

CITY OF ADELAIDE
DRAFT INTEGRATED CLIMATE STRATEGY 2030
CONSULTATION SUMMARY

VERSION 1.0– 24 April 2024

Background

The draft Integrated Climate Strategy 2030 (draft Strategy) is informed by recommendations of the Audit and Risk Committee and discussions at its meetings on [10 May 2023](#), [4 August 2023](#), and [10 November 2023](#).

The draft Strategy replaces seven existing City of Adelaide climate related plans and strategies into a single integrated Strategy. A review of all existing plans and strategies was undertaken to inform the draft Strategy.

Public Consultation and Responses

Consultation ran from 5 February 2024 to 18 March 2024 with extensions provided to several agencies at their request.

Over 1,700 stakeholders from previous climate action engagements were emailed asking for their feedback on the draft Integrated Climate Strategy 2030.

City of Adelaide staff also presented at an Adelaide Sustainable Building Network event and received feedback from 35 building professionals. Feedback from the community was also received during the Fringe on Hutt Street event with over 200 participants chatting to Council staff.

Online engagement was undertaken through YourSay.

Individual meetings were held with the following organisations:

- Mott MacDonald and Hames Sharley
- SA Business Chamber
- Australian Hotels Association SA
- Australian Gas Infrastructure Group.

Response to Engagement and Submissions

A total of 28 written submissions, three phone submissions, and 39 YourSay submissions were received and are summarised in this document.

Written feedback was received from:

- Green Adelaide
- Property Council of Australia (SA Division)
- Kozco Energy Group
- Sonnen
- Circular Energy Group
- Australian Hotels Association SA
- Big Street Bikers
- SA Business Chamber
- SA Forest Products Association
- Premier's Climate Change Council
- Australian Institute of Architects
- Australian Passivhaus Association
- South East City Residents Association
- Green Industries South Australia
- Australian Gas Infrastructure Group
- Green Building Council Australia
- 12 emails/written submissions from individuals
- Three phone call submissions from individuals
- 39 YourSay submissions

The response to the online engagement was as follows:

- **1,882 'Aware' visitors:** are unique visitors, who could be individuals or individuals visiting on behalf of organisations, who made 3,220 visits to the YourSay Adelaide page.
- **495 'Informed' visitors:** are visitors who have explored the available consultation materials more closely to learn more about the Strategy.

- **39 ‘engaged’ visitors:** are the people who have submitted feedback through the online survey.

Key Themes arising from Consultation

The key themes arising from written responses to the consultation, workshops and meetings include (refer to Table 1 and Table 2):

- General support for the draft Integrated Climate Strategy 2030 and proposed goals and priorities.
- Investment in public infrastructure for active transport, and street trees for greening and shading:
 - Installation of public infrastructure, particularly for active transport
 - Street trees for shading and greening (around bus stops and active transport routes) and for improved biodiversity
 - Facilitating active transport through changes to traffic light sequencing and lowering of speed limits where appropriate
 - Funding for capital works, equipment, and appliances
 - Advocating for improved public transport and regulatory changes to prioritise active transport and to planning and development requirements.
- Increasing community awareness of existing opportunities and programs that support action, such as the Incentives for Sustainability program, and energy and resource recovery assessments.
- There will be transitional challenges for many of the key actions identified in the draft Strategy.
 - Key audiences that may face additional challenges include strata bodies and community corporations, small businesses, the hotel and catering industry, and not for profit organisations. Council will need to work with these

groups to overcome their unique challenges in achieving the goals and priorities.

- Existing buildings require additional support to ensure they become climate resilient and net-zero ready. This includes actions like retrofitting technologies and insulation, improving energy efficiency, and support for adaptive reuse.

Partnerships and Opportunities to Collaborate

Survey participants were asked to identify potential opportunities for partnerships and collaborations. Over 30 different groups were identified as potential partners, including:

- Universities and Researchers
- Resident Associations and Precinct groups
- Cycling organisations (Bike SA, Bike Adelaide, etc)
- Community action groups (Electrify Adelaide, SAGE, Trees for Life, Bush Heritage, etc)
- Small Business Associations
- Australian Hotels Association
- Community Corporate and Strata Building owners, property managers and presiding officers
- Community Networks (Transport Action Network, Adelaide Sustainable Building Network)
- Neighbouring Councils
- State and Federal Government bodies.

Table 1 Summary of written, phone and in person submissions on Draft Integrated Climate Strategy 2030

Summary of Submission	Response
Green Adelaide	
We support the strategy and its holistic and multiple directions to mitigate and adapt to climate change.	Noted.
Green Adelaide acknowledges and values the partnership with Council in greening the streets and parks of the metropolitan area that includes the health of ecosystems and for the enjoyment of the city’s population. We value the collaboration of Council on many projects with Green Adelaide including the urban heat and tree canopy mapping project; the health of Karrawirra Pari, water sensitive urban design infrastructure and the development of Green Adelaide’s Urban Greening Strategy.	Noted. Council values the ongoing collaboration with Green Adelaide on projects of shared interest and will continue to work with Green Adelaide to achieve shared goals and priorities aligned with the Strategy.
Kozco Energy Group	
Our initial response would be that it is promising that we are looking to move to net zero by 2035. As a renewable energy company we are heavily invested decarbonization, and would love the opportunity to discuss further with the City about any projects that are upcoming. We can assist by offering a holistic energy solution factoring in control systems, climate, energy production, storage and tariff optimization.	Noted. Acknowledge offer of support.
As a business we are also critically aware of the waste product that can be produced, even in moving to a zero net emissions goal, and would love to know the councils proposals to bring appropriate waste-disposal to the business sector – things like soft plastic recycling, organic food waste and traditional recycling – and know your thoughts on how best to implement these into our business structure.	Noted. Provided details for company’s local Council for them to continue discussion on waste separation and disposal options on 21 March 2024.
As an energy company, a lot of our business also deals with electronic waste disposal, and we would be interested in hearing the	Noted.

Summary of Submission	Response
proposals for a circular economy as it relates to us, especially if it would be helpful to the council to run pilot programs – we are always keen to be on the cutting edge of sustainability.	As per above response.
Property Council of Australia (PCA) SA Division	
A zero-carbon-ready resilient building plan: Which includes setting out a long-term strategy for zero-carbon-ready buildings by reforming the Trajectory for Low Energy Buildings and extending it to 2050. The Property Council also supports long-term strategies for climate resilient buildings that can adapt to acute shocks and long-term stresses from climate change.	Noted. The Strategy identifies that “homes and businesses are protected from climate hazards” are a priority. Additional “scale of action needed” added to acknowledge need for retrofitting of existing properties to ensure climate resilient buildings.
Electrification: In that the National Construction Code 2025 must require all new residential and commercial buildings to operate on high quality electric equipment.	Noted. This aligns with the priority “all homes and businesses will be electrified and powered by renewables.”
Incentivise High Performance: With targeted incentives and concessions in order to facilitate the acceleration of high-performance buildings.	Noted. The City of Adelaide Incentives for Sustainability has been reviewed and will continue to have a strong focus on accelerating high-performance buildings within the city.
Energy Market Reform: Embedding the ‘energy efficiency first’ principle in the National Electricity Objective.	Noted.
Government Leadership: By committing to achieving zero-carbon-ready buildings for all new and existing government owned and leased buildings by 2030. This commitment would help ensure today’s new builds are prepared to operate in a zero-carbon future. This measure should be accompanied with council providing funding or relief from rates, charges and fees to existing asset owners to incentivise and accelerate zero-carbon ready building outcomes.	Noted. Administration continues to work towards zero-carbon-ready buildings under the priority to “reduce City of Adelaide’s operational carbon emissions by 75% from 2020 to 2030 and achieve absolute zero emissions by 2035” as per the identified scales of action needed.
Moving Towards Zero Embodied Carbon, which argues for the adoption of a credible national framework for measuring embodied	Noted.

Summary of Submission	Response
<p>carbon. This would empower owners, buyers and renters with a single national rating for home energy performance, however we are acknowledge this must be achieved at Federal level.</p>	<p>While this suggestion must be achieved at a federal level, the City of Adelaide is working to be able to measure and minimise embodied carbon under the priority to “reduce City of Adelaide’s operational carbon emissions by 75% from 2020 to 2030 and achieve absolute zero emissions by 2035”.</p> <p>Administration is progressing Council’s decision on 9 April 2024 to submit a motion about Public Disclosure reporting to the National Local Government Assembly.</p>
<p>Property Council cautions against any raising of rates in order for the City to fund potential new projects. The Property Council has previously advocated for caution on raising rates in the current economic climate given the potential and current impacts for small businesses making the headlines.</p>	<p>Noted.</p> <p>Consideration will be given to funding mechanisms for potential new projects under the Strategy.</p> <p>Rating will be considered by Council through the development of the 2024/25 Annual Business Plan and Budget.</p>
<p>The Property Council advocates that the City explore other avenues to fund these projects including:</p> <ul style="list-style-type: none"> - seeking grants and funding from state and federal governments - exploring private-public partnerships including co-managing projects. - offering incentives-based approaches to ratepaying commercial operators in the CBD to implement climate-resilient infrastructure. - identifying cost-saving measures to free up resources for projects. 	<p>Noted.</p> <p>As per above response.</p> <p>The Strategy acknowledges the role of partnerships and includes a role for Council as advocate.</p>
<p>The Property Council proposed to government a reduction of energy emissions by way of adaptation of existing buildings and well-designed new buildings. This must be achieved through National Construction Code controls, ratings schemes and initiatives.</p>	<p>Noted.</p> <p>Council will continue to advocate for relevant National Construction Code controls.</p> <p>Council will continue to support uptake of rating schemes and initiatives for new and existing buildings through the Incentives for Sustainability program.</p>

Summary of Submission	Response
<p>An incentive-based approach to attracting and promoting businesses committed to sustainability and establishing Adelaide as a hub for low-carbon technologies.</p>	<p>Noted.</p> <p>The City of Adelaide Incentives for Sustainability and related marketing materials are currently under review and will continue to offer support for and promote businesses who are committed to sustainability and low-carbon technologies.</p>
<p>Adapting existing buildings in response to addressing emissions reduction targets. The City should consider increasing support and funding for electrification and climate friendly retrofitting of existing building stock.</p>	<p>Noted.</p> <p>The City of Adelaide Incentives for Sustainability has been reviewed and will continue to have a strong focus on accelerating high-performance buildings within the city. Incentives have been expanded to contemplate adaptive reuse of buildings.</p>
<p>Supporting market transition. The City should seek to promote market transition to create skills training and employment in sustainable industries such as energy generation, retrofitting, manufacturing and electrification. This in turn will assist professional bodies to implement changes to design standards and reporting.</p>	<p>Noted.</p> <p>This is reflected in the City of Adelaide's draft Economic Development Strategy (in progress).</p>
<p>Rethink future transportation infrastructure in order to build more climate resilient cities. In this, we note that transport is the largest contributor to greenhouse gas emissions in the state with 29% of all emissions. While more trees and shade may be necessary, the Property Council advocates for more strategic planning for our cities to ensure better transport. This would require dramatically shifting investment in our transport infrastructure towards a more sustainable direction, as well as consistent collaboration between State and City in planning for and funding sustainable models of transport to reduce carbon emissions.</p>	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>
<p>The Property Council strongly recommends early and deep consultation with built environment asset owners on any changes in terms of policies that imply installation of new infrastructure or initiatives.</p>	<p>Noted.</p>

Summary of Submission	Response
Sonnen	
<p>The Strategy states that '39% community carbon emissions from energy use in 2022' (p.14) and recognises that the 'biggest areas of influence for the next 10 years' is electrification. Batteries & coordinated storage enable behind-the-meter (BTM) electrification, addressing this objective of electrification.</p>	<p>Noted. Separate investigations into the viability of VPPs and community batteries are being conducted.</p>
<p>Sonnen notes that achieving net zero is supported by smart energy efficiency and harnessing variable renewable energy (VRE), and a significant example of VRE exists at the small-scale, namely, the harnessing of residential solar PV for smoothing peak demand and reducing energy costs for consumers through coordinated storage.</p>	<p>Noted. Separate investigations into the viability of VPPs and community batteries are being conducted.</p>
<p>We note that a proven and effective way to coordinate behind-the-meter energy storage is via VPPs, and Sonnen suggests that the City of Adelaide might support the VPP industry and therefore support a consumer-centric energy system transition.</p>	<p>Noted. Separate investigations into the viability of VPPs and community batteries are being conducted.</p>
<p>VPP coordination includes batteries and electric vehicles and are part of an emergent industry and require policy and regulatory support. Hence, VPPs therefore have the ability to rapidly decarbonize the residential transport sector, via coordination. To state differently, this links into decarbonizing transport with cars as 'batteries on wheels' and we recommend these must be coordinated and 'smart' to effectively support decarbonization.</p>	<p>Noted. Separate investigations into the viability of VPPs and community batteries are being conducted.</p>
<p>Sonnen suggests considering engagement co-investment at all levels of government (state and national) to support e.g. complementing battery rebates for consumers. Refer to our White Paper on accelerating small-scale storage adoption</p>	<p>Noted. Separate investigations into the viability of VPPs and community batteries are being conducted.</p>
<p>At the international level, we commend and recognise that the City of Adelaide is party to the Global Covenant of Mayors for Climate & Energy and this engagement.</p>	<p>Noted.</p>

Summary of Submission	Response
Circular Energy Group	
Keen to get your understanding and planned use of "off sets" and how ACC looks to avoid any suggestions that your strategy doesn't truly cover 24/7 Carbon Free Energy in line with the United Nations movement.	Manager, Low Carbon and Circular Economy responded via email on 13/2/24.
Adelaide Sustainable Buildings Network SustainabiliTEA event – 28 February 2024 – 35 participants	
Safety and ease of active transport within the City – infrastructure, light sequencing	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
What is the role of employers in incentivising employee commuting?	Noted. Through changes to the Incentives for Sustainability program, the City of Adelaide will be providing opportunities for employers within the city to support and incentivise employee uptake of cycling and active transport options for commuting.
What are the existing barriers or incentives required to achieve active commuting targets?	Noted and under consideration in conjunction with development of the Integrated Transport Strategy in 2024/25.
How can we make High Emission Commuting HARDER (less carparks for non-EVs, congestion tax, target % of low emissions vehicles in the city)	Noted and under consideration. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
Advocacy for increasing Public Transport	Noted.

