

Our Adelaide

Report Type: Form Results Summary

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Give your feedback!

Draft 2024/2025 - 2033/34 Long Term Financial Plan

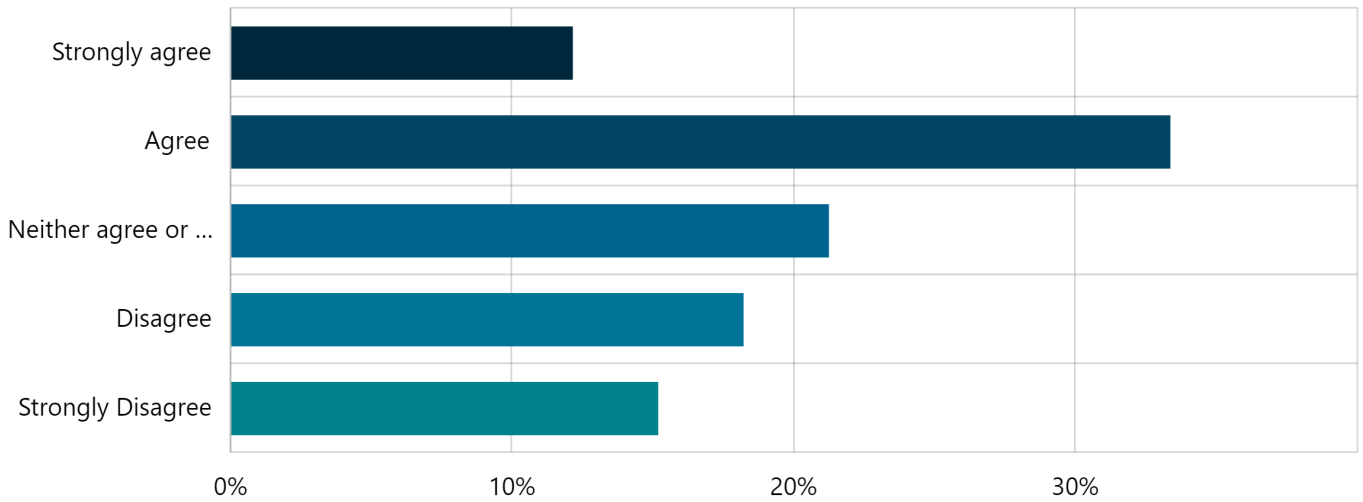
63
Contributors

67
Contributions

Contribution Summary

1. Do you support the overall financial approach proposed by council in the Long Term Financial Plan (LTFP). (Please select one)

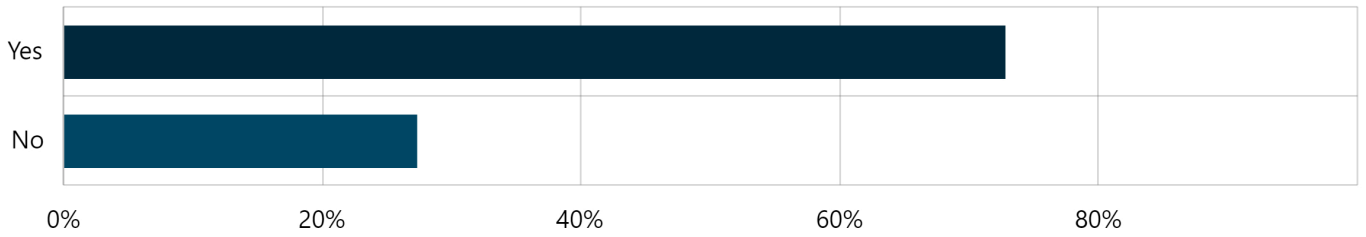
Multi Choice | Skipped: 1 | Answered: 66 (98.5%)



Answer choices	Percent	Count
Strongly agree	12.12%	8
Agree	33.33%	22
Neither agree or disagree	21.21%	14
Disagree	18.18%	12
Strongly Disagree	15.15%	10
Total	100.00%	66

2. Are you a City of Adelaide ratepayer? Required

Select Box | Skipped: 1 | Answered: 66 (98.5%)



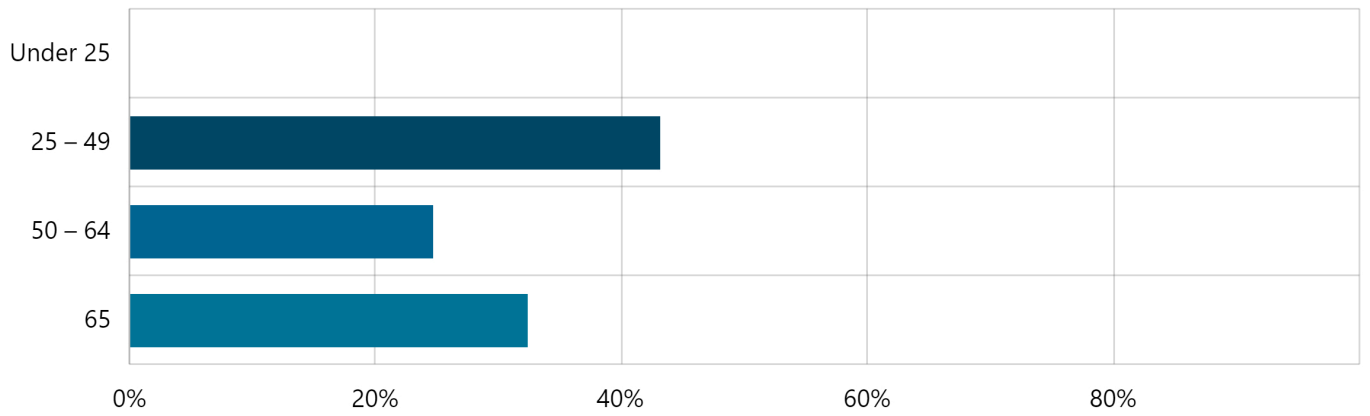
Answer choices	Percent	Count
Yes	72.73%	48
No	27.27%	18
Total	100.00%	66

3. Postcode Required - removed for privacy reasons

Short Text | Skipped: 1 | Answered: 66 (98.5%)

