



OFFICE OF THE LORD MAYOR

TRIM Reference: 2017/03267

Ms H Nimmo  
South East City Residents Association (SECRA)  
secra.sa@gmail.com

Dear Ms Nimmo

**2018-19 Integrated Business Plan – Outcomes from Public Consultation**

Thank you for your recent submission on the draft 2018-19 Integrated Business Plan. Every year Council Members and the City of Adelaide staff place great importance on delivering an Integrated Business Plan that will help us achieve Council's strategic goals and meet the needs of the community. Please find below an overview of the public consultation submissions and how your submission contributed to forming the final budget for 2018-19.

***Where We Are Now***

2018-19 is the third budget of Council's 2016-20 Strategic Plan. The Strategic Plan sets the framework for everything we will do over the remaining two years. Our vision is for Adelaide to be *a welcoming and dynamic city full of rich and diverse experiences*.

The 2018-19 Integrated Business Plan will invest heavily in improving Adelaide's urban infrastructure and continuing to deliver several transformational projects while minimising cost pressures on ratepayers.

We will invest \$39.4 million into better city infrastructure; including \$5.6 million towards main streets projects, \$5.5 million for improving residential streets, and \$2 million towards more laneway activations. These projects will ensure that Adelaide remains one of the world's most liveable cities.

At the same time, Council will leverage growth from new development activity occurring across the city to relieve cost of living pressures on residential and commercial ratepayers by freezing the rate in the dollar for the fourth consecutive year.

This year's Integrated Business Plan is the result of a rigorous process of review to every aspect of Council's projected revenue and expenditure.

On 12 June 2018, Council formally adopted the 2018-19 Integrated Business Plan.

You can view the full 2018-19 Integrated Business Plan on Council's website at [cityofadelaide.com.au/budget](http://cityofadelaide.com.au/budget). Copies are also displayed at Council's Customer Service Centre, libraries and community centres.

## Summary of Public Consultation

Public consultation on the draft 2018-19 Integrated Business Plan commenced on 30 April 2018 and concluded on 22 May 2018. During this time, Council received 11 formal submissions. A public hearing was held on 22 May 2018 where the public were welcomed to speak to their submission and engage in a Q&A with Council Members.

Five key 'themes' emerged from the submissions received as follows:

- Transportation
- Infrastructure Program
- Community Spaces
- Grant & Sponsorship Requests
- Residential Growth

## Response to Your Submission

In relation to your submission, Council provides the following comment:

Your Feedback	Administration Comment
1. Monitor the air quality in the City and decrease particulate matter by 5% by 2020.	The Environment Protection Authority (EPA) is responsible for the protection and regulation of air quality across South Australia under legislation including the Environment Protection Act 1993 and more specifically the Environment Protection (Air Quality) Policy 2016 <a href="https://www.epa.sa.gov.au/data_and_publications/standards_and_laws">https://www.epa.sa.gov.au/data_and_publications/standards_and_laws</a> . The EPA monitors air quality in numerous locations, and has programs to maintain and improve air quality. The EPA undertakes air quality monitoring in the City of Adelaide to understand air pollution patterns, trends and the long-term impacts of pollution events on the health of the community and environment. Please refer to the following link for daily air quality monitoring data from the City of Adelaide - <a href="http://www.epa.sa.gov.au/data_and_publications/air_quality_monitoring">http://www.epa.sa.gov.au/data_and_publications/air_quality_monitoring</a> . Air Quality in the City of Adelaide (including PM 10 and PM 2.5) is very good in comparison to regions where there is environmentally significant industry (such as in Port Pirie, Le Fevre Peninsula, Mount Gambier and Port Augusta) and larger cities (e.g. Sydney).
2. Decrease the number of cars driving through the city by 5% by 2020.	The annual budget identifies projects for the financial year i.e. 2018-19 and does not set longer term targets for the City of Adelaide, which are driven through the Strategic Plan 2016-2020, and in the case of transport, the Smart Move Interim Action Plan 2018-2020. We will take your feedback into consideration in reviewing these strategies.
3. Construct an east-west separated bikeway. Bikeways can appear expensive but not when one considers the amount of money spent accommodating cars. Their construction is a smart thing to do in relation to	The City of Adelaide has a \$12 million funding agreement with the State Government to deliver a north-south and an east-west bikeway. As you know, North South is well underway but we do not have a commencement date for East West at this time. We appreciate your support for the bikeways.