Summary of Submission	Response
	Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
<p>Reducing energy demands before implementing renewables</p> <ul style="list-style-type: none"> - retrofitting insulation - assisting with audits to reduce waste, water, energy/emissions. - promote and incentivize asset owners to construct more energy-efficient houses, aimed at reducing the load on the grid and lowering emission levels 	<p>Noted.</p> <p>The Strategy identifies that “homes and businesses are protected from climate hazards” are a priority.</p> <p>Additional “scale of action needed” added to acknowledge need for retrofitting of existing properties to ensure climate resilient buildings.</p>
<p>Planning approvals - requesting preliminary information from developers/architects regarding energy efficiency / sustainability initiatives being included in a project? Planning approval is the time and place where great outcomes can be setup without huge cost and impact on a project</p>	<p>Noted.</p> <p>Council will continue to have an advocacy role to increase sustainability requirements needed during the development approval process.</p> <p>The City of Adelaide is separately delivering a Code Amendment program to seek improvements to the State Government’s Planning and Design Code.</p>
<p>Incentivise reduced carpark spacing for multi-unit development - "Leading by doing" through bold shifts in culture/attitudes of commercial 'viability'</p>	<p>Noted.</p> <p>Council will continue to have an advocacy role to increase sustainability requirements needed during the development approval process.</p>
<p>Addressing embodied carbon by 2035 is far too late, especially given the high building growth envisaged by carbon.</p>	<p>Noted.</p> <p>The City of Adelaide is working to be able to measure and minimise embodied carbon under the priority to “reduce City of Adelaide’s operational carbon emissions by 75% from 2020 to 2030 and achieve absolute zero emissions by 2035”.</p>
<p>Plant more trees – metro biodiverse forests – not monocultures</p>	<p>Noted.</p>

Summary of Submission	Response
	The Strategy includes the priorities for “greening supported by sustainable water resources” and “biodiversity, native grasslands and woodlands are protected and enhanced”.
Soil Sequestration	Noted.
Green roof and green wall living architecture	Noted. Aligns with the City of Adelaide accelerated greening program introduced in 2023/24.
Adaptive reuse + reduced new buildings needed	Noted. The City of Adelaide, in conjunction with the State Government, has committed to explore and progress adaptive reuse outcomes through the Adaptive Reuse City Housing Initiative (ARCHI). The target of 50 dwellings annually in the City of Adelaide Housing Strategy relies on both tiers of government working to understand and address any barriers.
Increase density	Noted. The City of Adelaide is developing a separate urban land use strategy in 2023/24, City Plan – Adelaide 2036.
Transition actions necessary – e.g. Rundle Mall FOGO trial and reusable coffee cup swaps followed by expansion	Noted. Recognition of transitional challenges and actions added to the Strategy.
Big Street Bikers	
Just came across a release of the vision for Adelaide to triple bike trips and provide ebike subsidies to take real action in addressing climate change. Awesome work!	Noted.
Big Street Bikers has been working in this space for the past 5 years and has been rolling out a network of secure parking and	Noted.

Summary of Submission	Response
<p>charging stations for bikes and scooters across New Zealand. It is provided as a free public amenity to bikers as well as co-funded capex for councils via a digital media model so we are able to scale and rollout quickly without council budget constraints. Check out Locky Dock website for more info</p>	<p>Acknowledge offer of support.</p>
<p>Australian Hotels Association SA</p>	
<p>Concern about the impact of unintended consequences for commercial kitchens if the Planning and Design Code were to be unduly influenced by the Council's Strategy, particularly in the event it required mandatory retrofitting during building upgrades.</p>	<p>Noted. Recognition of transitional challenges and actions added to the Strategy.</p>
<p>Need to work with the draft Strategy to better reflect some of the transitional challenges ahead for the electrification of gas commercial kitchens, particularly in high-volume kitchens turning out 400 meals in under an hour in peak events.</p>	<p>Noted. Recognition of the need for transitional challenges and actions added to the Strategy.</p>
<p>Australian Institute of Architects (AIA)</p>	
<p>Engage immediately with First Nations consultation which provides opportunities to retain history of 'places' within the CoA that are both from the last few hundred years and well prior, in times of the First Nations people caring for Country. Often this has an added benefit of bringing in low embodied carbon materials and designing out the need for waste in the circular economy, which would be advantageous for the CoA should they engage in consultation now</p>	<p>Noted. City of Adelaide have an ongoing relationship with local First Nations people through the Reconciliation Committee and KYAC. The Strategy notes that "we will protect and enhance nature for nature's sake, through First Nations' perspectives and nature positive design." Beyond this, Council will continue to engage with First Nations people where opportunities arise to work together on other actions within the Strategy. The City of Adelaide acknowledges KYAC as the cultural authority for Kaurana land.</p>
<p>Include higher explicit targets for the building fabric within the Integrated Climate Strategy to align with National bodies who have</p>	<p>Noted.</p>

Summary of Submission	Response
<p>provided clear evidence in this approach to 'energy efficiency' trumps a technological wave of distributed energy resources, energy and appliance upgrades and urban heat. Significant urban noise will be created with additional rooftop appliances, higher levels of infrastructure and maintenance</p>	<p>Aligns with Strategy.</p>
<p>Include the CoA actively seeking biogenic materials that are low in embodied carbon concurrently with the building fabric upgrades, those materials where manufacturers have a circular recovery scheme to address fit out churn and increase the ability of building surfaces to self-regulate temperature.</p>	<p>Noted.</p>
<p>Redefine 'energy efficiency' in this strategy to align to the GBCA and ASBEC's research whereby efficiency is achieved through adequately sealed, insulated and ventilated buildings because less initial incoming operational energy is required (input) and less energy waste in the form of carbon (output and loss) through better building fabric which is resistant to heat, cool or other forces which effect the indoor environment.</p>	<p>Noted. Energy efficiency is not defined within the Strategy. When working with the term 'energy efficiency' City of Adelaide will take this definition into consideration.</p>
<p>Fringe on Hutt Street Event</p>	
<p>Conflict of interest at council. They own carparks, so the residents perceive we won't get non-car transport policies.</p>	<p>Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>
<p>Community Gardens per block (replace some parking spaces)</p>	<p>Noted.</p>
<p>Public Transport needs improvement – bus, tram, e-scooter services</p>	<p>Noted. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p>

Summary of Submission	Response
Bus stops need shade	Noted. The Strategy acknowledges that the city requires more shade under it's priority "a cool city with no urban heat island affect".
More designated e-scooter parking bays off the footpath	Noted. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
Lane reductions/separated bike lanes – e.g. Flinders street, Hutt Street	Noted and under consideration. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
Better walking paths and additional curb access. Dedicated and protected bike lands, prioritise pedestrians over vehicles, be more bike friendly.	Noted and under consideration. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
Recycled plastic bus stop benches rather than cold metal	Noted. Alignment with Goal 5 and procurement priorities.
Urban greening, verge gardens, more trees and green spaces, open spaces within the city	Noted. The Strategy includes the priorities for "greening supported by sustainable water resources" and "biodiversity, native grasslands and woodlands are protected and enhanced".
Less Cars. Close streets to cars. More people. Regular No car day on the weekend – maybe monthly	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. Administration is currently

Summary of Submission	Response
	developing a separate Integrated Transport document which will address infrastructure needs to accompany this mode shift.
More bike service stations	Noted.
Green bins for dog waste	Noted. The City of Adelaide provides this service.
Premier's Climate Change Council	
The PCCC is pleased to note the increased level of ambition represented by the City of Adelaide's target to halve its climate impact by 2030 and make it nil by 2035. This supports the ambition of the State of South Australia to reduce emissions by 50% by 2030 and achieve net zero by 2050 and to source electricity generation from net 100% renewables by 2027.	Noted.
The PCCC understands that the Minister for Transport and Infrastructure will soon launch a public consultation on a draft Transport Strategy and would strongly encourage the City of Adelaide to contribute to that discussion.	Noted. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
The PCCC has recently responded to the public consultation on a proposed Biodiversity Act for South Australia. The PCCC notes and support the strong focus on biodiversity proposed under Goal 3 and particularly welcomes the commitment to nature-positive design focusing on the repair and regeneration of the city's species and ecosystems.	Noted. The Strategy includes the priorities for "greening supported by sustainable water resources" and "biodiversity, native grasslands and woodlands are protected and enhanced". The City of Adelaide made an administrative submission to the State Government's consultation on the proposed Biodiversity Act for South Australia.
The PCCC would like to draw the City of Adelaide's attention to the development of the State Planning Commission's Greater Adelaide Regional Plan (GARP), noting that the GARP discussion paper outlined four outcomes for the city that appear to align closely with	Noted.

Summary of Submission	Response
<p>the aims of the draft Integrated Climate Strategy 2030. A GARP engagement report is expected in early 2024 with the draft GARP to be released for public consultation in late 2024.</p>	<p>Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p> <p>The City of Adelaide is working with Planning and Land Use Services on regional planning, including development of the City of Adelaide City Plan – Adelaide 2036.</p>
SA Business Chamber	
<p>“A more planned energy transition would result in lower costs associated with network operation and reliability, better outcomes from the ISP, and consideration of the long-term costs of energy in SA.”</p>	<p>Noted.</p> <p>Recognition of transitional challenges and actions added to the Strategy.</p>
<p>“Increased energy costs are a significant concern particularly related to the energy transition to renewables and the high costs to ensure network stability being faced in SA”</p>	<p>Noted.</p> <p>Recognition of transitional challenges and actions added to the Strategy.</p>
<p>December 2022, the Chamber made a submission on the Planning System Implementation Review, in which we supported proposals to provide for greater urban tree canopy cover in Adelaide.</p>	<p>Noted.</p> <p>The Strategy includes the priorities for “greening supported by sustainable water resources” and “biodiversity, native grasslands and woodlands are protected and enhanced”.</p>
<p>April 2023, our CEO wrote an op-ed in The Advertiser, in which he suggested that South Australia should stake its claim as a leader in the energy transition by becoming one of the world’s largest Green Economic Zones. We would become a preferred destination for businesses seeking to build on their ESG credentials, increase the scale of our circular economy, develop our hydrogen industry, and transition to advanced green manufacturing. Becoming a 100% renewable energy state would position us as a global hub for sustainable business practices and innovation: the next Silicon Valley for renewable technologies.</p>	<p>Noted.</p>

Summary of Submission	Response
<p>November 2023, the Chamber made a submission to Infrastructure SA's 'South Australia's 20-Year State Infrastructure Strategy Discussion Paper', in which we've noted that in 2021 Adelaide became the world's second National Park City and we need to preserve this status by ensuring that infrastructure planning supports this.</p>	<p>Noted.</p> <p>The Strategy includes the priorities for "greening supported by sustainable water resources" and "biodiversity, native grasslands and woodlands are protected and enhanced".</p>
<p>75% of all SA houses do not reach minimum WHO temperatures over winter (18 degrees) - Australian Centre for Housing Research, Uni of Adelaide</p>	<p>Noted.</p> <p>The Strategy identifies that "homes and businesses are protected from climate hazards" are a priority.</p> <p>Additional "scale of action needed" added to acknowledge need for retrofitting of existing properties to ensure climate resilient buildings.</p>
<p>Would like to collaborate on business electrification</p>	<p>Noted.</p> <p>Acknowledge offer of support.</p>
<p>Given recent announcement of 100% renewable targets being brought forward does this change anything in the strategy?</p>	<p>Noted.</p> <p>Renewable energy is a competitive advantage for South Australia.</p>
<p>Australian Passivhaus Association</p>	
<p>We fully support the ambition to create a city where communities are interconnected, prepared, and resilient in the face of changing conditions and extreme weather events. Furthermore, the emphasis on sustainable transportation, green infrastructure, and the protection of biodiversity and ecosystems resonates with our mission to promote energy-efficient and environmentally friendly building practices.</p>	<p>Noted.</p>
<p>We believe that integrating Passivhaus Standard and retrofitting existing building stock can play a significant role in achieving several goals outlined in the Integrated Climate Strategy.</p>	<p>Noted.</p> <p>Acknowledge offer of support.</p>

Summary of Submission	Response
<p>Drawing inspiration from international examples, such as Scotland, Belgium, and New York City, where Passivhaus mandates have been successfully implemented, we strongly recommend the City of Adelaide consider similar measures to accelerate its transition to a low-carbon future.</p>	
<p>South Australian Forest Products Association</p>	
<p>Increase the use and presence of mass timber products in the City of Adelaide’s built environment by supporting the use of locally grown and locally manufactured engineered building materials in Council projects.</p>	<p>Noted. Alignment with Goal 5 and procurement priorities.</p>
<p>Support the creation of a Planning ‘Green Door’ where projects using Mass Timber are provided with extra planning support to provide a quicker approvals pathway.</p>	<p>Noted.</p>
<p>Encourage the City of Adelaide to implement a Wood Encouragement Policy in future office refurbishments and ensuring that Adelaide’s climate change and biodiversity story is captivated and shared through such refurbishments.</p>	<p>Noted.</p>
<p>South East City Residents Association (SECRA)</p>	
<p>We are pleased to see that the City of Adelaide will have policies which set science-based targets and we are especially desirous that the City will have a policy of <i>‘advocacy of relevant climate targets, investment and programs to be established at State and Federal level and recognition of the impacts of embodied carbon’</i> (page8). The City has a limited budget and lacks legislative powers, but as a respected capital city Council we believe it can advocate and influence both State and Australian governments.</p>	<p>Noted. The Strategy acknowledges the role of partnerships and includes a role for Council as advocate.</p>
<p>Apart from actions already undertaken in Pakapakanthi the following could be explored:</p>	<p>Noted. Acknowledge offer of support.</p>

Summary of Submission	Response
<ul style="list-style-type: none"> • resident growing more tube stock of Australian native plants as directed by Council staff • training residents in weeding techniques to keep the wetlands weed free • planting more street trees in existing 'empty' street tree locations where trees have died or been stolen • supporting the development and maintenance of more verge gardens • organising resident workshops about green walls, balcony gardens and green roofs 	<p>Administration is having separate conversations with SECRA on urban greening.</p>
<p>SECRA encourages Council to plan and fund Kaurna burning of defined parts of the Parklands.</p>	<p>Noted.</p>
<p>SECRA recommends that, to increase surface permeability and soil health and reduce the heat island effect, Council reduces the extent of bitumen and asphalt paths and roads in the City and in its parks, e.g Reduce some 4-lane carriageways to 2 lanes, replacing bitumen and asphalt surfaces with gardens, lawns, trees and permeable paths for cyclists and pedestrians</p> <p>Replace bitumen with aggregate or other permeable material on Park Lands paths</p>	<p>Noted.</p> <p>Considered through the Adelaide Park Lands Management Strategy.</p>
<p>SECRA encourages Council to require all Parklands lessees to produce ambitious sustainability plans which will complement this Climate Strategy 2030.</p>	<p>Noted.</p> <p>The City of Adelaide is reviewing its approach to Community Buildings in the Adelaide Park Lands.</p>
<p>Transport emissions to a significant extent undermine the decline in electricity emissions. The reputation of the City as a leader in responding to climate change is also undermined. A 64% increase is a huge and unacceptable increase at a time when CO2 emissions needed to be in constant decline. We acknowledge this is largely a national issue. However, SECRA believes there is much more that</p>	<p>Noted.</p> <p>Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p>

Summary of Submission	Response
<p>the CoA Council and its residents and businesses can and should do.</p> <p>What can the City of Adelaide do to manage transport emissions of its residents, workers and other visitors to the city?</p>	
<p>Stronger measures are needed to provoke a meaningful modal shift from motor vehicles to active travel and to claim space for more trees and understorey planting. Audacious change will require new partnerships and funding streams and for the Council to embark on a strong campaign of advocacy – with residents, business and other levels of government.</p>	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>
<p>SECRA continues to encourage the City to advocate to the SA Government to relocate the Adelaide 500 race to Tailem Bend. As well as reducing the glamour, and potentially the sales, of high CO2 emitting vehicles it will free up precious green space and enable extensive hard, impermeable, hot surfaces to be removed from Victoria Park. We also recommend that the City lobby politicians to repeal the South Australian Motor Sport Act 1984. That Act is an audacious CO2 producing land grab.</p>	<p>Noted.</p>
<p>Advocate to Local, SA and Federal Governments for state-of-the-art, safe cycle and walking routes</p>	<p>Noted.</p> <p>Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p>
<p>Advocate to adjoining local governments to successfully submit to Infrastructure Australia SECRA recommends Council engage with Melbourne City Council about their submission to IA and establish a project to move towards an Adelaide submission urgently.</p>	<p>Noted.</p> <p>Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p>
<p>Advocate to the Department of Infrastructure and Transport SA to reduce speeds</p>	<p>Noted.</p>