4. What is your age?

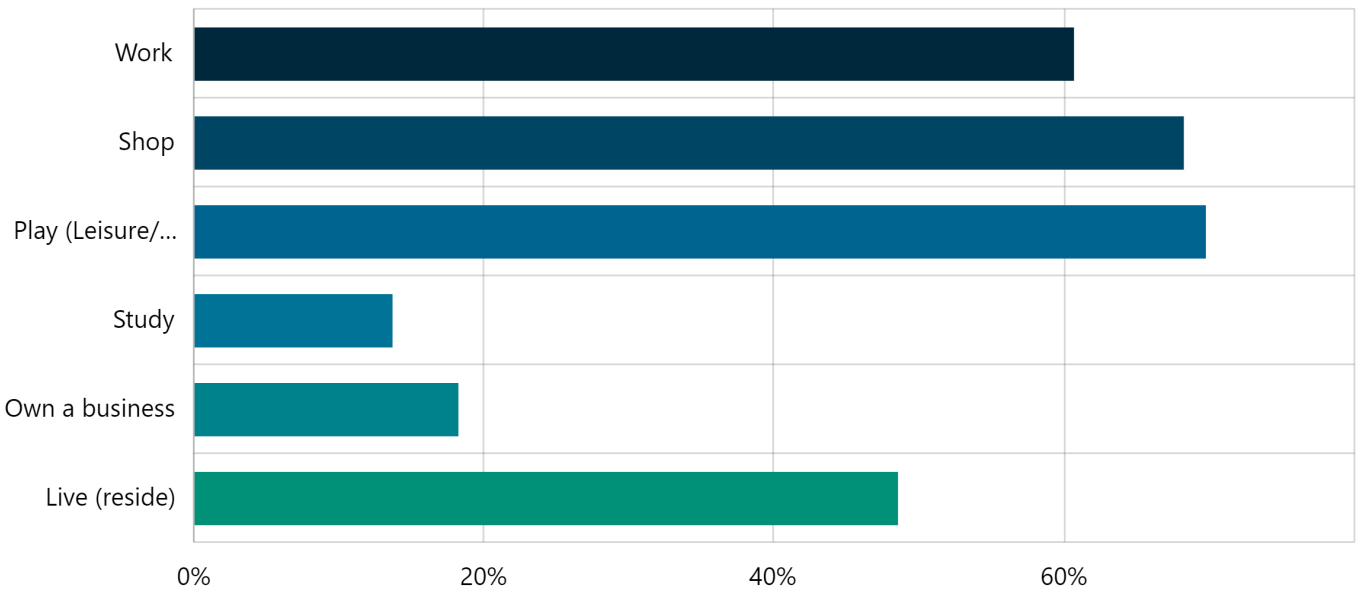
Select Box | Skipped: 2 | Answered: 65 (97%)



Answer choices	Percent	Count
Under 25	0%	0
25 - 49	43.08%	28
50 - 64	24.62%	16
65	32.31%	21
Total	100.00%	65

5. How do you participate in City life? (tick all that apply) Required

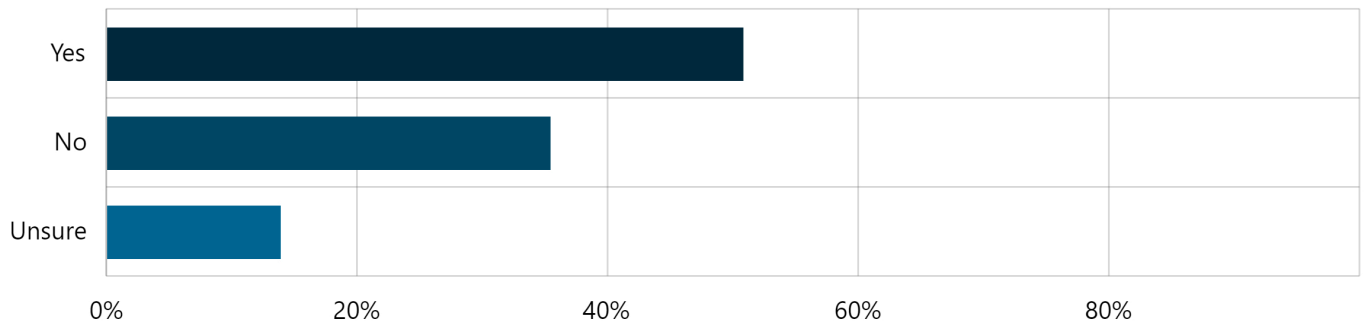
Multi Choice | Skipped: 1 | Answered: 66 (98.5%)



Answer choices	Percent	Count
Work	60.61%	40
Shop	68.18%	45
Play (Leisure/Recreation)	69.70%	46
Study	13.64%	9
Own a business	18.18%	12
Live (reside)	48.48%	32

6. Do you support Council's proposal to upgrade the five Mainstreets?

Select Box | Skipped: 2 | Answered: 65 (97%)



Answer choices	Percent	Count
Yes	50.77%	33
No	35.38%	23
Unsure	13.85%	9
Total	100.00%	65

7. Please help us to understand your response by providing a comment.

Long Text | Skipped: 17 | Answered: 50 (74.6%)

Tags

No tag data

Featured Contributions

The expenditure is too high, with all of these area having large expenditure over the recent periods.
Contribution 50 of 50 | 20 October 2024

It's to good to improve and upgrade
Contribution 49 of 50 | 20 October 2024

All projects should enhance the appeal of the city to all visitors and residents. Projects need to be delivered within budget
Contribution 48 of 50 | 19 October 2024

Upgrading mainstreets help to keep the CBD vibrant and a destination for people.
Contribution 47 of 50 | 18 October 2024

These are main mixed use streets that would encourage more business but also residential development in the area, supporting each other.
Contribution 46 of 50 | 18 October 2024

CoA has not been great with making financial decisions and at this stage this is really rushed and just a look at what we have done and our legacy for council and leaving a sorry legacy of debt to whoever comes next to manage and clean up.
Contribution 45 of 50 | 17 October 2024

O'Connell, Melbourne and Hutt desperately need renewal and safety upgrades to revitalise them, while Hindley is about halfway to being a nice place to frequent. Gouger is quite good, but I am sure it could be improved.
Contribution 44 of 50 | 16 October 2024

The amount proposed to be spent is about equal to Council's proposed deficit for '24-25 (approx \$53M). I am not convinced of the need to "upgrade" these streets. Hence it would be better not to do these "upgrades" and not go into debt.
Contribution 43 of 50 | 15 October 2024

The work done to enrich other streets has been excellent. You've set a good standard for ongoing upgrades.

