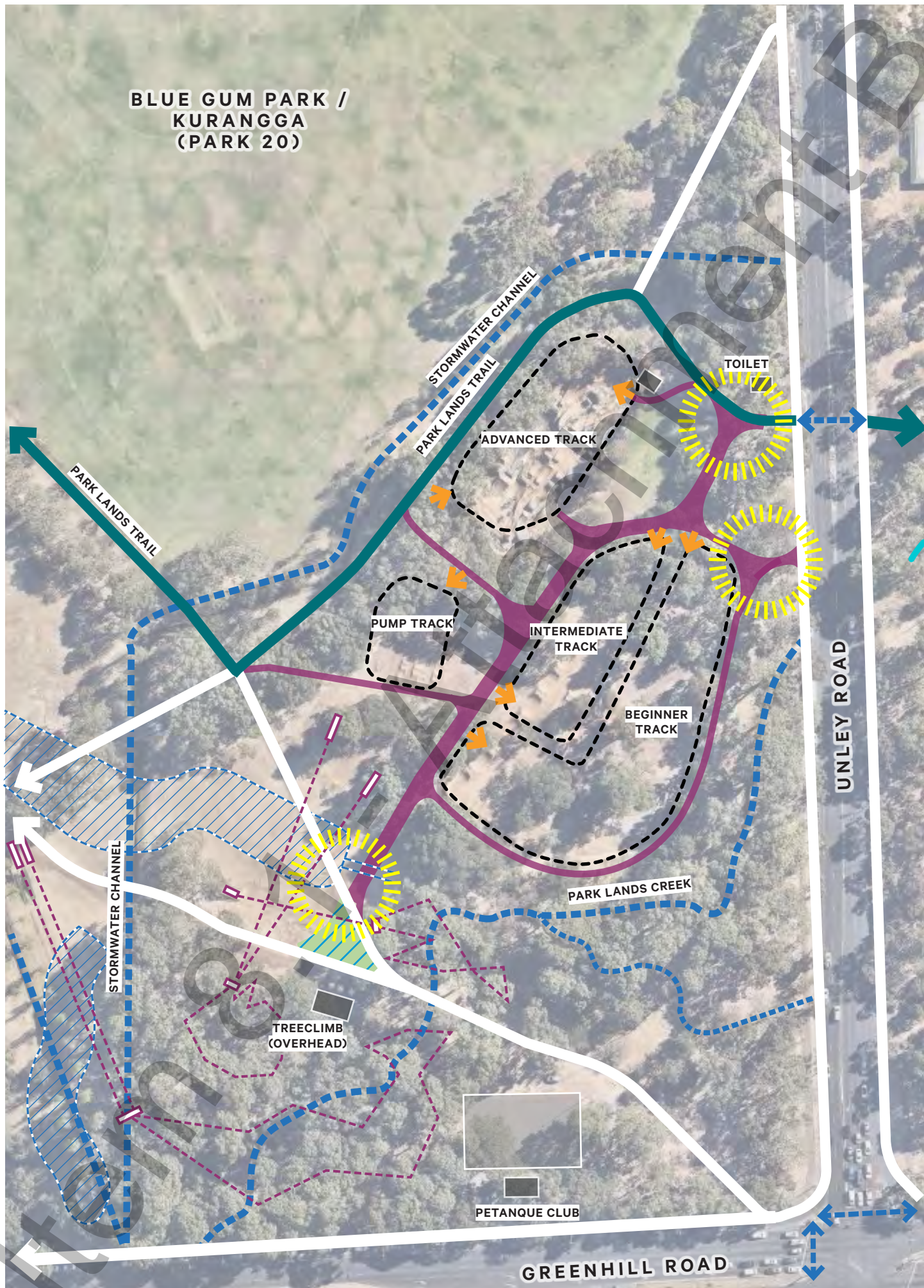
Stormwater Corridors

— Park Lands Creek flows through the southern section of the Park. An additional open channel captures runoff from the northern sport fields and directs water to a confluence prior to discharge under Greenhill Road. Future Council works propose to flatten steep creek batters, preserve mature trees and provide new planting opportunities.



Pedestrian Road Crossing Points

BLUE GUM PARK / KURANGGA (PARK 20)



02 Planting

Landscape Character

A range of existing species are found within Kurangga Park reflecting an ad-hoc development and planting program. The landscape character is open Eucalypt woodland consistent to the site perimeter and mixed exotic canopy trees within the central zone. For new planting, refer to 'List of Species' in City of Adelaide's 'Strategic Revegetation Plan'.

Existing Species (Typical)



Notable Tree

A large Moreton Bay Fig provides a central focal point and meeting node between the Intermediate Track and Pump Track.

Eucalypt Woodland

Eucalyptus leucoxylon subsp. *leucoxylon*
Eucalyptus camaldulensis

Blue Gum
River Red Gum

Non-native Species

Brachychiton populneus ssp. *populneus*
Ceratonia siliqua
Ficus macrophylla
Pinus sp.
Quercus sp.

Flame Tree
Carob Tree
Moreton Bay Fig
Pine Tree
Oak

Planting Zones



01. Stormwater Buffer

- New tree planting to increase shade for family groups at picnic nodes.
- Reinstatement of the eucalypt canopy following stormwater corridor realignment and laying back of batters.



02. Buffer Edge Planting

- Retain existing trees with new infill planting.
- Infill planting of eucalypts to increase the extent of the open woodland character to the track perimeter and approaches from the south, west and east.



03. Amenity Planting

- Increase shade within the central node through new amenity trees.
- Improve sightlines through minor works to lift the canopy of existing species.
- Allow winter light into the lawned areas through deciduous tree species selection.



04. Trackside Planting

- Increase the shade for users through new trees at sides of all existing tracks.
- Deter access from track crossings, define trails + increase biodiversity through strategic pocket planting.
- Prevent erosion, minimise visual impact of the taller mounding + increase biodiversity through trackside understorey native planting to south, west and north sides of the Advanced Track.



05. Irrigated Turf

- Increase areas of irrigated turf. Improve surface condition through coring and topdressing. Connect to GAP Irrigation.

BLUE GUM PARK / KURANGGA (PARK 20)



03 BMX Tracks

Tracks










The existing Pump, Beginner and Intermediate Tracks are proposed to be capped with new material to provide a robust and sustainable surface. The Advanced Track is proposed to be supported with new planting and modifications to the start mound.

The Intermediate Track is consolidated and entries better defined. The underutilised area of the Intermediate Track allows for expansion of the Beginner Track. Entries and definition between the two tracks are better defined through planting, signage and improved pathways at the entries.

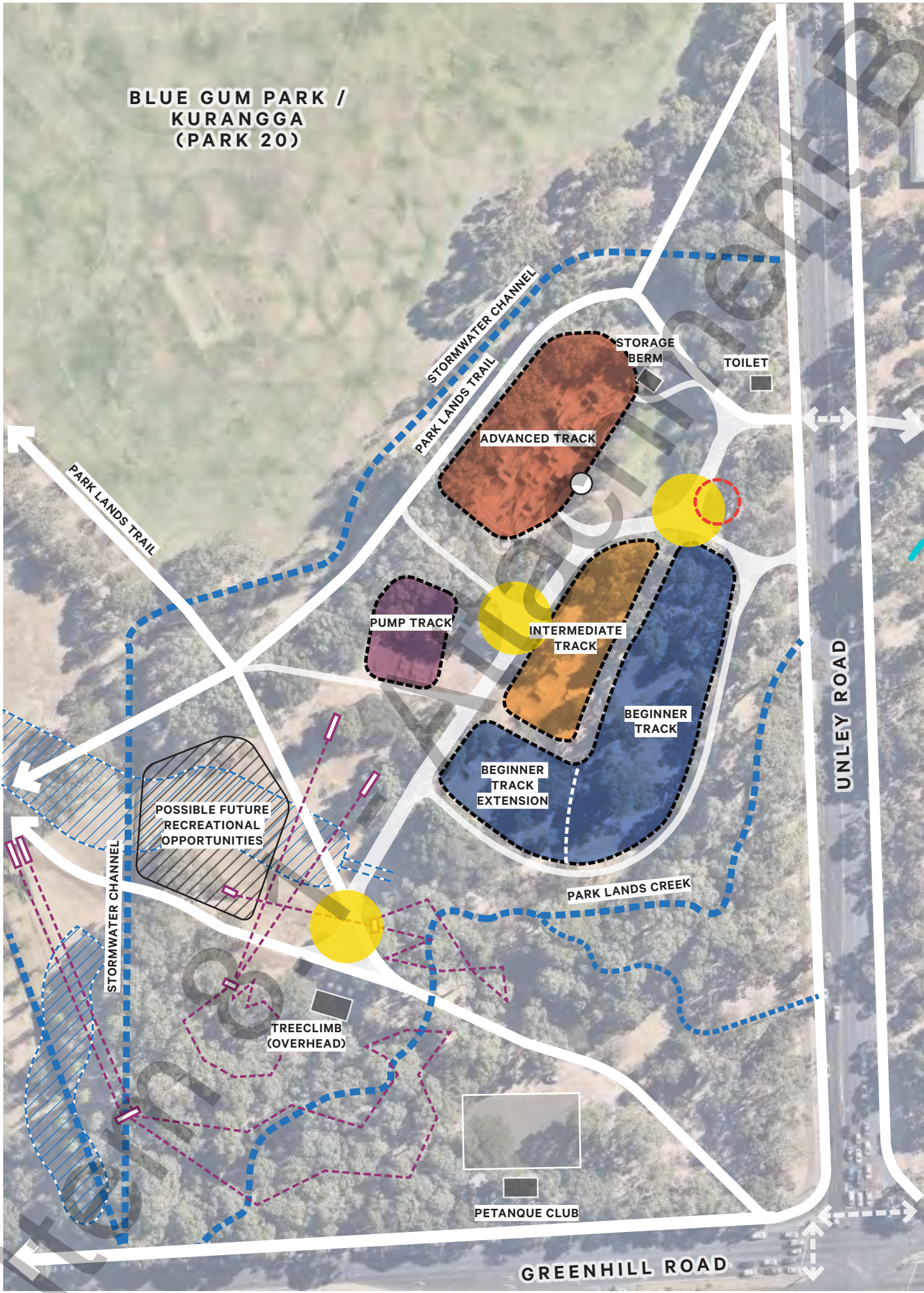
Spectator viewing areas are defined with furniture and safe access from the internal path network.

Consider the design of access pathways and track entrances in the detailed design of track upgrades to prevent pedestrian, bike and spectator conflicts.

Key

-  Advanced Track
-  Intermediate Track
-  Beginner Track
-  Pump Track
-  Existing Storage + Maintenance Facility
-  New Storage Seat
-  Bike Pump + Maintenance Station
-  Key Node
-  Possible future recreation opportunities integrated with Brownhill Keswick Creek Project

BLUE GUM PARK / KURANGGA (PARK 20)



04 Power + Lighting

Power

An existing 3-phase power connection is available within the central picnic area. The connection provides capacity for community events including food vans, public address systems and mobile lighting. Additional power bollards are proposed to facilitate community events and maintenance of the facility.

Wi-fi + Webcam + Video

The opportunity exists for the future introduction of WI-FI hotspots within the central community node and for designating locations for trackside webcams, 'selfie spots' and video locations to provide safe and accessible filming locations to showcase the facilities and surrounding Park Lands environment.

Proposed Fittings



Example: Pump/Advanced Track LED flood lights (mains)

Hierarchy + Staging



Existing tree uplights, toilet and sports field lighting



Proposed WIFI and power access

With the planned increase in sports field lighting in Kurangga (Park 20), it is foreseeable that this section of the Park Lands Trail will be illuminated. This presents an opportunity to explore the feasibility of lighting the advanced track to enable night time utilisation.