Summary of Submission	Response
	Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
Please consider a plan to sell off UPark sites and spend the takings on road redesign which will push back on CO2 production while providing an attractive living working and recreating City environment.	Noted. Relates to the City of Adelaide strategic property plan.
Advocate to the SA Government to connect the city (at a minimum) to North Adelaide by tram, as well as to Prospect and Norwood.	Noted. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
SECRA recommends that CoA reallocate an audacious proportion of road repair budgets (20% of existing allocations) to street greening. SECRA advocates to the City to reallocate a proportion of road upkeep funds that currently benefit motor vehicles users rather than people using greener cooler streets	Noted.
Advocate to the residents of the City of Adelaide to accept, or preferably to welcome greater population density in the City of Adelaide.	Noted. The City of Adelaide is developing a separate urban land use strategy in 2023/24, City Plan – Adelaide 2036. Aligns with the City of Adelaide Housing Strategy.
SECRA agrees that the world is in a parlous situation and is pleased that ‘the City of Adelaide supports meaningful and immediate climate action to reduce emissions and address the impacts of climate change risk’.	Noted.
Green Industry South Australia (GISA)	
Housing design, adaptive reuse of existing buildings, embodied carbon and sufficiency principles and exploration of innovation as	Noted

Summary of Submission	Response
<p>opportunities in supporting a climate resilient city are recommendations echoed in global leading initiatives, and also outlined in the GISA funded and Green Building Council of Australia led action plan Circular economy for South Australia's built environment and related 2022 Discussion Paper.</p> <p>As well as building upon the critical steps needed to accelerate industry participation in both the commercial and residential sector, the report relates to the transformation required to reach net zero, including; design, construction, regenerative practices, procurement, education and training, planning codes and regulations. The plan includes a number of recommendations and identifies opportunities that can contribute to achieving aligned objectives in the draft Strategy.</p>	<p>The City of Adelaide is developing a separate urban land use strategy in 2023/24, City Plan – Adelaide 2036.</p> <p>Aligns with the City of Adelaide Housing Strategy and Adaptive Resue City Housing Initiative (ARCHI).</p>
<p>In addition to inclusions in the draft Strategy in relation to Water security (Key resilience challenge) and Greening supported by sustainable water resources (Priority), it is suggested to further support water efficiency measures and climate resilience by application of composts and mulches to improve soil structure and water holding capacity, providing water savings and improving resilience to climatic changes.</p>	<p>Noted.</p> <p>Mulching and composting is an operational activity.</p>
<p>The City of Adelaide's ambitions to bring forward the target for achieving net zero from 2050 to 2035 is supported, noting action and investments will be required across all areas outlined in this plan to support achieving this goal. Infrastructure assets and buildings play a vital role in reducing transport related and operational carbon emissions.</p>	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>
<p>GISA is proud to have collaborated with the City of Adelaide on the first organics waste separation trial in Rundle Mall, as referenced in the draft Strategy under this goal. As further single-use plastics restrictions and prohibitions come into effect in September 2024, the collection system for compostable single-use alternatives is already in place for this precinct. It is recognised that similar public waste management collection infrastructure is now being trialled in other</p>	<p>Noted.</p> <p>Council values the ongoing collaboration with GISA on projects of shared interest and will continue to work with GISA to achieve shared goals and priorities.</p>

Summary of Submission	Response
council areas to support increased diversion of food and compostable materials from landfill.	
GISA supports the City of Adelaide’s focus on circular economy industries and looks forward to seeing the initiatives progressed under each of the areas under this priority.	Noted. Aligns with Goal 4.
<p>In relation to festivals, the Festival City ADL (FCA) <i>Leading Environmental Sustainability and Responsible Practice – Climate Action Roadmap</i>, released in February 2024, is the first of its kind in Australia.</p> <p>Supported and funded by GISA, the roadmap will see South Australia’s leading festivals take a collective and strategic step forwards in embedding sustainability in their operations and in their communications with the festival-going community. Over the next 18 months, GISA will continue to provide support to FCA to deliver sustainability action plans, on-site mentoring, and professional guidance for nine South Australian festivals.</p> <p>As the peak body for festivals and events in South Australia, the partnership with FCA has enabled a unified approach to tackle sustainability and climate related issues through industry-driven initiatives, with a particular emphasis on fostering a climate-positive future for festivals held in Adelaide.</p>	Noted. The City of Adelaide was a key stakeholder in development of the Roadmap.
The GISA <i>Waste and Recycling at Events and Venues Better Practice Guide 3</i> could be used by those coordinating or issuing approvals for events to set minimum requirements for waste and recycling systems and service ware. Working with event organisers to implement better practice encourages progressive waste management strategies and improves community engagement with diverting waste from landfill in other settings.	Noted. The City of Adelaide has resources to support sustainable events which are shared with event organisers.
GISA recommends that circular economy principles should be incorporated into procurement policies. In 2023, GISA launched the Circular Procurement Knowledge Hub	Noted.

Summary of Submission	Response
(www.greenindustries.sa.gov.au/circular-procurement) providing tools, guidelines, case studies and training to help organisations integrate circular economy principles into procurement processes.	Circular economy principles will be incorporated into relevant policies and procedures under the priority that “Climate change and sustainability are integrated into how we do business”.
GISA supports the City of Adelaide committing to a target of zero avoidable kerbside waste to landfill by 2035, however, notes this timeline differs from the current SA Waste Strategy which sets a target of zero avoidable waste to landfill by 2030. The City of Adelaide may wish to consider extending this target to include other waste streams, not just kerbside.	Noted. Aligns with Goal 4.
GISA notes the inclusion of actions relating to landfill diversion from residential kerbside collection and waste generation per capita in the draft Strategy. The scale of action required and the significance of addressing food waste to achieve waste diversion targets is clearly outlined. Under this priority, GISA would encourage the City of Adelaide to note the role of businesses utilising kerbside collection services provided by City of Adelaide as well as those with privately contracted services to take action to support this objective.	Noted. Aligns with Goal 4.
The draft Strategy appears to duplicate “21% of recycling bins from residential kerbside collections have some form of contamination” for the current state and required action and it is suggested that the required action will require updating.	Noted and corrected.
Capturing food waste and organics through source segregated organic collection systems will be critical to meet this and other goals outlined in the draft Strategic Plan.	Noted. Aligns with Goal 4.
The City of Adelaide has a unique dwelling and business profile. In some settings, this will require innovative collection solutions to increase waste diversion and resource recovery.	Noted. Aligns with Goal 4.
There are recognised additional challenges associated with waste management and resource recovery services in high density settings. In most cases, existing higher density buildings must have tailored	Noted.

Summary of Submission	Response
<p>collection service arrangements to enable residents to divert food and other organics. The <i>'Better Practice Guide Waste Management in Residential and Mixed-Use Development'</i>⁵ was developed by GISA to support developers, planners, architects, facilities managers and the waste industry by providing best practice guidance to incorporate segregated waste management systems and provide sufficient and safe access for collection vehicles in new higher density developments. GISA has commenced the process to update the guide in 2024 and welcomes City of Adelaide's involvement in this process.</p>	<p>City of Adelaide will provide input into the GISA updated guide in 2024.</p>
<p>Alongside implementing best practice waste and recycling systems, education and engagement is vital. GISA strongly recommends that the City of Adelaide continues to work with GISA to use state wide 'Which Bin' branding across all residential education and communications campaigns to encourage consistent, cohesive education to the community.</p>	<p>Noted. Ongoing education and engagement to promote the community actions are necessary to achieve the goals and priorities within the Strategy.</p>
<p>As recognised in the draft Strategy GISA partnered with the City of Adelaide to install new bin infrastructure in Rundle Mall to capture food waste and compostable materials alongside recycling, general waste and 10c beverage container collections. The placement of systems to capture food and organic waste in a high traffic area, significantly expands community messaging and normalises food waste diversion to green organics bins across settings.</p>	<p>Noted. Council values the ongoing collaboration with GISA on projects of shared interest and will continue to work with GISA to achieve shared goals and priorities.</p>
<p>Green Building Council of Australia</p>	
<p>We support the development of an adaptation strategy underpinned by understanding the risks of climate change. Protecting and mitigating the impacts of climate change on existing communities will be an ongoing challenge, and local governments must use future climate scenario data and other tools to develop long-term plans for community resilience.</p>	<p>Noted.</p>

Summary of Submission	Response
<p>The EBC recommendation for climate resilience includes developing a long-term strategy for climate resilient buildings that can adapt to acute shocks and long-term stresses from climate change.</p> <p>Local governments can also use planning powers to ensure that new developments are not in areas exposed to flooding, coastal inundation, erosion or bushfires, while at the same time accelerating the development of high performing, sustainable buildings with targeted incentives.</p> <p>The Green Star Buildings rating tool provides a set of industry-agreed best practice benchmarks and guidelines for embedding greater resilience in projects. The Resilience category within the rating tool includes five resilience credits; Climate Change Resilience; Operations Resilience; Community Resilience; Heat Resilience; and Grid Resilience.</p>	<p>Noted.</p> <p>Additional “scale of action needed” added to acknowledge need for retrofitting of existing properties to ensure climate resilient buildings.</p>
<p>We applaud the City of Adelaide’s decision to bring forward the target for net zero from 2050 to 2035. ASBEC’s Unlocking the Pathway report shows that 100 per cent electrification with renewable electricity is the lowest-cost, fastest emissions reduction pathway for Australia’s built environment.</p>	<p>Noted.</p>
<p>Achieving ambitious targets for the electrification of homes, buildings and businesses will require a ready market that can respond to this demand and asset owners that understand the benefits of electrification. City of Adelaide should also be developing strategies for quality retrofits for existing commercial and residential buildings. This could include linking efficiency improvements to efficiency improvements like insulation and shading contributes to an optimised whole-of-energy system and a built environment compatible with a low-carbon economy.</p>	<p>Noted.</p> <p>Additional “scale of action needed” added to acknowledge need for retrofitting of existing properties to ensure climate resilient buildings.</p>
<p>This year, nature took centre stage at our annual conference, Transform. We support this goal and are especially pleased to see</p>	<p>Noted.</p> <p>Opportunity to provide feedback by 30 June 2024 shared internally.</p>

Summary of Submission	Response
<p>First Nations engagement and Caring for Country included in the listed priorities.</p> <p>Internationally and in Australia, increased urbanisation is putting pressure on ecosystems and threatened species. In consultation with industry, the GBCA has developed and launched A nature roadmap for the built environment discussion paper. The discussion paper evaluates environmental risks and opportunities, explores innovative concepts for nature regeneration, and underscores the collaborative roles required for success. We encourage City of Adelaide to provide feedback on the discussion paper (open until June 30, 2024) and help shape the roadmap for nature.</p>	
<p>We support the focus on circularity, procurement and reduction of waste. EBC Theme 6 - Towards Zero Embodied Carbon makes the following recommendations:</p> <ul style="list-style-type: none"> • Adopt a credible national framework for measuring embodied carbon • Introduce embodied carbon reduction targets for government projects • Support Australian leadership in high-performing and circular building products. <p>Please see Circular Economy in South Australia’s Built Environment: Action Plan for more information.</p>	<p>Noted.</p> <p>The City of Adelaide is working to be able to measure and minimise embodied carbon under the priority to “reduce City of Adelaide’s operational carbon emissions by 75% from 2020 to 2030 and achieve absolute zero emissions by 2035”</p>
<p>We support City of Adelaide’s ambition to be a climate leading capital city. EBC Theme 4 - Government Leadership makes the following recommendations:</p> <ul style="list-style-type: none"> • Commit to achieving zero-carbon-ready new and existing government-owned and leased buildings by 2030 • Commit to applying trusted, robust and credible building rating systems such as Green Star and NABERS in all new government projects and existing assets 	<p>Noted.</p>

Summary of Submission	Response
<ul style="list-style-type: none"> • Inform consumers on residential energy efficiency and electrification • Form coalitions of councils to drive sustainable outcomes at a local level. 	
Australian Gas Infrastructure Group	
<p>We are of the view that maintaining the current dual-fuel energy system will enable the City of Adelaide to achieve its Goal 1: a climate resilient city. Maintaining a dual-fuel energy system will provide City residents with benefits such as choice, energy resilience and security, while allowing residents and the City of Adelaide to receive emissions reduction benefits.</p>	<p>Noted. Recognition of decarbonisation efforts by multiple energy sectors.</p>
<p>Renewable gases, like hydrogen and biomethane, present an opportunity to achieve net-zero emissions using multiple fuel sources and existing infrastructure while preserving reliability and resilience. South Australia is leading the country in hydrogen development, and it would seem paradoxical if the benefits of hydrogen for consumers and the economy are unavailable to residents and businesses in the City of Adelaide.</p>	<p>Noted. Recognition of decarbonisation efforts by multiple energy sectors.</p>
<p>We note the draft Strategy's priorities to electrify all homes and businesses in the City of Adelaide as well as all council operated buildings. While we support the achievement of overall emissions targets, we believe these specific priorities are short-sighted and risk imposing unnecessary costs on residents.</p>	<p>Noted. Recognition of transitional challenges and actions added to the Strategy.</p>
<p>The current dual-fuel energy system provides valuable system stability and supply security, ensuring an energy delivery system remains if another goes down, and stepping up to fill gaps in generation capacity to ensure supply can always meet demand. Our infrastructure is underground, making it inherently reliable, especially to climate events. A fully electrified system will sacrifice the reliability and resilience offered by underground gas networks.</p>	<p>Recognition of transitional challenges and actions added to the Strategy.</p>

Summary of Submission	Response
<p>A renewable gas future provides a decarbonisation pathway for the existing natural gas network and all buildings with access to the network. Renewable gases can support the City of Adelaide in taking climate action, while continuing to provide the same reliable, efficient energy supply that customers today enjoy and create economic opportunities in industry and jobs development. We recommend that the City of Adelaide maintain customer choice and optionality by supporting a renewable gas future for South Australians.</p>	<p>Recognition of transitional challenges and actions added to the Strategy.</p>
Individual Written submissions	
<p>What you're presenting looks great, but what I'd additionally like to see is the city promoting and committing to a shift to a plant-based food system, since animal agriculture is one of the leading drivers of GHG emissions and a plant-based food system is recognised as a required component of any successful emissions reduction and carbon neutrality schema.</p>	<p>Noted. Consideration being given to additional context in the Strategy.</p>
<p>Just wanted to thank you for a very comprehensive and evidence-based climate plan. If implemented, we will have a far better city in a decade's time.</p>	<p>Noted.</p>
<p>In the light that in a more extreme climate we are likely to see increase in drought years - in what ways can the city make itself more water resilient?</p> <p>Have you considered:</p> <ol style="list-style-type: none"> 1. City based water treatment plant with a secondary irrigation only network for recycled water? <p>Rouse Hill in Sydney has such a system created by Sydney Water: https://www.sydneywater.com.au/education/wastewater-recycling/water-recycling/rouse-hill-water-recycling-plant.html</p>	<p>Noted. City of Adelaide uses the Glenelg to Adelaide Park Lands Recycled Water Scheme (GARWS) to irrigate over 163 hectares of Park Lands. Recycled water is also used in Council buildings as they upgrade existing facilities, such as the toilets in Victoria Square/Tarntanyangga and club rooms in Victoria Park.</p>
<ol style="list-style-type: none"> 2. Incentives for greywater recycling systems 	<p>Noted.</p>

