

CITY PLAN – ADELAIDE 2036

Consultation Summary - Your Say Adelaide Survey and Local Area Focus Groups

1 May 2024

ACKNOWLEDGEMENT OF COUNTRY

The City of Adelaide acknowledges that we are located on the traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past, present and emerging.

We recognise and respect their cultural heritage, beliefs and relationship with the land. We also extend that respect to visitors of other Aboriginal Language Groups and other First Nations.

DOCUMENT PROPERTIES

Contact for enquiries and proposed changes

If you have any questions regarding this document or if you have a suggestion for improvements, please contact:

Contact Officer: Kenneth Chan
Title: Team Leader, City Policy & Heritage
Program: City Planning & Heritage
Phone: (08) 8203 7171
Email: K.Chan@cityofadelaide.com.au

Record Details

HPRM Reference:

HPRM Container:

Version History

| Version | Revision Date | Revised By | Revision Description |
|---------|---------------|------------|----------------------|
| 1 | 1 May 2024 | | |
| | | | |

TABLE OF CONTENTS

| | |
|---|----|
| ACKNOWLEDGEMENT OF COUNTRY | i |
| Document Properties | i |
| 1. Executive Summary | 1 |
| 2. Introduction | 2 |
| 3. Activity and Participation Data | 4 |
| 5. What we Heard | 7 |
| Appendix A: Drop-pin survey responses | 8 |
| Appendix B: Focus Group Summaries | 26 |

1. EXECUTIVE SUMMARY

This report summarises community and stakeholder engagement activities in 2024 to inform the draft City Plan – Adelaide 2036 (the City Plan).

Community and stakeholder engagement activities that form part of this report are:

- The City Plan Your Say Adelaide engagement from March to 8 April 2024
- Five local area focus groups for residents and businesses held between 18 April and 30 April 2024.

The drop-pin survey responses are provided in Appendix A and a summary of the local area focus groups is provided in Appendix B.

The online survey invited participants to provide feedback on the City Plan, including content on housing growth and contributing elements to the local identity of the neighbourhoods in which participants live, work, or visit, by placing comments on a map of the city. The survey had 665 webpage 'aware' visitors, of whom 36 participants contributed 168 pins across the map.

The five local area focus groups were facilitated by McGregor Tan to test and validate the draft City Plan and Your Say Adelaide engagement outcomes. Each focus group comprised of a mix of small business owners, resident's representative of the area's demographics, different ages, gender, tenure and household types.

The outcomes of the focus groups have informed the Local Area Framework in the draft City Plan.

2. INTRODUCTION

The draft City Plan is an urban design framework that sets the principles, priorities, city wide strategies and local area framework for future growth.

The City Plan delivers the City of Adelaide's spatial plan for the future development of our city. The draft City Plan achieves this by providing an urban design framework to guide planning for sustainable growth within the City of Adelaide, which also supports achievement of the Council's target population of 50,000 residents by 2036.

The four priorities contained in the draft City Plan are:

1. A Greener and Cooler City
2. Transit Diversity
3. A City of Neighbourhoods
4. Housing Diversity for a Growing Population.

Community consultation has occurred through the City Plan Studio held in late 2023 and in 2024 via Your Say Adelaide and in-person local area focus groups.

This report summarises community and stakeholder engagement activities in 2024 to inform the draft City Plan, as follows:

- The City Plan Your Say Adelaide engagement from 1 March to 8 April 2024
- Five local area focus groups for residents and businesses held between 18 April and 30 April 2024.

The drop-pin survey responses are provided in Appendix A and a summary of the local area focus groups is provided in Appendix B.

2.1 City Plan Your Say Adelaide

Residents, workers, businesses and visitors were invited to provide input into the draft City Plan via an online mapping tool.

The drop-pin survey enabled participants to 'pin' comments and ideas on a 2D map to identify opportunities for housing growth and an associated increase in amenities across the City of Adelaide. Participants were also asked to show what is important to them about their local area.

The pin-drop survey used the Your Say Adelaide platform mapping tool and was open from 1 March 2024 until 5:00pm on Monday 8 April 2024.

A few broader comments were also emailed to the City Plan email address.

The results of the pin-drop survey have been converted into layers in the City of Adelaide Digital Explore (CoADE) to inform the final City Plan – Adelaide 2036.

The City of Adelaide thanks our community and stakeholders for providing their feedback and ideas and for showing us what they love and find important about their local areas.

2.2 Local Area Focus Groups

A series of five focus groups were held to build on the information gathered through the drop-pin survey, and to gain deeper understanding of the perspectives of residents and small business owners through interpersonal discussion.

Local area focus groups were held in April 2024 to test the Your Say Adelaide engagement findings.

The focus group sessions were organised and conducted by McGregor Tan consultants, with the following objectives:

- Capture the essence of 'neighbourhood identity' and residents' sentiments towards their living environment.
- Validate the drop-pin survey outcomes and delve deeper into perspectives.
- Explore perceived opportunities arising from increased housing and population in the city.
- Understand the preferences of the current resident population regarding the location of new housing developments and identify necessary amenities and improvements.

3. ACTIVITY AND PARTICIPATION DATA

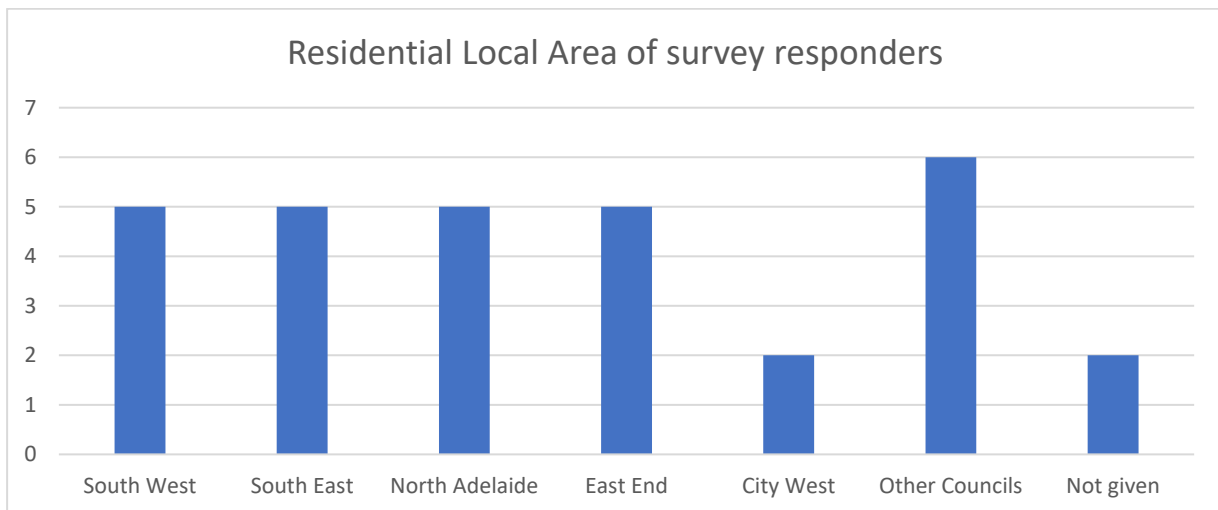
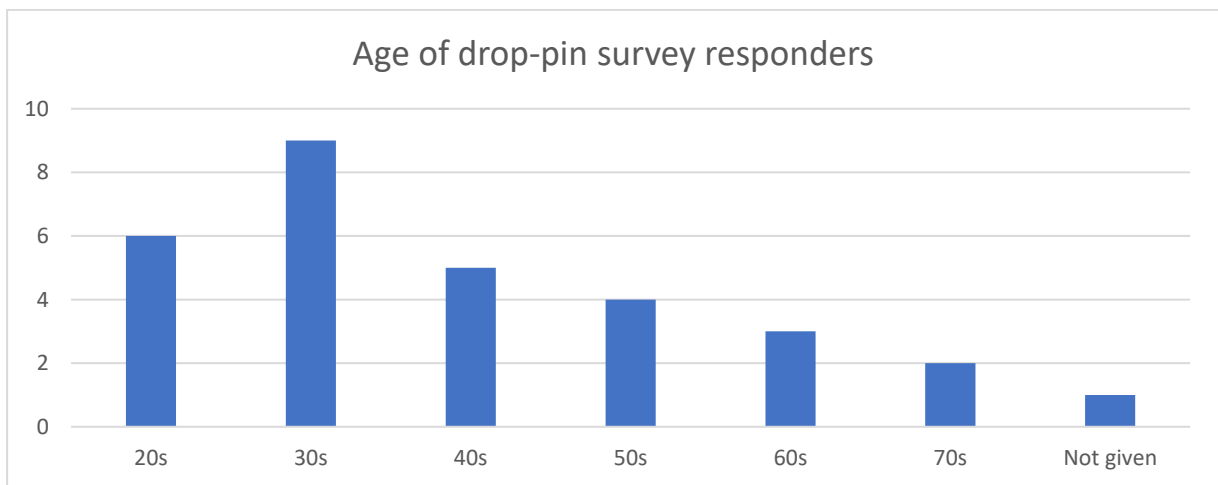
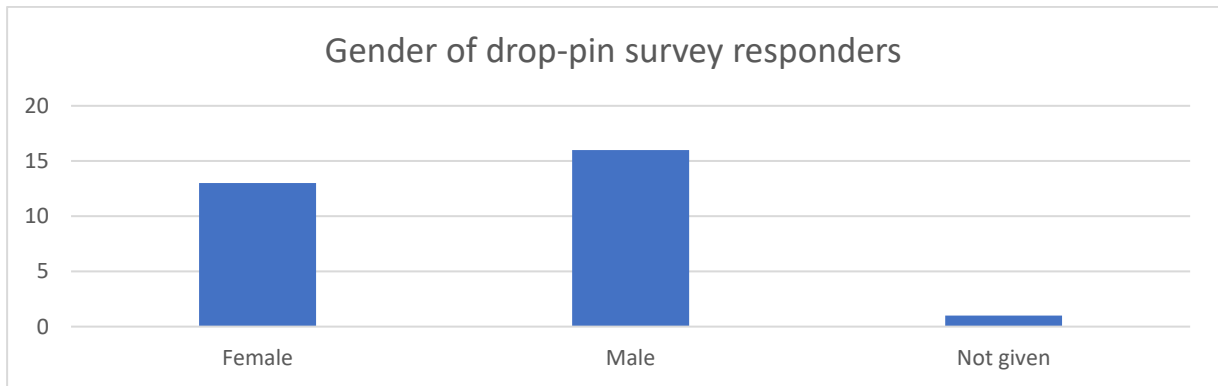
3.1 City Plan Your Say Adelaide Participation