Stage 01

— Sports Field lighting



Stage 02

— Park Lands Trail lighting



Stage 04

— Determine feasibility of Advanced Track lighting



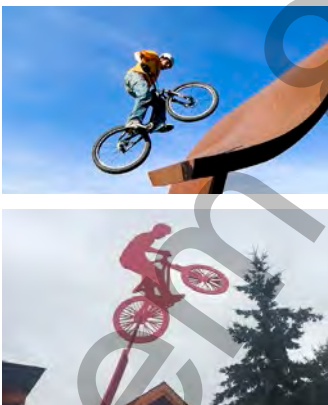
05 Signage

Wayfinding + Signage

Key

- **Site Identification (SID)**
 - Kurangga (Park 20) Park identification signs
- **Park Lands Mapped Plinth (PP)**
 - Facilities descriptions for each of the tracks and the central community node
 - Maps of riding lines
 - Distinctive Park Entry Marker / Statement, Public Art opportunity to contribute to the City Dirt's identity
- **Advisory Sign (AL)**
 - Riding etiquette and behavioural actions
 - Use of facilities
 - Contact details for Council reporting, bookings and maintenance
 - Storytelling and site interpretation

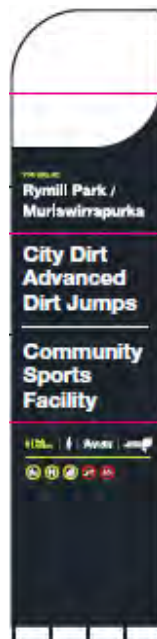
Example Park Lands Signage Suite



Integrated public art into BMX track - possible 'ridable' installation



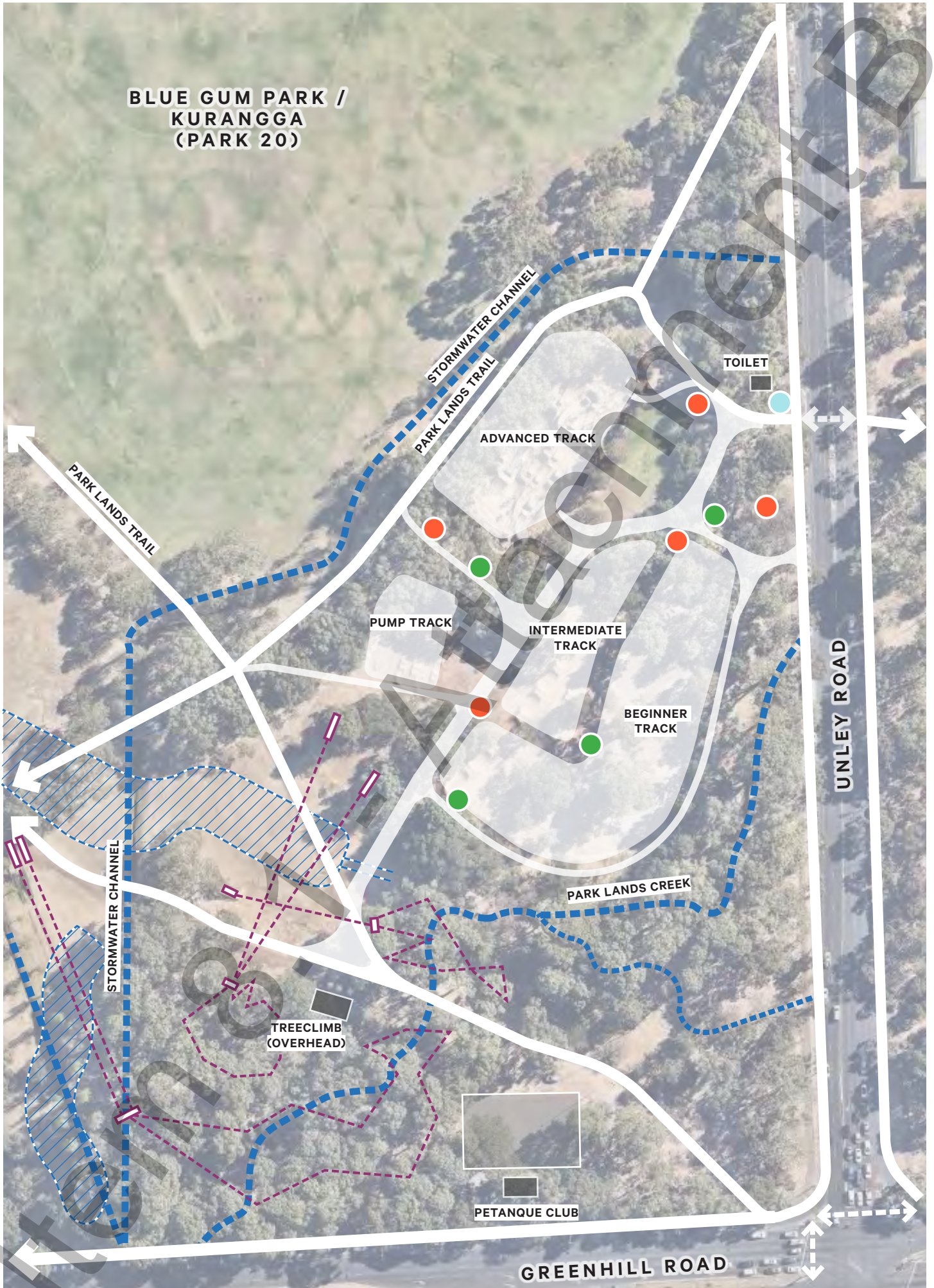
Site Identification



Park Lands Mapped Plinth



Advisory Sign



06 Furniture

Furniture

Park Lands Furniture

Existing furniture is gradually renewed with opportunity to trial the Adelaide Park Land's Furniture Suite. Furniture to enhance the amenity of City Dirt includes cycle / repair pump station, bike racks, shelter, seating + picnic nodes. Furniture is robust and enduring to minimise maintenance. Seating located to suit the key spectator + gathering areas.

Proposed Furniture



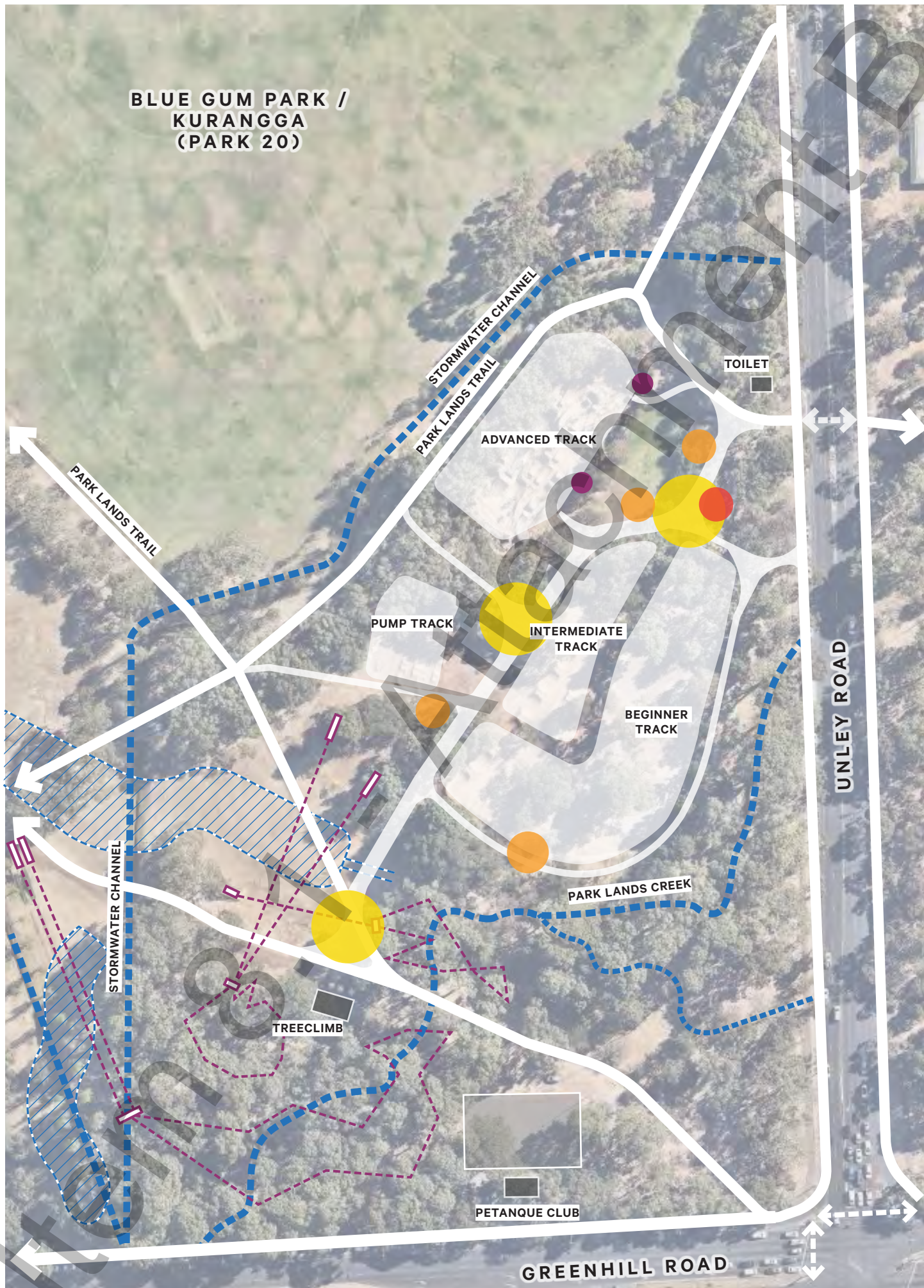
Bike repair station (indicative only)



Shelter + picnic node

Key

- Key Node
- Picnic Setting
- Bike Pump + Maintenance Station
- Storage Seats



Implementation + Next Steps

Staging

Completed Works (2018)

- Pump Track
- Storage container
- Park Land creek works
- Advanced Track start ramp
- Initial signage

Stage 01

- Detailed Design
- Detailed Cost Planning

Stage 02

- Intermediate and Beginner Track resurfacing
- Understorey planting
- Improved site access + key nodes
- Rearrangement / expansion of Beginner Track + spectator areas
- Secondary signage

Stage 03

- Park Lands Creek stormwater and channel works integration
- Vegetation management
- Picnic facilities
- Tree planting
- Park Lands Trail lighting
- Track lighting (subject to feasibility)

Budget + Funding

Potential Funding Opportunities:

- *Office for Recreation, Sport and Racing* - 'Planning and Research Program' + 'Community Recreation and Sport Facilities'
- *Office for Recreation and Sport* - 'Active Club Program' Facility Upgrade
- *Department, Planning, Transport and Infrastructure (DPTI)* 'Open Space and Places for People Grant Program'

Operational:

- Volunteer management budget: annual budget allocation
- Adhoc maintenance requirements: annual budget allocation

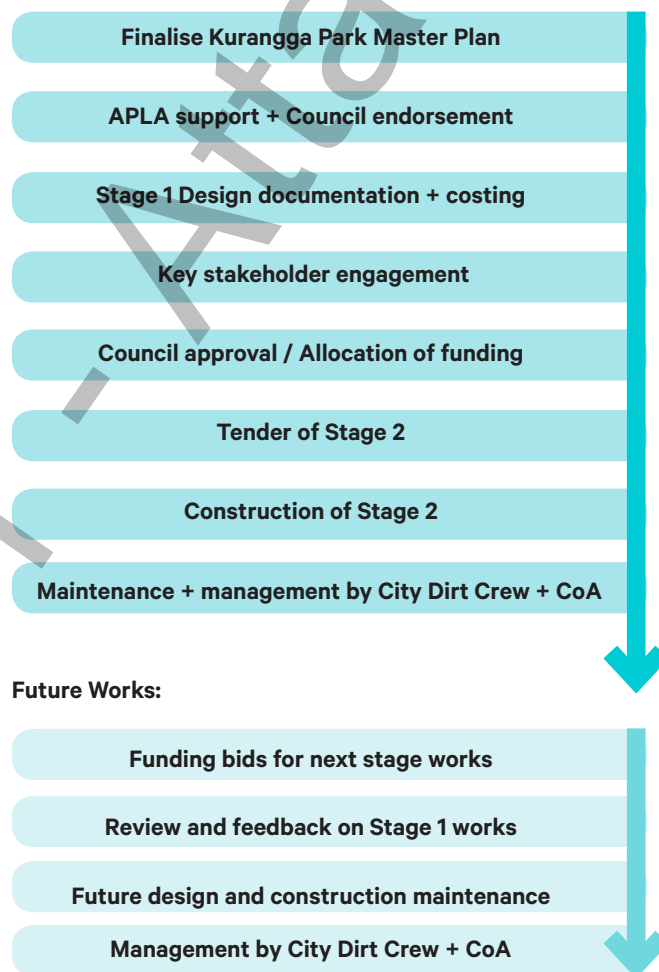
Management

Mixed approach collaboration between Council and the community:

Asset Manager:	Capital + asset renewal plans based on agreed level of service
Facility Lease/Hire:	City of Adelaide Council Sport and Recreation
Horticulture:	Audit, inspections and maintenance
Sport and Recreation:	Volunteer management, funding opportunities and community programs

City Dirt Crew Volunteers: Maintenance, programming and events

Implementation Process





oxigen

People, nature and space.