Contribution 42 of 50 | 15 October 2024

The overall approach is sensible, upgrading these roads will spread the vibrancy and attractiveness of the city across a wider area
Contribution 41 of 50 | 15 October 2024

hutt street works well as it is. Leave it alone. Melbourne Street will never be appealing unless you open Stanley street and/or McKinnon parade to through traffic.
Contribution 40 of 50 | 15 October 2024

urgently needed
Contribution 39 of 50 | 15 October 2024

Much of it is unnecessary. You just search and search for ways to spend our money, money that many ratepayers can ill afford.
Contribution 38 of 50 | 15 October 2024

Not a priority
Contribution 37 of 50 | 15 October 2024

Where is the economic benefit?
Contribution 36 of 50 | 15 October 2024

Particularly pleased to read in the Hutt St plan that an area is being thought of to accomodate trams
Contribution 35 of 50 | 15 October 2024

I object to the proposal for Hutt Street as it seeks to remedy a problem which does not exist in the eyes of local residents who are regular (daily) users of the street, of which I am one. Similar views have been expressed to me by shopkeepers with whom I interact and have dealings.
Contribution 34 of 50 | 15 October 2024

Mainstreet upgrades should only be undertaken if they provide strategic improvements like greening, separated cycleways, improved pedestrian access and space, and/or outdoor dining improvements. The upgrades shouldn't be undertaken if they're only replacing the slightly aged materials with new ones. The projects need to be transformational rather than a new coat of paint.
Contribution 33 of 50 | 15 October 2024

these concepts are looking nice however the buildings along these streets are not owned by Council so if they are looking shabby now, they will continue to do so (see Hindley St). Also, spending \$25-40m per main street is a vast undertaking, and what about all other parts of the city, will there be any money to do anything other than the main streets?
Contribution 32 of 50 | 15 October 2024

Hindley needs upgrading but the others do not.
Contribution 31 of 50 | 15 October 2024

Infrastructure upgrades should be delivered alongside a piece of work which, with the businesses and residents, creates identities for each mainstreet - and therefore allows Council to know how 'big or small' to go with spend ; and creates unique neighbourhoods.
Contribution 30 of 50 | 15 October 2024

The community don't appear to have been consulted on which streets to upgrade
Contribution 29 of 50 | 14 October 2024

There should be consideration made to ensuring the safety of residents by addressing homelessness and relocating sobering units to other parts of city to give residents along sturt street a break from substance users and their violence.
Contribution 28 of 50 | 13 October 2024

Absurdly expensive, \$12m per street, that is not justified and cannot possibly be worth it. The cost is grossly obscene & unsupportable.
Contribution 27 of 50 | 12 October 2024

needed
Contribution 26 of 50 | 11 October 2024

Stop spending our money because you think you have to!
Contribution 25 of 50 | 10 October 2024

I understand the need to upgrade these streets but question the cost
Contribution 24 of 50 | 10 October 2024

How does spending \$62 million of taxpayers money, help the majority of taxpayers? Perhaps council might consider this ethos, rather than splurging on minority, fringe people.
Contribution 23 of 50 | 10 October 2024

A definite revamp of Hindley street. Much needed for safety and appearance. Many empty premises which need to be utilised in some way. Homeless facilities????
Contribution 22 of 50 | 10 October 2024

I support the economic investment to improve the community facility and help promote City of Adelaide as a vibrant and active destination. I feel these upgrades are steps forward and hope to see revitalisation take place
Contribution 21 of 50 | 9 October 2024

Important to maintain quality and accessible precincts across City Area
Contribution 20 of 50 | 9 October 2024

Are these enhancements aesthetic or safety related? I am not aware of significant problems in any of these streets. The work may be justified, but what is its cost/benefit breakdown compared with, for example, projects for climate resilience?
Contribution 19 of 50 | 9 October 2024

O'Connel St and Melbourne St need enhancements. Some great things happening ie Amos, Pastel, 88 O'Connel and whilst the Lion is lovely North Adelaide lacks youthful, lively venues. Sml businesses struggle and close regularly... why?
Contribution 18 of 50 | 8 October 2024

Regional significant major upgrade projects must be done jointly with State Authority; Too ambitious, two over 10 years with subsidy, grants and joint funding are essential.
Contribution 17 of 50 | 8 October 2024

We need to broaden the city boundary and build a satellite city at Golden Monarto. We need to create an attractive metropolitan city there with infrastructure such as hospital, primary and high school, 300,000 houses swimming pool, playgrounds, sports fields and shopping centre for the growing population. This will alleviate pressure on the city and provide needed housing. It would be the new version of the existing Golden Grove.
Contribution 16 of 50 | 8 October 2024

Adelaide needs to support our infrastructure to support both large employers/businesses, but also support small businesses including the ability to grow a sustainable nightlife. Mainstreets should be encouraged to include small shops/cafes and artist/cultural spaces. Enable walkable/bikable spaces and remove cars from the city. I'd like to see a city wide tram/light rail project to encourage people to visit the whole city.
Contribution 15 of 50 | 8 October 2024

It's clear that upgrades of Gouger, Hindley and Melbourne Streets are needed. However, it's not clear why Hutt or O'Connell Streets need upgrading.
Contribution 14 of 50 | 8 October 2024

Waste of money, the streets are fine and it is irresponsible to go further into debt.
Contribution 13 of 50 | 8 October 2024

These streets are attractions to visitors plus add life to city
Contribution 12 of 50 | 8 October 2024

Maintaining a city is vital including outlined major city roads
Contribution 11 of 50 | 8 October 2024

upgrade will make it a living city
Contribution 10 of 50 | 8 October 2024

Hutt St is a great spot, and felt great with the small bars that (almost) got a foothold there. Is there anything that can be done to bring the Olivia Hotel back as part of the work being planned?
Contribution 9 of 50 | 8 October 2024

Not a priority, compared with Weir and Bridge maintenance, for example
Contribution 8 of 50 | 8 October 2024

BIKE LANES. Where are the bike lanes rather than restaurant seating? Where are the bike lanes that encourage people to cycle rather than drive? I have given up riding my bike and now drive my diesel 4WD into town, clogging up roadways, appearing like an uncaring community member rather than suffer the unnecessary stress of riding a bike. You the Council are responsible for working against your "green the city" but continually failing to put priority bike lanes on every second road in the city, not just one or two. You the Council have failed to plan a modern city that encourages bikes over pollution. You the Council should be personally responsible for each and every accident involving a bike by failing for years to prioritise bikes over motor vehicles. I have lost track of the number of studies and delays in doing so and frankly it is reprehensible that no solution is already in place. I demand every Councillor ride a bike to and from all business in the City to experience first hand how bad the issue is. Do so during peak hour traffic and make sure your life insurance is up to date. Having attempted to get on one of the committees that did nothing I give up. Having raised this issue with multiple potential Councillors at the last elections, I give up. I now reserve my energy to ensure anyone that sues Council is well funded and your names are dragged through the courts as they rightly should be. Enough is enough.