The drop-pin survey was separated into different spatial areas, which attracted the following response rates:

| City Plan Survey Page | 'Aware' visitors | 'Informed' visitors | 'Engaged' participants |
|---|------------------|---------------------|------------------------|
| City Plan 2036 – general landing page | 665 | 106 | n/a |
| South-West local Area page | 94 | 51 | 8 |
| South-East local Area page | 113 | 75 | 8 |
| West End local Area page | 73 | 38 | 3 |
| East End local Area page | 116 | 64 | 9 |
| North Adelaide local area page | 98 | 68 | 5 |
| Currently live outside of Adelaide page | 91 | 53 | 3 |
| Totals | 1250 | 455 | 36 |

| Number of Housing 'drop-pins' located on Your Say Adelaide 2D map | 'Engaged' participants |
|---|------------------------|
| Housing: 12+ storey housing | 37 |
| Housing: 6-12 storey housing | 11 |
| Housing: 3-6 storey housing | 6 |
| Housing: 1-3 storey housing | 5 |
| Housing: other housing | 2 |
| Total | 61 |

| Number of Amenities 'drop-pins' located on Your Say Adelaide 2D map | 'Engaged' participants |
|---|------------------------|
| Amenities: Public & Active Transport | 36 |
| Amenities: I love this place | 20 |
| Amenities: Urban Greening & Shade Trees | 18 |
| Amenities: Other – please describe | 8 |
| Amenities: Shops & Supermarkets | 7 |
| Amenities: This place is important | 6 |
| Amenities: Public Artwork | 4 |
| Amenities: Cafes & Restaurants | 3 |
| Amenities: Library & Community Centre | 2 |
| Total | 104 |



In addition to the survey feedback, three (3) emails were received directly in response to the drop-pin survey.

| Respondent | Feedback sent by email |
|---|---|
| South East Residents Association (SECRA) | Drop-pins noted for the block between Carrington, Wakefield, Hutt and King William Streets for city reshaping opportunities, particularly for housing inclusive of more social and affordable dwellings and dwellings suitable for families. Also noting the need for street greening and heat mitigation works. Drop-pins noted for ground level car parks, low rise mostly ground level older warehouses, and disused warehouses listed in the response. |
| Adjunct Professor University of South Australia | The submission reiterates the respondent's feedback made during the September 2023 City Plan Studio forums, which highlights the need to consider climate change mitigation in City Plan, and concerns about the implication as a result of projected high population growth. |
| Commissioner for Children and Young People | The submission highlights that young people are interested in the future of City of Adelaide and summarises what young people consider are important about their local area in the city, and seeks further opportunities for young people to be heard. |

2.2 Local Area Focus Groups Participation

Five focus group sessions were held.

| Local Area | Date & Time | Venue | Participants |
|----------------------|--------------------------------|--------------|--------------|
| South-East & Hutt St | 18 April 2024, 5:45pm – 7:15pm | Box Factory | 11 |
| North Adelaide | 22 April 2024, 5:45pm – 7:15pm | Meeting Hall | 10 |
| City East | 23 April 2024, 5:45pm – 7:15pm | Meeting Hall | 11 |
| City West | 29 April 2024, 5:45pm – 7:15pm | The Joinery | 11 |
| South West | 30 April 2024, 5:45pm – 7:15pm | Minor Works | 10 |

Information on the composition of each focus group is included in the Summary Reports from McGregor Tan in Appendix B.

Participants were sourced by McGregor Tan to gain the views of a diverse group of residents and business owners, with representation from different genders, ages, type of homes, renters/owners and length of time lived in the City of Adelaide.

5. WHAT WE HEARD

3.1 City Plan Your Say Adelaide Summaries

A mapped version of the drop-pin survey is available on the Drop-Pin Survey Experience, using this weblink: [Drop Pin Survey Data \(arcgis.com\)](https://arcgis.com)

Copies of the responses shared by respondents is also available in the tables in Appendix A, along with a screenshot of the pin locations on the map.

3.2 Local Area Focus Groups Summaries

Copies of the focus group summary information, compiled by McGregor Tan, is copied in Appendix B.










APPENDIX A: DROP-PIN SURVEY RESPONSES

Housing Drop Pins

-  1-3 storey townhouse housing
-  3-6 storey housing
-  6-12 storey housing
-  12+ storeys housing
-  Other housing - please describe



Amenities Drop Pins

| | |
|---|------------------------------|
|  | I love this place |
|  | This place is important |
|  | Cafes & Restaurants |
|  | Shops & Supermarkets |
|  | Library & Community Centre |
|  | Public Artwork |
|  | Public & Active Transport |
|  | Urban Greening & Shade Trees |
|  | Other - please describe |



Housing Drop Pins Comments

| Pin Category | Address | Comments |
|---------------------------------|--|--|
| 12+ storeys housing | 70 Hindmarsh Square, Adelaide | This general precinct would make for some outstanding opportunity for high-density development, overlooking Hindmarsh Square. It is currently inactive after 5pm with the exception of some small bars. |
| 3 - 6 storey housing | 27-29 Hindmarsh Square, Adelaide | This part of Hindmarsh Square would be amazing for housing. The buildings all look empty and a residential tower would be fantastic here. One problem is the anti-social groups that congregate in this square (I think it is referred to as emo square) this area could be beautiful for families but it has a dangerous feel to it at the moment unfortunately. |
| 6 - 12 storey housing | 51-57 Hutt Street, Adelaide | It's not a huge lot, but it's currently sitting completely unused. A residential building would tidy the space up and encourage revitalization and transformation of Hutt St from medical to trendy foody stop. Make sure new builds provide enough off street parking to residents. |
| 6 - 12 storey housing | Flinders Street Market, Flinders St, Adelaide | This land is now owned by the ACC. Could have shops and Retail and community services at the ground level and housing above. Possibly a supermarket to service the large number of residents now in this corner of the city |
| Other housing - please describe | 110 East Terrace, Adelaide | The City of Adelaide is not the appropriate place for more 'housing' apart from 'apartments' (No pun intended). It is up to land owners to develop more 'apartments' given the planning laws and height restrictions. However, parts of public land in the east parklands and Victoria Park can be adapted for temporary housing using tiny homes, pre-fab homes, shipping container homes etc to create small 'villages', for rent by public and people facing housing stress. Use the parklands for small community food gardens and thus create a sense of sharing and sustainability. Housing in the suburbs where it belongs, not the congested City with limited space and parking |
| 12+ storeys housing | ANZ, Rundle St, Adelaide | The lantern will have to be demolished eventually- this will be a great opportunity for a big tower. Thinking bigger, it's an opportunity to reimagine this part of Rundle St- a "twin towers" approach with centrepiece? Then why not close Rundle St to cars and give people more outdoor dining space as we so successfully do during the fringe? Opportunities abound! |
| 12+ storeys housing | 22-40 Pulteney Street, Adelaide | As suggested re the lantern, there's an opportunity to leverage two really well located catalyst sites, both of which have current buildings which must be nearing end of life. |
| 12+ storeys housing | 15-19 Devonshire Place, Adelaide | Big surface car parks on land that must be too valuable to use for cars! |
| 12+ storeys housing | Budget Car & Truck Rental Adelaide City, 274 North Terrace, Adelaide | Surely a hire car place isn't the best use of this land! |