Public Art Guidelines and Memorials Guidelines

ITEM 8.2 25/07/2019
Adelaide Park Lands Authority

Program Contact:
 Amy Pokoney, AD Community &
 Culture 8203 7438

2018/02734
 Public

Approving Officer:
 Clare Mockler, Deputy CEO &
 Director Culture

EXECUTIVE SUMMARY:

Adelaide is a Creative City as designated by UNESCO, in 2015, as a City of Music. The City of Adelaide Cultural Strategy 2017-2023 identifies shared cultural aspirations for the City and aims to apply a cultural lens to everything we do. The current Public Art and Memorials Policy (2012) and Public Art Action Plan 2014-2019 are under review to align with the Cultural Strategy.

Central to the review was the alignment of the public art planning with the Adelaide Park Lands Management Strategy 2015-2025. The Adelaide Park Lands Authority advised Council on 30 April 2019 that it supported the development of a revised Public Art Action Plan 2019-2022, and the development of new Public Art Guidelines and separate Memorials Guidelines to replace the existing documents.

The purpose of this report is to present the draft Public Art Guidelines and separate draft Memorials Guidelines for noting given they sit under CEO delegation.

Also presented for noting are the draft Public Art Action Plan 2019-2022 Goals and Deliverables. Council will consider the new Public Art Action Plan 2019-2022 on 27 August 2019, at which time it will also note the new Public Art Guidelines and separate new Memorials Guidelines.

RECOMMENDATION:

THAT THE ADELAIDE PARK LANDS AUTHORITY:

1. Notes the draft Public Art Action Plan 2019-2022 Goals and Deliverables, set out in Attachment A to Item 8.2 on the Agenda for the meeting of the Board held on 25 July 2019.
2. Notes the draft Public Art Guidelines, set out in Attachment B to Item 8.2 on the Agenda for the meeting of the Board held on 25 July 2019.
3. Notes the draft Memorials Guidelines, set out in Attachment C to Item 8.2 on the Agenda for the meeting of the Board held on 25 July 2019.

IMPLICATIONS AND FINANCIALS:

Adelaide Park Lands Management Strategy	The delivery of public art and memorials within the Park Lands is consistent with the Adelaide Park Lands Management Strategy 2015-2025 to create dynamic, active and tranquil spaces, and aligns specifically with Strategy 1.2, 1.3, 5.4 and 5.5.
Policy	The current Public Art and Memorials Policy (2012) and Public Art Action Plan 2014-2019 do not align with the City of Adelaide Cultural Strategy 2017-2023. A new Public Art Action Plan 2019-2022 will sit under the Cultural Strategy, replacing the current Public Art Policy and Public Art Action Plan. It is proposed that the new Memorials Guidelines will support the delivery of the Adelaide Park Lands Management Strategy in relation to decision-making and implementation of memorials in the Park Lands.
Consultation	Consultation sought to engage, involve and collaborate as outlined in Council's Community Consultation Policy. Councillors, the Adelaide Park Lands Authority, the Public Art Round Table, creative industries, cultural sector representatives, community and internal staff were included in consultation.
Resource	This policy project is being developed within the resources of the Culture and Lifelong Learning team and operational budget. Implementation will be delivered through the existing resources of the Culture and Lifelong Learning; Planning, Design & Development; Infrastructure delivery; Asset Management and Public Realm teams.
Risk / Legal / Legislative	Risk is potentially reputational only, there are no legal implications associated with the development of the revised Public Art Action Plan 2019-2022 and Guidelines. Relevant legislation will be referenced.
Opportunities	The delivery of a revised Public Art Action Plan 2019-2022 enables alignment with the Cultural Strategy, to elevate Adelaide's reputation as a global creative city and cultural destination.
19/20 Council Budget Allocation	The 2019-2020 budget has an allocation of \$110,000 for Public Art operations and \$212,000 for Public Art Capital.
Proposed Council 20/21 Budget Allocation	The draft Public Art Action Plan 2019-2022 commits to maintaining the existing allocation of 1.3% of the Capital Works Program budget for funding and commissioning of public art works and the coordinating of public art policy. Memorials in the city are community led and delivered as fully funded donations by external partners, including budget for maintenance over a 15-year period.
Life of Project, Service, Initiative or (Expectancy of) Asset	The draft Public Art Action Plan 2019-2022 is a three-year document that delivers on the aspirations of the Cultural Strategy 2017-2023. The Public Art Guidelines and Memorials Guidelines will be reviewed on the same three-year period as the Public Art Action Plan.
19/20 Budget Reconsideration (if applicable)	Not as a result of this report.
Ongoing Costs (eg maintenance cost)	There are no ongoing costs associated with the development of a revised Public Art Action 2019-2022 Plan and Guidelines.
Other Funding Sources	Partnerships that will bring resources and funding to shared public art activities will be identified and pursued through the life of the draft Public Art Action Plan 2019-2022.

DISCUSSION

1. The existing Public Art and Memorials Policy and the Public Art and Memorials Operating Guidelines were approved by Council on 26 June 2012. Council's Cultural Strategy 2017-2023 was endorsed in September 2017, resulting in a new policy structure for arts and cultural planning and a framework for linkage and delivery of the action plans for live music and public art.
2. A comprehensive review has been undertaken to bring all City of Adelaide public art planning into alignment with the current endorsed strategic directions. This included review of the existing Public Art and Memorials Policy (2012), Public Art and Memorials Operating Guidelines (2012), and Public Art Action Plan 2014-2019.
3. The review process involved research to understand global trends and best practice, bench-marking with other national Capital City councils, and wide engagement with Council Members, the Adelaide Park Lands Authority (APLA), the Public Art Round Table (PART), local arts sector, creative industries, artists, architects, City of Adelaide communities, and internal partners principally in the Planning, Design & Development, Infrastructure delivery, Asset Management and Public Realm programs.
4. Central to the review was the alignment of the public art planning with the Adelaide Park Lands Management Strategy 2015-2025 (APLMS). The inclusion of public art and memorials within the Park Lands is consistent with the APLMS to create dynamic, active and tranquil spaces, and aligns specifically with the following strategies:
 - 4.1. *Strategy 1.2: Create places and attractions that set the Park Lands apart*
Action 7: Provide opportunities for the development of permanent and temporary public artworks and memorials across the Park Lands.
Action 8: Locate public artworks at sites visible from a variety of vantage points and along the Park Lands Trail and path network to encourage exploration and engagement.
 - 4.2. *Strategy 1.3: Promote the Park Lands as a visitor and tourist destination*
Action 7: Encourage and support unique attractions in the Park Lands.
 - 4.3. *Strategy 5.4: Recognise, promote and protect sites of Kaurna cultural heritage significance*
Action 2: Acknowledge the ongoing significance of Kaurna culture in the Park Lands through public art and monuments.
5. The outcome of the review process is the proposal to develop a new Public Art Action Plan 2019-2022 and two operating guidelines, one for public art and one for memorials, to replace the existing documents.
6. APLA, at its meeting on 11 April 2019, provided feedback about the processes required to deliver public art and memorials in the Park Lands and advised Council that it supported the development of a revised Public Art Action Plan and the separation of the Public Art and Memorials Guidelines to reflect the different roles and outcomes that each deliver. There is now a stronger emphasis on the need for a memorial to have a positive community impact and a connection with the City of Adelaide.
 - 6.1. On 11 June 2019, Council approved the draft Public Art Action Plan 2019-2022 Goals and Deliverables for public consultation (**Attachment A**).
 - 6.2. Council also noted that the new Public Art Guidelines and the Memorials Guidelines will be brought to Council for noting only, as they sit under CEO delegation.
7. The new draft Public Art Guidelines (**Attachment B**) and the new draft Memorials Guidelines (**Attachment C**) clarify Council commitments, address gaps, and streamline and identify process improvements.
8. It is currently proposed that requests for small memorials will go to the Park Lands Planner, and proposals for public art and major memorials with a public art component will be managed by the Public Art Planner.
9. APLA, along with PART, will continue to be engaged for expert advice and recommendations to Council about all proposals from donors for both public art or major memorials to be located in the Park Lands.
10. The key components of the draft Public Art Guidelines include:
 - 10.1. Clear purpose and link to the draft Public Art Action Plan 2019-2022;
 - 10.2. Key criteria that seeks original art works, with high artistic merit and makes a connection with the existing Public Art collection;
 - 10.3. Integrated planning across Council;
 - 10.4. Open, transparent and impartial procedures;

- 10.5. Ensuring artist moral rights;
 - 10.6. Community engagement processes in delivering high quality public art experiences;
 - 10.7. Council's approach to commissioning public artworks;
 - 10.8. Council's commitment to the maintenance, management and, as appropriate, decommissioning of public art;
 - 10.9. Establishment of Community Fact Sheets to enable partnership commissions, external gifts, donations and loans of public art; and
 - 10.10. Permissible community use of public art.
11. The essential components of the draft Memorials Guidelines include:
 - 11.1. Key criteria that focus on commemoration, provides a place for reflection and a place for gathering, and has demonstrated community support;
 - 11.2. The requirement for full funding for donated memorials, including budget for maintenance over a 15-year period;
 - 11.3. The pre-requisite that public art is integrated into major memorials valued at over \$50,000 and/or scaled over 1.5m cubed;
 - 11.4. Establishment of Community Fact Sheets for intended donations of memorials; and
 - 11.5. Acknowledgement that Council reserves the right to refuse memorials that do not meet the new guidelines.
 12. The development of the new draft Memorials Guidelines further contributes to Action 5 of Strategy 5.5 in the APLMS to review the approach to developing and accepting memorials in the Park Lands. The separation and development of the Memorials Guidelines provides clarity on processes for the planning, development and acceptance of memorials. The work completed to date will support the next stage of review, also required by Action 5, to determine a policy position on suitable locations. This work will form part of the wider review of the APLMS.
 13. An adjustment has also been made to the process for proposals from donors for both public art or major memorials as follows:
 - 13.1. At the earliest stage of development the proposal must be presented to Council for consideration of in principle agreement that a work should be developed for the stated purpose in the city, at one of three proposed and possible locations; followed by:
 - 13.2. Donor led design development comprising concept design, community engagement and funding commitment; with
 - 13.3. Return to Council for consideration and approval of both the full design and location.
 14. Together, the draft Public Action Plan 2019-2022, supported by the new Public Art Guidelines and the Memorials Guidelines will add value to the public art collection, showcase creativity, enliven the city and build upon Adelaide's reputation as a global Creative City.

ATTACHMENTS

Attachment A – Draft Public Art Action Plan 2019-2022 Goals and Deliverables

Attachment B - Draft Public Art Guidelines

Attachment C – Draft Memorials Guidelines

- END OF REPORT -

Public Art Action Plan 2019-2022

Draft Content for Public Consultation

June 2019

Item 8.2 - Attachment A

Acknowledgement of Country



City of Adelaide tampendi, ngadlu Kurna yertangga banbabanbalyarnendi (inbarendi). Kurna meyunna yaitya mattanya Womma Tarndanyako.

Parnako yaitya, parnuko tappa purruna, parnuko yerta ngadlu tampendi. Yellaka Kurna meyunna itto yaitya, tappa purruna, yerta kuma burro martendi, burro warriappendi, burro tangka martulyaiendi.

Kumarta yaitya miyurna iyangka yalaka ngadlu tampinhi.

City of Adelaide acknowledges that we are meeting on the traditional country of the Kurna people of the Adelaide Plains and pays respect to Elders past and present.

We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kurna people living today. And we also extend that respect to other Aboriginal Language Groups and other First Nations.

You can also listen to this acknowledgment at: cityofadelaide.com.au/your-community/culture-history/welcome-to-country



Introduction

Public Art is a tangible expression of Adelaide's cultural richness and creativity. It reflects how we express who we are as individuals and as part of a wider community. Public Art is for everyone. Encouraging people to connect with a place, it adds vibrancy, reflecting the city's unique identity, its people and their infinite stories. Art by its very nature is experienced; it can stimulate emotion, surprise with the unexpected, and invite people to stop, explore and inspire them to return.

The Public Art Action Plan will strengthen Adelaide's recognised status as a leading global Creative City. It celebrates the public art traditions and living cultures of Aboriginal and Torres Strait Islander people and broader artistic traditions from around the globe. It recognises that cultural diversity enriches creative expression and encourages reflection of cultural traditions in the creative evolution of our city. It also identifies that artists are place-makers, inherently infusing places with energy and contributing to the city's distinctiveness, providing a discernible expression of the city's brand, *Designed for life*.

The City of Adelaide has a proud history of commissioning historical and contemporary Public Art. One of the first works on record is Venere di Canova (Canova's Venus), unveiled in 1892 on the Corner of King William St and North Terrace. The sculpture was donated by philanthropist William Horn who was adamant that the work be viewed in a parkland setting by the public "to induce a love for the beautiful in art, and to make the public familiar with it". The City currently owns and maintains a significant collection of permanent public art valued at approximately \$55 million. The Public Art Action Plan reflects the importance of weaving culture through the community, facilitating true integration where experiencing creativity extends beyond the confines of a gallery and becomes part of the every day.