<p>decarbonising a city. Given that it appears that the N-W bikeway along Frome Road won't be completed until late 2019, work should begin on the E-W bikeway in 2018-19.</p>	
<p>4. Develop a city-wide walking and cycling plan. This could include pedestrian only streets, shared-use zones; underpasses.</p>	<p>Following the completion of the Smart Move Interim Action Plan 2018-2020, the City of Adelaide will be developing longer term transport strategies to guide movement in the city. We will include your feedback in the development of this work and would welcome your input and feedback as our long-term transport strategies are developed.</p>
<p>5. Increase the area of public realm for pedestrians by 5% by 2020 especially in narrow residential streets with footpaths that are not disability-compliant.</p>	
<p>6. Increase the area of continuous footpaths by 5% by 2020.</p>	
<p>7. Increase the number of traffic lights that do not require pedestrians to press a button by 5% by 2020.</p>	
<p>8. Increase by 5% by 2020 the number of traffic lights that show pedestrians how long they have to cross the street.</p>	
<p>9. Increase by 5% by 2020 the amount of time pedestrians have to cross the street.</p>	
<p>10. Traffic calming in city streets (in particular, Hutt Street).</p>	

<p>11. Return traffic lights on Hutt Street to the cycle which gives people travelling east-west across Hutt Street as much time as those driving north-south along Hutt Street (now at increased speed, since this change was made by the current Council).</p>	<p>We have a number of projects identified in the 2018-19 Integrated Business Plan that will assist in calming traffic in city streets. This will include a review of Hutt Street as well as opportunities for traffic calming as part of the Main Street Improvement Program.</p>
<p>12. Increase the number of people using the Park Lands for individual active recreation by 5% by 2020.</p>	<p>The annual budget identifies projects for the financial year i.e. 2018-19 and does not set longer term targets for the City of Adelaide, which are driven through the Strategic Plan 2016-2020 and the Adelaide Park Lands Strategy. There are a number of targets for increasing use of Park Lands, ranging from 9-20% increases by 2020.</p>
<p>13. Increase the number of families living in the city.</p>	<p>It is agreed that a greater range of age groups, including families, choosing to live in the city would be beneficial to its prosperity and sense of community. The City of Adelaide 2016-2020 Strategic Plan contains two Actions aimed at reducing the cost of housing, particularly entry costs, and working with the State Government to address housing affordability and the provision of a greater range of dwellings, which are designed to address this issue. Financial incentives to reduce entry costs are already in place via the State Government's stamp duty concession and First Home Buyer Grant and Council is currently offering free rates for five years to owner occupiers of off-the-plan apartments. Council Administration is also undertaking research, investigating policy settings and other levers that will support the delivery of diverse housing stock in the City to attract a broader range of residents.</p> <p>The private sector evaluates business opportunities and developments offered cater to demand. Council services and programs are inclusive of families, including public realm and amenity, provision of recreation spaces and playgrounds (i.e. Bonython Park, Marshmallow Park upgrades, Park Lands regeneration, bikeways) and diverse range of events and festivals encouraged and supported.</p>
<p>14. Monitor and facilitate reduction of noise and air pollution from the Adelaide 500.</p>	<p>The Adelaide 500 is governed by the South Australian Motor Sport Act 1984. Therefore, the City of Adelaide does not monitor the noise or air pollution omitted from the event. The City of Adelaide will provide the relevant Minister with the request received from SECRA in relation to the Adelaide 500 event.</p>
<p>15. Increase by 5% by 2020 the number of replacement river red gums in Victoria Park (First find out why some of the existing</p>	<p>We do not have targets to increase River Red Gums in Victoria Park however, any trees lost will always be replaced at least 1:1. Please note that the recent decline of two River Red Gums in the Fullarton Road frontage of Victoria Park is due to the presence of Phytophthora, a fungal disease that impacts on a trees root system. This is the first time we have found this disease in the Park Lands. With such fungal diseases, it</p>