| Pin Category | Address | Comments |
|---------------------------------|--|--|
| 12+ storeys housing | The Jade Monkey, 160 Flinders St, Adelaide | Small Carpark - underutilised space in a high traffic area. Student accommodation potential? |
| Other housing - please describe | 188 North Terrace, Adelaide | Empty Gawler Chambers - this is a beautiful building that could be converted into living. |
| 12+ storeys housing | 198 North Terrace, Adelaide | Vacant Club 199 Building - Opportunities for more student housing. |
| 6 - 12 storey housing | 274 North Terrace, Adelaide | Currently an open air private car park which adds very little value to the surrounding Rundle St Precinct, Universities and Lot 13. Potential to be short stay accommodation or student housing. |
| 12+ storeys housing | 151 Grenfell Street, Adelaide | Open air car park adds little value to area. |
| 12+ storeys housing | 238-240 Pirie Street, Adelaide | Very Rundown warehouse currently used as a car park. |
| 12+ storey housing | 290-294 Pulteney Street, Adelaide | Prime site for housing, the current open-air carpark is a terrible use of city land. Open-air carparks should be levied with a high tax to discourage land banking. |
| 12+ storey housing | 281-301 Pulteney Street, Adelaide | A petrol station isn't appropriate in the city anymore, this could be a prime site for housing |
| 12+ storey housing | 416-418 King William Street, Adelaide | Mugen House is a great restaurant, but the building itself is on underutilised land. A great opportunity for high density housing |
| 12+ storey housing | 290-294 Pulteney Street, Adelaide | Vacant/carpark close to facilities prime for high rise housing. |
| 12+ storey housing | 97-109 Angas Street, Adelaide | Carpark/empty warehouse. prime site close to facilities for high rise housing. |
| 12+ storey housing | 322-360 King William Street, Adelaide | Large site prime location and close to facilities. Previously had 2 x 30+ story accommodation buildings approved. Great area for high rise housing especially being close to the markets. |
| 12+ storey housing | 400 King William Street, Adelaide | This is a prime spot for high rise housing, close to facilities. |
| 3 - 6 storey housing | 11-13 Penny Place, Adelaide | Vacant block for low - mid rise housing |
| 6 - 12 storey housing | 28-30 Surfle Street, Adelaide | Open-air carpark, could be housing instead |
| 6 - 12 storey housing | 15 Surfle Street, Adelaide | This parking could be used for housing, there are plenty of other parking opportunities nearby and plenty of other transport options |
| 6 - 12 storey housing | 33 Hume Lane, Adelaide | Two large open-air carparks, could be two large blocks of housing |
| 12+ storey housing | 290-294 Pulteney Street, Adelaide | This land has been just a car park for as long as I've lived in the City. Terrible use of space. |

| Pin Category | Address | Comments |
|------------------------------|---------------------------------------|---|
| 12+ storey housing | 141-151 Angas Street, Adelaide | Huge site currently used as car park. Potential for mixed use podium with multiple residential towers above. |
| 12+ storey housing | 193-199 Gouger Street, Adelaide | large vacant lot |
| 12+ storey housing | 440 Morphett Street, Adelaide | The old Salvation Army site should be used for affordable housing similar to the Troppo site. But there should be conditions attached: Australian citizens, an income cap and NO investors. There should be a stop to Air BnBs. It is what is helping to ruin the market for young home owners. |
| 12+ storey housing | 267 Gouger Street, Adelaide | Instead of an ugly storage facility in the city, this is a large space that can be used more effectively for affordable housing. There should be places for our First Nations People and the disenfranchised to go to. Many are not "dry" so are unable to find shelter. |
| 12+ storey housing | 301-319 King William Street, Adelaide | Whats going on with this prime piece of Transit connects land? |
| 12+ storey housing | 86-88 Wright Street, Adelaide | I believe something might already be planned? |
| 12+ storey housing | 120 Wright Street, Adelaide | I believe something might already be planned? |
| 12+ storey housing | 101-112 West Terrace, Adelaide | You can make much better use of this land than a HJ's |
| 1-3 storey townhouse housing | 138 South Terrace, Adelaide | I've always found it interesting that in the situation where we have a lack of housing and so many empty offices there seems to be a lot of beautiful heritage houses, particularly on the Terraces, that get used for businesses like lawyers and consulting rooms. |
| 1-3 storey townhouse housing | 19 Vinrace Street, Adelaide | Lot appropriate for Townhouses |
| 1-3 storey townhouse housing | Third Street, Adelaide | Good opportunity for Townhouses |
| 1-3 storey townhouse housing | 27 O'Halloran Street, Adelaide | Possibly something planned already? Good place for Townhouses to not block views of nearby Apartments |
| 1-3 storey townhouse housing | 23 Claxton Street, Adelaide | Good spot for townhouses |
| 3-6 storey housing | 43-69 Sturt Street, Adelaide | large vacant lot |
| 3-6 storey housing | 22 Hocking Court, Adelaide | More affordable housing with conditions applied that it should be owner occupied by applicants with an income cap. No investors allowed. |
| 3-6 storey housing | 12-14 Hocking Place, Adelaide | A revamp of this entire area. Either refurbish the existing cottages or build affordable housing. |
| 3-6 storey housing | 19a Logan Street, Adelaide | Good opportunity for Mixed use housing |

| Pin Category | Address | Comments |
|---------------------|---|---|
| 6-12 storey housing | 36-40 Logan Street, Adelaide | Good opportunity for Mixed use housing |
| 6-12 storey housing | 2-8 Gilbert Street, Adelaide | Weird ugly block that looks awkward, should be better connected with Apartments next door and still Mixed Use. |
| 6-12 storey housing | 135-140 West Terrace, Adelaide | Could make much better use of this land |
| 6-12 storey housing | 193-199 Gouger Street, Adelaide | Please put a mixed use with pedestrian plazas and parks here. |
| 12+ storey housing | 171-177 Gouger Street, Adelaide | This is large vacant site located on a prime street with the Adelaide City Zone. This has opportunity to be turned into a master planned mixed use site featuring retail, public plaza and high density residential at varying heights and scales. This would inject life into this quarter of the city which is otherwise unvisited by tourists. |
| 12+ storey housing | 171-177 Gouger Street, Adelaide | This is large vacant site located on a prime street with the Adelaide City Zone. This has opportunity to be turned into a master planned mixed use site featuring retail, public plaza and high density residential at varying heights and scales. This would inject life into this quarter of the city which is otherwise unvisited by tourists. |
| 12+ storey housing | Soccer Central, 30 Grote Street, Adelaide | Abandoned site behind the Central Market Precinct. Perfect opportunity for high rise residential or mixed hotel/serviced apartments. |
| 12+ storey housing | 59 Norman Street, Adelaide | Large vacant block. Opportunities are presented for a master planned mixed use site including retail, hospitality and high density residential. |
| 12+ storey housing | 43 Sturt Street, Adelaide | Large open air carpark, this is under utilised and prime land to provide residential |
| 12+ storey housing | 20 Myers Street, Adelaide | Open air carpark, underutilised and baron space. |
| 12+ storey housing | 41-45 Stafford Street, Adelaide | Large open air car park. Baron site where no one visits other than to park their car. |
| 12+ storey housing | 46-48 Light Square, Adelaide | This site would suit a tall building (adjacent Currie St business district) with existing building retained as a street scale/heritage podium. |
| 12+ storey housing | 6 West Terrace, Adelaide | Zoning along West Tce should favour high density residential development allowing the Western Parklands greater usage and greater passive surveillance. Current usages (i.e. Car Sales yards) are inappropriate given the frontage to significant high quality open space, and given West Terrace is the primary boulevard that welcomes new visitors to the city from the Airport. |
| 6-12 storey housing | 53-59 Light Square, Adelaide | Currently carparking - would be much better served by dense housing with ground floor activation |
| 12+ storey housing | 23 Franklin Street, Adelaide | Large open car park in a bustling high pedestrian area. Car Parks appear to be reserved for the local businesses. Site has potential to offer high density residential (Similar to new Victoria Tower development next door) |

| Pin Category | Address | Comments |
|--------------------|----------------------------------|--|
| 12+ storey housing | 199 Currie Street, Adelaide | Large concrete block currently adds little societal value to the precinct. Opportunities for a master planned and retail precinct. |
| 12+ storey housing | 11-19 Newmarket Street, Adelaide | Open Car Park - Potential for temporary accommodation within the Hospital Precinct. |
| 12+ storey housing | 23-29 Liverpool Street, Adelaide | Perfect location for student accommodation. |

Amenities Drop Pins Comments

| Pin Category | Address | Comment | Why Needed |
|------------------------------|--|---|---|
| Cafes & Restaurants | 76-78 Flinders Street, Adelaide | Lots of people. Need businesses. | Lots of residents. Retail and restaurants needed |
| I love this place | 110 East Terrace, Adelaide | This park has wonderful bird life and huge old growth trees and a creek running through. A cool green space for relaxing and fitness. | High density living means people need parks for relaxation, sport and mental health. It is also cool and green in the hot summer weather. |
| I love this place | 217 Pirie Street, Adelaide South Australia 5000, Australia | I loved the volleyball. Cheerful happy sounds of healthy city residents having fun. Sorry it has gone | Mixed use spaces in the city make it vibrant. |
| I love this place | 2 Bartels Road, Adelaide South | Fantastic playground - just would be great if the seating area was undercover, for sun protection. | A great spot for kids to play and families to enjoy. |
| Public & Active Transport | 254 Rundle Street, Adelaide | Improvement in cyclist safety, high risk of injury to cyclists along this corridor due to lack of separated bike lane | Improve sustainable transport for growing population |
| Public & Active Transport | 227 North Terrace, Adelaide | Dangerous cycling route for cyclists trying to travel along east-west corridor through the city | Important travel corridor with ample space to put separated cycling lane. Important to encourage ongoing uptake of cycling within the community and improve safety. |
| Public Artwork | 54-96 Ifould Street, Adelaide | This wall would be a great opportunity for a mural/artwork - please get in contact with me if you would like to get in touch with the community plan group to discuss :) | Would improve the aesthetic of the street. |
| Urban Greening & Shade Trees | 20 Louisa Street, Adelaide | This large concrete wall would be a great green wall to cool down the city. | High density living means people enjoy green space. mental health . It is also cool and green in the hot summer weather. |
| Urban Greening & Shade Trees | 244 Flinders Street, Adelaide | This high density residential area with hotels and apartments would benefit from street trees, a green medium strip and verge gardens. Apartment residents could be asked to volunteer to make this happen. | High density living means people need public green space |
| Urban Greening & Shade Trees | 230 Flinders Street, Adelaide | Green space for residents. More aesthetically pleasing and cooler. | High density living means people need parks for relaxation, sport and mental health. It is also cool and green in the hot summer weather. |