The Plan is guided by the aspirations of the Cultural Strategy 2017-23. It provides clear statements of intent, shared definitions and a future-focused set of deliverables. It is designed to enable and cultivate a collection of inspiring and dynamic public art experiences in a city that enlivens public spaces, showcases creativity, creates a sense of place, and builds Adelaide's reputation as a globally-renowned cultural destination.

Central to the successful implementation of the Action Plan, is identifying strategic partnerships and fostering a multidisciplinary approach by placing the artist at the centre and exploring integration with other art forms, such as music through projects such as **Art in the Streets**.



Introduction cont'd

Council will collaborate with artists to create a myriad of artistically diverse, sustainable, immersive and accessible experiences for the community. Council will also support creative industries to develop new approaches, experiment with new technologies, expand their reach and enable their work to be showcased in public spaces through new projects like **Art Journeys**, providing artists opportunities to test, trial and create digital, sound or media art works. The **Creative Sparks** program will enable skill building through support and encouragement for the development and delivery of art experiences in Council spaces and utilising Council resources and connections. **Creative Hotspots** will develop a program for the creative community where public artists can collaborate with other creative practitioners, such as in the Hutt Street creative cultural and recreational hub. **Art Stages** will be a changing outdoor display program on city streets, including on the Market to Riverbank link, where a series of outdoor display cases which are artworks in themselves, will provide temporary exhibitions on rotation.

Council is committed to providing opportunities to develop South Australian creatives, organisations and companies to work and showcase locally, and to expand and participate on an international scale. Included in this approach is facilitating and working with partners to create a major Adelaide public art event.

The **Public Art Round Table** will continue to play an important role in the achievement of the Action Plan. Regular creative sector forums with a focus on greater representation from culturally diverse communities will further facilitate public art planning through the **Community Forum for Art**. Council will continue to liaise and exchange ideas with our South Australian local government and Australian Capital City counterparts for collaborative opportunities, as well as reaching out to receptive cities across the globe through the UNESCO Creative Cities Network and other networks to attract artists and artworks to the city.

New Public Art Guidelines developed in association with this Action Plan set out the processes for creation of public art and programs, community and peer input, and the management of public art activity. In appreciating that memorials commemorate and provide opportunity for gathering and reflection, new Memorials Guidelines have been created to oversee their development, delivery and management.

The City of Adelaide is committed to working closely with visual artists and the creative sectors to maximise the cultural vitality of the city through Public Art. We welcome connection through an open dialogue. If you would like to connect with us, please contact culture@cityofadelaide.com.au

Goal 1 Adelaide is a must visit destination, renowned for its playful, thought provoking, unexpected and world class art experiences

Deliverables	Cultural Identity	Cultural Economy	Cultural Connection	Cultural Incubator	Cultural Experience
<p>1.1 Collaborate and form partnerships with creative institutions and key arts organisations capitalising on our designation as a UNESCO Creative City.</p> <p>1.1.1 Build on synergies, link and expand existing public art activity to create opportunities for a new public art event as a platform for community engagement</p>	X	X	X	X	X
<p>1.2 Support, fund and sponsor a diversity of public art practice and experiences.</p> <p>1.2.1 The Council commitment of a minimum 1.3% of the Capital Works Program for public art is increased, as appropriate, over the life of the plan</p> <p>1.2.2 Integrate public art into master plans, capital works projects such as Gawler Place, Murlawirrapurka / Rymill Park, Iparrityi / Whitmore Square and play spaces such as the City Skate Park</p> <p>1.2.3 Deliver an Art in the Streets mural program that grows Adelaide's reputation for street art, including the City of Music Laneways Project</p> <p>1.2.4 Provide grants for public art in strategic locations including mainstreets through the Arts and Cultural Grants Program</p> <p>1.2.5 Deliver Art Shines, a creative light-based public art commission program to energise, delight and make city spaces welcoming and safe</p> <p>1.2.6 Initiate and work with relevant Council Programs to preserve, monitor and amplify Council's Public Art Collection</p>	X	X	X	X	X
<p>1.3 Develop and deliver an ongoing Art Journeys program of temporary and changing ephemeral public art experiences with new technologies and cutting-edge environmentally sustainable methods and materials.</p> <p>1.3.1 Prioritise opportunities in new and unexpected locations, such as laneways, carparks and other unique spaces</p>	X			X	X
<p>1.4 Showcase new voices and arts practice in Council programs, projects and facilities.</p> <p>1.4.1 Deliver an Art Discovered program to integrate public art in the City Libraries, Community Centres, exhibitions and residency programs, including curated SALA and Tarnanthi exhibitions, and the Art Café program</p> <p>1.4.2 Deliver Art Stages, a changeable outdoor display program on city streets, working in partnership to present public art experiences</p>			X	X	X

Consultation Feedback What will you thank Council for having achieved?

'Public art that captures the hearts and minds of all who live and visit the city'

'Artwork that engages the community .. and takes the public on a ride'

'Recognition of Adelaide as a cultural centre for public art'

Adelaide Park Lands Authority - Board Meeting - Agenda - 25 July 2019

Goal 2 Adelaide's public art celebrates its rich and vibrant Aboriginal and culturally diverse identities

Deliverables	Cultural Identity	Cultural Economy	Cultural Connection	Cultural Incubator	Cultural Experience
2.1 Commission and deliver a minimum of one culturally significant and monumental Aboriginal and Torres Strait Islander art work in the city during the life of the Stretch RAP, such as a statue of Iparraty.	X	X		X	X
2.2 Actively seek out and enable Aboriginal and Torres Strait Islander artists and art works within major works and programs facilitated by City of Adelaide which acknowledge the past and focus on truth telling. 2.2.1 Incorporate interactive Kurna spoken word and song into Tarntanyangga/Victoria Square Cultural Marker sound poles 2.2.2 Deliver integrated public art signage that celebrates the Kurna significance of Tarntanya Wama/Pinky Flat 2.2.3 Work with Aboriginal and Torres Strait Islander artists to explore and maximise opportunities	X	X	X		X
2.3 Enable multi-site presentation of Aboriginal and Torres Strait Islander cultures in consultation with Aboriginal communities. 2.3.1 Strengthen existing and develop new stakeholder relationships and support Aboriginal and Torres Strait Islander led or focussed arts organisations, festivals, events and cultural collections and new opportunities 2.3.2 Develop an Aboriginal and Torres Strait Islander public art walking tour 2.3.3 Work with the Federal and State Governments and Aboriginal Elders and representatives to establish a national centre for Aboriginal and Torres Strait Islander cultures and heritage	X		X	X	X
2.4 Enable the active participation of culturally and linguistically diverse (CALD) communities, and facilitate intercultural dialogue in public art projects such as the Community Forum for Art, Creative Sparks and Art in the Streets.	X			X	X

Consultation Feedback What will you thank Council for having achieved?

'Culturally significant and complex work'

'Opportunity to showcase my culture to the world.'

'Public Art that makes ordinary places extraordinary and distinctive'

Goal 3 Adelaide is a world leading city of art that tells the story of the past and connects the future, reflecting the growth and evolution of the city

Deliverables	Cultural Identity	Cultural Economy	Cultural Connection	Cultural Incubator	Cultural Experience
3.1 As part of the annual planning process convene a Community Forum for Art to scope and advise on current opportunities.	X		X		X
3.2 Recognise the value of and engage with public art experts from diverse backgrounds to nurture and facilitate fresh and leading-edge artistic expression in the city. 3.2.1 Convene and administer the Public Art Round Table (PART) and project specific Public Art Reference Groups, Assessment and Forum Panels 3.2.2 Reimburse individuals according to industry benchmarking as a contribution towards participation costs (including loss of income, transport/parking/ childcare etc) in instances where their primary role of employment does not directly support the provision of public art advice to the City of Adelaide	X	X	X		
3.3 Involve and value artists by engaging them in the earliest stages of planning, development and delivery of Council led capital projects.	X	X		X	
3.4 Curate an evolving, expressive and reflective collection of public art that is a catalyst for new ideas and creates community connection. 3.4.1 Acquire contemporary public art through the Art Acquisitions program for the City of Adelaide's Civic collection 3.4.2 Implement processes to deliver Memorial Guidelines that integrate public art to enhance the role of memorials as places to gather and reflect a diversity of voices 3.4.3 Implement processes to deliver Public Art Guidelines that enable the community to contribute to the city's public art 3.4.4 Manage and maintain the public art collection to a high level of quality, guided by relevant standards	X	X	X	X	X
3.5 Deliver a minimum of one significant, ambitious City of Adelaide public art commission each year that reflects and connects community and place through creativity.	X	X			X
3.6 Support the exchange of ideas and talent and the development of public art practice. 3.6.1 Encourage collaborations within and between local, national and international artists through forums, festival participation, artist exchanges and a range of opportunities as they arise 3.6.2 Explore opportunities to link, celebrate and connect artists through the sister cities program and international delegations to the city			X	X	X
3.7 Streamline application and approval processes to maximise public art in the city. 3.7.1 Review and simplify application formats and processes 3.7.2 Provide single point-of-contact case management services for artists, organisations and city businesses to navigate grants and approval processes		X		X	X
3.8 Share public art stories to reach, educate and grow audiences for public art. 3.8.1 Work with State Government and community partners to update and promote a digital map of the city's public art experiences 3.8.2 Promote Adelaide City of Art at tourist arrival points and visitor information resources	X	X			



Goal 4 Adelaide builds capacity, works collaboratively, forms partnerships and advocates for art that invigorates the built environment and urban landscape and fosters community wellbeing

Deliverables	Cultural Identity	Cultural Economy	Cultural Connection	Cultural Incubator	Cultural Experience
4.1 Work with the State Government to deliver coordinated approaches for the delivery of extraordinary public art in the city. 4.1.1 Investigate opportunities for matched grant funding across State and local government with shared assessment panels 4.1.2 Advocate for wholistic policy in respect to the development of memorials 4.1.3 Explore opportunities for an incentive scheme or planning levers to increase public art in public and private developments, such as a percentage allocated for art in major built form developments 4.1.4 Maximise opportunities and collaboration to support public art experiences and creative involvement at Lot Fourteen	X	X	X		X
4.2 Build partnerships with private and public arts organisations, creative industries, business, philanthropists and donors to grow public art experiences all year round.	X	X	X		X
4.3 Partner with cultural and educational organisations to enable skill building for creatives working in the public realm. 4.3.1 Deliver a Creatives Sparks program that enables creatives to deliver art experiences, utilising Council spaces, resources and connections 4.3.2 Develop a Creative Hot Spots program for the creative community where public artists can collaborate with other creative practitioners, such as the Hutt Street creative cultural and recreational hub	X		X		X
4.4 Develop public art opportunities with health and wellbeing focused partners that demonstrably contribute to a walkable, liveable city, and positively impact upon city wellbeing, meaning and purpose.	X		X		X
4.5 Embed Universal Design Principles in the planning and development of all artworks and public art projects in the public realm.					X
4.6 Encourage and foster environmentally sustainable art works and practices to create conversations and showcase a carbon neutral city.		X			X
4.7 Develop, build and upgrade infrastructure in the public realm that supports public art activations, including ease of access to electrical connections and the security of equipment necessary for ephemeral digital art projects.					X

Consultation Feedback What will you thank Council for having achieved?

'Turning concrete and asphalt into green and colourful places that people want to walk around in'

'Creating 'sticky' places where there's something to make you stop and stick'

'Supporting local artists to have global exposure'

Adelaide Park Lands Authority Board Meeting Agenda - 25 July 2019

PUBLIC ART OPERATING GUIDELINE

DRAFT 2 July 2019

council /administration

PARENT DOCUMENT: Public Art Action Plan 2019-2022

PURPOSE

This Public Art Operating Guideline sets out the administrative processes and responsibilities for the delivery of the Public Art Action Plan 2019-2022 and outlines the processes relating to the public artworks and public art activity in the City.

The delivery of Public Art in the City of Adelaide is guided by the following six Statements of Intent which are detailed in the Public Art Action Plan 2019-2022:

Experience; Diversity and Intercultural Dialogue; Depth; Complexity and Quality; Investment and Economic Value; Interconnection and Planning; Collaboration.

OPERATION

Objectives

This Operating Guideline will inform the way the City of Adelaide develops, commissions, delivers and manages public artworks.

Integrated planning

- The City of Adelaide will adopt an integrated approach to the development, delivery and management of public artworks in the city, with the Public Art team being engaged for advice on all projects.