Summary of Submission	Response
<p>3. Increasing the base rainwater tank sizing for new dwellings and apartment blocks? As I understand it houses only require a minimum of 1000L tanks which does not provide much storage at all</p>	<p>Noted. Council will continue to have an advocacy role to increase sustainability requirements needed during the development approval process.</p>
<p>Nothing mentioned about assistance to retrofit insulation or draft protection on buildings. Is the ACC helping to facilitate this (e.g., information/advice services)?</p>	<p>Noted. The Strategy identifies that “homes and businesses are protected from climate hazards” are a priority. Additional “scale of action needed” added to acknowledge need for retrofitting of existing properties to ensure climate resilient buildings.</p>
<p>Does ACC have the power to mandate no gas connection to new premises (unless a very good case that you need it)? Likewise, to mandate that new hot water systems should all be heat pumps instead of resistive element type units (unless a case to be made for real-time resistive heating where use is low/intermittent; or power used is to be just during the day).</p>	<p>Noted. Council does not have the power to mandate no gas connections or certain equipment. Council will continue to have an advocacy role to increase sustainability requirements needed during the development approval process.</p>
<p>ACC to consider policies to mandate that car park size remain the same (to not accommodate enormous SUVs).</p>	<p>Noted.</p>
<p>LGAs could consider partnering to build a shared state of the art waste recycling facility, which will take soft plastics, be able to automatically sort materials, and harmonise across LGAs what you can and can't recycle.</p>	<p>Noted.</p>
<p>ACC to consider how it can promote V2G (or V2P) discharging from EVs, to help provide energy storage for the grid, e.g., by accelerating access to the hardware and grid management systems, for SA or Australia.</p>	<p>Noted.</p>
<p>Explore if it makes sense to co-locate EV fast charging depots more with cafes, shopping centres, walk in office areas, gyms, etc., to</p>	<p>Noted.</p>

Summary of Submission	Response
encourage their use, by providing something useful to do for the 20-40 mins it takes to charge. May need to scope likely demand, then partner with businesses.	Council has developed a separate EV Infrastructure Transition Roadmap.
Many EV charging stations could do with some shade (e.g., trees).	Noted. Council has developed a separate EV Infrastructure Transition Roadmap.
ACC to consider divestment from fossil fuels, as part of its procurement strategy: (a) switch to investment companies/products that exclude share investments in companies that extract fossil fuels, (b) for its day to day banking and access to loans, avoid any bank that finances new fossil fuel extraction projects (check marketforces.org), (c) have default superannuation for ACC employees with scheme that excludes investments in fossil fuels.	Noted.
Table p23. Is the content of the bottom two cells meant to be the same?	Noted and corrected.
Peach coloured boxes are a little confusing – need a little title like ‘current status’?	Noted and corrected.
Great target to quadruple the number of people riding bikes to work. With e-bikes, fitness/age is no longer a barrier, provided people live sufficiently close to the city and there are safe bike paths. There can't be too many bike paths/lanes!	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
I like that you are not getting sucked into the ‘hydrogen hype’ – and generally going for the sensible full-electrification strategy for premises and light vehicles etc. – as we know, hydrogen is not a very efficient way to access energy for most applications.	Noted. Recognition of decarbonisation efforts by multiple energy sectors.
I like that you report scope 3 emissions from flights in/out of Adelaide, as flying is hugely carbon intensive.	Noted.

Summary of Submission	Response
<p>Lift the limit on e-bikes which are governed to about 26 kph and also available power. I travel in from Mawson Lakes and would use bike everyday if I could use my more powerful ebike.</p>	<p>Noted. The City of Adelaide is considering the role of micro-mobility.</p>
<p>I like to walk, not drive. I like to enjoy our great places and parks, not car parks. Street trees, with better paths, crossings, places to sit, relax and dine require that we address the kerb parking that subordinates all other activity on the street.</p> <p>The City needs a parking strategy that puts people and place before car parking.</p>	<p>Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>
<p>The five goals and the proposed strategies for achieving them appealed to me at first. Then I felt overwhelmed by the sense that we do not have the time for a small step by step approach.</p>	<p>Noted.</p>
<p>Should the goal be a car free city in 2030? Rather than dream of being bold and proactive, why not be so? I imagine the message is Car Free City in 2030 This is why This is how</p>	<p>Noted. A car free city is not achievable within the lifetime of this Strategy.</p>
<p>I continue to be troubled by the growth in transport emissions, while electricity emissions go steadily down. The Integrated Climate Strategy 2030 states Emissions from transport increased by 64%, including flights originating from or visiting the city (page 14)</p>	<p>Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>
<p>More demand buttons for cyclist to register demand for a traffic signal. One particularly useful location specifically is Young St, intersection with Waymouth St. Road loops in Young Street are not sensitive</p>	<p>Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is</p>

Summary of Submission	Response
<p>enough for bicycles to trigger a green signal phase (north bound). Early morning cyclist have to disobey the red signal in order to continue the journey.</p> <p>Also, another location is Franklin Street, east bound over Morphett St.</p> <p>Speaking of Morphett Street.. this road has an extraordinary long green signal phase. Fair enough in peak times, but very irritating for cross traffic outside the peak (esp early and late)</p>	<p>developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>
<p>The strategy states that biggest areas of influence for next 10 years will be transitioning from gas to electric in buildings and support for electric and low carbon vehicles.</p> <p>I feel this downplays the importance of travel behaviour change in reducing transport emissions. The City of Adelaide can use levers such as parking availability and cost to influence peoples' decisions to drive into the city or use lower emission, more space-efficient travel modes such as active and public transport. A shift to these modes will not only reduce transport emissions, but also reduce the City's embodied and operational emission footprint (associated with road maintenance), and make the narrowing of roads to create more space for greening (Goal 1) possible</p>	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p> <p>Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p>
<p>Goals to increase active travel mode share are supported. However, the majority commuters driving to the city live >30minute cycle away and may not consider this feasible. It is suggested that the Strategy should also include goals to increase public transport use - to capitalise on the planned electrification of Adelaide Metro bus and rail fleet AND to cater to those who don't live within cycling distance. Alternatively, a goal for zero increase in private vehicle commuting to/from the CBD, delivered through no new car lanes, no new parking and increases in public transport and cycling capacity.</p>	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p> <p>Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p>
<p>I think it is important for the strategy to acknowledge that transport to and from the CoA is likely to increase significantly (in line with GARP population growth) – more reason to ensure the required growth in</p>	<p>Noted.</p>

Summary of Submission	Response
<p>capacity is focussed on non-car transport modes including PT, cycling and walking.</p>	<p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p> <p>Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p>
<p>I'm happy to see a priority given to mode shifting in this strategy, especially towards Active Transport. Given transport is the highest source of emissions in the city (and still growing), I'm encouraged to see the plan for a network of protected cycle lanes and intersections. I would love to see this network be ambitious, and expansive across the city. Ensuring connections to other bike infrastructure outside the city is crucial too.</p>	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p> <p>Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p>
<p>I would like to see a greater emphasis put on active transport especially by CofA because:</p> <ul style="list-style-type: none"> ○ Transport is one of our biggest and still growing contributors to climate-warming emissions ○ 'Additional measures' to address growing transport emissions in Australia are currently focused solely on electric vehicles, much of which is financially still inaccessible. ○ Australia's sole focus on electric vehicles comes at a cost to local government active transport safety initiatives, and is slowing down our transition to net zero (link). ○ Active transport uptake needs to be a major focus of emissions reduction planning for all Australian jurisdictions, but especially local councils. 	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p> <p>Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p>
<p>There are Three Transport Priorities proposed by an alliance of leading health, transport and climate organisations which will quickly</p>	<p>Noted.</p>

Summary of Submission	Response
<p>and cheaply address the barriers to active transport uptake and allow Australians to put the brakes on our growing transport emissions:</p> <p>1. Safer speeds on local streets</p> <p>Lowering local street speeds to 30km/hr is an immediate, effective and low-cost way to improve road safety for all users, without any significant impact on travel times.</p> <p>There is a 90% chance of dying for a person hit at 50km/hr VS a 10% chance if hit at 30km/hr.</p> <p>2. Safe streets to school</p> <p>More than 70% of primary students want to walk or cycle to school, but currently only 20% do, and sadly this number is decreasing.</p> <p>For parents to feel safe for their children to walk/ride, active travel routes with pedestrian priority crossings within 1,500m of schools need to be rolled out.</p> <p>3. E-Bike purchase subsidies</p> <p>Focusing purchase incentives solely on electric cars and solar in Australia is slowing down the race to zero emissions.</p> <p>E-bikes assist the rider making them more powerful and slightly faster than a regular bike. As a result, e-bike users ride greater distances than non-e-bike users. Electric Cargo bikes offer riders a versatile option that is strong and powerful enough to carry kids, pets, shopping etc; cargo bikes are a viable alternative to a daily commute car.</p> <p>The upfront price of car-replacing e-bikes is one of the main barriers to buying one. Providing purchase incentives for e-bikes would increase their uptake. Research shows an ROI of 200-300%.</p>	<p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p> <p>Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p> <p>The Incentives for Sustainability program has been reviewed, and e-bike subsidies are included.</p>
<p>Caring for Country and protecting biodiversity is very important to ensure the city is ecologically healthy.</p>	<p>Noted.</p> <p>The Strategy prioritises “Caring for Country in partnership with Kaurna Miyurna”.</p>

Summary of Submission	Response
<p>Really important to reduce valuable materials being sent to waste. There's a lot of emissions either embedded or emitted in things that are currently classified as waste. Good material design is crucial for this. Can CoA sign up to groups seeking to improve this?</p>	<p>Noted. Aligns with Goal 4.</p>
<p>Please do also focus on emissions outside of operational emissions, once these are on the path to decline. When talking 'fleet' vehicles, please also include eCargo Bikes (eg. Tern HSD) as these will often allow staff to travel quicker, cheaper and healthier.</p>	<p>Noted. Council has developed a separate EV Infrastructure Transition Roadmap.</p>
<p>Improving active transport uptake (a cost-effective strategy to address so many issues facing our community, with immediate benefits to health, the local economy, air pollution and traffic congestion).</p> <p>Safe active transport allows a female like myself to independently travel to the city for nights out with friends where I don't need to wait for a bus or train, my bike can be right near me. My bike is a car-replacement which means I can spend more money at businesses, cafes shops etc in the city instead of on car running, insurance, registration and maintenance costs.</p>	<p>Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p>
<p>Other areas include urban green and blue spaces, permeable surfaces, increasing number of residents living in the city, reducing surface car parking. Adding more medium density housing, and housing with 3+ bedrooms and courtyards, so that families can choose to live in the city.</p>	<p>Noted.</p>
<p>Safer speeds on local streets will go a long way to amplifying the value and importance of active transport uptake. We have the tools (eBikes) and desire (most people want to walk/ride), but we can't make the streets safer - only governments can.</p> <p>Access to bike loan schemes like Lug + Carrie would reduce huge financial barriers to eCargo Bike access (as seen in Sydney, Melb, Brisbane)</p>	<p>Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>

Summary of Submission	Response
	<p>Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p> <p>Ebike and cargo bike incentives are now offered by City of Adelaide.</p>
<p>A public information campaign about how important active transport is to reducing congestion, reducing cost of living pressures, reducing air and noise pollution in our city and improving general health, wellbeing and community connections. We need to change the narrative on who a cyclist is; with an increasing array of electric-assist mobility options - we are an increasingly diverse population! Local Government can do a lot to change our community perceptions of active transport.</p>	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p> <p>Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p>
<p>The Strategy states on p.5: “City of Adelaide acknowledges that an increase in global temperatures is already locked in and there is a need to build resilience, adapt and show leadership”. Accordingly, Goal 1 is A Climate Resilient City, whereas Goal 2 is A Net Zero City.</p> <p>This could imply that Council has “thrown in the towel” on mitigation, at a critical time within the global climate emergency. Therefore, I respectfully request that Net Zero City should be Goal 1.</p>	<p>Noted.</p> <p>The Goals are not written in a way that is meant to imply any one goal is more important than another.</p>
<p>Whilst 50% emissions reduction by 2030 may be improvement from 42% in Strategic Plan, it seems to fall far short of 75% cut by 2030 strongly urged by the Climate Council, or 75% by 2035 that is Queensland Govt target.</p> <p>I note that the Goal of Net Zero City also relies on ‘decoupling’ economic growth from use of fossil fuels, when there is ample evidence in the literature that decoupling strategies do not work. I am happy to provide, should you so wish.</p>	<p>Noted.</p>
<p>Goal 4 states (p. 22) that “City of Adelaide will be a catalyst for change to address embodied carbon and achieve more circularity by 2035”. Whilst this is a laudable ambition, 2035 is far too late when we</p>	<p>Noted.</p> <p>Strategy updated to align with Council’s Strategic Plan</p>

Summary of Submission	Response
<p>need to respond urgently to the climate emergency and aim to peak emissions by 2025 (IPCC, 2022). Could this please be brought forward much closer to 2025?</p> <p>As is rightly stated under Goal 4, “To make this a reality, we will involve broad stakeholders and the State Government...”. Could I please suggest that the opportunity be taken to recognise embodied carbon also in the Climate Change and Greenhouse Emissions Reduction (Miscellaneous Amendment) Bill, recently released by State Government for consultation?</p>	
<p>Goal 4 is about “transitioning to a low carbon and circular economy”, but there is no mention of REDUCING resources consumption, only reuse and recycling. Could this be addressed please? If possible, I would appreciate if ‘sufficiency’ policies and approaches could be signalled for later consideration.</p>	<p>Noted.</p> <p>Strategy updated to reference resource consumption and the resource recovery hierarchy.</p>
<p>Whilst it may be beyond your ambit, I believe it is also important that embodied carbon considerations are incorporated in the City Plan and its scenarios, which at present highlight only climate resilience.</p>	<p>Noted.</p> <p>Information passed on to City Plan team.</p>
<p>Triple the number of city workers cycling to work is an excellent aspiration! very little detail on how to do this is presented in the strategy.</p>	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p> <p>Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p>
<p>To make bikes attractive, we need to make it unattractive for cars, to make cycling the preferred option. How do you do this:</p> <ul style="list-style-type: none"> • Priority roads for bikes • Greater education for drivers (bicycle awareness training) 	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>

Summary of Submission	Response
<ul style="list-style-type: none"> • Slower speed limits for cars. • Financial incentives for bicycle ownership. • Policing • Better cycling lanes • Better transitions between areas (the network) • Cycle safe training – Believe me, it’s easy to have an accident on a bike, by yourself, car, truck, scooter, pedestrian, dog, duck etc. – This means trips to the ER department of the RAH – seriously. • Facilities – end of trip facilities • Bike maintenance programs. • Route planning • Collaboration with surrounding councils. • Promotional campaigns • Car free days. 	<p>Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p> <p>A car free city is not achievable within the lifetime of this Strategy.</p>
Phone call submissions	
<p>Importer of refrigerant gas for aircon and refrigeration. New builds using GWP refrigerants when there are alternatives, e.g. Adelaide Oval. - moving to Green Stadium using low GWP refrigerants. Motor Vehicles - imported in millions and use a 134a refrigerant, there is a new refrigerant used in some european imports that have a much lower GWP. Can we ban cars being imported with 134a?</p>	<p>Noted.</p>
<p>Likes the strong aspirations and roles set out for Council</p>	<p>Noted.</p>
<p>Worried about budget implications – can we reallocate existing money or receive funding from state/federal government?</p>	<p>Noted.</p>
<p>Reduce carparking volume in the City</p>	<p>Noted.</p>

Summary of Submission	Response
Need to densify housing	<p>Noted.</p> <p>The City of Adelaide is developing a separate urban land use strategy in 2023/24, City Plan – Adelaide 2036.</p> <p>Aligns with the City of Adelaide Housing Strategy.</p>
Need a comprehensive walking and cycling network. Should submit to Infrastructure Australia to be on their priority list like Brisbane and Melbourne.	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p> <p>Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p>
Should partner/work with Transport Action Network	<p>Noted.</p> <p>Partnership suggestion.</p>
Name of Carbon Neutral Adelaide should be changed to avoid greenwashing	<p>Noted.</p> <p>Currently under review.</p>
Keen to work with Council as presiding officer of residential strata to increase sustainability, including installation of a roof top garden and solar system, retrofitting to fix stormwater and insulation issues, and working with Council to address issues with laneway management and waste issues.	<p>Noted.</p> <p>Information on Incentives for Sustainability program shared.</p>
Can there be an agreement between LG and State Government to penalise investors who hold and leave properties empty?	<p>Noted.</p>
Appreciates having a direct line of communication with someone within Council and knowing about funding/support opportunities for projects within Stratas	<p>Noted.</p> <p>Information on Incentives for Sustainability program shared.</p>

Table 2 Verbatim YourSay submissions on Draft Integrated Climate Strategy 2030

Question 1: Do you have any comments on the Draft Integrated Climate Strategy 2030?