| Pin Category | Address | Comment | Why Needed |
|------------------------------|--|--|--|
| Urban Greening & Shade Trees | 54-96 Ifould Street, Adelaide | Would be great if this tunnel was cleaned up (so much bird poo!) and greening added - perhaps a great opportunity for vines across the garage metal wire grid. | Would be a great urban greening opportunity. |
| Urban Greening & Shade Trees | 48 Ifould Street, Adelaide South | Would be great if trees were planted along this footpath, to continue the work on Daly St. | A great urban greening opportunity. |
| I love this place | Midnight Spaghetti, Adelaide | Cranker is so important to our city's live music culture! It is crucial to giving vitality and character to this part of the city. Would be heartbreaking if it was closed down for more student accommodation | Cranker is so important to our city's live music culture! It is crucial to giving vitality and character to this part of the city. Would be heartbreaking if it was closed down for more student accommodation |
| This place is important | 186-198 Grenfell Street, Adelaide | Crown and Anchor is one of the establishments that underpins Adelaide's Pub and Live Music Culture. | Crown and Anchor is one of the establishments that underpins Adelaide's Pub and Live Music Culture. |
| Urban Greening & Shade Trees | 12 Flamingo Key, Adelaide | Hindmarsh square is largely open fields of lawn. This isn't appetising to visit. The addition of landscaping and play/sporting amenity particular to the southern portion would add value to this precinct. | Hindmarsh square is largely open fields of lawn. This isn't appetising to visit. The addition of landscaping and play/sporting amenity particular to the southern portion would add value to this precinct |
| I love this place | Adelaide Botanic Garden, North Tce, Adelaide | My family and I go to the park often and have celebrated many family events and seen plays, and just had picnics there for fun. | Green spaces are essential for our mental health |
| I love this place | 112a O'Connell Street, North Adelaide | The whole of O'Connell street footpath needs upgrading. Looks old and wound out. Looks more like a 3rd world country town footpath. Footpaths needs cleaning everyday. Sections of the footpath looks filthy. | people visit this part of the regularly. |
| Other - please describe | 199 Jeffcott Street, North Adelaide South | Needs traffic lights or better traffic management | this intersection badly needs lights or better marking |
| Other - please describe | 110 Strangways Terrace, North Adelaide South | I would love to see some exercise equipment placed in the park opposite Calvary Hospital, as there isn't a lot on this side of North Adelaide. | To enable residents on the Western end of North Adelaide to access outdoor exercise equipment without walking too far. |
| Public & Active Transport | 195 Montefiore Road, North Adelaide | Better footpaths would make walking to city easier. | Good walking and cycling amenities would encourage more people to not use their cars. |

| Pin Category | Address | Comment | Why Needed |
|------------------------------|---|---|---|
| Public & Active Transport | Jeffcott Road, North Adelaide | Public transport and better footpaths between North Adelaide and Bowden would make it easier to visit both areas, use supermarkets etc. Currently only real way is to have a car, cut through parkland or go into city and out again. | Not much shopping available at Bowden so could encourage shopping in North Adelaide |
| Public & Active Transport | 68 Strangways Terrace, North Adelaide South | make this a useful bike path so people can commute to the city safer | We need more paths for active transport |
| Public & Active Transport | 6026 King William Road, Adelaide | This place needs more usable bike racks. | The current bike racks are not safe for parking bikes, and only a few bikes can be parked safely. |
| Public & Active Transport | 201 Montefiore Road, North Adelaide | This road needs segregated bike lanes and wide footpaths. | This road is a key connection between North Adelaide and the city. Having segregated bike lanes and wide footpaths will allow people to cycle or walk to the city safely and reduce cars in the cities. |
| Public & Active Transport | 72 Hindley Street, Adelaide | I wish Hindley St is pedestrian-only like Rundle Mall. | Safer road and more space for people |
| Public & Active Transport | 76 Pirie Street, Adelaide | Pirie St needs segregated bike lanes. | Segregated bike lanes will allow people to ride to the city safely and reduce traffic. Currently it is unsafe to ride because of dooring and car speed. |
| Public & Active Transport | 6026 King William Road, Adelaide | This crossing needs to prioritise pedestrians. Right now it takes a long time for the pedestrian traffic light to turn green. | The traffic lights should be designed in a way that prioritises the comfort and safety of pedestrians, hence encouraging more people to walk and reduce traffic. |
| Urban Greening & Shade Trees | Botanic Park, Frome Rd, Adelaide | Green spaces are essential for our mental health. Tree climbing is part of that. My family have had many picnics and the kids have climbed trees here. | See above |
| Urban Greening & Shade Trees | 100 Wellington Square, North Adelaide | I wish this square could be better utilised by adding more benches, picnic table style seating, maybe some more shade and a water feature. | Green spaces are essential for our physical and mental health |
| Public & Active Transport | 68 Strangways Terrace, North Adelaide | make this a useful bike path so people can commute to the city safer | We need more paths for active transport |

| Pin Category | Address | Comment | Why Needed |
|---------------------------|--|---|---|
| Other - please describe | 199 Jeffcott Street, North Adelaide | Needs traffic lights or better traffic management | this intersection badly needs lights or better marking |
| I love this place | 112a O'Connell Street, North Adelaide | The whole of O'Connell street footpath needs upgrading. Looks old and wound out. Looks more like a 3th world country town footpath. Footpaths needs cleaning everyday. Sections of the footpath looks filthy. | people visit this part of the regularly. |
| Public & Active Transport | 6026 King William Road, Adelaide | This place needs more usable bike racks. | The current bike racks are not safe for parking bikes, and only a few bikes can be parked safely. |
| Public & Active Transport | 201 Montefiore Road, North Adelaide | This road needs segregated bike lanes and wide footpaths. | This road is a key connection between North Adelaide and the city. Having segregated bike lanes and wide footpaths will allow people to cycle or walk to the city safely and reduce cars in the cities. |
| Public & Active Transport | 72 Hindley Street, Adelaide | I wish Hindley St is pedestrian-only like Rundle Mall. | Safer road and more space for people |
| Public & Active Transport | 76 Pirie Street, Adelaide South | Pirie St needs segregated bike lanes. | Segregated bike lanes will allow people to ride to the city safely and reduce traffic. Currently, it is unsafe to ride because of dooring and car speed. |
| Public & Active Transport | 6026 King William Road, Adelaide | This crossing needs to prioritise pedestrians. Right now it takes a long time for the pedestrian traffic light to turn green. | The traffic lights should be designed in a way that prioritises the comfort and safety of pedestrians, hence encouraging more people to walk and reduce traffic. |
| Other - please describe | 110 Strangways Terrace, North Adelaide | I would love to see some exercise equipment placed in the park opposite Calvary Hospital, as there isn't a lot on this side of North Adelaide. | To enable residents on the Western end of North Adelaide to access outdoor exercise equipment without walking too far. |
| Cafes & Restaurants | 81-83 Hutt Street, Adelaide | Great Italian restaurant for all ages. Good food and excellent value for money | good value, good food |
| I love this place | Beaumont Road, Adelaide | Victoria park wetlands is an exceptional example of rejuvenating green spaces and better utilising the Park Lands. | Fantastic green and blue space. More needed |
| I love this place | 241 Hutt Street, Adelaide South | My favourite pub | Excellent food, wine and socializing |

| Pin Category | Address | Comment | Why Needed |
|---------------------------|----------------------------------|--|---|
| I love this place | 260-266 Hutt Street, Adelaide | Hutt Street has a great vibe, it is where I walk to if I want to go to a cafe or do some shopping. | Hutt Street is a local retail and cafe hub that I can walk to and it is convenient and it has a great vibe. |
| I love this place | Marshmallow Park, Adelaide, | This parkland is lovely for families with small children and I took my own grandson there regularly when he was small. Also, surrounding facilities, e.g. picnicking, basketball, tennis, playing, is marvellous | I walk by this park every day on my regular parklands walk. It is always full of families, who go there to celebrate birthdays, and the play apparatus is great for small children. |
| I love this place | Vic Park Exercise Zone, Adelaide | I walk through Victoria Park every day on my parklands walk. It is a major feature of the city landscape and must be protected. | Victoria Park is a major asset for the city and I walk there every day |
| Public & Active Transport | 67-69 Halifax Street, Adelaide | I ride my bike here to get home. But I don't like riding between cars/buses driving 50km/hr and reversing cars. It would be more pleasant with a 30km/hr speed limit, or as a shared zone, or with separated cycling facilities. | This is the main street of the western Halifax neighbourhood, but it's treated like a thoroughfare for cars instead of a destination and it's hard to enjoy cycling here |
| Public & Active Transport | 164 Sturt Street, Adelaide | Traffic calming is desperately needed, quite dangerous to cycle here. Need a 30km/hr speed limit, reduced carparking and/or protected cycling infrastructure. Also need a median with trees | It feels unsafe to cycle here, especially for school kids. Car traffic is prioritised too much |
| Public & Active Transport | 230-232 Gilles Street, Adelaide | The N-S bikeway crosses here, it would be good to see active transport have priority over the E-W car traffic. Stop signs or a raised wombat crossing or similar would be welcome. | It can be difficult to cross here and slows down active transport users while prioritising the movement of inefficient cars |
| Public & Active Transport | 27 Ely Place, Adelaide South | The N-S bikeway crosses here, it would be good to see active transport have priority over the E-W car traffic. Stop signs or a raised wombat crossing or similar would be welcome. | Ely PI is a small street with little traffic, we need to prioritise active transport |
| Public & Active Transport | 220 Hutt Street, Adelaide | I want to access more shops and cafes on Hutt Street but I don't feel safe cycling here. A separated bikeway with more greening would be perfect. | To allow easier access for more transportation options |
| Public & Active Transport | 85 Hutt Street, Adelaide | My local stop, I can just about anywhere from here | Valuable public transport |