Open, Transparent, and Impartial Procedures

- The City of Adelaide will use procurement processes that conform to Local Government Legislation, Procurement Policy and will follow open, transparent and impartial procedures.

Artist Moral Rights

- The City of Adelaide's development, delivery and management of public artworks will respect and comply with the Moral Rights legislation under the Copyright Act 1968 (Cth), including the consultation of the artist / creator / copyright holder when any changes to an artwork or display or location of an artwork are planned. Detailed fact sheet Community and Culture – City of Adelaide Artist Moral Rights – Fact Sheet ACC2019/92573.

Community Engagement

- The City of Adelaide recognises that community input is vital in shaping public artwork in the city and will seek out, encourage and partner with the community, to develop the City's public art projects, and public art collection. As best practice, Aboriginal Traditional Owners (or their delegates) will be consulted including through Council's Reconciliation Committee in relation to proposed sites for artworks in the City and will have a place as a member of the Public Art Round Table.

Operating Procedures for Public Art

Public Art Partnerships

The City of Adelaide will maximise the delivery and development of public artworks and projects through a range of collaborations with internal/external parties including public, private, government, individuals and organisations.

External Proposals for Public Art

The City of Adelaide will consider proposals from external partners for council led co-funded projects for public art that will; add value to the public art collection; enliven the City; showcase creativity; build on Adelaide's reputation as a globally renowned cultural destination; and align with the statements of intent, goals and deliverables outlined in the Public Art Action Plan 2019-2022.

Detailed fact sheet Community and Culture – External Proposals for Public Art - Fact Sheet ACC2019/90413.

Gifts, Donations or Loans of Public Art

The City of Adelaide will also consider proposals of gifts, donations or loans of public art, including cash donations to fund the purchase or commissioning of public artworks that align with the directions of the Public Art Action Plan 2019-2022.

Detailed fact sheet Community and Culture – External Proposals for Public Art - Fact Sheet ACC2019/90413.

Council led commissioning and purchasing of Public Art

The City of Adelaide will commission public artworks that contribute to the objectives of the Public Art Action Plan 2019-2022. A variety of commissioning processes provide the flexibility to achieve successful outcomes based on the scope, budget and scale of individual projects.

Detailed operating procedure Community and Culture – Internal Commissioning Public Art – Operating Procedure ACC2019/90412.

Artwork acknowledgements and plaques

The artists or creators of public artworks within the City of Adelaide will be acknowledged on, incorporated into or near the artwork itself, unless the artist has requested in writing not to be acknowledged. A standard plaque that complies with Adelaide Park Lands Management Strategy 2015-2025 will include text that outlines the artist's name; name of artwork; date of commission; name of the commissioner; and details of any partner organisations or stakeholders. All acknowledgements need to be subtle and respectful. Sponsorship representation with logos is not permissible.

Maintenance and Management of Public Art

The City of Adelaide holds a significant public art collection that is of economic, cultural and social value to the City. The maintenance and management of these assets are crucial to maintain their financial and community value and the City's reputation as a public art destination. Detailed procedure Infrastructure - Infrastructure Asset Management Strategy.

Asset registration

At hand over of a public art project the artwork will be entered onto the City of Adelaide's asset register. At this time an Artwork Manual is required to be supplied by

the artist/s and will need to include artist/s names, copyright owner details if different from the artist/s, artistic intent of the artwork, date of commission, materials details, construction and recommended approach to operating and maintaining the artwork including a graffiti management plan, maintenance schedule detailing expected regular maintenance and when artist advice needs to be sought. These details will be included in the asset registration along with the identified life of the artwork and any particulars, such as the loan arrangements, as outlined in the commissioning and/or partner agreement.

Monitoring

Regular monitoring of the condition of public artworks is undertaken at least annually (or as identified by public realm activities) as it is important to enable any maintenance issues to be addressed early before substantial deterioration has occurred to the artworks. A full audit of the public art collection will be conducted every 4 years in line with the periodic valuation process of assets to ensure the value (fabrication cost and significance) of the public artworks are identified for insurance purposes.

Cleansing and repair

Prior to undertaking any cleaning or repair of an artwork the Artwork Manual must be consulted as a lead of how to proceed with any maintenance. As part of the ongoing care and maintenance of the City of Adelaide's public art collection regular cleaning and maintenance is budgeted for and routinely undertaken, including cleansing, coating replenishment, graffiti removal and minor repairs.

Graffiti management plan

All public artworks in the City of Adelaide, including murals, will have a graffiti management plan developed during the planning stages of the project in consultation with the artist and Asset Management. This will include the application of a graffiti coating as a sacrificial barrier prior to the completion of all murals and as appropriate for other artwork formats. The graffiti management plan will also form part of the regular maintenance schedule, as outlined in the Artwork Manual, with a planned response to address graffiti attacks and ensure integrity of the artwork.

Major Repairs

Major repairs will be undertaken as required, in consultation with professional conservators and the artist/s/copyright holder in accordance with Moral Rights legislation.

Detailed fact sheet Community and Culture – City of Adelaide Artist Moral Rights – Fact Sheet ACC2019/92573.

Community use of public artworks

City of Adelaide will consider request from the community to temporarily reinterpret public artworks in the public realm on a case by case basis, with consideration of artists moral rights, duration, content and intent of installation, and impact on the maintenance of the artwork.

Artworks within the collection are of community importance and are part of the city's identity. Commercial use of any public artwork from the City of Adelaide's collection is not acceptable, this includes using a public artwork for advertising or fund-raising purposes.

Use of a public artwork for charitable fund-raising purposes will be considered on a case-by-case basis.

De-accessioning Public Art

The City of Adelaide will de-accession public artworks at the end of the lifespan of the artwork as outlined in the commissioning agreement or if the artwork is unsafe or no longer meets Councils goals and deliverables. De-accession considerations include commitments in the commissioning agreement, artistic merit, social and economic value to the community, condition and future urban designs or master plans.

Detailed procedure Infrastructure – Acquisition and Disposal Policy.

OTHER USEFUL DOCUMENTS

Related documents

- **City of Adelaide Public Art Action Plan 2019-2022**
- City of Adelaide Cultural Strategy 2018-2023
- Adelaide Park Lands Management Strategy 2015-2025
- City of Adelaide Asset Management Policy

Relevant legislation

Implementation of this Public Art Operating Guideline will consider and comply with the following legislative requirements and standards:

Key legislation governing the delivery of Public Art:

Adelaide Park Lands Act 2005 (South Australia)

Copyright Act 1968 (Cth)

Copyright Amendment (Online Infringement) Act 2015 (Australia)

Copyright (Moral Rights) Amended Act 2007

Disability Discrimination Act 1992 (Commonwealth)

Intellectual Property Laws Amendment Act 2015 (Australia)

Local Government Act 1999 (South Australia)

Native Title Act 1993 (Commonwealth)

Planning, Development and Infrastructure 2016 (South Australia)

City of Adelaide policy informing the delivery of Public Art:

Access and Inclusion Strategy 2013 (under revision)

Adelaide Design Manual 2017

Adelaide Park Lands Management Strategy 2016

Community Consultation Policy 2018

Cultural Strategy 2017-2023

Infrastructure Asset Management Plans (as updated)

Stretch Reconciliation Action Plan 2018-2021

National protocols and Codes of Practice informing the delivery of the Public Art:

Code of Practice, National Association for the Visual Arts

Protocols for working with Indigenous Artists, Australia Council for the Arts

Protocols for Working with Children, Australia Council for the Arts

Community Fact Sheets

Community and Culture – External Proposals for Public Art – Fact Sheet ACC2019/90413

Community and Culture – External Proposals for Donated Memorials – Fact Sheet ACC2019/90408

Community and Culture – City of Adelaide Art Moral Rights – Fact Sheet ACC2019/92573

Community and Culture – Murals - Fact Sheet (under review)

City Works - Fact Sheets

[City Works Guide # 1: - Works in the Public Realm \(PDF\)](#)

[City Works Guide # 2: Works Impacting Council Assets \(PDF\)](#)

[City Works Activity Guide # 5 – Cranes and Elevated Work Platforms \(PDF\)](#)

[City Works Activity Guide #6 - Ladders, Industrial Bins and Shipping Containers \(PDF\)](#)

[City Works Guidelines. \(PDF\)](#)

Development Application – Fact Sheet

[How to Submit a Development Application \(PDF\)](#)

Internal Work Procedures

Community and Culture – Internal Commissioning of Public Art- Operating Procedure ACC2019/90412

Community and Culture – Public Art Round Table Terms of Reference (under review)

Infrastructure – De-accessioning of Public Art & Memorials (to be developed)

Infrastructure - Infrastructure Asset Management Strategy (under development)

Infrastructure – Acquisition and Disposal Policy (under review)

Infrastructure - Asset Management Plan – Urban Elements ACC2016/17053

Infrastructure - Asset Management Plan - Park Lands and Open Spaces ACC2016/17124

Strategy and Design – Graffiti and Bill Poster Management Policy and Operating Guideline ACC2003/1144

Finance - Procurement and Contract Approvals Operating Guideline ACC2019/76152

Customer – City Works Operating Guidelines ACC2002/38306

Customer – Objects of Public Footpath Policy ACC2006/44865

GLOSSARY

Throughout this document, the below terms have been used and are defined as:

Public Art: Artwork created by an artist, and located in the public realm, including permanent, temporary and ephemeral works such as installations, sculptures, murals, mosaics, projection, lighting, soundscapes, multi-media and performance-based work. It also extends to unique street design and furniture elements created by an artist to add value to public realm projects such as paving, ornamental wall inserts, windows,

gates, grates, light fittings, bollards, water features and the like. Temporary artworks have a lifespan of under five years. These include relocatable and ephemeral artworks created with intentional temporary presence from a moment to under one year. Permanent art works have an expected lifespan of five years or more and enduring artworks are commissions with an expected lifespan of 25 years or more.

Artist: A creative person who devotes a reasonable portion of their time to making art, who promotes their work as art, and intends their work to be seen and read as art; and possesses qualifications in visual arts or has commensurate skills and experience. An artist will also usually have received public and peer recognition as a practising artist. At a minimum, an artist will be involved in the visual conception and planning of a Public Art work and typically lead the fabrication and installation of the work.

Integrated Art: The conceptual, and practical contribution of an artist to the design of public spaces and facilities. The product of an artist working as integral to a design team on major public renewal or development projects in response to a site through scale, material and form and created through a dedicated artistic process, resulting in project outcomes that have a unique character that differentiates it from the typical design process. May result in either an artistic contribution to the overall design process or creating distinct built or street elements that are recognised by the community as artwork.

Memorial: An object or landscaped feature, including commemorative plaques. The purpose is to honour and commemorate a person, place, historical or social event or idea of significance that strongly contributes to and expresses Adelaide's and/or South Australia's communities and their cultural values. Memorials purposefully express public sentiment, signify the past, look to the future, and provide places for community reflection and gathering.

Street Art: Un-commissioned artwork that can include stencils, paste-ups, stickers, graffiti art, murals, installations and is generally perceived as artwork, which does not include tagging and vandalism.

Public Realm: The public realm includes, but is not limited to streets, squares, parks, built form and spaces within buildings that are accessible to the public, generally under the control of Local or State Government and are not private land.

Commissioning: The act of authorising the creation of a public artwork, which could include, but is not limited to planning for, engaging artists and financing artworks.

De-accessioning: The procedure for a withdrawal of a public artwork from public display for various reasons, including end of lifespan, quality or condition of the artwork, and/or strategic directions according to best practice protocols. Council holds discretion, although works with artists wherever possible, to plan for either disposal or storage of works.

Asset management: The ongoing process of protecting, maintaining, repairing, cleaning and preserving a Public artwork so as to sustain the artistic integrity of the artwork. Public artworks registered as part of the City of Adelaide's Public Art collection will receive regular inspection and care undertaken as required by staff, contractors and conservators.

ADMINISTRATIVE

As part of Council's commitment to deliver the City of Adelaide Strategic Plan, services to the community and the provision of transparent information, all policy documents

are reviewed as per legislative requirements or when there is no such provision a risk assessment approach is taken to guide the review timeframe.

This Operational Guideline will be reviewed every three years unless legislative or operational change occurs beforehand. The next review is required in 2022.

Review history:

Trim Reference	Authorising Body	Date/ Decision ID	Description of Edits
ACC2019/90409	CEO	27/08/2019	Public Art Operating Guideline Approved by CEO and noted by Council

Contact:

For further information contact the Community and Culture Program:

City of Adelaide

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MEMORIAL OPERATING GUIDELINE

DRAFT 2 July 2019

council / administration

PARENT DOCUMENT: Public Art Action Plan 2019 - 2022

PURPOSE

The community and cultural value of the use of Council occupied/managed land by individuals or groups for commemorative purposes is recognised to be important by the City of Adelaide. In order to fulfil Council's custodian role, the City of Adelaide operates according to the Local Government Act on behalf of and for the benefit of the City community and the people of South Australia.