No	Submission	Response
1	No, seems fine	Noted.
2	It's truly excellent. Explicit support of electrification of households/businesses, green spaces, biodiversity and more climate resilient environment is very very good. Well done	Noted.
3	<p>"I'm an interested layperson, with no expertise in climate, building, or council processes, but thank you for the opportunity to comment.</p> <p>My apologies, I missed the opportunity to comment on the Draft Housing Strategy.</p> <p>However, it isnt clear to me if this comment applies to the Climate or Building Strategy documents.</p> <p>A UNSW report indicates buildings contribute 20% of Australia's green house gas emissions. That is significant, and given the lifetime and capital intensity of buildings, laying out a clear pathway to ""net zero buildings"" is essential to our climate goals. Therefore I would like to see greater focus on building's embodied and operational carbon.</p> <p>https://newsroom.unsw.edu.au/news/art-architecture-design/net-zero-australias-built-environment-possible-2040</p> <p>A highly regarded example is the British Columbia Energy stepcode:</p> <p>https://energystepcode.ca</p> <p>This lays out a plan, giving owners, builders and retrofitters visibility of where they are and the ability to target a future standard. (future proofing or selling point.)</p> <p>Given the green house contribution of buildings, their long life, and slow rate of change in building practice, its a shame to build something that meets the code requirements of today (eg NatHERS 7), only for it to fall ""below standard"" in 10 years and further behind for the remainder of its life."</p>	<p>Noted.</p> <p>Strategy is not able to amend National Construction Code requirements.</p> <p>The Strategy a role for Council as advocate.</p>
4	While this document speaks at length on the importance of encouraging electric vehicles through infrastructure, it has comparatively little to say regarding cycling infrastructure. Public engagement has repeatedly shown the City of Adelaide that commuters and residents feel cycling infrastructure is unsafe and disconnected. A seven year goal of 10% leaves much to be desired given the known advantages of	<p>Noted.</p> <p>Strategy has cycling and walking targets.</p>

No	Submission	Response
	<p>cycling over EVs on the climate (this report's focus), infrastructure costs, health, and the safety of public spaces. The City of Adelaide needs to do its part in building a better climate and urban environment.</p>	
5	<p>There are actual targets and goals in the plan, and this is good to see. However some of the goals are the wrong goals eg using a different bitumen would be better if instead the % of road surface was reduced and replaced with greenery. Add more EV car charge points would be better if you aimed to reduce the number of cars in favour of active and public transport. Try prioritising pedestrians - so often I wait 5-8 minutes with 15+ other pedestrians for lights to change while 3 cars go past. Cycling is dangerous - I cycle to work and shop regularly and quite often resort to the footpath due to on-street parking and poor road planning. Adelaide is now a city of wind tunnels, dank streets and glass buildings - why not specify living walls and roofs which could also soak up storm water? Adelaide is soooooo far from being a truly inspirational green city like Copenhagen or Oslo.</p>	<p>Noted.</p> <p>The Strategy will work alongside other Council priorities including the City Plan – Adelaide 2036 and the Integrated Transport Strategy.</p>
6	<p>"I note that the policy aims to triple the number of city workers that cycle. As someone that cycles from Glenelg every day, here are the main issues I can suggest need looking into:</p> <p>1. I can ride all the way from Glenelg on mainly protected bikeways. But when I want to get off West Terrace and head into the city, I have to deal with cars pulling in, pulling out, opening their doors (when parked) and general rush hour mayhem. It is so dangerous and I note it's one of the reasons why people don't ride. Until they feel safe, they won't come in large numbers.</p> <p>There is a clear need for protected bike paths. In many countries around the world, anytime a road needs to be redone (once every 20 years or so), there is a long hard assessment of the need for on street car parks, and an increasing priority for protected cycle paths.</p> <p>How North Terrace, an unbelievably wide street, got upgraded with a tram line with no addition of a protected cycle path is madness considering the increasing need for students and staff to move from City West to City East.</p> <p>Hindley St redevelopment plans (that Council has suggested) to extend the width of the footpaths instead of installing protected cycle paths, is short sighted.</p> <p>How the East West protected cycle path got shot down by a lobby group full of lawyers that were going to lose some street car parks is just so sad.</p> <p>This strategy needs to take a page from the Denmark and Netherlands (and now Paris) view of cycling, that prioritises bikes over cars in almost every decision when it comes to town planning and redevelopments.</p>	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>

No	Submission	Response
	<p>2. Improve bike sharing networks - it's actually very difficult to find a place to rent bikes in the CBD as a tourist. This is an easy win, and will mean that locals can see how cycling can play a role in city exploration and accessibility.</p> <p>3. Bike Kitchens - there is a volunteer bike kitchen in Brompton that is so busy it's ridiculous. Council should look at how they can do one in the city, and use it as a community hub for a range of cycling activities.</p> <p>4. Cycling incentives - offer subsidies for e-bikes, discounted end of ride facilities (I note there is a church on Franklin St that charges \$50 a month to park your bike in their basement and have access to a shower... rip off - https://www.ucity.com.au/end-of-trip/).</p> <p>5. Bike infrastructure - lit up cycle paths, secure bike storage, dedicated bike boulevards such as laneways, clear signage.</p> <p>Just some thoughts. Thanks!"</p>	
7	I am supportive of the Strategy, and feel it can go even further - particularly in the areas of planning and infrastructure, where it should be more aggressive.	Noted.
8	It's pretty telling how the only mention of the ongoing pandemic of SARS-CoV-19 is framed as an issue for homeless people.	Noted.
9	"The impacts of climate change are evident in our everyday environment." Please prove scientifically.	Noted.
10	I'm disappointed about the lack of mention of increasing public transport share in the strategy when this is arguably a much more sustainable mode of transport than EVs (charging for which has a large section). I'd like to see more on bikes than there currently is too.	<p>Noted.</p> <p>Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p>
11	I do not believe in your climate policy as it is useless and a waste of money	Noted.

No	Submission	Response
12	<p>"Please get rid of cyclists and pedestrians needing to push a button to cross an intersection. Car drivers don't have to do this. If a car is a meter back from the lights when it changes they can proceed but a pedestrian can't.</p> <p>While I appreciate the shared path on west terrace, can we make paths a bit higher quality? This path is twisty, and bumpy due to tree roots and vehicle crossings. Car drivers get a flat direct route. This type of shared path surface and design doesn't encourage cycling (and probably not walking with the trip hazards) and would suggest cars are the priority. "</p>	Noted.
13	Good work bringing the target forward!	Noted.
14	<p>"I have been concerned for many years and still am regarding council's tree planting policy. I'm a long term owner/ resident of close to 20 years and I find council's tree planting policy the antithesis of environmentally sustainable. It seems obsessed with creating a city of exotic plane trees.</p> <p>Can anyone explain this absurd policy."</p>	<p>Noted.</p> <p>Aligns with Goal 1.</p>
15	Really - "a green city" with no mention at all of reducing car traffic coming into the city. So, we're all going to switch to EVs and everything will be lovely and green? There's a lot of denial here - and you don't seem to be taking it as seriously as you must.	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>
16	<p>"EV's won't make car parks and roads more green.</p> <p>Bigger push needs to be on bikes, something that is cheaper to add, less money to maintain, has higher capacity, reduces congestion, is greener, safer, healthier allows for more greenery and can even be painted sun-reflective White much more readily because paint wears much slower than on car lanes.</p>	<p>Noted.</p> <p>The Strategy includes targets for cycling.</p>

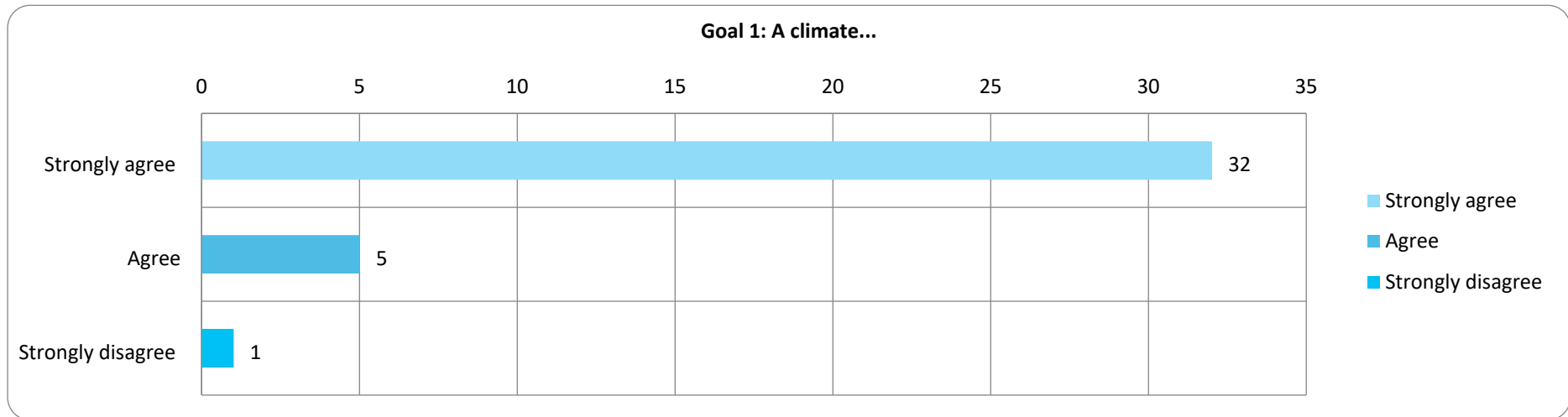
No	Submission	Response
	<p>The E-bike subsidy and e-scooter legalisation you are wanting are good steps but if it's taking you a decade to put in 1km of bike path in the entire city we aren't going to make any progress, you need to start putting down bike paths faster even if they are just for 'tests' to judge traffic and business profits instead of spending years on studies and only putting them in as full street designs costing millions of dollars, just repaint bike lanes behind parking lanes not inbetween, put some bolt down cubs down and get people biking. Cycling won't take off with one single dedicated lane, not until there is an actual useable network.</p> <p>There should be insentives for people to start driving and buying smaller cars.</p> <p>The rest of the report sounds great, more Naural growing diversity in parklands and more Street Trees instead of Car parks."</p>	
17	I'm hoping there will be encouragement for green gardens and trees	<p>Noted.</p> <p>Aligns with Goal 1.</p>
18	<p>The document has some very detailed and clear plans for some plans, however some items (in particular the cycling strategy) is very vague. This is little in the way of actual plans to achieve an increased uptake in cycling. To achieve this goal multiple separated cycle ways similar to Frome need to be in construction now, cycling infrastructure needs to be incorporated into all road upgrades (even if at the expense of vehicle lane capacity) and safer high capacity cycle links need to be provided into the CBD from surrounding suburbs.</p>	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>
19	<p>The strategy mentions how "housing is a significant contributor to global warming". But nowhere does it acknowledge how we need housing because of our MASSIVE migration numbers. The strategy should also include lobbying/gathering support to contact the government about this. We should still have immigration; but at levels they used to be at. Right now, we're rapidly growing without any limit, and it's tricky to plan around. But a sustainable immigration stream would be much better; and then we don't have to build so many homes and keep up with infrastructure/demand in other areas.</p>	<p>Noted.</p> <p>Outside of Strategy.</p>

No	Submission	Response
20	Much needed as 50 degree C temperatures are coming to cities without 30% tree canopy cover like suburbs in Western Sydney	Noted.
21	<p>"Considerations into vegetation on private property needs to be implemented. Liaising with private land holders to ensure tree planting and maintenance occurs.</p> <p>Active transport as a priority, current bike lanes are not safe or efficient. Priority and incentivising riding or walking to the city must be examined and implemented. "</p>	<p>Noted.</p> <p>Aligns with Goal 1.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>
22	I support an integrated climate strategy, that encourages and activates more active transport users, more public transport, more green space and more tree canopy cover over our pedestrian and active transport paths.	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>
23	Really happy to see the nod to the role of mode shifting in this strategy. Given transport is the highest source of emissions in the city, I'm encouraged to see the plan for a network of protected cycle lanes and	Noted.

No	Submission	Response
	intersections. I would love to see this network be ambitious, and expansive across the city. Ensuring connections to other bike infrastructure outside the city is crucial too	
24	Congratulations to the Council for a well-considered climate strategy that responds to the key issues facing the City and its occupants.	Noted.
25	<p>"Fully supported, especially Goal 2 ..priority to increase cycle and walk commutes to CBD. An important incentive for people to contribute to achieving this goal would be reduction of general speed limit within the Terraces to 40 km/h. The recent death of a young motorcyclist on Waymouth St highlights risks from even 10 km/h increase in speed. This margin gives all road users vital seconds to respond to unexpected hazards. I understand this as a former fatal crash investigator.</p> <p>More separated bikeways are needed. This is a chance to recover from the short sighted decision of the former council to cancel the E-W bikeway Franklin Street. "</p>	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>
26	Yes	Noted.
27	I think it shows good initiative and a step in the right direction	Noted.
28	Meaningful investment reallocation is required towards the initiatives that will deliver the Climate Strategy 2030. This requires new choices and decisions. The implications are previous initiatives such as road infrastructure investment will be displaced by public transport and active transport infrastructure.	<p>Noted.</p> <p>Implementation of the Strategy will be prioritised and resourced through the City of Adelaide annual business plan and budget process.</p>
29	I applaud the intention of the council to greatly increase bicycle commuting. However the council has proven time and time again they are incapable of delivering new bicycle infrastructure; the Frome Street Bikeway is still not completed and I can see no evidence of any plan to do so, it has been over a decade	<p>Noted.</p> <p>The Strategy acknowledges the need</p>

No	Submission	Response
	<p>now. It was meant to be completed before Botanic High School opened, which was nearly 5 years ago. The council was given \$10M by the state government for an east-west bikeway which it failed deliver and instead spent that money on other projects which supposedly were related to cycling, but I think that claim is tenuous, at best.</p>	<p>for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>
30	<p>I strongly support increasing the number of people that cycle to work etc. transport emissions are a key reason I stay out of the city. The air quality is poor and sound pollution uncomfortable. I would be very pleased to support a council that worked on shifting trips to other transport modes.</p>	<p>Noted.</p>
31	<p>Turning words into action that make a difference is the key. Setting goals that can be measured. The major discouragement for people to cycle in is having to mix with motor vehicles. To make a significant swing requires quality separated infrastructure. Providing alternatives to single-person car trips by having improved public transport as well. There needs to be a decrease in car trips to the city to make a difference.</p>	<p>Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>
32	<p>"more PROTECTED bike lanes throughout and around the city. More SECURE bike parking along/around street corners - but don't put stupid 'art' in them - make them U shape bike parks "</p>	<p>Noted.</p>
33	<p>Yes</p>	<p>Noted.</p>

Question 2 To what extent do you support Goal 1: A climate resilient city Priorities: A cool city with no urban heat island effect Greening supported by sustainable water resources Homes and businesses are protected from climate hazards



Response to Question 2 submissions

Noted. Extremely high level of support for Goal 1.