| Pin Category | Address | Comment | Why Needed |
|------------------------------|--|---|---|
| Public & Active Transport | 94-98 Hutt Street, Adelaide | my other local stop, again I can get most places I need to from here | Valuable public transport |
| Shops & Supermarkets | 14 Sturt Street, Adelaide | Since Coles Grote St closed, the south has become an affordable grocery desert. The IGAs are too expensive and the Central Markets don't offer everything. What can council do to encourage a Coles/Woolworths/Aldi into the south? | Convenient grocery shops make the area more liveable |
| Shops & Supermarkets | 240 Hutt Street, Adelaide | Local IGAs are not great and only really serve for emergencies. Day to day service needs of local community needs to be improved in Hutt St if it truly wants to function as a village. Greengrocer, butcher and better supermarkets needed. Don't understand why there are two on Hutt St, but both arguably mis the mark. Council should work with traders to improve offering. | Important for servicing local needs and living locally - walkable neighbourhood. |
| This place is important | 235 Hutt Street, Adelaide | Hutt st library gives me my weekly book fix! It's small but well stocked and lovely helpful staff | provides valuable library services |
| Urban Greening & Shade Trees | 22a Sturt Street, Adelaide South Australia 5000, Australia | The median of Sturt St (east) is ripe for greening. It would help make for cooling cycling conditions too | Reduce urban heat island effect, encourage cycling, beautify the street, calm traffic |
| Urban Greening & Shade Trees | 6-8 Howard Florey Street, Adelaide South Australia 5000, Australia | Greening opportunity at either end of Howard Florey and/or at either end of Catherine Helen Spence. Both streets are used as rat runs. A green modal filter(s) could be built to add trees and more greenery while also calming car traffic and still permitting all residents car access to their homes. | Reduce urban heat island effect, encourage cycling, beautify the street, calm traffic |
| Urban Greening & Shade Trees | 73 Angas Street, Adelaide | All of Angas Street could have a planted median down the middle. Remove some of the street carparking to make room for a protected cycleway and more greenery. | Angas St is hot and not pleasant to cycle |

| Pin Category | Address | Comment | Why Needed |
|---------------------------|---|--|--|
| Shops & Supermarkets | 322-328 Carrington Street, Adelaide | Hutt st needs a bigger supermarket. Talk with Aldi they do this in Europe all the time and have one in ground floor of a residential high-rise or office high-rise. Other close by streets are also an option for supermarket. | It should be a walking distance from apartments and homes. |
| Public & Active Transport | 112-140 Flinders Street, Adelaide | Separated and protected bike lane would be awesome. | Safer for cyclists. |
| Public & Active Transport | 6023 Anzac Highway, Adelaide | Protected bike lane. Just a white line on the side of the road is not a bike lane and safe. | cyclists in danger on current road |
| Public & Active Transport | 60 Wakefield Street, Adelaide | Perfect road for a new tram line. | it would improve public transport in the city. |
| Public & Active Transport | Reconciliation Plaza, Adelaide | Trams station on Wakefield st, next to a Victoria square tram station. Off course needs a tram line also. | Improve public transport. |
| Public & Active Transport | 1648 King William Road, North Adelaide | New tram line and stop at the oval. | Improve public transport. |
| Other - please describe | 128 Hurtle Square, Adelaide | Some smaller sport fields would be nice. Maybe a basketball hoop and an outdoor fitness station. | Recreational possibility for nearby residents. |
| Other - please describe | Rymill Park Kiosk, Rymill Park, Adelaide, | Outdoor fitness facility. Go for a run in the park and do some fitness as well. | Health and wellbeing |
| I love this place | Local Government Association, 148 Frome St., Adelaide | Love the bike path here. | More bike infrastructure like this please. |
| I love this place | 38-40 Halifax Street, Adelaide | The streetscape along Halifax St is great - especially the street trees & the water management swales. | Shade, water management |
| I love this place | 253 Hutt Street, Adelaide | The Arab Steed is a great pub that seems to attract a really broad cross section of the community. | Centre for social connection & belonging |
| I love this place | Beaumont Road, Adelaide | Pakapakanthi wetlands have been done really well, it's great for water capture as well as an excellent public amenity | Green & blue space |

| Pin Category | Address | Comment | Why Needed |
|----------------------------|-----------------------------------|---|--|
| This place is important | 6018 Hutt Road, Adelaide | It would be good to see some purpose-built futsal courts around the area. A lot of people play informal soccer games on the pitches around the place. | Futsal is extremely popular - this would be as well used as public basketball / tennis courts |
| Cafes & Restaurants | 22-30 Field Street, Adelaide | restaurants | can't say we don't have ample places to eat out nearby |
| I love this place | Veale Gardens, Adelaide | i love this place | green space is so important |
| I love this place | Kurrangga Park, Adelaide, | running track | great for running and walking |
| I love this place | Rymill Park, Rundle Rd., Adelaide | Rymill Park island | love it |
| I love this place | Veale Gardens, Adelaide, | It would be great if the gardens could be expanded further south as it can get a bit crowded on weekends, especially if there's weddings/events happening. Plus I can see it being a real drawcard having a giant European style garden/park. | It's a great spot to relax while you're in the city. |
| Library & Community Centre | 69 Rundle Mall, Adelaide | city library | libraries are proof that society is good |
| Library & Community Centre | 161 Sturt Street, Adelaide | library drop box | it's very convenient to have a library drop off close to home |
| Other – please describe | 6028 West Terrace, Adelaide | This playground feels disconnected. It is not easy to access with children, you need to cross a busy road (West Terrace). It's not within a suitable walking distance for residents. | I'm not sure this playground is in the right location. It could be relocated to Whitmore Square and have more usage. This space would be more suitable for active/gym equipment along the shared path. |
| Other – please describe | 422-424 Morphett Street, Adelaide | There are a lot of accidents at this intersection. | It seems like traffic lights would help. |
| Public & Active Transport | 237a Frome Street, Adelaide | bike way | love this bike way but it sure is out of the way, we need more safe bike paths in the city |

| Pin Category | Address | Comment | Why Needed |
|---------------------------|------------------------------------|---|--|
| Public & Active Transport | 143 Sturt Street, Adelaide | It's great we have a bike lane along Sturt Street, but it just ends, it would be nice if it continued seamlessly and directly to Whitmore Square. Also if it was safer to navigate the crossing from Sturt onto Whitmore Square, for both walking and cycling. Cars take this at speed. | Increased connectivity for people cycling or walking in this part of the community |
| Public & Active Transport | Whitmore Square Sliplane, Adelaide | This corner was upgrade a couple years ago, but it has made it more unsafe for walking. Cars speed from Whitmore Square onto Wright Street and you only have a narrow little median to stand in while you wait for cars passing you on both sides. It also is disconnected for cyclists wanting to turn left around the square, it only caters for cyclists moving across into to the square. | safety improvements needed to provide continuous access for people on foot. Pinch point for pedestrians. |
| Public & Active Transport | Sir Lewis Cohen Avenue, Adelaide | This area needs better connectivity to the city for pedestrians and cyclists. It would be good as a shared path or at least a footpath. | The existing shoulders of the road are rubble and not accessible. |
| Public & Active Transport | 138-140 Gray Street, Adelaide | It would be good to make these streets quieter to allow them to be used by bike during peak traffic periods. It's often full of cars that are rat running during peak times. If they had more traffic calming measures it would make it safer for everyone. | Traffic calming to improve safety for pedestrians and cyclists |
| Public Artwork | 228 Rundle Street, Adelaide | street art | more street art like this that ISN'T just a giant face! |
| Public Artwork | 441-445 Morphett Street, Adelaide | It would be great to see more stobie pole artwork in the South West. | We need more artwork on the stobie poles in the south west. There is so many stobies and no artwork. |
| Shops & Supermarkets | 1-9 Market Plaza Arcade, Adelaide | markets | it's great to have the markets close by but I am definitely missing a good supermarket |

| Pin Category | Address | Comment | Why Needed |
|------------------------------|---|--|---|
| Shops & Supermarkets | 188 Sturt Street, Adelaide | We need an affordable supermarket around this area of the South West. It lacks basics, all affordable supermarkets are in Rundle Mall or outside the City. Leads to needing to either drive or commute to the Mall and can only carry small quantities. | Having an affordable supermarket in this area would make it more accessible for the community. Closer access and reduce the need to make trips either outside of the city for affordable groceries. |
| Shops & Supermarkets | 176 Franklin Street, Adelaide | I like the IGA here, it feels like this area could have great potential if the surrounding vacancies were filled with interesting businesses. | While a proper supermarket is still needed in the area, this is the best option for easily accessible groceries in the area currently available. |
| This place is important | 10 Millers Court, Adelaide | Opportunity for SW Community Centre based around Westcare, and extending into vacant land off Gouger Street. Could include greening of Millers Court, use of Baptist Church, coffee/food services, a health centre, showers/laundry facilities, social support, and low rise social housing. Millers Court could be renamed Archie Roach (he sang there once) or Lowitja O'Donoghue Court (who often helped there). Could link to present medical practices and Burdekin Centre in Selby Street. | This area is frequented by disadvantaged, homeless and indigenous people, who need more social housing, amenities and support services. Council should intervene in the development of vacant land. |
| Urban Greening & Shade Trees | 1640 War Memorial Drive, North Adelaide | the torrens | beautiful green space |
| Urban Greening & Shade Trees | 186 Fullarton Road, Adelaide | wetlands | this is one of the best things the council has done in years |
| Urban Greening & Shade Trees | 52-56 Russell Street, Adelaide | This street has no trees and is one of the only links to be able to walk through when you live this end of the city. All the trees are on private property, but nothing that helps shade the street as you walk along it. | This street needs shading to make it more comfortable to walk along |
| Urban Greening & Shade Trees | Reconciliation Plaza, Adelaide | I avoid walking through this area as the pedestrian crossings take a long time to change. The worst is at the north end crossing from west to east as you have to run to be able to make it in one light cycle. | I feel like there needs to be more shade around Victoria Square for pedestrians as you often get stuck waiting a long time for the lights. |