<p>mature trees are dying).</p>	<p>is not good practice to replant for 2-3 years to allow for the fungus to naturally decline. The first stages of the Brownhill Keswick Creek stormwater project in late 2018 will also change some existing landscapes and replanting associated with this project will include more River Reds.</p>
<p>16. Increase by 5% by 2020 the amount of pre-European vegetation in the Park Lands by a combination of replanting and regenerating that which already exists (especially native grasses and groundcovers which will return when mowing stops.)</p>	<p>The annual budget identifies projects for the financial year i.e. 2018-19 and does not set longer term targets for the City of Adelaide, which are driven through the Strategic Plan 2016-2020 and the Adelaide Park Lands Strategy. These strategies seek to protect and enhance areas of remnant native vegetation. The existing Biodiversity and Water Action Plan is currently under review. Completion of this work will inform directions with the management of pre-European vegetation in the Park Lands.</p>
<p>17. Phase out fossil-fuel Council vehicles by at least 5% a year until all vehicles are powered by renewable energy.</p>	<p>Council Administration has prepared a Zero and Low Carbon Emissions Vehicle Procurement Plan. During 2018-19, further work will be undertaken to finalise the Plan with a staged implementation up to 2030. This will align to the replacement of Council's heavy and light vehicle assets and in line with what the Australian vehicle market is offering.</p>
<p>18. Reduce on-street parking by 5% by 2020 (and return this space to cyclists and pedestrians).</p>	<p>Following the completion of the Smart Move Interim Action Plan 2018-2020, the City of Adelaide will be developing longer term transport strategies to guide movement in the city. We will include your feedback in the development of this work and would welcome your input and feedback as our long-term transport strategies are developed.</p>
<p>19. Properly regulate short-stay accommodation.</p>	<p>Council Administration will present a Discussion Paper to Council on short-term accommodation in June 2018. This will inform Council on the regulatory options available in regulating short-stay accommodation.</p>
<p>20. Consider rerouting the Connector Bus down Hutt Street to Gilles Street (rather than Halifax Street) to "activate" the southern end of Hutt Street and to take advantage of existing bus stops and their shelters.</p>	<p>The free City Connector provides a convenient and frequent service around the city and North Adelaide. The route on Halifax Street was chosen to link the city with Hutt Street, Hurtle Square and Whitmore Square. The route also provides a convenient transfer point with the Glenelg tram service on King William Street. Adjusting the route to Gilles Street would remove these links and so transferability options. However, we will include this feedback in the next review of the City Connector route to be held in 2019-20. The bus stops located on Halifax Street currently provide convenient links to the southern portion of Hutt Street with most attractions and businesses, including South Terrace, within a 5 minute walk.</p>
<p>21. The Council should develop a scheme for</p>	<p>We have a number of funding options and schemes that are available for undergrounding powerlines. Please find attached a copy of our</p>

<p>50/50 resident-funded undergrounding of power lines through a “loan” scheme repaid through affected property rates or levies over a period of, say, 10 years, as proposed for the solar saver scheme. This would improve the amenity and safety of our residential streets and also result in more footpaths being disability-compliant. (We suggested this in 2015/16).</p>	<p>Council Policy Undergrounding (Overhead Electricity and Telecommunication Cables). Please refer to 3.5 for funding options for residential areas.</p>
<p>22. Spend more money on residential street improvements. Individual SECRA members have suggested Wakefield Street, Surfle Street and Ada Street.</p>	<p>The annual budget identifies a range of residential street improvements in the 'Residential Streets' section and also identifies \$800,000 for a program of Residential Streets improvement. We welcome feedback on specific streets which we can consider for inclusion into the program.</p>

Again, thank you for taking the time to make a submission on Council’s draft 2018-19 Integrated Business Plan. There are ongoing opportunities for you to “Have Your Say” on a range of specific projects and activities at the Your Say Adelaide website [yoursay.cityofadelaide.com.au](http://yoursay.cityofadelaide.com.au). If you choose to register your details, we can keep you up to date on all our public consultations.