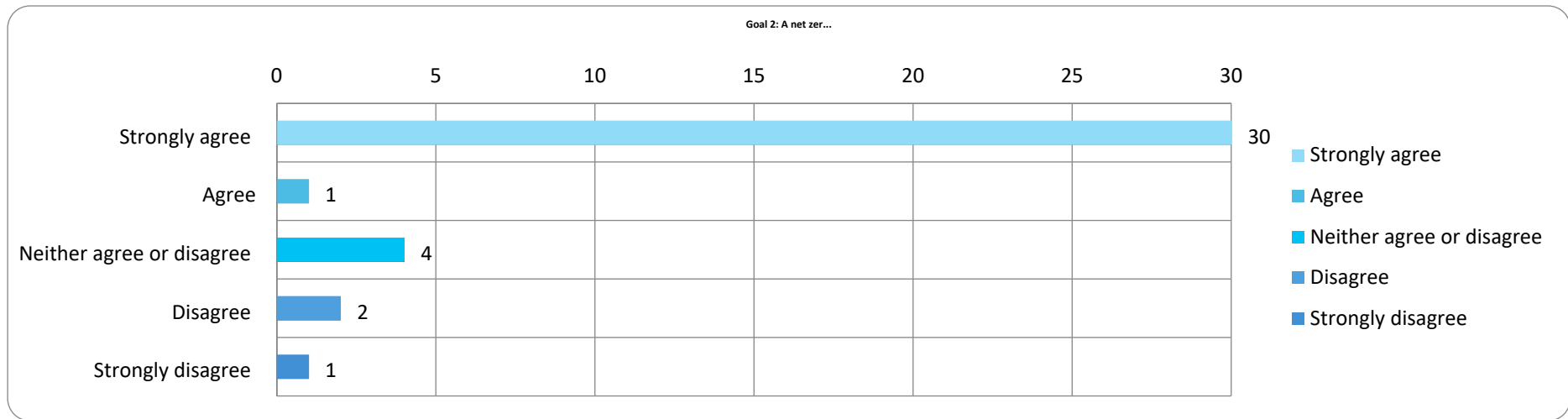
Question 3 Please help us understand your response by providing a comment

No	Submission	Response
1	You need more WSUD, and adopt a philosophy of Black, Grey and Green, not just Black and Grey. Roads and Footpaths.	Noted. Aligns with Goal 1.
2	Given the nature of development allowed in the city is causing some of the climate hazards I am not sure about grouping this priority together.	Noted.
3	Homes and businesses can be better protected from climate hazards by ensuring better design and use of materials, and updated planning legislation with some more aggressive requirements that could deliver even more sustainable building and architectural outcomes.	Noted. Planning legislation change is outside of scope of the Strategy however Council will continue to advocate for change.
4	n/a	Noted.
5	"The impacts of climate change are evident in our everyday environment". Please explain	Noted. Climate change impacts included in the Strategy.
6	I don't like you wasting my money.	Noted.
7	Some of the upgraded streets are really nice. Please continue this.	Noted.
8	Obviously a laudable aim but considerable effort is needed to develop specific support for current apartment buildings and a rapidly growing number of new developments in this policy.	Noted. Aligns with Goal 2.
9	Love greening.	Noted. Aligns with Goal 1.
10	Suburbs in Cities with more than 30% tree canopy are 12 degrees C cooler than neighbouring suburbs with ,10% tree canopy	Noted. Aligns with Goal 1.

No	Submission	Response
11	Love the plan to keep growing the number of street trees. The south west is very lacking.	Noted. Aligns with Goal 1.
12	To be able to continue to use active and public transport across the city of Adelaide we need cooler footpaths and mixed use paths. We will need a huge increase in tree canopy and tree planting as part of all new street design templates, it should be a non negotiable that new trees are planted alongside street changes and upgrades.	Noted. Aligns with Goal 1.
13	This adaptation is crucial for making Adelaide a city that is healthy for all residents in the future.	Noted.
14	All councils should be leaders in the community setting the bar for other businesses and other organizations. Becoming climate resilient is an investment, reducing heat, increasing passive irrigation and generally creating healthier places to live and work	Noted.
15	Human impact on climate change is well understood. This is our opportunity at mitigation of the consequences.	Noted.
16	<p>"Trees need to be protected on private property as well as public spaces. The current planning rules work against this, so you need to lobby the state government to change them.</p> <p>It's important to shade bus stops and cycling paths with trees if you want people to use public transport and cycle in our extremely hot summers.</p> <p>Also, the Parklands are being progressively diminished by exploitation for commercial use, buildings and hardscape. Once again, the state government needs to be pressured to stop doing this."</p>	Noted. Aligns with Goal 1.
17	I'd like to see more trees and plants provide shade for pedestrians as well as seating areas, preferably, serviced by cafes etc.	Noted. Aligns with Goal 1.

No	Submission	Response
18	Factors that contribute to the urban heat island effect need to be nullified. This requires reallocation of space.	Noted.
19	Planting more trees along roads using recycled water notsure	Noted. Aligns with Goal 1.

Question 4 To what extent do you support Goal 2: A net zero city Priorities: All homes and businesses will be electrified and powered by renewables Public EV charging infrastructure is available for all users, including micro-mobility, catalysing the uptake of EVs in Adelaide Triple the number of city workers who cycle to work, and double the number of local residents who walk to work



Response to Question 4 submissions

Noted. Very high level of support for Goal 2.

Question 5 Please help us understand your response by providing a comment

No	Submission	Response
1	I am not 100% convinced about the electricity everything aims unless our electricity is all renewable or carbon-free.	Noted. SA Government advises SA electricity grid to be 100% renewable by 2027.
2	Policies that remove choice are not ideal. Electrification should be achieved through delivering a best cost outcome to drive demand.	Noted. Recognition of transitional challenges and actions added to the strategy.
3	While tripling commutes by bike is impressive in relative terms, it is meagre in absolute terms (the report names 2.6 to 10% or a 7.4% absolute increase). An urgent and far greater importance must be placed on improving the City of Adelaide's cycling infrastructure.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
4	I hope I live long enough to see it. Cycling / pedestrian infrastructure could be as simple to start with as dividing / blocking off roads with concrete barriers and bollards (other cities have done this) but we can't even have one continuous divided bike lane open and have only one pedestrianised street after decades. I transited via the city on Pageant day and its was great to see streets full of people and children rather than cars.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
5	The City of Adelaide will see an increased uptake in walking and cycling when infrastructure is improved. Currently, too much space is dedicated to cars and there is a lack of safe passive pedestrian crossings and separated, barricaded cycling lanes. I strongly agree with expanding an EV charging network and increasing the availability of infrastructure, but it must be in key locations to not increase the number of vehicles within the City of Adelaide. EVs will assist in achieving some environmental goals, but social and	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will

No	Submission	Response
	<p>economic issues associated with car dependency such as traffic congestion and stress will remain.</p> <p>Hindmarsh Square is a good example: it is a potentially nice natural space surrounded by swathes of bitumen and carparking, with parts extremely dangerous for all users. It must be upgraded as a matter of urgency.</p> <p>Initiatives such as 'Driver's Month' should never be considered again.</p>	<p>address infrastructure needs to accompany this mode shift.</p>
6	n/a	Noted.
7	"The impacts of climate change are evident in our everyday environment". Where?	Noted.
8	As per my earlier comment, I would like to see the lack of public transport focus addressed	<p>Noted.</p> <p>Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.</p>
9	See above	Noted.
10	<p>To encourage cycling you need to flat direct infrastructure just like the cars get.</p> <p>Also having cars pull over constantly into the bike lane will put people new to cycling off. Let cars hold themselves up not pull into cycle lanes and force cyclists to swerve around them</p> <p>Get rid of the beg buttons for pedestrians which only allow people standing at the intersection to cross. You had this sorted during Covid then reprogrammed the lights again to give priority to cars</p> <p>Gillies St has two schools on it. The footpaths are hopeless and there is no bike lanes. You will never get a take up of cycling with streets like this</p>	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>
11	These things are obvious and praiseworthy. Should this not incentivising those who drive to work by advocating to the government to make all public transport free?	<p>Noted.</p> <p>Strategy updated to highlight advocacy role for improved public transport</p>

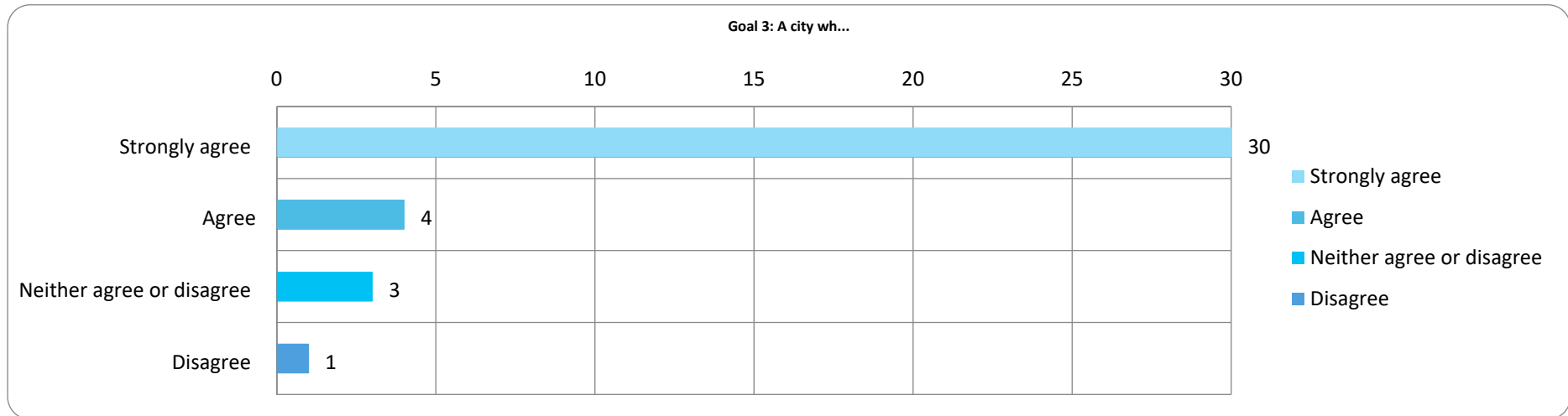
No	Submission	Response
		systems and regulatory changes to prioritise active transport.
12	But you absolutely MUST include carbon emissions from cars coming into the city and work hard to reduce this - above everything else you are doing	Noted. This is already included in Council's community emissions profile.
13	<p>Focus shouldn't be on EV charging instead on all the other modes of transport which take up orders or magnitude less space, less maintenance costs, less emissions with higher health and safety.</p> <p>Tripling Adelaides abysmal % of people cycling and walking to work is a low target, still won't compete with people driving.</p> <p>until there is a plan for an actual network of bike paths it won't move the needle.</p>	<p>Noted.</p> <p>The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.</p>
14	More charging stations around the city are needed	<p>Noted.</p> <p>Council has developed a separate EV Infrastructure Transition Roadmap.</p>
15	<p>Needs much more detail and immediate action on the cycling goal.</p> <p>Very supportive of the electrification of all homes and businesses and the removal of gas from Adelaide.</p>	<p>Noted.</p> <p>Aligns with Goal 2.</p>
16	We should also aim to support businesses to de-centralise their workforce. More lobbying for work-from-home arrangements, more internet support, cloud-based service support, and so on.	Noted.
17	<p>The educated rich can afford these extra costs but it takes away choice to those who cannot.</p> <p>The traffic and health benefits of active transport don't need the additional net zero argument... they are valid aims independently of net zero.</p> <p>I can afford and am net zero.</p>	Noted.

No	Submission	Response
18	Adding more protected cycling paths will add some much value to city living.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
19	<p>For priority 4, I also suggest providing a stronger incentive to switch to electric cooktops and heat pumps.</p> <p>I strongly agree with priority 6. In addition to the measures listed, I suggest 1) establish congestion charges to discourage driving to the city 2) establish the CBD as Ultra Low Emission Zone, so high emission vehicles need to pay to travel through the city 3) reduce traffic speed to improve cycling and walking safety 4) increase the number of bike locks and CCTV surveillance 5) completely remove Upark's scheme to provide discount parking to businesses</p>	Noted. Aligns with Goal 2.
20	Driving to work should be a last resort, or if absolutely needed due to ability concerns. Minimise carparks and turn them back in to green spaces.	Noted.
21	Short CBD trips should be encouraged to be taken by cycling, micro mobility or walking. Car use in the CBD area should be discouraged. Active and public transport should be at the top of the transport priority pyramid. To do this we should rebalance our street space and take back some of the space from car only use and provide space for separated and safe active and public transport.	Noted. Aligns with Goal 2.
22	It would be great to see higher ambition for the cycling numbers, given the opportunities in Adelaide (flat, mild climate, grid structure).	Noted. Aligns with Goal 2.
23	SA is on the way to a green grid, it would be silly to build anything new with gas infrastructure or replace old gas applications at end of life. At end of life upgrade to electric appliances	Noted. Aligns with Goal 2.

No	Submission	Response
24	The University would like to understand any opportunities to partner with the City on initiatives such as EV charging for vehicles and bicycles. This aligns very well with the University's own ambitions to support staff and students in choosing to cycle to campus. Road safety and end-of-trip facilities are some of the known barriers that the University would like to explore further with the City.	Noted. Partnership offer noted.
25	Especially support increasing active transport opportunities. Reducing on street parking to enable bikeways is not the bogie that some traders claim. There are countless studies that show increasing cycling opportunities in cities stimulates economic growth and supports small business and traders.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
26	Sounds fantastic.	Noted.
27	Need more and safer/separated bike lanes. Improved bike security/monitored cameras. More motorbike parking spots.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
28	There needs to be accountability here. I worked in a building (115 King William) that lied about their energy rating from the moment it was built up until last year because they hired an office space to a lawyer. The council needs to confirm ratings and keep a register that is accessible to the public or at least to the council.	Noted, Energy rating enforcement not a Council function.
29	The research from the Climate Council is robust. So too is the work conducted showing that active and sustainable transport investment reduces health costs - and should be integrated into budgeting and investment decisions. Those areas that cost society need to	Noted.

No	Submission	Response
	subsidise and pay for investment that provide a net society gain. Studies and economics of this are not yet well understood.	
30	As per my previous comment, I strongly agree with increasing cycle commuting but can find no evidence from past history that the council has the capability to deliver this.	Noted. The Strategy acknowledges the need for a transport mode shift to meet our emissions reduction targets. The City of Adelaide is developing an Integrated Transport Strategy in 2024/25 which will address infrastructure needs to accompany this mode shift.
31	I believe transport is the number one climate issue for the city of Adelaide and that changes could radically transform the attractiveness of the city compared to other areas. It is strange though that public transport is not mentioned here when it is so important? For example more bus only lanes. I strongly support the cycling target.	Noted. Strategy updated to highlight advocacy role for improved public transport systems and regulatory changes to prioritise active transport.
32	Tripling cycling trips and doubling walking trips is an intermediate goal - achieve that then go further.	Noted.
33	to get more people to ride you need to provide SAFE ENVIRONMENTS not just a painted line on the ground in traffic heavy areas. The council shows that they know this and will build separated bike ways	Noted.

Question 6 To what extent do you support Goal 3: A city where nature thrives Priorities: Caring for Country in partnership with Kaurna Miyurna Biodiversity, native grasslands and woodlands are protected and enhanced Karrawirra Pari, waterways, Adelaide Park Lands and Squares act as arteries connecting our native species



Response to Question 6 submissions

Noted. Very high level of support for Goal 3.