Contribution 7 of 50 | 8 October 2024

Support for up grading the streets is given but not for Gouger Street or Melbourne Street or Hindley Street. The traders on Hindley Street affect the environment and gouger Street already has the upgraded market. You need to create precincts such as the East End, O'Connell Street with Adelaide Oval Rundle Mall . These precincts need activity, food, retailers and most of all events

Contribution 6 of 50 | 8 October 2024

Much community life revolves around these streets. It's important they stay up to date and relevant.

Contribution 5 of 50 | 8 October 2024

I do not support a mainstreet being upgraded every year which will mean no funding directed to other areas of North Adelaide, CBD and surrounding parklands for upgrades. I think

Contribution 4 of 50 | 8 October 2024

O'Connell Street is tired, dilapidated and a drag strip. It is absolutely shocking that council has let it get to this point before stepping in to do something about it.

Contribution 3 of 50 | 7 October 2024

Spread the love to other strategic priorities, such as residential improvements and park lands improvements.

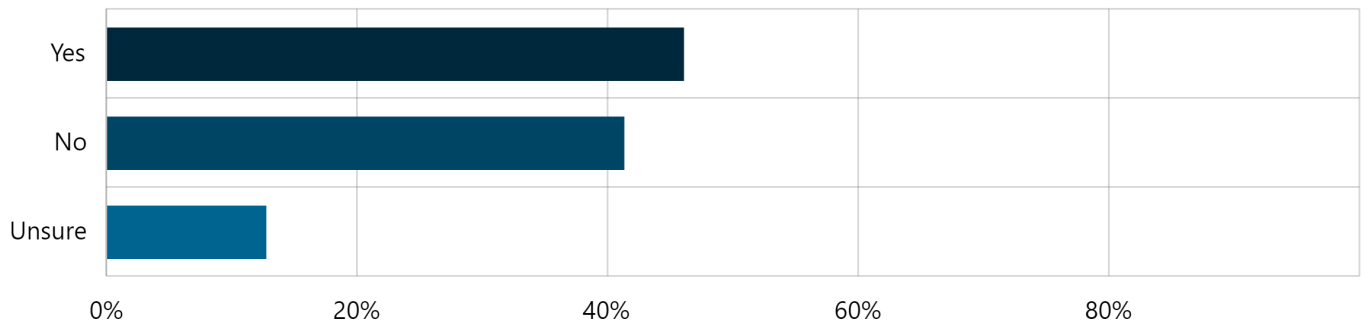
Contribution 2 of 50 | 2 October 2024

I would not include Melbourne street in this upgrade - it is least used, is already in good condition, and has the least foot traffic. It appears to me as if North Adelaide residents and business owners have a lot of political sway over the current council. I would be sceptical of the councillors who have a personal interest in North Adelaide and ensure that they recuse themselves from decisions regarding North Adelaide.

Contribution 1 of 50 | 1 October 2024

8. Are you comfortable with Council taking on \$62.6 million in manageable debt to upgrade our Mainstreets?

Select Box | Skipped: 4 | Answered: 63 (94%)



Answer choices	Percent	Count
Yes	46.03%	29
No	41.27%	26
Unsure	12.70%	8
Total	100.00%	63

9. Please help us to understand your response by providing a comment.

Long Text | Skipped: 24 | Answered: 43 (64.2%)

Tags

No tag data

Featured Contributions

Unless full offset capital savings are found elsewhere these should not progress.

Contribution 41 of 41 | 20 October 2024

It's a lots of money

Contribution 40 of 41 | 20 October 2024

All your projects are fine. I have some suggestions to take Adelaide City to another level

Contribution 39 of 41 | 19 October 2024

Deliver within budget and ensure they support flow through traffic AND parking for consumers of local business restaurants etc business

Contribution 38 of 41 | 19 October 2024

Continued investment is needed. If the CBD is a place people want to be then they will continue to use and invest in the area also. You need to spend money to make money

Contribution 37 of 41 | 18 October 2024

Cost vs benefit would be a good investment.

Contribution 36 of 41 | 18 October 2024

Give me a break. CoA has a poor track record on this and nothing has shown they are responsible with handling money let alone taking on debt. 88 O'Connell is the case in point. Shiny objects now and not funded by anyone or anything. Increase rates.

Contribution 35 of 41 | 17 October 2024

Investment in infrastructure when in a good fiscal position is how to encourage further growth. Beautifying and making streets safer, especially through traffic calming and reduced speed limits, will draw many more people in, helping businesses and destinations in the city become true cultural hubs

Contribution 34 of 41 | 16 October 2024

Debts have to be serviced with interest payments and eventually repaid by ratepayers. Debts are a continuing financial burden on ratepayers - who may not benefit from these proposed works - and in most cases have not requested them.
Contribution 33 of 41 | 15 October 2024

I don't know enough about your overall budget to comment,
Contribution 32 of 41 | 15 October 2024

It's should be viewed as an investment in the future and a positive, not viewed as a debt which has an negative aspect to it
Contribution 31 of 41 | 15 October 2024

As above. This is one of the most expensive Australian cities in which to live - compare the rates in Sydney, for example, that run at about a quarter of those for equivalent properties here. You live in a dream world without care for residents, never taking advice. At the next election I shall vote against every standing member of Council not to mention the Mayor if she has the nerve to stand.
Contribution 30 of 41 | 15 October 2024

Unclear as to the benefits
Contribution 29 of 41 | 15 October 2024

I object to the proportion allocated in respect of Hutt Street.
Contribution 28 of 41 | 15 October 2024

Too much debt in too short a time span for what is being proposed. It should be spread out over more years.
Contribution 27 of 41 | 15 October 2024

vast expense for what gain for Council? if business rates don't increase from these areas, who is benefiting from these massive investments into 5 streets?
Contribution 26 of 41 | 15 October 2024

No issues with borrowing.
Contribution 25 of 41 | 15 October 2024

The community haven't been consulted on what the upgrades will entail in detail to work out if \$62.6m is value for money or not
Contribution 24 of 41 | 14 October 2024

too expensive
Contribution 23 of 41 | 14 October 2024

As long as the upgrade includes thinking around reducing the number of people sleeping rough on the streets and terrorising our children and women.
Contribution 22 of 41 | 13 October 2024

Paying interest as well just makes the total cost even more expensive!
Contribution 21 of 41 | 12 October 2024

you need to manage your budget better the streets are use by most people, we should also have free parking for owners
Contribution 20 of 41 | 11 October 2024

Are you kidding me?
Contribution 19 of 41 | 10 October 2024

Most ACC ratepayers do not spend a lot of time in those areas. As it is the businesses that will profit most from this spending, maybe they should cough up the cash. As it is obviously such a great idea, I'm sure they would be happy to do so. Failure on their part to supply the cash would mean it is a waste of ratepayers money as well.
Contribution 18 of 41 | 10 October 2024