| Pin Category | Address | Comment | Why Needed |
|------------------------------|--|--|---|
| Urban Greening & Shade Trees | 121 South Terrace, Adelaide | It would be great to add a lot more trees along this edge of the park lands to help with shading the shared path | Shading the shared path will make it more comfortable to walk along during summer |
| Urban Greening & Shade Trees | 71-73 Gouger Street, Adelaide | Gouger street while being a lively and full pedestrian activity space is still quite ugly, under maintained and have a lot of space for asphalt and very little for outdoor dining and Greenspace despite being a pedestrian forward area. | Good health of the city and aesthetic reasons |
| Shops & Supermarkets | 66-70 Sturt Street, Adelaide | There's no affordable supermarkets in the SW since the Coles was demolished as part of the Market development. | It takes a tram ride / bus ride to get to a supermarket now. |
| Urban Greening & Shade Trees | Australia Post, 195 Sturt St., Adelaide, | More trees on Sturt St | There is little shading on Sturt St, especially West of the Square. |
| Public & Active Transport | 136 Sturt Street, Adelaide | Pedestrian crossing | The lights at this site should be replaced with a pedestrian crossing. They discourage walking |
| Public Artwork | 44 Whitmore Square, Adelaide | More art! | There isn't much public artwork in the SouthWest Corner |
| This place is important | Whitmore Square, Adelaide | Well lit space needs to be available for people to use if they need it. | There needs to be a place for people to have safe fun (even if it's noisy for us residents). |
| Public & Active Transport | CIBO Espresso, 41 Gouger St., Adelaide | More pedestrian friendly Gouger St | It would be helpful to get City buses down Gouger St (closer to the Markets) and to increase amount of pedestrian throughfare. Get rid of on-street parking (and also get rid of through-traffic) |
| This place is important | 20-24 North Street, Adelaide | Green Gate Community Garden | Beautiful green space in the west end |
| Public & Active Transport | 132 Franklin Street, Adelaide | This intersection is very dangerous for cyclists as there are regularly vehicles parked in the bike lane. | This intersection is very dangerous for cyclists there are regularly cars parked into the bike lane on Flinders Street. They are regularly Adelaide City Council vehicles. The recent Morphett Street |

APPENDIX B: FOCUS GROUP SUMMARIES

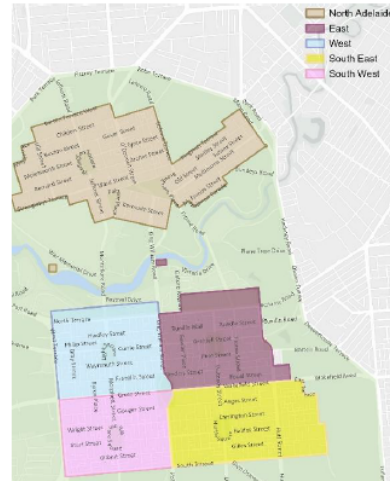
City of Adelaide – 2036 City Plan

Focus Group 1: Hutt Street & Southeast

Date and time: 18th April 5:45pm – 7:15pm

Group Summary

The southeastern precinct of the city was described as 'laid-back', sociable, outgoing and friendly. Residents cherished the tight-knit community spirit, the area's slower pace compared to other areas of the city, being "close to where the action is", city vibrancy, its walkability and ease of getting around, coupled with its abundant amenities, services and treasured local businesses. Residents further highly valued that, despite living in the city centre, they felt connected to nature by having greenery, parklands and bird life in their local area.



The 2036 City Plan with its emphasis on city greening, enhancing connectivity, and nurturing neighbourhood identities, resonated and was seen to align with what they value about living in the city.

The prospect of growth was welcomed, particularly for its potential to invigorate local businesses, encourage a greater variety of businesses to open in the local area, and provide housing for more people. Main concerns centred around maintaining the balance between development and preserving treasured greenery and open spaces.

When looking at the growth forecast scenarios, it was appreciated that there was limited development planned in the southeast, preserving its tranquil character while still benefiting from increased urban activity and updated amenities. Ensuring diverse housing options to accommodate varying income levels was underscored as crucial for fostering a diverse and inclusive community.

Key insights

- **Transport** - The ease and convenience of getting around the city was highly valued, with many not needing a car for most activities. There was strong agreement that the free city bus is a great and well-used service. Suggestions to improve transportation included a better connection to North Adelaide (Tram extension), a better-connected pedestrian and cycling network in the parklands, as well as improvements in the public transport networks (frequency, reliability and service options) connecting the city with the outer suburbs.
- **Parking** - Parking was a key issue causing frustrations among those living in the city, with some not being able to have easy access to their house or grocery stores, along with impacts to businesses for client parking. Business owners suggested they be allowed to have parking permits, and residents were concerned that populations in high-rise buildings would only add to the strain of available parking.
- **Treasured local amenities** - The Adelaide City Library, Cafes and pubs on Hutt St (Ballabooster, Coffee Lab, Fivehouses, Sarisons Head), being close to the Central Market and bars and restaurants in the East End
- **Greenery** - Japanese Himeji Gardens, city squares, and parklands were especially valued, with many expressed the importance of them being maintained alongside City growth
- **Lighting** - Improved lighting was pointed out as a key area for desired improvement in the local area. Specifically, street lighting in Hutt St to bolster safety and visibility. Additionally, participants discussed including more special light installations across the city and fairy lights to cultivate a more welcoming and inviting atmosphere.
- **Suggestions for complementing future growth forecasts:**
 - Car free CBD
 - Importance of ensuring new buildings are built in a green/ sustainable way
 - Focus on maximising currently underutilised spaces and vacant buildings
 - Developing sites with old buildings before developing new ones
- **Suggestions for amenities:**
 - Nightlife and late-night options were desired to attract more people to the city centre and provide opportunities for social interaction and promote greater foot traffic for local businesses
 - Medical centre, vet clinic, supermarket, 24 hour chemist

Focus group composition

| Gender | Age | Business/ resident | Length of time living in City of Adelaide | Rent/ own | Type of property |
|--------|-------|---------------------------------------|--|--------------|--|
| Female | 40-54 | Resident | More than 10 years | Rent | Semi-detached / town house / courtyard home |
| Male | 31-39 | Resident | 3-5 years | Own | Apartment / unit with 5 or more storeys |
| Female | 55-64 | Resident | 3-5 years | Own | Semi-detached / town house / courtyard home |
| Female | 31-39 | Resident | 1-2 years | Own | Semi-detached / town house / courtyard home |
| Male | 65+ | Resident | More than 10 years | Own | Apartment / unit with 5 or more storeys |
| Female | 65+ | Resident | More than 10 years | Own | Semi-detached / town house / courtyard home |
| Female | 55-64 | Resident | More than 10 years | Rent | Apartment / unit with 5 or more storeys |
| Male | 18-24 | Resident | 3-5 years | Rent | Apartment / unit with 5 or more storeys |
| Female | 55-64 | Resident | 3-5 years | Rent | Semi-detached / town house / courtyard home |
| Male | 55-64 | Business - Retail | n/a | n/a | n/a |
| Male | 31-39 | Business – Professional Service | n/a | n/a | n/a |

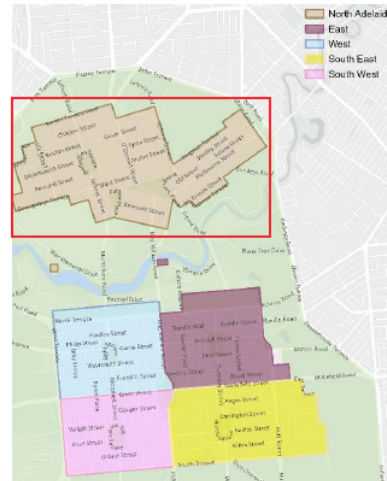
City of Adelaide – 2036 City Plan

Focus Group 2: North Adelaide

Date and time: 23rd April 5:45pm – 7:15pm

Group Summary

North Adelaide was described as relaxed, casual, “a bit of a snob”, older, and defensive about its space and progression. Residents valued being “close to the city, but not too close”. There was an overall perception that North Adelaide stands out as distinctly separate from the rest of the city and residents valued the area’s diverse mix of hospitality options.



Many commented on the variety of green and open spaces around their local area and highly appreciated the parks, playgrounds and nearby horse paddocks. They made comparisons to other cities, noting that those living close to the city centre often would not get to experience the same aesthetics as they do.

This group was less enthusiastic about the City Plan and projected growth overall with many questioning its necessity and preferring the city to remain unchanged. Concerns were raised about the City Plan’s focus on increasing population size while being green, the desirability of living in small apartments, and the plan’s effectiveness in attracting enough people to the city. Others were concerned that more high rises would be built, particularly in North Adelaide, fearing it would detract from the area’s charm. There was a strong sentiment around maintaining and protecting the Park Lands to not lose this unique city-living feature. Ensuring a diverse range of housing types at various affordability levels for future residential developments was further highlighted as highly important.