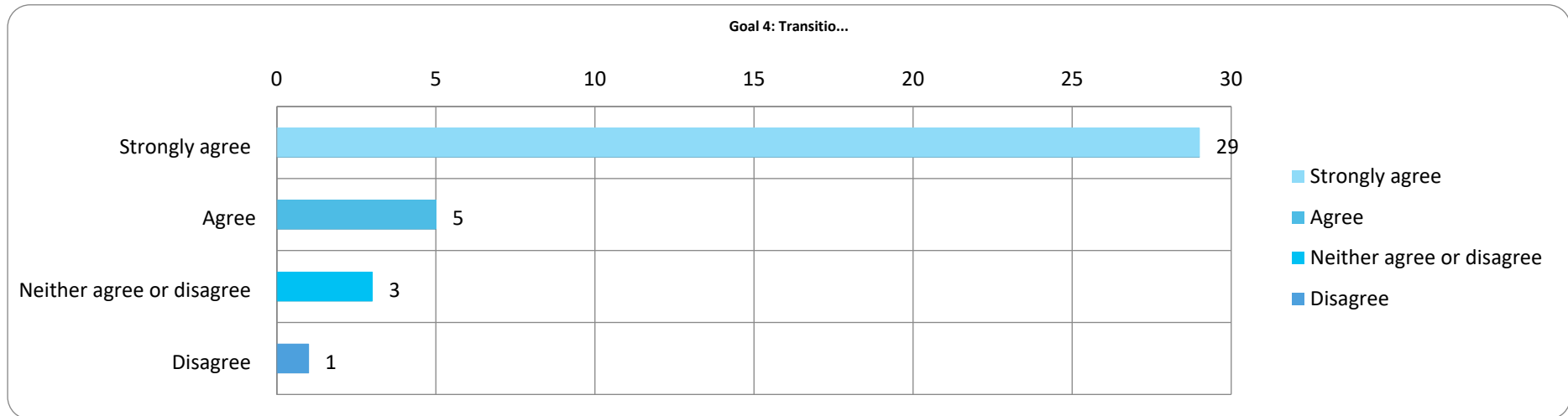
Question 7 Please help us understand your response by providing a comment

No	Submission	Response
1	Are there any native grasslands and woodlands anywhere? Why are there horses in North Adelaide, as this area seems to be exempt from any of these plans? I believe the Horse Common area of North Adelaide is the perfect spot for the Police Greys; there are already horses there; it is mainly out of site and unused by other people, except those with horses. Not very inclusive.	Noted. Adelaide Park Lands Management Strategy also addresses management of Adelaide Park Lands.
2	Agree in principle, however execution of this must be done with consideration of the public's view to achieve an appropriately balanced position for what is in the public good.	Noted.
3	I'd also like to see information or QR codes for information about this.	Noted.
4	The Park Lands require stronger protection; the State Government's demolition of the Thebarton Police Barracks and surrounding natural space for a very large hospital is a good example of why protection must be increased.	Noted.
5	n/a	Noted.
6	Greening is good	Noted.
7	A passion of mine.	Noted.
8	Sounds great keep it up	Noted.
9	Have biodiversity sites throughout the parklands and the squares.	Noted. Adelaide Park Lands Management Strategy also addresses management of Adelaide Park Lands.
10	It's good to preserve and help nature.	Noted.

No	Submission	Response
11	<p>Gum trees are beautiful where you do not winter sun and summer shade, they tip their leaves on edge on a hot sunny day. They are also structurally unstable in very hot weather.</p> <p>Use the best plants for the role available from around the world. I do favour some only native areas as demo sites, and also some exotic areas.</p>	Noted.
12	Priority 12: suggest changing it to 2% of recycling bins from residential kerbside collections have some form of contamination	This has been updated to '10% or less' to align with target.
13	Return land back to native land holders	Noted.
14	Increase our green space and re-vegetating our parklands is important to care for and increase the biodiversity of our plants and animals. We need much stronger protection of the parklands foot print to prevent any more land acquisition by the state political party of the day.	Noted.
15	Caring for Country and protecting biodiversity is very important to ensure the city is ecologically healthy.	Noted.
16	The University supports this goal wholeheartedly and would like to understand any opportunities to collaborate with the City on these priorities.	Noted. Partnership opportunity noted.
17	It's our chance to improve the environment and support sustainability	Noted.
18	First Nations people have a lot of wisdom to offer us here. Advice and support from ecologists is important too.	Noted. Aligns with Goal 3.

No	Submission	Response
19	<p>Don't give up parklands to new buildings or structures particularly where free access by the public will not be available.</p> <p>More street trees.</p> <p>Restrict new buildings higher than 2 or 3 floors at the street face, but allow higher back from the street so sunlight comes into the street and reduce that wind-tunnel lifeless streets we see in some cities.</p>	Noted.
20	creating fauna corridors	Noted.

Question 8 To what extent do you support Goal 4: Transition to a decarbonised economy Priorities: Growth in circular economy industries in the city Procurement decisions that localise supply, prioritise reuse and drive green industries Zero avoidable kerbside waste to landfill ('zero waste') in 2035



Response to Question 8 submissions

Noted. Very high level of support for Goal 4.

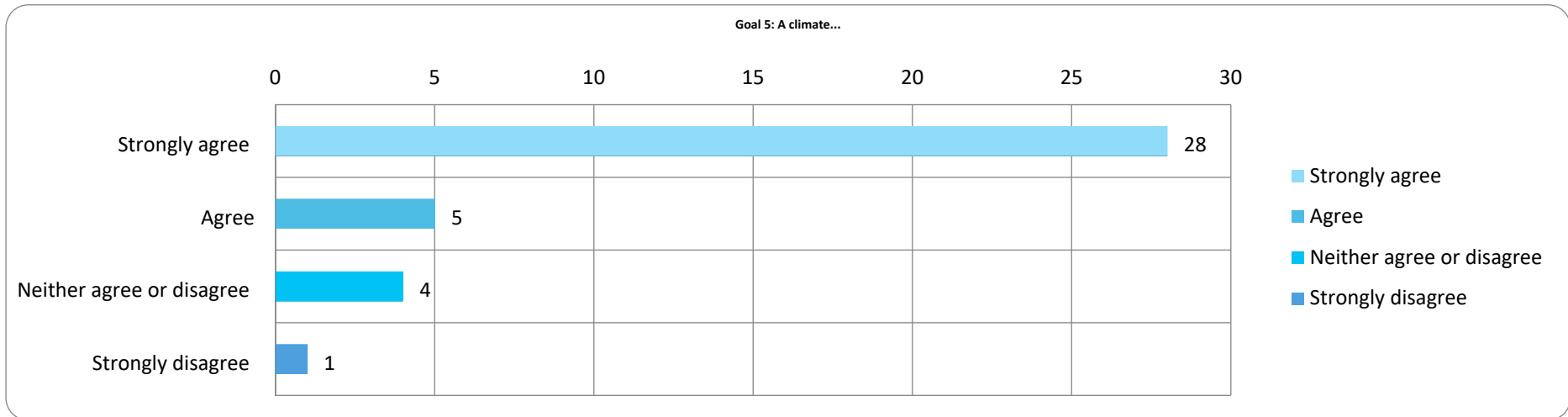
Question 9 Please help us understand your response by providing a comment

No	Submission	Response
1	However, the Zero avoidable waste is a HUGE FAIL from Council because you do not separate waste pick-ups in the parklands. It all goes to landfill, no recycling or FOGO. That is so bad and yet your policies support it. Please explain.	Noted. Three bin resource recovery system is available in Rundle Mall and any opportunities for expansion of this system is being monitored. Commentary has been shared across relevant Council departments.
2	The ACC needs to implement market outreach initiatives to bring awareness of the solutions that exist to deliver on the circular economy objectives. This is not being done effectively at the moment.	Noted.
3	You had the Remakery which was doing this but the rents were too high to sustain a business - how about making some spaces for these businesses?	Noted. Also relates to the City of Adelaide Economic Development Strategy (in progress).
4	Reuse will certainly assist in reducing landfill and waste generally.	Noted. Language to support the Resource Recovery Hierarchy added.
6	Zero avoidable kerbside waste to landfill ('zero waste') in 2035. ??	Noted.
7	Whatever we do won't make any difference to the earth.	Noted.
8	Nothing further to add.	Noted.
9	Again though - be honest about emissions from cars coming into Adelaide every day. There needs to be a modal transport policy shift and that is just not apparent in the document.	Noted. Aligns to Goal 2.

No	Submission	Response
10	Sounds great keep it up	Noted.
11	Increase the chance to recycle the soft plastics by supporting industries that use the product.	Noted. This is captured under Priority 10: Growth in circular economy industries in the city.
12	Sounds good. More after-hours recycling drop off points or recycling companies which visit homes would be great though. (i.e. For harder items like shoes, teflon pans, and so on).	Noted.
13	Subsidies and support recycling business to allow them to build up to a scale required to be self sustainable and profitable.	Noted. This is captured under Priority 10: Growth in circular economy industries in the city.
14	Really important to reduce valuable materials being sent to waste. There's a lot of emissions either embedded or emitted in things that are currently classified as waste. Good material design is crucial for this. Can CoA sign up to groups seeking to improve this?	Noted. This is captured under Priority 12 Zero avoidable kerbside waste to landfill ('zero waste') in 2035.
15	The University is strongly supportive of this target and is also working on activities to reduce waste to landfill on campus. The University is interested in exchanging knowledge with the City about public place recycling and working together on any education campaigns or initiatives in the future.	Noted.
16	Waste is a resource. Landfill sites are at near capacity and we need to reuse and recycle more. Reduce packaging and require merchants to accept return of packaging.	Noted. This is captured under Priority 12 Zero avoidable kerbside waste to landfill ('zero waste') in 2035.
17	I would really love to see multiple repair cafes pop up, as small businesses or council run/subsidised, not just ad hoc volunteer ones which don't meet potential demand or provide all the services needed. One-stop shops where you can take things to be repaired	Noted.

No	Submission	Response
	<p>and leave them there, or they can refer you to somewhere that will repair them economically if they can't do it. They could also run classes to train people in repair techniques, either for job training in the shops (apprenticeships) or for the general public to learn these methods. These skills are being lost, but a lot of older people still have them.it would be a way of providing useful employment for them as well as getting them out in the community and contributing.</p> <p>The sort of things that I'm thinking of include: minor clothing and other fabric item repairs, gluing broken items back together, minor electrical repairs, repairing broken mechanical items, etc.</p>	<p>This is captured under Priority 10 Growth in circular economy industries in the city.</p>
18	<p>Any purchase of goods or services should include closed loop (waste management) in the original price tag, and industry - not consumers - made to comply.</p>	<p>Noted.</p>

Question 10 To what extent do you support Goal 5: A climate leading capital city council Priorities: Reduce City of Adelaide's operational carbon emissions 75% from 2020 to 2030, and achieve absolute zero emissions by 2035 Transitioning our corporate fleet to zero emissions Climate change and sustainability are integrated into how we do business



Response to Question 4 submissions

Noted. Very high level of support for Goal 5.

Question 11 Please help us understand your response by providing a comment

No	Submission	Response
1	But if you cant get the other basics right (see above) how can you say you are doing any of it. Fix the logs and the splinters will be fine.	Noted.
2	Transitioning the vehicle fleet to zero emissions is a commendable goal.	Noted.
3	n/a	Noted.
4	Nothing further to add.	Noted.
5	This just seems laughable with Adelaide traffic, SUVs etc and no plan to address this. Please get your heads out of your proverbials.	Noted.
6	Sounds great keep it up	Noted.
7	Reducing emissions can be achieved by having a medium-sized sustainable city, too. I would have liked to see the document discuss what it's doing about Australian's current migration numbers; can we lobby for a more balanced migration program, like the program we used to have? (Rather than the massive-growth program).	Noted.
8	As aims they are needed, as ideological blind targets regardless of cost and application they are ruthless and hence for some, socially unjust.	Noted.
9	Suggest 100% electric ride on mowers	Noted. The City of Adelaide has a corporate fleet transition program.
10	EVs and even ecargo bikes should be used where practical.	Noted. Council has developed a separate EV Infrastructure Transition Roadmap.
11	Really good target. Please do also focus on emissions outside of operational emissions, once these are on the path to decline.	Noted.

No	Submission	Response
12	It would be helpful to understand the City's definition of 'absolute zero emissions' and if this includes the use of offsets or insets?	Noted. The City of Adelaide is considering its use of carbon offsets as part of the Strategy.
13	Integration into our business models and way of life is necessary. A legacy to those who follow.	Noted.
14	One thing that doesn't seem to have been covered is the emissions and waste from construction. Adaptive reuse of existing buildings is a much lower eco impact option than demolish and rebuild. "The greenest building is the one already built". They are doing some great work in Melbourne and Sydney in this area, and the results are often a lot "cooler" and more appealing than cookie cutter new builds, which all look the same and often don't relate well to the street. Adaptive reuse retains historical connection and sense of place, which gives the architecture atmosphere and a character unique to our city. We need to develop our skills in this area, to really highlight a sustainable approach while making for an attractive streetscape. How about bringing in some experts in this field to advise on it, and providing incentives for developers to do it?	Noted. Council has established an Adaptive Reuse City Housing Initiative (ARCHI).
15	<p>'We need to more equitably represent costs and gains for society infrastructure and behaviour modes.</p> <p>For example - more equitably include in our econometrics and consultancy recommendations such findings as:</p> <ul style="list-style-type: none"> - The climate dividend gained from more people walking and cycling (The transport sector accounts for a quarter of global fuel-related greenhouse gas emissions, with half coming from private vehicles, including passenger cars and trucks.) - The health dividend gained from more people walking and cycling (for instance people who cycle to work have a 45 per cent lower risk of developing cancer, and a 46 per cent lower risk of cardiovascular disease - this study was based on 264,337 UK participants.) - Danish research has shown that cycling reduced health problems and work absences and saved the Danish taxpayer money on health costs 	Noted. Federal taxation incentives are outside of the scope for this Strategy.

No	Submission	Response
	<p>- Congestion costs saved and productivity gains through less congestion ... this is not a finite list</p> <p>Why do businesses and individuals receive significant tax advantages for purchases of cars, trucks, toxic energy choices - and those who walk and cycle receive nothing?</p>	
16	more bikes will help here with this targer	Noted.

Question 12 What do you think Council should prioritise in making the city more resilient to the effects of climate change?

No	Submission	Response
1	Reduce concrete and help fund projects out of the city and into the country where so much heat is generated from and your workers come from.	Noted.
2	Promoting energy solutions for small businesses who are hurting at the moment. These exist but are not being adequately supported by the council at present.	Noted. Council provides a suite of Incentives for Sustainability that are subject to regular review.
3	Gas phase out Better active and public transport Support for electrification of transport	Noted. Aligns with Goal 2.
4	If buildings fit within council's remit I suggest something like the aforementioned Energy Step Code.	Noted.
5	Removal of parking spaces in favour of native species gardens and a network of segregated cycling lanes.	Noted. Aligns with Goal 3.
6	Reduce the width and number of streets and parking in favour of trees + other habitat, footpaths, cycle lanes. Prioritise public and active transport via traffic light responsiveness. Provide green bins and water fountains everywhere.	Noted. Aligns with Goal 1 and Goal 3.
7	Infrastructure, new and old. Footpaths should not be bitumised; they should be a lighter-coloured material to reduce heat. Generally, pedestrian infrastructure overall should be improved and increased with more passive (and actuated) crossings. Cycling should be given greater priority, with more separated infrastructure (such as Frome Street) and barricaded lanes. Continuing to increase tree canopy should be an equal priority.	Noted.
8	n/a	Noted.
9	More trees	Noted.

No	Submission	Response
10	Increase the upgrading of streets with more greening. Keep up the parks and gardens that is ongoing. Make cars lowest priority	Noted. Aligns with Goal 1.
11	Reduce the amount of carbon dioxide inputs by implementing policies above, especially by further encouraging bike riding, less car travelling.	Noted. Aligns with Goal 2.
12	Reduction of traffic, and turning near parking space into green space for pedestrians, cycling, shade and trees.	Noted. Aligns with Goal 1 and Goal 2.
13	We have 70k parking spaces in the city, more than Melbourne and Peth's CBD's combines, triple the parking spaces then people living in the CBD with literally hundreds of car priority lanes in the city yet you can only muster 1km of one frome st bike path in the past decade, no change will happen under these conditions.	Noted. Aligns with Goal 2.
14	Have more green spaces in streets and in apartments	Noted. Aligns with Goal 1.
15	Get rid of the cars and increase pedestrian/cyclist infrastructure and green space. Planning to remove most off street CBD parking. Removal of car lanes and more pedestrian only or PT corridors e.g pedestrians on Rundle St full time or Grenfell Street PT corridor.	Noted. Aligns with Goal 2.
16	See previous comments. Also more green spaces.	Noted.
17	Emissions reduction, electric vehicle infrastructure, canopy, using nature to create environmental equilibrium.	Noted. Aligns with Goal 2 and Goal 3.
18	Planting trees, enable safe cycling (A cycle way like Frome Street is pretty useless when Rundle Street to North Terrace is unsafe!	Noted. Aligns with Goal 1 and Goal 2.