Provided my council rates do not increase as I'm paying a substantial amount already.
Contribution 17 of 41 | 10 October 2024

I trust that council has investigated the reasonable debt that can be handled
Contribution 16 of 41 | 9 October 2024

Yes maintaining and building key precincts
Contribution 15 of 41 | 9 October 2024

It depends on a quantification of benefits. If the benefits are mainly for private commercial enterprises then I am not sure public debt is justified.
Contribution 14 of 41 | 9 October 2024

Spend now and pay later burdens our rates payer. Increase fees and charges e.g. parking fees (c.f. City of Sydney current parking fees at \$8.40 per hour). Done room to increase in City of Adelaide. Developers contribution to infrastructure upgrade. Please try to limit to only one or two per 10 year cycle. 5 is too ambitious and burdens rate payers greatly.
Contribution 13 of 41 | 8 October 2024

As above being realistic that we need more housing.
Contribution 12 of 41 | 8 October 2024

Debt in building infrastructure is critical. Negative opinions around Debt are misplaced.
Contribution 11 of 41 | 8 October 2024

The report asserts this is sustainable.
Contribution 10 of 41 | 8 October 2024

The council needs to repay debt and balance their budget.

Contribution 9 of 41 | 8 October 2024

Got to invest to have future returns-also cost will increased if delay

Contribution 8 of 41 | 8 October 2024

Borrowing with careful research is necessary to implement the necessary changes

Contribution 7 of 41 | 8 October 2024

It's just money. We'll earn more. These upgrades will improve our community's quality of life.

Contribution 6 of 41 | 8 October 2024

Query whether the 4, named streets are significant enough for such expenditure

Contribution 5 of 41 | 8 October 2024

You have no track record of managing anything except committees that under perform and demonstrably under deliver.

Contribution 4 of 41 | 8 October 2024

This level should be serviceable

Contribution 3 of 41 | 8 October 2024

not a great idea to focus all spend on mainstreets, i am not comfortable with this approach

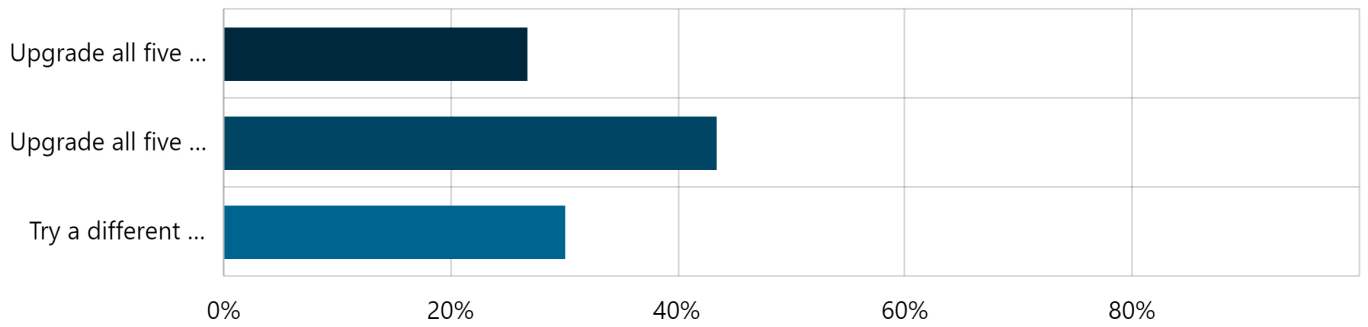
Contribution 2 of 41 | 8 October 2024

I would assume the return from increased rates through urban revitalisation and new development brought forward (estimates of which are not included in the LTFP) would offset borrowing costs.

Contribution 1 of 41 | 7 October 2024

10. What is your preferred option for delivering the mainstreet enhancements?

Select Box | Skipped: 7 | Answered: 60 (89.6%)



Answer choices	Percent	Count
Upgrade all five Mainstreets in four years: upgrades delivered sooner but puts more short-term pressure on the budget and limits funding for other projects	26.67%	16
Upgrade all five Mainstreets in eight years: upgrades are delivered over a longer timeframe but the impact on the budget is spread over a longer period and allows for the funding of other priorities	43.33%	26
Try a different approach (help shape the delivery with your ideas)	30.00%	18
Total	100.00%	60

11. Please help us to understand your response by providing a comment.

Long Text | Skipped: 27 | Answered: 40 (59.7%)

Tags

No tag data

Featured Contributions

Review the return on investment, delivering these one by one, with the highest return first. Additionally during a high inflation period is not a wise idea (high borrowing costs, run away costs, etc.) Doing all five simultaneously increases costs, management fees, complexity, etc.

Contribution 39 of 39 | 20 October 2024

I think it's more sense, do it slowly

Contribution 38 of 39 | 20 October 2024

Longer time period leaves financial room if unexpected major disruptions arise (eg pandemic, economic crisis)

Contribution 37 of 39 | 19 October 2024

Just do it. Long overdue but the investment and outcome worth it. However you need to enforce vacant lots and approved developments to actually happen or compulsory acquire and activate. The old BEA site for example vacant for so long is a disgrace. Sturt st is another one.

Contribution 36 of 39 | 18 October 2024

You don't listen to your residence now. Why would you listen any other time? There are too many fingers in the pie and too many decision makers. SA Parliament and SA Govt get involved and there is too much cross over of powers and decision makers. Raise rates to fund and do not take on debt.

Contribution 35 of 39 | 17 October 2024

Do the safety and traffic calming reworks, especially in North Adelaide. This will give people time to appreciate just how much nicer such upgrades make the streets. I've seen your plan designs - they need tweaking, but I like the focus on safe cycling and street beatification. Lower speed limits and removed parking spaces may generate initial pushback, but this will fade once people feel how peaceful and lively it makes the street environs and businesses. Apart from that, doing it over eight years seems reasonable, especially if you are also going to take on other projects for upgrading.

Contribution 34 of 39 | 16 October 2024

Don't do non-essential works unless surplus funds are available.