Despite concerns, growth was associated with increased foot traffic and providing more of a ‘buzz’ for North Adelaide’s atmosphere and surrounding local businesses to help them stay open. Many were happy to see that North Adelaide wasn’t expected to change too much in either the low or high-density growth forecasts.

Key insights

- **Transport** - The majority of North Adelaide residents prefer walking or using public transportation over getting around by car. The free bus and tram services are popular, and there was overall agreement that extending the tramline to better connect the city and North Adelaide is highly desirable. Those who ride their bikes mentioned that bike lane improvements are needed to avoid dangerous incidents on the road, suggesting that road design is too heavily focused on accommodating cars with more consideration toward integrating other modes of transport needed, especially if there will be a move toward reducing cars in the city in the future.
- **Treasured local amenities** – Specific restaurants/ cafes mentioned included: Pastel Wine Bar; Lord Melbourne; The Lion; Platfrm; O’Connell Bakery; Tony Tomatoes.
- **Local businesses** – There was a desire for a wider variety of shops to open up in North Adelaide, but it was noted that many face challenges in remaining viable due to insufficient foot traffic and the area’s predominantly older demographic.
- **Greenery** - Helicopter Park, Adelaide Oval Park, the nearby horse paddocks, and green spaces/ parks in general around the area were highly valued.
- **Lighting** - Although many felt safe in the city and North Adelaide, females, in particular, disagreed and expressed the need for more security cameras, as well as well-lit streets and parks. One specific area mentioned was around the back of Adelaide Oval and the pub located nearby.
- **Suggestions for complementing future growth forecasts:**
 - 10th Street between O’Connell Street and Wellington Square would be optimal for any future residential developments.
 - Focus on maximising currently underutilised spaces and vacant buildings
 - Focus on better public transport networks (particularly an extension of the Tram network to connect North Adelaide with the CBD and outer suburbs such as Prospect)
 - Reduced cars in the CBD and minimising lanes
- **Suggestions for amenities:**
 - More schools to accommodate an increased number of families living in the city
 - More playgrounds and finished park areas suitable for children, in addition to natural green spaces
 - Support services for homeless populations, in addition to improving safety and accessibility of public spaces

Focus group composition

| Gender | Age | Business/ resident | Length of time living in City of Adelaide | Rent/ own | Type of property |
|---------------|------------|-------------------------------|--|--------------------------|--|
| Female | 65+ | Resident | More than 10 years | Own | Detached house |
| Male | 65+ | Resident | 6-10 years | Rent | Apartment / unit with 5 or more storeys |
| Male | 40-54 | Resident | 3-5 years | Rent | Apartment / unit with 5 or more storeys |
| Female | 18-24 | Resident | 1-2 years | Rent | Apartment / unit with 5 or more storeys |
| Male | 18-24 | Resident | More than 10 years | Own | Semi-detached / town house / courtyard home |
| Male | 40-54 | Resident | 3-5 years | Own | Detached house |
| Female | 31-39 | Resident | 6-10 years | Own | Semi-detached / town house / courtyard home |
| Female | 40-54 | Resident | More than 10 years | Included in Salary | Apartment / unit with 5 or more storeys |
| Female | 31-39 | Business- Retail | N/A | N/A | N/A |
| Female | 40-54 | Resident | More than 10 years | Own | Semi-detached / town house / courtyard home |

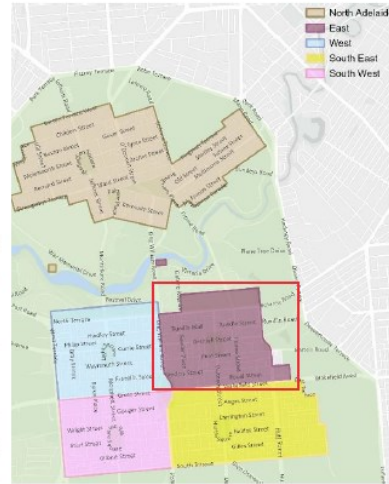
City of Adelaide – 2036 City Plan

Focus Group 3: East

Date and time: 23rd April 5:45pm – 7:15pm

Group Summary

City East was considered to be the safest and most accessible area in the city by most participants. Many residents and business owners view it as sociable, friendly, and vibrant. One commented they thought their part of the city was like a famous pop star – always busy, vibrant, and liking the attention. They appreciate the convenience and proximity to amenities that come with living in the city centre, as well as the ease of travel within the city. Additionally, this group placed very high value on the heritage aspects of the city.



The general sentiment toward the City Plan was supportive but with some concerns. The majority of business owners and residents agreed with the goals of growth and development but wanted to ensure infrastructure, amenities, and heritage preservations were maintained. There was also a call to balance growth across the city rather than just focusing on one area and balancing residential with commercial growth. Overall, residents and business owners were open to the plan but wanted more details on how goals of growth would be achieved, with some mentioning that infrastructure and the availability of services should come before attracting more residents to the city areas.

Despite some concerns about how the city will grow, many expressed that attracting more business and new talent to the city was highly desirable, especially among business owners. Others also spoke of how the plan, if achieved, would help to boost the state economy and benefit local service industries, making the city more vibrant and diverse.

Key insights

- **Transport** - The issue of e-scooters being parked on footpaths is causing problems for people with accessibility challenges and wheelchair users. There are also safety concerns, which may require separate lanes for e-scooters.
- Free public transport on buses and trams is highly appreciated and widely used by most.
- There is an opportunity to improve the public transport connections of the eastern precinct with other parts of the city, particularly by extending the free bus and tram networks. However, some further discussed the importance of improving communication regarding the public transport offer as many people who come into the city are not aware of it.
- **Treasured local amenities** – The Central Market was mentioned as a place with a good atmosphere, with many excited to see the new development. However, some were concerned that the influx of new people to the city may change its atmosphere by facilitating a modernisation that is not wanted in such an authentic part of the city.
- **Local businesses** – Businesses expressed their opinion that the City Plan should prioritise attracting more businesses to the city rather than exclusively focusing on residential growth. The primary rationale behind this was to ensure that the shops and other commercial establishments around residents could cater to the increased needs of the local area first.
- **Greenery** - Preserving the heritage and character of the city was very important for East City residents/ businesses. One potential opportunity discussed in the group was to preserve facades, renovate and build them up.
- **Suitable areas for growth** – Quieter areas/ mostly residential (southwest-southeast)
- **Areas not suitable for growth** – North Terrace and demolishing heritage buildings to build high rises; surrounding Park Lands
- **Suggestions for complementing future growth forecasts** - In the next 10 years many would like to see a city that embraces and innovates in being a smart city run on renewables (e.g., street lights with solar panels, screens, more functional charging stations, EV friendly, less cars). Other also mentioned the need for essential services to accompany growth, like schools, childcares/ kindy's, playgrounds,
- **Suggestions for amenities** - Accessibility and connectivity within the city was highly valued. The opportunity to have more amenities in all parts of the city was expressed to meet growth forecasts of increasing population sizes. This included shops such as retail, cafes, grocery stores etc.

Focus group composition

| Gender | Age | Business/ resident | Length of time living in City of Adelaide | Rent/ own | Type of property |
|--------|-------|--|---|--------------|--|
| Male | 40-54 | Business- Professional Services | N/A | N/A | N/A |
| Female | 25-30 | Resident | 3-5 years | Rent | Apartment / unit with 1 to 4 storeys |
| Female | 31-39 | Business- Professional Services | N/A | N/A | N/A |
| Male | 65+ | Resident | More than 10 years | Rent | Apartment / unit with 5 or more storeys |
| Male | 65+ | Resident and business- | More than 10 years | Own | N/A |
| Female | 65+ | Resident and business- Retail | More than 10 years | Rent | Apartment / unit with 5 or more storeys |
| Male | 65+ | Resident | More than 10 years | Rent | Detached house |
| Female | 40-54 | Resident | 6-10 years | Own | Apartment / unit with 5 or more storeys |
| Female | 25-30 | Resident | less than 1 year | Own | Apartment / unit with 1 to 4 storeys |
| Female | 55-64 | Resident | 3-5 years | Own | Apartment / unit with 5 or more storeys |
| Male | 40-54 | Resident | More than 10 years | Rent | Apartment / unit with 1 to 4 storeys |

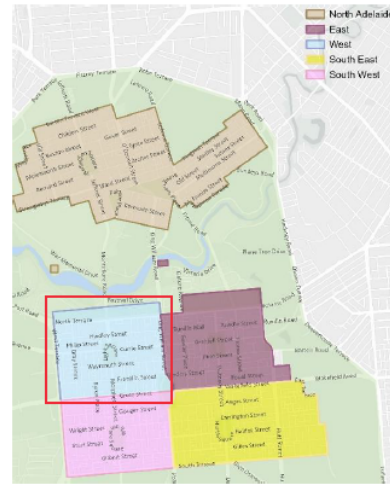
City of Adelaide – 2036 City Plan

Focus Group 4: West

Date and time: 29th April 5:45pm – 7:15pm

Group Summary

City West was described as vibrant, gregarious, “alcoholic”, active, loud, extroverted, and having a professional feel during the day but a wild side at night. Residents and business owners primarily loved the closeness and convenience that this part of the city provides them. For many, this was about connectivity, and for others, it was about less time being wasted getting around and travelling to and from work unlike those who live outside of the city. It was highly appreciated that there is lots to do nearby, with the Festival Centre, museums, art galleries, River Torrens, various events, as well as a variety of retail and hospitality options within walking distance. Business owners further discussed valuing their location as it enables them to leverage the surge in foot traffic during events, activations, or football games at Adelaide Oval.



