

Community Consultation  
Draft 2018-19 Integrated Business Plan  
Adelaide City Council  
GPO Box 2252  
Adelaide 5001

21<sup>st</sup> May 2018

*The City of Adelaide Draft 2018-19 Integrated Business Plan*

**The South East City Residents Association (SECRA)** welcomes the opportunity to respond to the draft 2018-2019 Integrated Business Plan.

The stated primary goal of the Integrated Business Plan is to “strengthen the City economy by growing the number of people living, working, playing, visiting and studying in the City every day.” (p18).

This goal sees people as consumers whose purpose is to keep the City cash registers busy. It has nothing to say about the wellbeing of the people it wants to “grow”. A strong economy can contribute to wellbeing but economics on its own cannot. It is very disappointing to see our Lord Mayor and Councillors adopt such a limited primary goal for our City and its people.

Furthermore, the adoption of such a goal creates the impression that the annual objectives of Council and the projects and infrastructure program which are a result of those objectives will reflect an economic rationalist agenda: more focus on developing economic capital and less on building social capital; technology to provide “diverse car parking solutions” but no funding for the promised east-west separated bikeway; start-ups rather than slow-downs (in our residential streets).

Most of the annual objectives are “motherhood” statements with no way of measuring how well they will be implemented or if they will be implemented at all eg “deliver traffic management and road safety initiatives.” (p29).

SECRA suggests the following more specific annual objectives that would increase the wellbeing of people connecting with the City. We have suggested 5% by 2020 as a measure of effectiveness. This may be too ambitious or not ambitious enough.

*Green and Liveable and Smart and Creative*

1. Monitor the air quality in the City and decrease particulate matter by 5% by 2020.
2. Decrease the number of cars driving through the city by 5% by 2020.
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 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.
4. Develop a city-wide walking and cycling plan. This could include pedestrian only streets, shared-use zones; underpasses.
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
6. Increase the area of continuous footpaths by 5% by 2020

7. Increase the number of traffic lights that do not require pedestrians to press a button by 5% by 2020.
8. Increase by 5% by 2020 the number of traffic lights that show pedestrians how long they have to cross the street.
9. Increase by 5% by 2020 the amount of time pedestrians have to cross the street.
10. Traffic calming in city streets (in particular, Hutt Street).
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).
12. Increase the number of people using the Park Lands for individual active recreation by 5% by 2020.
13. Increase the number of families living in the city.
14. Monitor and facilitate reduction of noise and air pollution from the Adelaide 500.
15. Increase by 5% by 2020 the number of replacement river red gums in Victoria Park (First find out why some of the existing mature trees are dying.)
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.)
17. Phase out fossil-fuel Council vehicles by at least 5% a year until all vehicles are powered by renewable energy.
18. Reduce on-street parking by 5% by 2020 (and return this space to cyclists and pedestrians).
19. Properly regulate short-stay accommodation.
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.
21. The Council should develop a scheme for 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).
22. Spend more money on residential street improvements. Individual SECRA members have suggested Wakefield Street, Surfleyn Street and Ada Street.

Not every SECRA member will agree with every suggestion. We encourage SECRA members to make their own individual submissions.

We do not wish to speak in support of our submission.

Yours sincerely,

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