Contribution 33 of 39 | 15 October 2024

The quicker the results are achieved, the quicker there is a return on the investment
Contribution 32 of 39 | 15 October 2024

Get Real.
Contribution 31 of 39 | 15 October 2024

Consider a more balanced approach to enhancements. Carparking, streetscape imagery and impacts on commerce need more community feedback.
Contribution 30 of 39 | 15 October 2024

long overdue works, esp Hutt St and Hindley St
Contribution 29 of 39 | 15 October 2024

Exclude Hutt Street.
Contribution 28 of 39 | 15 October 2024

The Mainstreet upgrades should be spread over a larger number of years, 10 years would still be one every two years which would give council time to focus on each project/design. Spreading the projects over more years will also allow lessons learnt and feedback from the first few projects to be implemented in later projects. Spreading the projects out would also allow other strategic projects to be prioritised over this timespan.
Contribution 27 of 39 | 15 October 2024

lower the investment into these 5 main streets, definitely do these over 8 years to spread the costs and lower the amount of additional debt, but that also needs to leave funding for other areas of the city.
Contribution 26 of 39 | 15 October 2024

How about finishing one thing first before moving onto the next. Hindley needs upgrading but the other streets do not. Focus on delivering the East West bikeway. Several parklands need upgrading that are literally dustbowls at the moment.
Contribution 25 of 39 | 15 October 2024

Slowing the speed of the upgrades allows time to consult on whether the community want the upgrade or not (in the first instance), and then if they continue other actions in the strategies and plans can be implemented in a more timely manner
Contribution 24 of 39 | 14 October 2024

It's well over due and should be done asap.
Contribution 23 of 39 | 13 October 2024

There are more important things to spend City money on, the roads are fine as they are.
Contribution 22 of 39 | 12 October 2024

on at a time
Contribution 21 of 39 | 11 October 2024

Leave them alone and patch the occasional pothole.

Contribution 20 of 39 | 10 October 2024

Let the businesses pay for it. The local ratepayer will see little to no benefit at all. Why should we pay for it?

Contribution 19 of 39 | 10 October 2024

Do all these streets need an upgrade? Why not focus on two major streets eg Hindley and Melbourne streets as a priority to lessen budget pressure

Contribution 18 of 39 | 10 October 2024

economic benefits of these upgrades can be realised the sooner that they are constructed

Contribution 17 of 39 | 9 October 2024

Allows staggered roll out and learn at each project stage

Contribution 16 of 39 | 9 October 2024

I have not seen a business case demonstrating any urgency in these upgrades.

Contribution 15 of 39 | 9 October 2024

Spend money to make money

Contribution 14 of 39 | 8 October 2024

Revise Fees and Charges, increase parking fees, fines Footpath leasing fees for business cafes (outdoor tables, chairs, umbrellas) Developers contribution Asset valuation is too ambitious, creating such big depreciation figures, need Council appointed independent asset auditor to verify and likely reduce depreciation per se as it directly affects the financial position. Look for non-standard funding like grants, subsidy, state-government partnership.

Contribution 13 of 39 | 8 October 2024

As above investment for the future, rather than ad hoc growth and ineffective main roads through at Mt Barker. Plan. Plan. Plan. Plan. Plan. Prepare. Prepare. Prepare. Invest. Make it beautiful as has been planned, invested and planned with the development of Adelaide Oval (second time after the Bradman stand was build then rebuilt due to redevelopment). Do it once. Do it right. Make it beautiful like Golden Grove.

Contribution 12 of 39 | 8 October 2024

Adelaide has been passive for too long. I'm happy to see swift change.

Contribution 11 of 39 | 8 October 2024

Update Hindley, Gouger and Melbourne Streets only. I think more justification is required for the others. This is of particular concern if trams are ever run down O'Connell Street and Hutt Street. Much of any Council upgrades would be compromised.

Contribution 10 of 39 | 8 October 2024

If it ain't broke, don't fix it.
Contribution 9 of 39 | 8 October 2024

Staged programs to minimize disruption to business etc
Contribution 8 of 39 | 8 October 2024

Spreading the monetary risks is the safest option
Contribution 7 of 39 | 8 October 2024

I'd like to see more public transport infrastructure (trams) in the city, and would like costs spared for allocation to that.
Contribution 6 of 39 | 8 October 2024

Upgrades are often primarily cosmetic and expenditure should be focussed on substance e.g road surfaces rather than "beautifying" which is often disliked by a majority and needs amending (more expense) eg bikelanes, inappropriate greening/tree planting, seating and lighting impractical/too expensive
Contribution 5 of 39 | 8 October 2024

Get your priorities right. Clear existing issues, read reports and be brave to take action rather than continually deferring and having new reports that waste money.
Contribution 4 of 39 | 8 October 2024

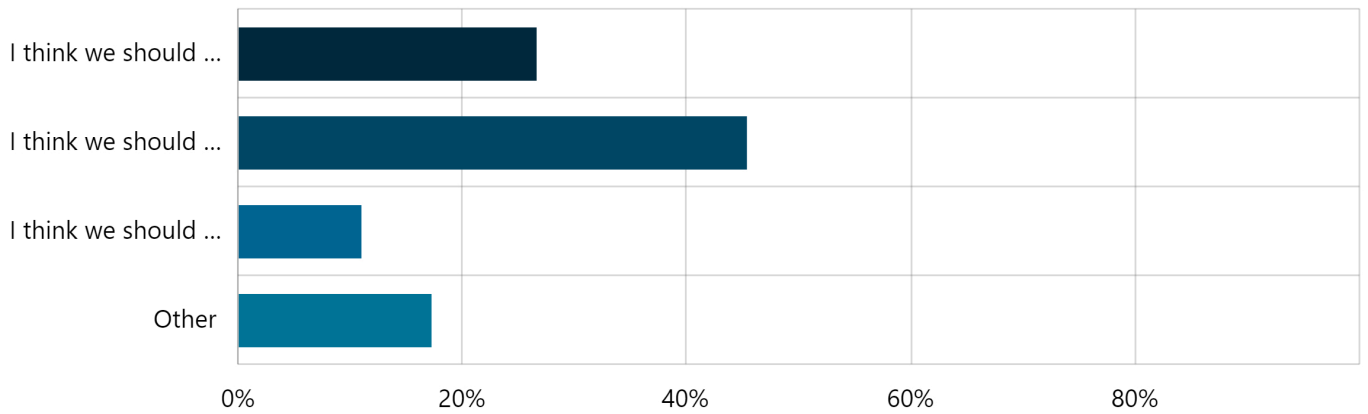
Seems workable
Contribution 3 of 39 | 8 October 2024

I prefer this approach.. 1 mainstreet every 4 years is a better, more efficient way to do things.
Contribution 2 of 39 | 8 October 2024

Raise the rates further to support upgrades and funding of grants and park land building upgrades. The rates were stagnant for so long - they can afford being lifted again.
Contribution 1 of 39 | 1 October 2024

12. Which funding model would you support?

Select Box | Skipped: 3 | Answered: 64 (95.5%)



Answer choices	Percent	Count
I think we should fund the Repair Fund in one year, using a rate increase only	26.56%	17
I think we should fund the Repair Fund over three years, using a combination of borrowings and rate increases	45.31%	29
I think we should just borrow the full amount (which reduces the amount of new assets that can be delivered)	10.94%	7
Other	17.19%	11
Total	100.00%	64

13. Please help us to understand your response by providing a comment.

Long Text | Skipped: 31 | Answered: 36 (53.7%)

Tags

No tag data

Featured Contributions

decrease the level of service. Deliver to a minimum, yet viable solution level.