Memorials in the City of Adelaide will be initiated and delivered by the community, including individuals and public, private, or government, organisations and where suitable, will be assisted by Council through an engagement and assessment process.

This Memorials Operating Guideline sets out the administrative processes and responsibilities for the development, delivery, maintenance, management and de-accessioning of memorials enabled by the City of Adelaide in the Park Lands.

OPERATION

Objectives

This Operating Guideline will inform the way the City of Adelaide considers proposals, assists the delivery of and manages memorials.

Council led commissioning

The City of Adelaide does not commission memorials.

Donations

The City of Adelaide will consider proposals from the community for the donation of fully funded public memorials at the early concept stage of development for the memorial.

Memorials will be considered where they demonstrate that they:

- Commemorate people, places, history and ideas of significance to South Australia (in line with the definition of memorial in the Public Art Action Plan 2019-2022);
- Provide a place of reflection and community gathering in the Park Lands;
- Are highly valued by a particular community and generally supported by the broader community;
- Contribute to a collection of memorials reflective of a diversity of community voices and;
- Are constructed of high-quality materials, with low maintenance considerations and are planned to be/ designed to be integrated within the landscape.

Ideally, memorials donated to the City will also involve an artist/s and the incorporation of public art into their development, thus contributing to the cultural vitality of the City. This is a pre-requisite for all major memorials.

Proposals that respond to the key criteria above, may offer the donation of an existing memorial or put forward the development and delivery of a new commission to be donated to the City.

No new memorial will be considered of a person, group, animal, organisation or event that has already been memorialised in the City.

As best practice, Aboriginal Traditional Owners (or their delegates) will be consulted in relation to all proposed sites for memorials in the City and will have a place as a member of the Public Art Round Table.

Council reserves the right to refuse any memorial proposed in the City of Adelaide.

Operating Procedures for Memorials

External Proposals for the Donation of Major Memorials

Major memorials are those valued over \$50,000 and/or are scaled over 1.5 metres cubed.

The City of Adelaide will consider proposals from the community including individuals and public, private, government, organisations for the donation of fully funded public memorials that incorporate or act as an artwork in their own right. Along with delivering on the specific objectives of memorials outlined above, in this instance the memorial will add value to the public art collection, enliven the City, showcase creativity, build Adelaide's reputation as a globally renowned cultural destination, and align with the statements of intent, goals and deliverables outlined in the Public Art Action Plan 2019-2022.

Detailed fact sheet Community and Culture - Proposals for Memorials- Fact Sheet ACC2019/90408.

External Proposals for the Donation of Small Memorials

Small memorials are those valued under \$50,000 and/or scaled under 1.5 metres cubed.

The City of Adelaide will consider public requests for the donation of fully funded small memorials for individuals or organisations that have made a positive impact on the community and have a strong connection to the City of Adelaide.

Small memorials will take the form of one of the following:

- a tree, with or without a plaque;
- a new bench (which may replace an existing bench) fitted with a plaque;
- a plaque fitted to an existing bench (but only where the bench has a remaining useful life of at least eight years);
- a small object;
- a landscape feature.

No donor will be considered who has already provided a small memorial in the City.

Detailed fact sheet Community and Culture – External Proposals for Donated Memorials - Fact Sheet ACC2019/90408.

Location

The proposed location of all memorials in the Park Lands must comply with the Adelaide Park Lands Strategy 2015-2025 and any relevant endorsed Community Land Management Plans, master plans, or concept plans.

New memorials will not be considered within:

- The Pathway of Honour (where only bona fide Ex-Service Organisations verified by the RSL SA Branch, are permitted);
- Himeji Gardens;
- Established memorial gardens eg Cross of Sacrifice, Women's Memorial Garden, Esther Lipman Garden, Angas Gardens;
- On small objects (eg boulders, posts and plinths with plaques) or on or next to existing trees; or on
- City footpaths.

Delivery

Major memorials

Once Council endorsement has been gained for a major memorial the donor will lead the delivery of the memorial in line with the donation agreement and approved City Works permits and development approval. The donor will be responsible for all tasks associated with the development and delivery of the memorial including the commissioning of the creator/artist, project management, risk assessment, development approval, permits, structural engineering report, and appropriate and *independently verified* certificates of compliance to Australian standard. Administration will provide construction services advice and act as a touch point throughout the development and delivery phase to answer questions and undertake site reviews.

Small memorials

Once Council has approved the text and format of a small memorial the donor will supply the memorial ready for installation. Installation for all small memorials will be undertaken by Council staff.

Memorial acknowledgements and plaques

The creators of major memorials within the City of Adelaide will be acknowledged on, or near the memorial, unless the creator has requested in writing not to be acknowledged. A standard plaque that complies with Adelaide Park Lands Management Strategy 2015-2025 will include text that outlines the creators name; name of memorial; date of commission; name of the commissioner; and details of any partner organisations or stakeholders. All acknowledgements need to be subtle and respectful. Sponsorship representation with logos is not permissible.

Ownership

All memorials placed on public land within the City of Adelaide will be managed according to legislative and corporate compliance responsibilities. All memorials, major and small will become the property of Council.

Maintenance and Management of Memorials

The City of Adelaide holds a significant collection of memorials that are of financial, civic, social, and cultural value to the City. The maintenance and management of these assets is crucial to maintain their financial, and community value. Detailed procedure Infrastructure - Infrastructure Asset Management Strategy.

Asset registration

At hand over of a memorial project all memorials will be entered onto the appropriate Council asset register. At this time a Memorial Manual is required to be supplied and will need to include creators/s names, copyright owner details (if different from the artist/s), intent of the memorial, date of commission, materials details, construction and for major memorials the recommended approach for maintaining memorial including a graffiti management plan, maintenance schedule detailing expected regular maintenance and when artist advice needs to be sought. These details will be included in the asset registration along with the identified life of the memorial and any particulars outlined in the donor agreement.

Monitoring

Regular monitoring of the condition of memorials is undertaken as part of the public realm maintenance activities schedule (at least annually) and is important to enable any maintenance issues to be addressed early before substantial deterioration has occurred to the memorials. A full audit of major memorials will be conducted every four years in line with the periodic valuation process of the public art collection to ensure the value (fabrication cost and significance) of the memorials are in line for insurance purposes.

Cleansing and repair

Prior to undertaking any cleaning or repair of a memorial the Memorial Manual must be consulted as a lead of how to proceed with any maintenance. As part of the ongoing care and maintenance of the City of Adelaide's collection of memorials regular cleaning and maintenance is budgeted for and routinely undertaken, including cleansing, coating replenishment, graffiti removal and minor repairs.

The City of Adelaide acknowledges that temporary floral tributes may spontaneously occur in the city to respond to events that are of significance to the community. Council will respectfully permit these tributes to remain for a two-week period, as long as they are not deemed a risk to public safety.

Graffiti management plan

All memorials in the City of Adelaide will have a graffiti management plan developed during the planning stages of the project in consultation with the artist/creator and Asset Management. The graffiti management plan will also form part of the regular maintenance schedule, as outlined in the Memorial Manual, with a planned response to prevent, minimise and respond to graffiti attacks and ensure integrity of the memorial. The suggested maintenance plan includes the application of a graffiti coating as a sacrificial barrier, and regular maintenance schedule to be developed with the artist/creator.

Major repairs

Major repairs to major memorials will be undertaken as required, in consultation with professional conservators and the artist/s/creator/copyright holder in accordance with Moral Rights legislation.

Detailed fact sheet Community and Culture – City of Adelaide Artist Moral Rights – Fact Sheet ACC2019/92573.

Community use of Memorials

Memorials located within the City of Adelaide are of community importance and are part of the City's identity. Commercial use of any Memorial managed by the City of Adelaide's collection is not acceptable, this includes using a memorial for advertising or fund-raising purposes. Temporary reinterpretation of a memorial is also not permissible.

Use of a memorial for charitable fund-raising purposes will be considered on a case-by-case basis.

Duration and de-accessioning memorials

Major memorials

The City of Adelaide will de-accession major memorials at the end of the lifespan of the memorial as outlined in the donor agreement or if the memorial is unsafe or no longer meets Councils goals and deliverables. This process will take into consideration the donor agreement, artistic merit, value, future urban designs or master plans. Detailed procedure Infrastructure – Acquisition and Disposal Policy.

Small memorials

Small memorials are installed for the life of the asset:

- Benches with plaques, objects, landscape features, no fewer than ten years.
- Trees will be determined by the life span of the tree.

If a bench, plaque, object or landscape feature has been irreconcilably damaged (other than by direct action of Council), every effort will be made to notify the donor who may elect to replace the small memorial at their expense.

OTHER USEFUL DOCUMENTS

Related documents

- **City of Adelaide Public Art Action Plan 2019-2022**
- City of Adelaide Cultural Strategy 2018-2023
- Adelaide Park Lands Management Strategy 2015-2025
- City of Adelaide Asset Management Policy

Relevant legislation

Implementation of this Memorial Operating Guideline will consider and comply with the following legislative requirements and standards:

Key legislation governing the delivery of Memorials:

Adelaide Park Lands Act 2005 (South Australia)

Copyright Act 1968 (Cth)

Copyright Amendment (Online Infringement) Act 2015 (Australia)

Copyright (Moral Rights) Amended Act 2007
Disability Discrimination Act 1992 (Commonwealth)
Intellectual Property Laws Amendment Act 2015 (Australia)
Local Government Act 1999 (South Australia)
Native Title Act 1993 (Commonwealth)
Planning, Development and Infrastructure 2016 (South Australia)

City of Adelaide policy informing the delivery of Memorials:

Access and Inclusion Strategy 2013 (under revision)
Adelaide Design Manual 2017
Adelaide Park Lands Management Strategy 2016
Community Consultation Policy 2018
Cultural Strategy 2017-2023
Infrastructure Asset Management Plans (as updated)
Stretch Reconciliation Action Plan 2018-2021

National protocols and Codes of Practice informing the delivery of the Memorials:

Code of Practice, National Association for the Visual Arts
Protocols for working with Indigenous Artists, Australia Council for the Arts
Protocols for Working with Children, Australia Council for the Arts
The Burra Charter 2013, Australia ICOMOS Charter for Places of Cultural Significance

Community Fact Sheets

Community and Culture – External Proposals for Public Art – Fact Sheet
ACC2019/90413

Community and Culture – External Proposals for Donated Memorials – Fact Sheet
ACC2019/90408

Community and Culture – City of Adelaide Art Moral Rights – Fact Sheet
ACC2019/92573

Community and Culture – Murals - Fact Sheet (under review)

City Works - Fact Sheets

[City Works Guide # 1: - Works in the Public Realm \(PDF\)](#)

[City Works Guide # 2: Works Impacting Council Assets \(PDF\)](#)

[City Works Activity Guide # 5 – Cranes and Elevated Work Platforms \(PDF\)](#)

[City Works Activity Guide #6 - Ladders, Industrial Bins and Shipping Containers \(PDF\)](#)

[City Works Guidelines. \(PDF\)](#)

Development Application – Fact Sheet

[How to Submit a Development Application \(PDF\)](#)

Heritage Plaques – Fact Sheet

[Heritage Plaques in the City \(PDF\)](#)

[Heritage Plaques in North Adelaide \(PDF\)](#)

Internal Work Procedures

Community and Culture – Internal Commissioning of Public Art- Operating Procedure ACC2019/90412

Community and Culture – Public Art Round Table Terms of Reference (under review)

Infrastructure – De-accessioning of Public Art & Memorials (to be developed)

Infrastructure - Infrastructure Asset Management Strategy (under development)

Infrastructure – Acquisition and Disposal Policy (under review)

Infrastructure - Asset Management Plan – Urban Elements ACC2016/17053

Infrastructure - Asset Management Plan - Park Lands and Open Spaces ACC2016/17124

Strategy and Design – Graffiti and Bill Poster Management Policy and Operating Guideline ACC2003/1144

Finance - Procurement and Contract Approvals Operating Guideline ACC2019/76152

Customer – City Works Operating Guidelines ACC2002/38306

Customer – Objects of Public Footpath Policy ACC2006/44865

GLOSSARY

Throughout this document, the below terms have been used and are defined as:

Public Art: Artwork created by an artist, and located in the public realm, including permanent, temporary and ephemeral works such as installations, sculptures, murals, mosaics, projection, lighting, soundscapes, multi-media and performance-based work. It also extends to unique street design and furniture elements created by an artist to add value to public realm projects such as paving, ornamental wall inserts, windows, gates, grates, light fittings, bollards, water features and the like. Temporary artworks have a lifespan of under five years. These include relocatable and ephemeral artworks created with intentional temporary presence from a moment to under one year. Permanent art works have an expected lifespan of five years or more and enduring artworks are commissions with an expected lifespan of 25 years or more.