Yours sincerely



Martin Haese  
**LORD MAYOR**

21 June 2018



## **COUNCIL POLICY**

### *Undergrounding (Overhead Electricity and Telecommunication Cables)*

**Approved by:** Council 24 September 2007

Subsequent Amendments:

**Document Owner**

*Position: Asset Manager, Lighting and Undergrounding*

*Phone: 8203 7203*

ACC2007/101466

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## 1. INTRODUCTION

Through the *Strategic Management Plan 2004 – 2007* the Council has set targets for residential and economic growth and begun a process that will change the City and its cultural ethos. A manifestation of the transition from present to future state will be a changing focus from infrastructure domination to the values of people and public life: a softening and humanising of the urban environment. That will be achieved, among other ways, through the application of sensitive and high quality urban design.

A coordinated Undergrounding policy, supported by implementation plans, can help make Adelaide one of the most attractive and progressive cities in the world. As an important element supporting the policy, a program of Undergrounding has been developed that is coordinated with other internal and external projects and provides opportunities for the community to be involved in implementing the program.

### **Definition:**

*Undergrounding comprises the removal of existing overhead electricity and telecommunication cables including overhead transformers and switching equipment, and its supporting infrastructure including stobie or other types of poles from public streets and park lands and where practical replacing this infrastructure with underground type infrastructure. Undergrounding includes replacement of overhead private consumer mains and telecommunications services connected from the public realm, with underground type infrastructure. Also, the removal of overhead ETSA street lighting requires Council to install new underground fed street lighting to current lighting standards.*

Undergrounding "projects" may include all above ground infrastructure in a street or part thereof (in some cases, the staging of undergrounding may be based on targeting those components where maximum benefits, or value for money, can be obtained).

The policy establishes a cohesive framework within which the undergrounding removes existing ETSA stobie poles and overhead cables and provides non visible underground power and telephone distribution services and new public lighting. The upgrade or replacement of existing elements of the City's overhead power and telecommunications infrastructure will most effectively enhance the City's quality, consistency and efficiency in public places as well as providing visual appeal, safety and utility.

## 2. POLICY OBJECTIVES

Through the undergrounding of infrastructure the Policy seeks to enhance:

- (a) the distinctive characters of the city by removing the detracting elements

- (b) the qualities of individual buildings – particularly the stock of fine heritage buildings
- (c) the particular characters and functions of streets and footpaths within the street and footpath hierarchy
- (d) the amenity of the Park Lands
- (e) environmental sustainability through reduced tree trimming and improved energy efficiency of new lighting provided as part of the undergrounding
- (f) the unique character of the City Centre as contrasted with the metropolitan area surrounding it
- (g) the status, image and confidence of Adelaide as a progressive and attractive City with strong visitor appeal
- (h) the creation of a safe city environment.

### **3. POLICY STATEMENTS**

- 3.1 Council will underground overhead electricity and telecommunications cables including supporting infrastructure within the whole of the City of Adelaide over time.
- 3.2 No additional overhead electrical and telecommunication cables including associated supporting stobie or other types of poles, overhead transformers, switching or other types of overhead pole mounted ETSA or telecommunications equipment will be installed in the public realm.
- 3.3 Undergrounding in the City will improve amenity and help create a high quality and safe public realm.
- 3.4 Above ground infrastructure to be undergrounded will be prioritised, based on:
  - (a) a framework informed by an assessment of the benefits in terms of visual amenity, safety and economic benefit;
  - (b) an assessment of streets to determine which components of undergrounding offer the best value for money;
  - (c) maximizing external funding contribution;
  - (d) coordination, where practical, with other major projects carried out by Council and external organizations; and
  - (e) availability of funding.
- 3.5 A range of implementation programs will be developed, including those that provide opportunity for external funding contribution from PLEC, the community, residents, business owners and developers. The Undergrounding Policy Program will include the following key funding options and schemes, which can be utilised individually or in combination:
  - **ACC only funded projects**