Contribution 35 of 35 | 20 October 2024

The Road needs to be repair and everything else

Contribution 34 of 35 | 20 October 2024

Get it done and then reduce rates the following year. Make it a one year soecific levy so it does not become a new base level rate.

Contribution 33 of 35 | 19 October 2024

The other issue is, we don't fund other councils roads and repairs as we don't use them as much. However other council residence use our roads. Someone has to make hard decisions. The council has members that own businesses and use all of the facilities that the CBD has to offer, rates to fund everything.

Contribution 32 of 35 | 17 October 2024

Interest rates will likely be higher now and for the next year or so than in future. It makes less sense to lend now than at other times. Rate increases are hard, but this can be offset by borrowing at other times and avoiding future increases.

Contribution 31 of 35 | 16 October 2024

If borrowings are required, then rates will have to rise, but I would wish to "soften the blow" to ratepayers.

Contribution 30 of 35 | 15 October 2024

Significant rate increases are not wise in the current economic climate.

Contribution 29 of 35 | 15 October 2024

I think that unless you are a rate payer in the Adelaide Council area (I'm not) it's unfair to ask should it be funded by raising peoples rates. I could say 'Yes' but my answer increases other people's rates with no consequence to me

Contribution 28 of 35 | 15 October 2024

You should be reducing the rates in these hard times.

Contribution 27 of 35 | 15 October 2024

Sell out of 88 OConnell St

Contribution 26 of 35 | 15 October 2024

Cost of living pressures limit the prudence of sharp rate increases

Contribution 25 of 35 | 15 October 2024

sooner the better.

Contribution 24 of 35 | 15 October 2024

asset renewals are important and ideally funded from rate income however maybe this fund can be funded from rate increases over 3 years?

Contribution 23 of 35 | 15 October 2024

How about building more assets which generate revenue, rather than selling them off and stop relying on ratepayers to pick up the tab for financial mismanagement.

Contribution 22 of 35 | 15 October 2024

The AMP's seemingly propose "gold plated" roads and renewals ; and I don't believe the wider community wants/needs this level of asset renewal. It would be useful if we could see what level of asset renewal we would get with a 1%, 2%, 3% increase - i.e. still maintaining safe roads, but bronze, silver or gold finish. It's quite possible that some of our minor roads don't need a fancy / high level finish.

Contribution 21 of 35 | 15 October 2024

Limits the impact on rate payers in one year

Contribution 20 of 35 | 14 October 2024

I think pay cuts are needed at council level. Council rates are ridiculously high and the funds are mis-managed by Adelaide council. Reduce the parties, Adelaide club memberships and long lunches

Contribution 19 of 35 | 13 October 2024

The cost needs to be spread over the time that such assets are utilised by the public.

Contribution 18 of 35 | 12 October 2024

look at your budget

Contribution 17 of 35 | 11 October 2024

Don't do it.

Contribution 16 of 35 | 10 October 2024

Stop wasting money on minorities and spend the cash on what council should be doing in the first place, roads, garbage disposal etc.
Contribution 15 of 35 | 10 October 2024

Important to actively manage debt so rate revenue not materially impacted by interest expense
Contribution 14 of 35 | 9 October 2024

I don't think the roads are dire and work over 3 yrs is reasonable
Contribution 13 of 35 | 8 October 2024

Developers contribution Revise and increase Fees and charges Revaluation of assets with an independent asset auditor (current questionable ones have too big a depreciation figure, directly eats in the financial sustainability) Restrict to one or two regional significant major upgrade), surely not all five, TOO ambitious.
Contribution 12 of 35 | 8 October 2024

More families buying and building houses. More land tax paid to the government. Happy families. Productive and forward thinking government. Let's not build another one way main road as we had past Flinders hospital due to very bad planning. Plan. Plan. Plan. Invest. Build a new Golden Monarto.
Contribution 11 of 35 | 8 October 2024

Stop borrowing. The Council should be prevented from borrowing which is putting an excessive burden on current and future ratepayers.
Contribution 10 of 35 | 8 October 2024

Residents and business under pressure
Contribution 9 of 35 | 8 October 2024

Makes more sense
Contribution 8 of 35 | 8 October 2024

does not lock in any one plan in uncertain times
Contribution 7 of 35 | 8 October 2024

The Council creates a non-cash expense of depreciation. The assets which are being depreciated have already been paid for by rates, loans etc. This non-cash expenses causes the surplus to be understated. The nature of depreciation in a business (consider the origins of double-entry bookkeeping) is to spread the cost of assets over their useful lives while they earn income/sales. This is not the case for local government, which mainly operates on an annual cash in/cash out basis. It may need to prepare long term cash plans because assets need replacement (e.g. roads and pipes) and putting cash away or preparing to borrow is good financial planning. I know that SA Government Regulations instruct the Council to use Australian Accounting Standards but the production of an Equity amount in the balance sheet is ludicrous. Any planning should be done ignoring depreciation/amortisation expense and on a cash basis. The Council is creating secret cash reserves by collecting rates for depreciation, when the assets have already been paid for.
Contribution 6 of 35 | 8 October 2024

You first of all need to take control of your budget analyse every expense line including wages and improve efficiency and eliminate waste to assist with future funding requirements

Contribution 5 of 35 | 8 October 2024

Again, more manageable than adding to the stress of some ratepaing individuals and businesses
Contribution 4 of 35 | 8 October 2024