Artist: A creative person who devotes a reasonable portion of their time to making art, who promotes their work as art, and intends their work to be seen and read as art; and possesses qualifications in visual arts or has commensurate skills and experience. An artist will also usually have received public and peer recognition as a practising artist. At a minimum, an artist will be involved in the visual conception and planning of a Public Art work and typically lead the fabrication and installation of the work.

Integrated Art: The conceptual, and practical contribution of an artist to the design of public spaces and facilities. The product of an artist working as integral to a design team on major public renewal or development projects in response to a site through scale, material and form and created through a dedicated artistic process, resulting in project outcomes that have a unique character that differentiates it from the typical design process. May result in either an artistic contribution to the overall

design process or creating distinct built or street elements that are recognised by the community as artwork.

Memorial: An object or landscaped feature, including commemorative plaques. The purpose is to honour and commemorate a person, place, historical or social event or idea of significance that strongly contributes to and expresses Adelaide's and/or South Australia's communities and their cultural values. Memorials purposefully express public sentiment, signify the past, look to the future, and provide places for community reflection and gathering.

Street Art: Un-commissioned artwork that can include stencils, paste-ups, stickers, graffiti art, murals, installations and is generally perceived as artwork, which does not include tagging and vandalism.

Public Realm: The public realm includes, but is not limited to streets, squares, parks, built form and spaces within buildings that are accessible to the public, generally under the control of Local or State Government and are not private land.

Commissioning: The act of authorising the creation of a public artwork, which could include, but is not limited to planning for, engaging artists and financing artworks.

De-accessioning: The procedure for a withdrawal of a public artwork from public display for various reasons, including end of lifespan, quality or condition of the artwork, and/or strategic directions according to best practice protocols. Council holds discretion, although works with artists wherever possible, to plan for either disposal or storage of works.

Asset management: The ongoing process of protecting, maintaining, repairing, cleaning and preserving a Public artwork so as to sustain the artistic integrity of the artwork. Public artworks registered as part of the City of Adelaide's Public Art collection will receive regular inspection and care undertaken as required by staff, contractors and conservators.

ADMINISTRATIVE

As part of Council's commitment to deliver the City of Adelaide Strategic Plan, services to the community and the provision of transparent information, all policy documents are reviewed as per legislative requirements or when there is no such provision a risk assessment approach is taken to guide the review timeframe.

This Policy document will be reviewed every 3 (three) years unless legislative or operational change occurs beforehand. The next review is required in 2022.

Review history:

Trim Reference	Authorising Body	Date/ Decision ID	Description of Edits
ACC2019/90404	CEO	27/08/2019	Memorial Operating Guideline Approved by CEO and noted by Council

Contact:

For further information contact the Community and Culture Program:

City of Adelaide

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Review of the Adelaide Park Lands Events Management Plan 2016-2020

Annual review of the Adelaide Park Lands Events Management Plan 2016-2020

ITEM 8.3 25/07/2019
Adelaide Park Lands Authority

Program Contact:
Amy Pokoney, AD Community &
Culture 8203 7438

2018/03155
Public

Approving Officer:
Clare Mockler, Deputy CEO &
Director Culture

EXECUTIVE SUMMARY:

The Adelaide Park Lands Events Management Plan (APLEMP) 2016-2020 (LINK) provides a management framework and guidance to Council, events and the community around holding events in the Park Lands.

This report is presented in accordance with the Authority's function to provide comments and advice on management plans and to monitor their implementation and operation. The report identifies a number of improvements to the way in which events in the Adelaide Park Lands are managed including site management and remediation, access and sustainability measures and outlines the changes to be integrated into the APLEMP.

RECOMMENDATION:

THAT THE ADELAIDE PARK LANDS AUTHORITY:

1. Notes the annual review of the Adelaide Park Lands Events Management Plan 2016-2020 as outlined in Item 8.3 on the Agenda for the meeting of the Board of the Adelaide Park Lands Authority held on 25 July 2019.
-

IMPLICATIONS AND FINANCIALS:

Adelaide Park Lands Management Strategy	The Adelaide Park Lands Management Strategy provides the strategic context for the APLEMP.
Policy	Some of the proposed changes to the APLEMP as outlined in this report, relate to the policy section of the APLEMP.
Consultation	Consultation for the changes in the APLEMP as outlined in this report has occurred with key internal teams.
Resource	Resources have been allocated to implement the APLEMP Action Plan as per the 2019/20 Integrated Business Plan and Budget.
Risk / Legal / Legislative	Not as a result of this report.
Opportunities	To better assist event organisers to deliver quality events in the Adelaide Park Lands.
19/20 Council Budget Allocation	Not as a result of this report.
Proposed Council 20/21 Budget Allocation	Not as a result of this report.
Life of Project, Service, Initiative or (Expectancy of) Asset	The APLEMP is for the life of 2016-2020 and is reviewed on an annual basis.
19/20 Budget Reconsideration (if applicable)	Not as a result of this report.
Ongoing Costs (eg maintenance cost)	Not as a result of this report.
Other Funding Sources	Not as a result of this report.

DISCUSSION

1. For the period September 2018 – June 2019, there were the below number of events in the Adelaide Park Lands and roads. Please note that we do not have available data for events that occurred in July and August 2018.
 - 1.1. 335 minor events.
 - 1.2. 79 medium events.
 - 1.3. 22 major events.

Remediation Improvements

2. Improving remediation processes is one of the projects of the Adelaide Park Lands Events Management Plan (APLEMP).
3. Remediation measures implemented with external events since the last annual update of the APLEMP are as follows:
 - 3.1. To assist with turf protection, a new approach was trialled with Gluttony in 2019. The event organiser was provided with manual sprinkler equipment to water areas affected by the irrigation systems being isolated. The use of irrigation systems was also maximised.
 - 3.2. The provision of an information sheet to help minimise impacts will continue to be provided to all event organisers hosting an event in the City.
 - 3.3. Turf replacement is often the treatment applied after an event has exited the site. Council's Horticulture team make the assessment as to whether returfing is required and in what locations based on the amount of impact that has occurred on the turf. This is particularly the case for those events with long occupation periods in the Park Lands, where irrigation has not been turned on and where the weather has been extreme (heat/rain). In 2017/18, the costs associated with turf remediation in the Park Lands with the heaviest programming were as follows:
 - 3.3.1. Victoria Square/Tarntanyangga- \$63,962
 - 3.3.2. Rymill Park/Murlawirrapurka (Park 14)- \$376,102
 - 3.3.3. Rundle Park/Kadlitpina (Park 13)- \$139,670
 - 3.3.4. Elder Park - \$12, 940. Noting that there was an additional turf remediation cost incurred over 2017/18 of \$120,000 which was paid for in the 2018/19 financial year.

Public Access Improvements

4. Maximising public access into and around the Park Lands during events is a key consideration when working with event organisers.
5. For public safety reasons, particularly during event bump in/out, public access into and around the Park Lands at times, can be restricted.
6. As an example, during bump in of Gluttony 2019 and at designated times during the event, the event organisers ensured that the Park Lands cycling trail remained open.
7. Maximising of public access during events will have an increased focus as part of the events season in 2020.
8. Furthermore, as part of the update of the APLEMP, we are also amending the bookable areas on the maps of Victoria Square/Tarntanyangga and Elder Park. This amendment has occurred to ensure that bookable areas within these Park Lands do not encroach over main pathways.
9. The aesthetics of event fencing is another key consideration when working with event organisers. The aesthetics of fencing for those events with a long occupation period in the Park Lands is generally of a high standard. There will be an increased focus on the amenity of fencing as part of the events season in 2020.

Vehicle Access and Parking Improvements

10. Improvements to vehicle access and parking that Council assists with and facilitates include:
 - 10.1 The installation of drop-off and pick-up zones;
 - 10.2. Issuing of essential vehicle permits to event organisers (on request) to assist them with set up/pack down of the event; and
 - 10.3. Site inspections during event occupation to ensure that only authorised vehicles are on site.

11. Improving vehicle access and parking will have an increased focus as part of the events season in 2020.

Sustainability Improvements

12. Encouraging carbon neutrality and sustainable resource use is one of the projects of the APLEMP.
13. To make events more sustainable, improvements since the last annual update of the APLEMP include:
- 13.1. A ban on the use of single use straws for all new event licences and all Council led events commencing from 1 January 2019. Resources have been developed to help event organisers understand the different types of straws that are available;
 - 13.2. Provision of a supplier listing showing compostable suppliers;
 - 13.3. A range of workshops and forums to assist event organisers with implementing Council's Sustainable Event Guidelines; and
 - 13.4. A dedicated point of contact at Council via Council's Sustainable Events Coordinators whom can be contacted to assist event organisers with their event design and delivery.
14. A number of actions out of Council's Sustainable Event Guidelines were implemented for the first time at Council's New Year's Eve event in 2018. These actions included:
- 14.1. Ban on single use plastic straws (a small supply of silicone straws was provided to vendors for patrons requiring a straw due to access requirements/disabilities);
 - 14.2. Requirements for all vendors to provide compostable food and drink packaging only. All vendors were required to pay a bond which was refunded to them if the pre-event audit showed that they were compliant with providing compostable packaging;
 - 14.3. Provision of multiple water refilling stations;
 - 14.4. Waste art to contextualise the notion of reuse and recycling;
 - 14.5. Sustainability criteria in all procurement activities associated with New Year's Eve;
 - 14.6. Engagement of volunteers to work at the event as bin buddy educators and information stand assistants;
 - 14.7. 3 bin front of house system (dry general waste, organics and container deposit);
 - 14.8. 6 bin back of house system (paper/cardboard, organics, container deposit legislation, co-mingled, clean film plastics and dry waste); and
 - 14.9. A waste audit after the event.

Infrastructure Improvements

15. Reviewing infrastructure requirements for all event spaces is one of the projects of the APLEMP.
16. Since the last annual update of the APLEMP, design work to improve the power, water supply and waste water disposal infrastructure in Rundle Park / Kadlitpina (Park 13) and Rymill Park / Murlawirrapurka (Park 14) has been progressed.

Kaurna acknowledgement and consultation

17. A number of wording changes are proposed to be incorporated into the APLEMP as part of this update. These are outlined below:
- 17.1. The Acknowledgement of Country in the APLEMP is proposed to be re-worded to more accurately reflect the written context. This will be updated as follows:
 - 17.1.1. City of Adelaide is located on the Country of the Kaurna people of the Adelaide Plains and we pay our respect to Elders past and present. We recognise and respect Kaurna cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kaurna people living today. The City of Adelaide extends that respect to other Aboriginal language groups and other First Nations living, working and visiting the City of Adelaide.
 - 17.2. A new paragraph is proposed to be included in the APLEMP regarding care and custodianship of the Adelaide Park Lands. This paragraph is proposed to be added to align with and reflect Council's Stretch Reconciliation Action Plan 2018-2021, Strategic Plan 2016-2020 and recent Council decisions. This paragraph would read as follows:
 - 17.2.1. The City of Adelaide Park Lands are under the ongoing culture care and custodianship of the Kaurna First Nations people of the Adelaide Plains. Any activity in the Park Lands must respect this custodianship. From time to time, when particular event activities are proposed

on sites of specific significance to Kaurna, the City of Adelaide may consult Kaurna Elders around the appropriateness of the activity on this site.

18. The above two changes to the APLEMP require Council endorsement and therefore, subject to Council endorsement, will be formalised into the APLEMP after Council considers all of the changes to the APLEMP at their meeting on 27 August 2019.
19. An additional change to the APLEMP as part of this update is the inclusion of information regarding Aboriginal and Torres Strait Islander interests, including delineation of the site of the Place of Reflection in Rymill Park/Murlawirrapurka (Park 14) and consultation required for events held in this site. This change is able to be made under delegation of the Chief Executive Officer and will be integrated into the APLEMP after Council considers all of the changes at their meeting on 27 August 2019.