These projects are those for which there is no external funding applicable.
  - **ACC only funded Hot Spot Scheme**

The Hot Spot Scheme aims to provide opportunities for relatively small scale works to be implemented that will have relatively large benefits

(usually to a small number of property owners). ACC funding would be applied to bring forward such projects in advance of the timing for the whole of a street. Likely Hot Spots works include relocation of stobie poles and cables in close proximity to dwellings, balconies, significant trees, footpath crossings etc.

- **ACC and PLEC (Power Line Environment Committee) joint funded projects**

PLEC provides funding to Councils to assist with the undergrounding of infrastructure, particularly where significant community benefit derives from such undergrounding works. The development and endorsement of an Implementation Program will enable forward planning to occur between ACC and PLEC to ensure a rolling program of jointly funded projects over time.

- **Residential/Business Scheme (with approved ACC contribution)**

The Residential/Business Scheme is similar to the existing Private Undergrounding Scheme and provides opportunities for groups of residents, private owners or business owners (or a single resident/private owner/business owner) to provide private funding to assist with the undergrounding of particular streets (or segments of streets) for the benefit of the residents/property owners/business owners. This will usually result in the bringing forward of these works in the program, and will therefore still warrant Council contribution.

This Scheme will provide greater incentives, through increased Council contributions, than the existing Private Undergrounding Scheme. (e.g. up to 50% Council contribution instead of approximately 25% and a limit of \$25k per project offered under the current Scheme).

This Scheme will supersede the existing Private Undergrounding Scheme.

- **Developer Scheme (with approved ACC contribution)**

The Developer Scheme is similar to the existing Private Undergrounding Scheme and provides opportunities for developers wishing to contribute to the cost for undergrounding infrastructure adjacent to their developments. Such works will improve the presentation of their projects and may increase property values, but may also improve development potential by, for example, removing building set-back requirements caused by overhead infrastructure.

This new Scheme will provide greater incentives through increased Council contributions than the existing Private Undergrounding Scheme. (e.g. up to 50% Council contribution instead of approximately 25% and a limit of \$25k per project offered under the current Scheme).

This new Scheme will supersede the existing Private Undergrounding Scheme.

3.6 All Funding Programs and Schemes will be promoted to maximize the potential for take up.

3.7 Cost reduction initiatives will be investigated to reduce the implementation timeframe, including contestability of ETSA Works (with ETSA/Essential Services Commission of South Australia (ESCOSA)/State Government).

## 4. LEGISLATIVE REQUIREMENTS AND CORPORATE POLICY CONTENT

In adopting this policy it is recognised that there are specific legislative requirements to be met as well as other corporate goals.

Relevant legislation and statutory documents include:

- Local Government Act 1999;
- Development Act 1993;
- Australian Standards;
- Adelaide (City) Development Plan;
- Electricity Act 1996;
- Telecommunications Act 1997;
- Adelaide Park Lands Act 2005.

This policy is to be implemented in conjunction with the Council's *Strategic Management Plan* and other relevant Policies and Strategies including:

- - Strategic Management Plan 2004-2007;
  - Lighting Policy and Operating Guidelines;
  - Cabling and Communications Policy;
  - Encroachments Policy and Operating Guidelines;
  - Park Lands Management Strategy;
  - Community Land Management Plans;
  - Streets, Squares and Park Lands: Adelaide's Public Realm;
  - Crime Prevention Through Environmental Design Policy and Operating Guidelines.

## 5. MONITORING AND REVIEW

5.1 Performance measures for monitoring the effectiveness of the Undergrounding Policy are:-

- Extent of undergrounding completed
- Actual cost of completed work relative to construction cost estimates outlined in the Implementation Plan
- Percentage external funding secured

5.2 Review against these measures should be undertaken at least annually.

5.3 Review of the Policy should be undertaken every 3 - 5 years.