No	Submission	Response
19	Planting trees, calming traffic and encouraging walking and cycling.	Noted. Aligns with Goal 2.
20	Because we don't stand a chance if our city isn't climate friendly.	Noted.
21	Strengthen and protect our existing parkland from any future land grabs. Increase our tree canopy especially along active transport routes and public street spaces.	Noted. Aligns with Goal 1 and Goal 2.
22	Safe active transport, urban green and blue spaces, permeable surfaces, increasing number of residents living in the city, reducing surface car parking. Adding more medium density housing, and housing with 3+ bedrooms and courtyards, so that families can choose to live in the city.	Noted. Aligns with Goal 1 and Goal 2.
23	Climate active net zero to all assets, all-electric vehicle fleet, increasing canopy cover while creating biodiversity in green spaces + more permeable surfaces	Noted. Aligns with Goal 1, Goal 2 and Goal 3.
24	Extending canopy cover has great benefits for shading/cooling and biodiversity, and is something the City can take a leadership role in. Second priority is around road safety for cyclists commuting in/out of the City.	Noted.
25	Prioritise active transport opportunities.	Noted. Aligns with Goal 2.
26	Trees, trees and more trees.	Noted. Aligns with Goal 3.
27	More trees and plants on the streets and in pockets amongst the building where people can sit outside for lunch and socialising.	Noted. Aligns with Goal 1.
28	I think these changes are inevitable however cautious of change fatigue and this needs to be factored into the time line along with really strong education.	Noted.

No	Submission	Response
29	Walking and Cycling infrastructure. Reallocating road space.	Noted. Aligns with Goal 2.
30	Grow some balls and make decisions that will benefit the majority, like an east-west bikeway. Don't succumb to bullying tactics from a small minority.	Noted.
31	Transport change combined with greening. Drive car lanes add bicycle lanes and more trees.	Noted. Aligns with Goal 1 and Goal 2.
32	Switch to active and public transport from car trips (single person single purpose trips). Motor vehicles are a major contributor to the heat island, both in output and the amount of bitumen required.	Noted. Aligns with Goal 2.
33	getting more people OUT OF CARS and into active or public transport	Noted. Aligns with Goal 2.
34	Urban design for Energy passive buildings; more trees for shade and habitat, traffic reduction (a London-style zone charge / toll) with park and rides and better public transport; better bike infrastructure; more pedestrianised areas (a la Europe); etv	Noted. Aligns with Goal 1 and Goal 2.

Question 13 How do you incorporate climate change and sustainability into your business, home, or personal interests in unique and innovative ways?

No	Submission
1	We try to recycle and use FOGO in the parklands, but this is unavailable. Nor can we put solar panels on our club roof or build better clubrooms because of lack of support from CofA.
2	We are an engineering business in the energy sector who have unlocked renewables in market segments (i.e. rental and small business sectors) which have traditionally been underserved. We are delivering renewable energy access to properties where onsite renewables are not possible and we do so through connecting generators and consumers of renewable energy within our energy network, delivering no the target of a circular economy.
3	Helping to amplify the incentivise and programs offered by the city to friends and neighbours
4	My current house is fully electric, I have Solar HWS and PV. For mobility I walk, bike, public transport or use an EV for local trips. I plan to build a comfortable, healthy, energy efficient passive house.
5	Solutions do not need to be innovative. Solutions are known and are simple. Encouraging more commuters to walk, cycle or take public transport alleviates the emissions and valuable land taken by motor vehicles.
6	Humans are problem-solving animals and it's enjoyable to consider - how can I manage this by walking, cycling, bus? What can I reuse / repair or can I borrow or buy second hand instead of buying new? I shop local businesses in preference to large corporations because they know more about the products and can give advice / options. I consider what is the best choice for me, future generations and the rest of the planet. A tree is therefore better than a shade sail. I don't keep thinking I can fight nature but I can work with it - passive solar is way better than air-conditioning powered by renewables. Walking and cycling is better than an EV - I get fitter, they're under my control, and it costs so much less.
7	At work, I introduced a small cardboard recycling box and encouraged my team to collect cans for recycling. At home I do the same and sort all waste into recycling, garbage and green waste. Day-to-day I am an advocate of public and active transport.
8	n/a
9	Sensible use of resources

No	Submission
10	We need to replace a front window with upgraded glass and opening windows but current rules around strata approval are making this extremely difficult. The alternative for us is more air conditioning
11	I'm unable to as I live on the 7th floor of a 20 years old apartment block.
12	encourage recycling- soft plastic and food waste for compost bins.
13	Use "Buy Nothing" groups to donate old items. Grow my own herbs. Nothing too unique sorry.
14	Water tanks, solar panels, no gas, trees, native plants for water reduced garden, gravel paths instead of concrete to allow water to seep back into the ground water.
15	Retain rain water, Solar Panels, Smart meter, electric car, 6 bicycles, north facing windows and insulated double, Tiles and flooring to retain cool and warmth in winter... etc....
16	I am vegan, try to live sustainably with purchases (buy less in general, buy ethical when available). Parking my car closer to the city (I live in Mount Barker) and riding in from there on my bike.
17	We use an ecargo bike instead of a second car (purchased second hand from Adelaide Community Bike workshop, Franklin street) and we find that 50% of our local trips can be accomplished on the bike. (school runs, small shopping trips, etc). We have solar PV, we have a heatpump HW system, we have removed almost all gas appliances.
18	I live car free, am vegetarian, grow my food, have chickens, bring reusable containers to refill stores and takeaways, compost things the chickens cant eat, and use the green bin for things that aren't suitable to home compost. I am also improving the thermal efficiency of my home, as well as electrifying it.
19	Volunteer with ASBN, advocate for circular economy and regeneration in the workplace. Live in an all electric home, have solar and reduce general waste as much as possible.
20	The University is involved in many activities to transition to a more sustainable campus, detailed in our Sustainability Strategy 2030 - Here for good. Some highlights include curriculum development for the green economy, FAME Sustainability Research Strategy, and a number of operational targets that include a net zero operational emissions target by 2025.

No	Submission
21	My personal primary transport is bicycle, followed by walking, then public transport. I chose to live in an energy efficient apartment build in CBD.
22	I use deciduous trees and greenery to shade my house from the hot summer sun, while letting the winter sun through. I use awnings, curtains and blinds on the windows to control light and heat transfer. I have an evaporative air conditioner which I only run at night and I shut the house up during the day to keep it cool as the house has thick stone walls. I cycle and use public transport as much as I can. I'm vegetarian.
23	Walk, use of pushbike, public transport and motorbike, rather than car.
24	The recycling initiatives are fantastic however one thing that pisses me off is that buildings aren't made to recycle. So eg. Another issue with 115 King William (what a surprise) they only have one bin for waste. Everything goes in it. So the whole building does not recycle at all. And unfortunately because we are a business inside the building, we are not eligible for council recycling. So therefore we have no recycling options, despite the fact that we occupy three floors out of the building. It disappoints me to understand that the council does nothing to force office spaces and buildings into maintaining recycling standards and environmental waste standards such as green waste, and even \$.10 cans. Unfortunately, because the building manager is so cheap, this will never change, and the everlasting environmental impact continues to grow. I believe there should be regulations for building size versus capacity regarding mandatory recycling options
25	Most trips within a 5km radius of home and business are made by walking and cycling. I have a rood garden on my garage.
26	It is part of my everyday.
27	cycling commuter, worm bins for compostable waste, organic garden.
28	encourage other to ride bikes
29	I resist the FOMO constantly peddledby marketers or events and consumption and try to live simply by focussing on meaningful interactions with family, friends, and people in my immediate community.

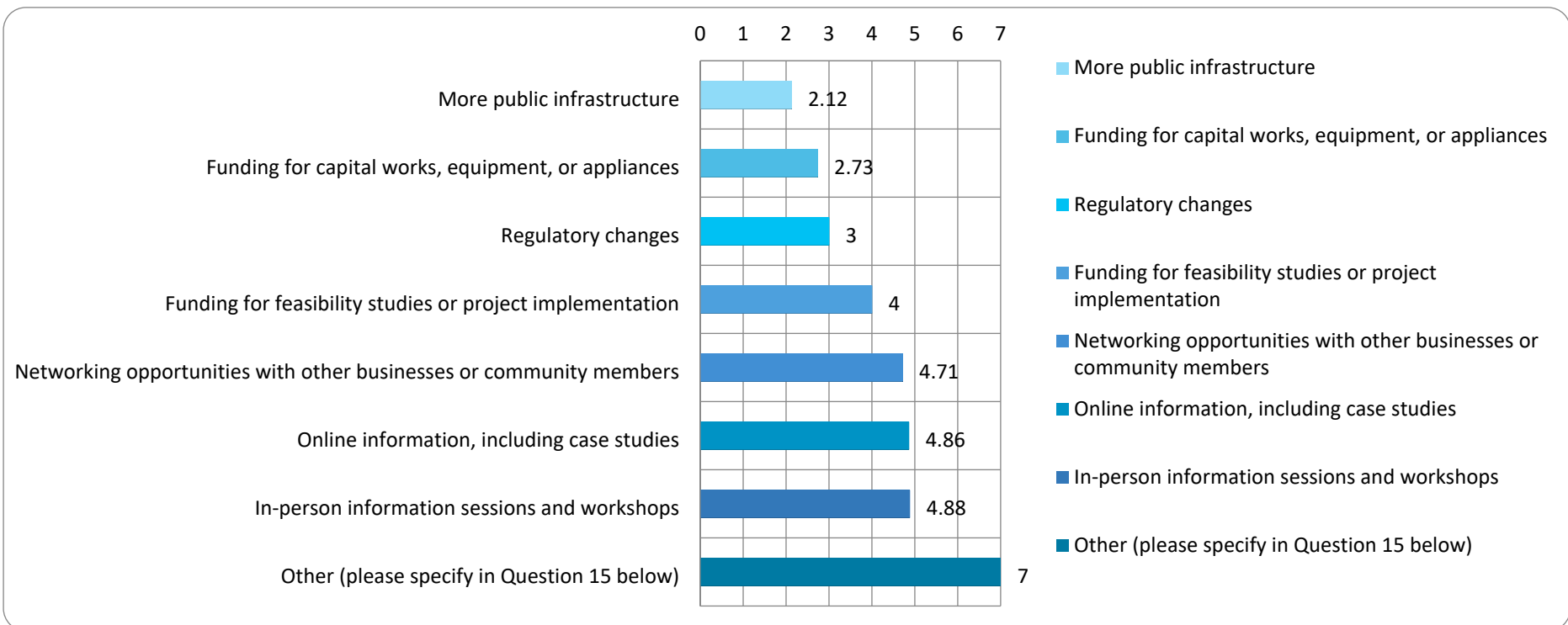
Response to Question 13 submissions

Noted.

These behaviours and preferences have been recorded and will be used (in part) to assess and inform changes to the Incentives for Sustainability program.

Question 14 Many of the priorities within the Strategy cannot be achieved by Council alone. What support would you need to contribute to these city-wide priorities?

Note: A lower number means higher priority



Response to Question 14 submissions

Noted. Investment in infrastructure and funding for capital works, equipment and appliances are reflected as higher priority areas by the public consultation.

Question 15 Do you have any other comments in relation to how Council can support you?

No	Submission	Response
1	Council could educate my employer (and the whole office building) on the goals of the Strategy, and ensure better waste processes for individual offices - such as dual-bin systems as a minimum.	Noted.
2	climate catastrophe is already happening, if a clean air strategy for government, businesses and orgs isnt implemented asap, there wont be many non disabled people around to enjoy this city.	Noted.
3	Nuclear Power would help	Noted.
4	Question 14 is not mobile friendly so I can't answer it	Noted.
5	I could not add things- more ev charging stations, more places to recycle batteries, pill packets, X-rays etc. more spots for food scraps- compost.	Noted.
6	The council needs to look at hard-to-recycle items and make it easier. i.e. Not need to take something to a place that's open 9am-5pm on weekdays + a very early timeslot on a Saturday only. Not ideal for full-time workers who want to rest.	Noted.
7	Economics is irrelevant if there is not a world in which economics can function. The necessary environmental changes need to happen in order for us to have an economy at all.	Noted.
8	These need to be cost effective rather than vote buying at the expense of others.	Noted.

No	Submission	Response
9	nil	
10	I ordered from highest to lowest priority 1 to 8	Noted.
11	<p>I am not sure I understood the above question. I have ranked these in order of importance, but please disregard if I misunderstood.</p> <p>Is this question on how council can support individuals decarbonise? Providing good active transport infrastructure, tree cover and other shade, green bins in public spaces. Also good public spaces are very important for community building.</p>	Noted.
12	Advocacy for participation partners like State /Federal governments, corporations, facilitate community involvement through Friends and BUGs	Noted.
13	As I mentioned earlier, please consider mandatory requirements for recycling. It's something that I am really passionate about because it is so simple and so easy and makes such a big difference.	Noted.
14	I can not visit the city at the moment as most locations are not safely accessible to me by bicycle which is my preferred transport choice.	Noted.
15	I don't understand this question but, to clarify, I think regulatory change is desperately required.	Noted.

Question 16 Council is keen to work in partnership with community groups and organisations to achieve these city-wide priorities. Are you aware of any community groups or organisations that Council should consider partnering with?

No	Submission
1	All sporting groups in the parklands would love to do better except for the attitude of Council to groups using the parklands. These are putting progress back 20 years and creating unused spaces, except for random dog walkers and cashed up private schools.
2	Small Business Associations would be ideal
3	Parents for Climate Electrify Adelaide SAGE
4	Community Corporate, owners of the building in which I work.
5	framing homeless people as plague rats wasn't something i wasn't expecting to see in a climate strategy in 2024 and yet. Orgs do not give a shit about the ongoing pandemic, "health" guidelines are outdated and dont follow the science. honestly not sure why im bothering, but here: https://twitter.com/YouAreLobbyLud how are you going to "protect" anyone, including the elite if you're ok with no clean air policy or mitigation of a BSL-3 airborne pathogen? good luck with that
6	Living in East end, I'm aware of East End Community Group which largely exists as a business lobby for the area. Perhaps council could consider liaising with the presiding officers of apartment blocks as they have specific needs.
7	Bike Adelaide
8	"Cat Adoption Foundation" etc. groups. They wrangle stray cats, and give them homes. It's good for the wildlife, and the cats.
9	Bike SA

No	Submission
10	Bicycle SA Bike Adelaide
11	Trees for life, bush heritage, nature play
12	Bike SA, Bike ADL, Bicycle Network, Dutch Cycling Embassy
13	Bike Adelaide or Bike SA on active transport infrastructure. Kidical Mass are focused on kids having safe streets to cycle on too.
14	The University has a range of student clubs that have a sustainability focus and may be interested in collaborating with the City on specific projects.
15	Many Bicycle User Groups.
16	ConservationSA
17	Bicycle users maintenance groups to encourage riders to the city.
18	Gave passionate advocates a voice - a consultancy role. Stop wasting money on expensive consultants and developing 'plans'.
19	No

Response to Question 16 submissions
Noted.