The overall sentiment toward the 2036 City Plan was positive, with many realising the opportunities for job growth, social connections, greater diversity, and increased foot traffic for businesses. There was an overall sense that the western part of the city has a lot of potential and participants expressed excitement about a potential “revamp” of their local area.

Some voiced concerns about needing to ensure the right infrastructure was available first to allow the city to expand (e.g., public transport, shops, parking, safety, lighting, medical facilities, improvements to traffic flow etc.). Others expressed the need to preserve and maintain heritage buildings as well as the character of the city. It was further highlighted that there should be a focus on diverse housing options as well as activating currently under-utilised and vacant spaces.

While the low growth projection was described as “not much” and “not seeming to suit the ambitions of the City of Adelaide”, the high growth scenario received a positive response overall with suggestions to focus on increasing retail options in residential clusters as well as opportunities for further growth in the southern parts of the city.

While the low growth projection was described as “not much” and “not seeming to suit the ambitions of the City of Adelaide”, the high growth scenario received a positive response overall with suggestions to focus on increasing retail options in residential clusters as well as opportunities for further growth in the southern parts of the city.

Key insights

- **Transport** - Residents felt that public transport could be improved through greater connectivity, more frequent services and more digital signage displaying arrival times. It was further suggested to extend the tram line, along with offering free public transport for all city residents.
 - Most liked not having to rely on a car and got around the city on foot, by bike or using public transport. However, there was agreement that safer infrastructure was needed to encourage more active transport options, including more pedestrian crossings.
 - Suggestion to convert additional streets into pedestrian-only zones by restricting vehicle access.
 - Introduction of more EV charging stations and green transportation options (ie. electric buses, etc)
- **Treasured local amenities** – Residents cited the Central Market as an important community hub, the broad variety of hospitality options, as well as community centres, libraries and shared spaces that bring people together.
- **Local businesses** – Business owners felt that city growth would provide more opportunities for businesses if supported by improved infrastructure. They saw events and activations as important to attract foot traffic and suggested the Council work with property owners to encourage a more diverse mix of businesses to serve the growing population.
- **Greenery** - Providing incentives for green rooftops on new developments to absorb heat; improving existing parks within the city with more landscaping, benches, and playgrounds; planting more trees throughout the city to provide shade and a more pleasant walking environment.
- **Suitable areas for growth** – Hindley Street (Morphett Street to West Terrace strip); West Terrace; Franklin Street; Whitmore Square, southern parts of the city.
- **Areas not suitable for growth** – Heritage buildings; 'tissue box' houses.
- **Suggestions for complementing future growth forecasts** - Closing more streets to vehicles to make way for trees and canopies to help cool the city; additional schools, childcare centres, medical centres and public housing to support a growing population.

- **Suggestions for amenities –**
 - More medical centres and pharmacies, including some with 24/7 services
 - Increased availability of public toilets, water refill stations and 10C recycling kiosks across the city
 - More well-maintained community centres
 - Improved wayfinding including maps and directional signs
 - Activating underutilised spaces and improving city squares
 - Focus on city vibrancy through increased laneways, street art, light installations and year-round events
 - Developing mixed-use event spaces that can be booked by community groups

Focus group composition

| Gender | Age | Business/ resident | Length of time living in City of Adelaide | Rent/ own | Type of property |
|--------|-------|--|---|-----------|---|
| Female | 65+ | Resident | More than 10 years | Own | Apartment / unit with 5 or more storeys |
| Female | 40-54 | Business (hospitality) | N/A | N/A | N/A |
| Male | 31-39 | Resident and Business (technical services) | 6-10 years | Rent | Apartment / unit with 1 to 4 storeys |
| Male | 25-30 | Resident | 6-10 years | Rent | Apartment / unit with 5 or more storeys |
| Male | 18-24 | Resident | 1-2 years | Rent | Student Accommodation |
| Female | 25-30 | Resident | 3-5 years | Own | Apartment / unit with 5 or more storeys |
| Male | 31-39 | Resident | 3-5 years | Rent | Apartment / unit with 5 or more storeys |
| Male | 25-39 | Business (hospitality) | N/A | N/A | N/A |
| Female | 25-30 | Resident | 6-10 years | Own | Apartment / unit with 5 or more storeys |
| Female | 40-54 | Resident | 6-10 years | Rent | Apartment / unit with 1 to 4 storeys |
| Male | 55-64 | Resident | 3-5 years | Rent | Apartment / unit with 5 or more storeys |

City of Adelaide – 2036 City Plan

Focus Group 5: South West

Date and time: 30th April 5:45pm – 7:15pm

Group Summary

Residents and business owners of the Southwestern precinct of the city described their corner as a hub for diversity and music combined with a quieter, “suburban” feel while still having access to the city lifestyle. They felt that their part of the city had a 'quirky' and 'grungy' side to it and was accepting of people from all different walks of life and cultures, down to earth, and friendly.



The general sentiment toward the City Plan from the residents and business owners was positive. Many appreciated that there was a cohesive long-term vision for sustainable and inclusive growth. Overall, the plan aligned well with the priorities and values discussed by the group, such as green spaces, walkability and maintaining local character. However, some concerns were raised about ensuring adequate infrastructure and affordable housing to support doubling the population.

This group placed a high emphasis on fostering diversity within the city's housing landscape. It was considered highly important to ensure a wide range of housing options would be supplied to accommodate individuals across diverse income brackets to both preserve and promote a diverse population within the city.

Participants saw opportunities for growth and benefits for city residents and businesses including more jobs, increased foot traffic, a boost in economic activity, increased safety, and vibrancy. There was further excitement that a larger population would support improved amenities and services in the city.

Key insights

- **Transport** - This group valued the free public transport but felt cycling and walking infrastructure needed improvements to be safer and more accessible, as narrow footpaths, parked cars blocking bike lanes, and poor lighting were issues (particularly for individuals with accessibility challenges). With population growth, residents were concerned about increased traffic and felt a focus on alternative transport options was important.
 - E-scooters were raised as a potential safety issue if left blocking paths or ridden quickly on footpaths, although some mentioned that better systems for these could improve their use in the city.
- **Treasured local amenities** – Residents treasure a range of local amenities, from the cleanliness ensured by ample bins, Central Markets to the convenience of the local library drop-off. They also value the accessibility of nearby dance studios and sports fields, the natural beauty of the Untouched Bush, West Parkland Wetlands, and social hubs like Café Troppo and local BBQ areas. Prince Alfred was mentioned as a popular choice for affordable Friday beers, while the Brunswick on Gilbert Street was liked for its vibrant atmosphere.
 - The workers cottages were valued by residents for contributing to the city's heritage and character. Residents wanted to see these cottages preserved as the city develops, to maintain the unique qualities and sense of place they provide. Protecting the workers' cottages from overdevelopment was important to residents.
- **Local businesses** – Business owners saw potential benefits from the City Plan's vision of growth and were excited to see a greener, cooler CBD and that population growth could present opportunities for their business through more potential customers. They also expressed hope to see less red tape and closer communication between the Council and local tenants.
- **Greenery** - Residents felt more greenery needed to be incorporated into new developments, not just around the edges. City greening was seen as important to help cool the city as the population and number of large buildings increases. Maintaining the surrounding Park Lands was further considered key.

- **Suitable areas for growth –**
 - Gouger Street (former post office site)
 - Large parcels of land near the post office site on Gouger Street and West
 - CBD (radiating outwards)
 - West Terrace car yards
 - Hutt Street
 - Mayfield site
 - Hutt Street development area

- **Areas not suitable for growth –**
 - Character/ heritage buildings (not just saving facades)
 - Park Lands
 - The Cranker
 - Central Markets

- **Suggestions for complementing future growth forecasts –** Residents suggested providing more affordable housing options, incentives for developers, and ensuring community infrastructure like schools, childcare and supermarkets were built to support families. They also felt it was important to include aged care facilities in the city, so the aging population wasn't forced to leave their communities, as well as maintaining local character and supporting local businesses through rate discounts.

- **Suggestions for amenities –**
 - More childcare centres and kindergartens to attract families to live in the city.
 - Additional supermarkets (especially in the southwestern part of the city), as the small local ones were insufficient for major shopping trips.
 - Improved cycling infrastructure and bike paths separated from vehicle traffic.
 - Better footpath accessibility with issues like narrow widths and bins addressed.
 - Increased green spaces, parks and tree canopy coverage throughout developments.
 - Additional community and cultural facilities like art spaces and performance venues.

Focus group composition

| Gender | Age | Business/ resident | Length of time living/ running business in City of Adelaide | Rent/ own | Type of property |
|--------|-----------|-----------------------|--|--------------|--|
| Female | 55- 64 | Resident | 1-2 years | Own | Semi-detached/townhouse/ courtyard home |
| Female | 65+ | Resident | Less than one year | Own | Row Cottage |
| Male | 40- 54 | Business (Retail) | More than 10 years | N/A | N/A |
| Male | 40- 54 | Business (Retail) | More than 10 years | N/A | N/A |
| Male | 18- 24 | Business (Retail) | 6-10 years | N/A | N/A |
| Male | 25- 30 | Resident | 1-2 years | Rent | Semi-detached/townhouse/ courtyard home |
| Female | 40- 54 | Resident | 3-5 years | Rent | Apartment/ unit with 1 to 4 storeys |
| Female | 31- 39 | Resident | 6-10 years | Own | Semi-detached/townhouse/ courtyard home |
| Male | 40- 54 | Resident | 6-10 years | Own | Semi-detached/townhouse/ courtyard home |
| Female | 55- 64 | Resident | More than 10 years | Rent | Semi-detached/townhouse/ courtyard home |