Miscellaneous Improvements

20. Some additional changes to be made to the APLEMP are summarised below. These changes are:
 - 20.1. Outlining of Key Biodiversity Areas in relevant maps and Criteria for Event Use within the APLEMP.
 - 20.2. Site capacities outlined in the APLEMP were reviewed, resulting in some decreases.
21. Based on some of the early findings of the review of Council's Event Noise Mitigation Standard Operating Procedures (SOPs), coupled with a general review of all operating hours of sites in the APLEMP, several changes will be made to the APLEMP. These changes are summarised below:
 - 21.1 Several event sites will have reduced operating hours. These sites are:
 - 21.1.1 Pinky Flat;
 - 21.1.2 Pennington Gardens West;
 - 21.1.3 Main Kiosk Area Bonython Park/Tulya Wardli (Park 27);
 - 21.1.4 Event Space Bonython Park/Tulya Wardli (Park 27);
 - 21.1.5 Wellington Square/Kudnartu;
 - 21.1.6 Light Square/Wauwi;
 - 21.1.7 Whitmore Square/Iparrityi;
 - 21.1.8 Hurtle Square/Tangkaira; and
 - 21.1.9 Gladys Elphick Park/Narnungga (Park 25).
 - 21.2 Recommended stage positionings will be provided in relevant maps in the APLEMP to assist event organisers with reducing their amplified sound impacts.
22. All of the above changes are able to be made under delegation of the Chief Executive Officer and will be integrated into the APLEMP after Council consider the changes to the APLEMP at their meeting on 27 August 2019.
23. Additionally, to support the early findings of the review of Council's Event Noise Mitigation SOPs, more advance notice about events is being provided to residents and businesses via an events dashboard located on the City of Adelaide website.
24. Council's policy position regarding booking applications which propose the delivery of pop up bars with no ancillary activation is proposed to be clarified within the APLEMP. This policy position will articulate that applications for pop up bars are generally not endorsed and will be reviewed on a case by case basis. It outlines that for such applications, the liquor component must always be a secondary/complimentary offering with the activation being the primary purpose of the event. This proposed change requires formal endorsement from Council. Therefore, subject to Council endorsement this change will be made after Council considers all of the changes to the APLEMP at their meeting on 27 August 2019.

Next steps

25. The current APLEMP is in place until July 2020 and will be reviewed in the later part of 2019/20.

ATTACHMENTS

Nil

Exclusion of the Public

ITEM 10.1 25/07/2019
Adelaide Park Lands Authority

2018/04291
Public

Executive Officer:
Martin Cook, City of Adelaide,
8203 7686

EXECUTIVE SUMMARY:

Exclusion of the public from this Adelaide Park Lands Authority Board meeting is sought for the consideration of the following Agenda Items:

- 11.1 EOI Results - Pelzer Park / Pityarilla (Park 19) & Peppermint Park / Wita Wirra (Park 18) [s 90(3) (d)]
- 11.2 Rymill Park Kiosk EOI Results [s 90(3) (d)]

The Order to Exclude for Item 11.1 & 11.2:

1. Identifies the information and matters (**grounds**) from s 90(3) of *the Local Government Act 1999 (SA)* utilised to request consideration in confidence;
2. Identifies the **basis** – how the information falls within the grounds identified and why it is necessary and appropriate to act in a meeting closed to the public; and
3. In addition identifies for the following grounds – s 90(3) (b), (d) or (j) - how information open to the public would be contrary to the **public interest**.

All Board members must keep confidential all documents and any information presented to them for consideration on a confidential basis prior to the meeting.

ORDER TO EXCLUDE FOR ITEM 11.1:

THAT THE ADELAIDE PARK LANDS AUTHORITY:

1. Having taken into account the relevant considerations contained in Clause 4.8.21 of the *Adelaide Park Lands Authority Charter* and s 90(3) (d) and 90(4) & (7) of the *Local Government Act 1999 (SA)*, this meeting of the Board of the Adelaide Park Lands Authority dated 25/7/2019 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 11.1 [EOI Results - Pelzer Park / Pityarilla (Park 19) & Peppermint Park / Wita Wirra (Park 18)] listed on the Agenda in a meeting open to the public would on balance be contrary to the public interest.

Grounds and Basis

This Item contains commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information and confer a commercial advantage on a third party.

Public Interest

The Board is satisfied that the principle that the meeting be conducted in a place open to the public has been outweighed in the circumstances because the disclosure of this information may result in release of information prior to the finalisation of 'commercial in confidence' negotiations between the proponent and their suppliers and may materially and adversely affect the financial viability of the proponent in relation to contract negotiations which on balance would be contrary to the public interest.

2. Pursuant to Clause 4.8.21 of the *Adelaide Park Lands Authority Charter* this meeting of the Board of the Adelaide Park Lands Authority dated 25/7/2019 orders that the public (with the exception of members of Council staff who are hereby permitted to remain) be excluded from this meeting to enable the Board to consider in confidence Item 11.1 [EOI Results - Pelzer Park / Pityarilla (Park 19) & Peppermint Park / Wita Wirra (Park 18)] listed in the Agenda, as the matter is of a kind referred to in s 90(3) (d) of the *Local Government Act 1999 (SA)*.

ORDER TO EXCLUDE FOR ITEM 11.2:

THAT THE ADELAIDE PARK LANDS AUTHORITY:

1. Having taken into account the relevant considerations contained in Clause 4.8.21 of the *Adelaide Park Lands Authority Charter* and s 90(3) (d) and 90(4) & (7) of the *Local Government Act 1999 (SA)*, this meeting of the Board of the Adelaide Park Lands Authority dated 25/7/2019 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 11.2 [Rymill Park Kiosk EOI Results] listed on the Agenda in a meeting open to the public would on balance be contrary to the public interest.

Grounds and Basis

This Item contains commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information and confer a commercial advantage on a third party.

Public Interest

The Board is satisfied that the principle that the meeting be conducted in a place open to the public has been outweighed in the circumstances because the disclosure of this information may result in release of information prior to the finalisation of 'commercial in confidence' negotiations between the proponent and their suppliers and may materially and adversely affect the financial viability of the proponent in relation to contract negotiations which on balance would be contrary to the public interest.

2. Pursuant to Clause 4.8.21 of the *Adelaide Park Lands Authority Charter* in this meeting of the Board of the Adelaide Park Lands Authority dated 25/7/2019 orders that the public (with the exception of members of Council staff who are hereby permitted to remain) be excluded from this meeting to enable the Board to consider in confidence Item 11.2 [Rymill Park Kiosk EOI Results] listed in the Agenda, as the matter is of a kind referred to in s 90(3) (d) of the *Local Government Act 1999 (SA)*.

DISCUSSION

1. The *Adelaide Park Lands Act 2005 (SA)* requires the Authority to operate utilising Chapter 6 Part 3 of the *Local Government Act 1999 (SA)*. Chapter 6 Part 3 relates to public access to meetings and outlines the conduct to be observed by the Authority.
2. It is a requirement of the *Adelaide Park Lands Act 2005 (SA)* [13 (c)] reflected in clause 4.8.19 of the *Adelaide Park Lands Charter*, that meetings of the Authority be conducted in a place open to the public except in special circumstances. These circumstances and associated considerations to exclude the public from a Board meeting are outlined in Chapter 6, Part 3 of the *Local Government Act 1999 (SA)*.
3. To consider a matter in confidence, the Board through a formal resolution is required to:
 - 3.1 Identify the information and matters (grounds) from s 90(3) of the *Local Government Act 1999 (SA)* utilised to request consideration in confidence;
 - 3.2 Identify the basis – how the information falls within the grounds identified and why it is necessary and appropriate for the Board to act in a meeting closed to the public; and
 - 3.3 In addition identify for the following grounds – s 90(3) (b), (d) or (j) – how information open to the public would be contrary to the public interest.

4. The Charter contains the following clauses in relation to Meetings of the Board /Authority:

'4.8.19 Meetings of the Board must be conducted in a place open to the public.'

'4.8.20 All Board Members must keep confidential all documents and any information provided to them on a confidential basis for their consideration prior to a meeting of the Board, except in those circumstances prescribed by section 12 of the Park Lands Act and clause 35 of Schedule 2 to the LG Act.'

For reference – Section 12 of the Park Lands Act and clause 35 of Schedule 2 to the LG Act read:

12—Reports

- (1) A member of the board of management of the Authority does not commit a breach of a duty of confidence by reporting a matter relating to the affairs of the Authority to the Minister.
- (2) The Authority must, at the time that it furnishes its annual report to the Adelaide City Council, furnish a copy of the report to the Minister.

35—Disclosure

- (1) If a subsidiary discloses to a person in pursuance of this Schedule a matter in respect of which the subsidiary owes a duty of confidence, the subsidiary must give notice of the disclosure to the person to whom the duty is owed.
- (2) A member of the board of management of a subsidiary does not commit a breach of duty by reporting a matter relating to the affairs of the subsidiary to a council or otherwise in accordance with the provisions of this Act.

'4.8.21 The Board may order that the public be excluded from attendance at any meeting in order to enable the Board to consider in confidence any information or matter listed in section 90(3) of the LG Act (after taking into account any relevant consideration under that section). The exercise of this power does not exclude Board Members and/or any other person permitted by the Board to remain in the room.'

'4.8.22 Where an order is made under sub-clause 4.8.21, a notice must be made in the minutes of the making of the order and of the grounds on which it was made.'

'4.8.23 Subject to sub-clause 4.8.25 a person is entitled to inspect, without payment of a fee:

- (a) agendas and minutes of a Board Meeting;
- (b) reports to the Board received at a meeting of the Board; and
- (c) recommendations presented to the Board in writing and adopted by resolution of the Board.'

'4.8.24 Subject to sub-clause 4.8.25, a person is entitled, on payment of a fee fixed by the Board, to obtain a copy of any documents available for inspection under sub-clause 4.8.23.'

'4.8.25 Sub-clauses 4.8.23 and 4.8.24 do not apply in relation to a document or part of a document if:

- (a) the document or part of the document relates to a matter of a kind referred to in sub-clause 4.8.21; and
- (b) the Board orders that the document or part of the document be kept confidential (provided that in so ordering the Board must specify the duration of the order or the circumstances in which it will cease to apply or a period after which it must be reviewed).'

5. In considering whether an order should be made to exclude the public [s 90(4) of the *Local Government Act 1999 (SA)*], it is irrelevant that discussion of a matter in public may:

- 5.1 cause embarrassment to the council or council committee concerned, or to members or employees of the council; or
- 5.2 cause a loss of confidence in the council or council committee.
- 5.3 involve discussion of a matter that is controversial within the council area; or
- 5.4 make the council susceptible to adverse criticism

6. In considering whether an order should be made to exclude the public [s 90(7) of the *Local Government Act 1999 (SA)*] the order must specify

- 6.1 the grounds on which the order was made; and
- 6.2 the basis on which the information or matter to which the order relates falls within the ambit of each ground on which the order was made; and
- 6.3 if relevant, the reasons that receipt, consideration or discussion of the information or matter in a meeting open to the public would be contrary to the public interest.

7. When determining whether to exclude the public from the meeting the Authority is required to consider & resolve whether it is necessary and appropriate to act in a meeting closed to the public to consider the following information in confidence.
- 7.1 Information contained in Item 11.1 – EOI Results - Pelzer Park / Pityarilla (Park 19) & Peppermint Park / Wita Wirra (Park 18):
- 7.1.1 Is not subject to an existing Authority Confidentiality Order;
- 7.1.2 Is not subject to an existing Council Confidentiality Order;
- 7.1.3 The grounds utilised to request consideration in confidence is s 90(3) (d) of the *Local Government Act 1999 (SA)*
- Section 90(3) (d) of the Local Government Act 1999 (SA)
- (d) commercial information of a confidential nature (not being a trade secret) the disclosure of which—
- (i) could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and
- (ii) would, on balance, be contrary to the public interest;
- 7.2 Information contained in Item 11.2 – Rymill Park Kiosk EOI Results:
- 7.2.1 Is not subject to an existing Authority Confidentiality Order;
- 7.2.2 Is not subject to an existing Council Confidentiality Order;
- 7.2.3 The grounds utilised to request consideration in confidence is s 90(3) (d) of the *Local Government Act 1999 (SA)*
- Section 90(3) (d) of the Local Government Act 1999 (SA)
- (d) commercial information of a confidential nature (not being a trade secret) the disclosure of which—
- (i) could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and
- (ii) would, on balance, be contrary to the public interest;

ATTACHMENTS

Nil

- END OF REPORT -

Confidential Item 11.1

EOI Results - Pelzer Park / Pityarilla (Park 19) & Peppermint Park / Wita Wirra (Park 18)

Clause 4.8.21 of the *Adelaide Park Lands Authority Charter*

Section 90(3) (d) of the *Local Government Act 1999 (SA)*

Pages 111 to 118

Confidential Item 11.2

Rymill Park Kiosk EOI Results

Clause 4.8.21 of the *Adelaide Park Lands Authority Charter*

Section 90(3) (d) of the *Local Government Act 1999 (SA)*

Pages 119 to 123