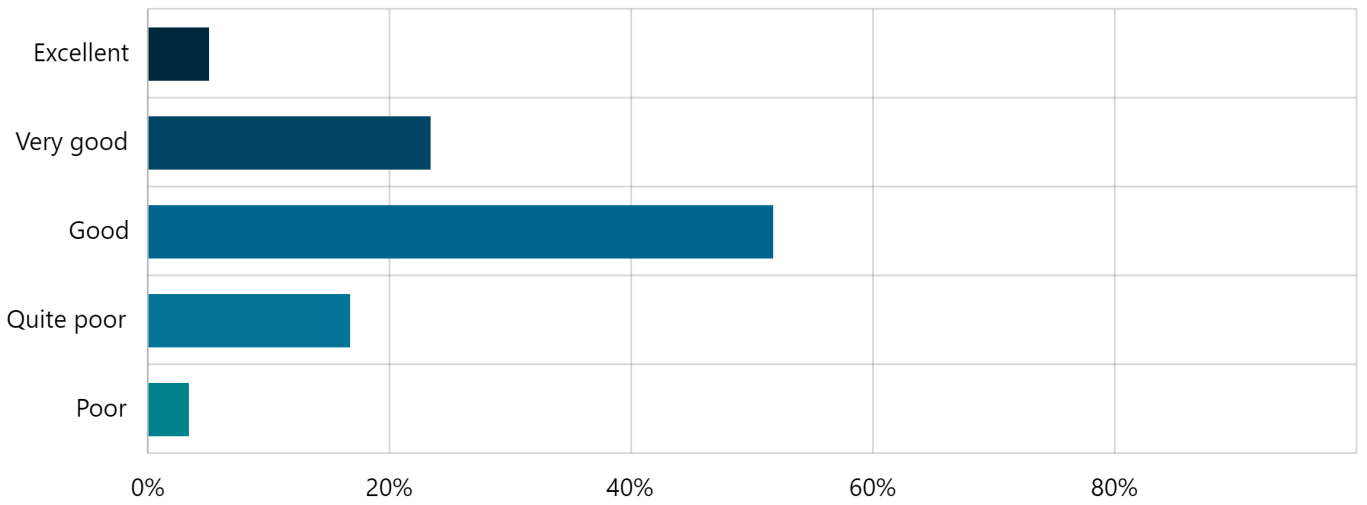
Rates have not increased for a long period and should increase in one year by this amount.
Contribution 3 of 35 | 8 October 2024

Any rate increase is going to hurt but ripping off the Band-Aid would be better, assuming council then uses that increase to actually improve our city for residents - e.g. Adelaide bridge supporting a tram line to Piccadilly.
Contribution 2 of 35 | 7 October 2024

The park lands buildings upgrades are desperately needed. These are more important, and more the Council's responsibility, than road upgrades.
Contribution 1 of 35 | 1 October 2024

14. How would you rate the current condition of our assets (roads, buildings, and infrastructure etc)?

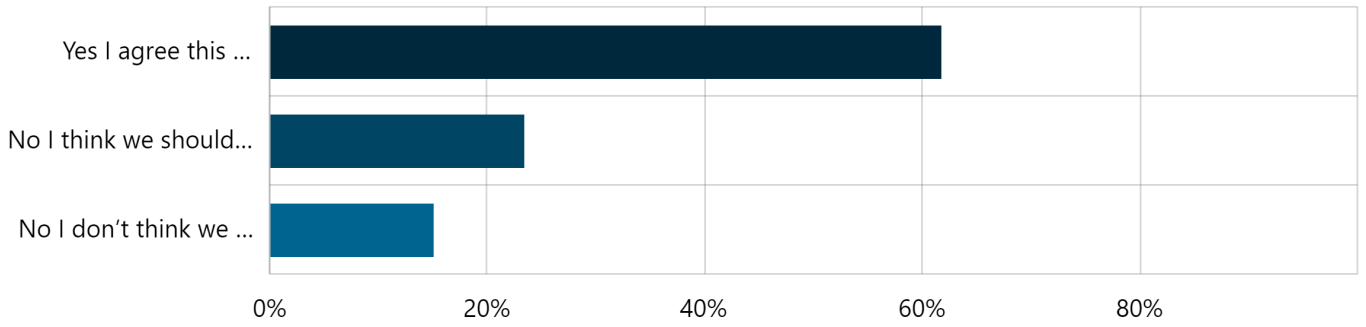
Select Box | Skipped: 7 | Answered: 60 (89.6%)



Answer choices	Percent	Count
Excellent	5.00%	3
Very good	23.33%	14
Good	51.67%	31
Quite poor	16.67%	10
Poor	3.33%	2
Total	100.00%	60

15. Do you support spreading the increased investment in our assets over eight years rather than four?

Select Box | Skipped: 7 | Answered: 60 (89.6%)



Answer choices	Percent	Count
Yes I agree this investment should be spread over eight years	61.67%	37
No I think we should keep the increased investment to four years	23.33%	14
No I don't think we should increase investment in our assets, they are in good condition	15.00%	9
Total	100.00%	60

16. Please help us to understand your response by providing a comment.

Long Text | Skipped: 38 | Answered: 29 (43.3%)

Tags

No tag data

Featured Contributions

I think 8 years is a good idea

Contribution 27 of 27 | 20 October 2024

Get it done sooner

Contribution 26 of 27 | 19 October 2024

Adelaide at the moment compared to Melbourne and Brisbane has filthy streets filled with undesirables. Way too many wayward youths and drugged out morons. Our footpaths are filthy. The streets also have no life and are soul less.

Contribution 25 of 27 | 18 October 2024

It currently takes months to get things rectified as it is. Hopefully more money will allow improvements to happen quicker.

Contribution 24 of 27 | 17 October 2024

You have pieces of nice areas - Frome St Bikeway, Rundle Street between Frome and East Tce, parts of the parklands, the leafier areas of the southwest and southeast sides, the City West campus, but the picture is not complete. You have a city full of potential for development, but connections around public transport, safe bike routes and safe pedestrian thoroughfares are lacking. Increased investment to meet this goal makes sense. Do this, and watch how events like Gather Round and the Adelaide Fringe sprawl beyond their hearts at the Adelaide Oval and Rundle Street and across the entire city centre!

Contribution 23 of 27 | 16 October 2024

I'm not in favour of Council funding works on buildings on the Parklands which aren't freely open to the public.

Contribution 22 of 27 | 15 October 2024

Costs are always rising, improvements are always needed, spreading the cost over eight years means more interest to pay and less money for future projects

Contribution 21 of 27 | 15 October 2024

Reduce the rates. Be realistic.

Contribution 20 of 27 | 15 October 2024

restrict expenditure on parklands. Whilst parklands look and feel good, their economic value needs to be tested. Focus on what brings people into our city.

Contribution 19 of 27 | 15 October 2024

The earlier the better so as to prevent further deterioration.

Contribution 18 of 27 | 15 October 2024

assets seem generally well maintained so there doesn't seem to be a need to increase the spending drastically when the work can be spread over 4 years.

Contribution 17 of 27 | 15 October 2024

Some assets need urgent attention, whereas others don't.

Contribution 16 of 27 | 14 October 2024

Given the state of our infrastructure and derelict buildings the upgrades are necessary now.

Contribution 15 of 27 | 13 October 2024

we already pay enough with council rates

Contribution 14 of 27 | 11 October 2024

Maybe if the council had been concentrating on its core issues, instead of wasting money on virtue signalling, the roads and other council services would be helping more rate payers.

Contribution 13 of 27 | 10 October 2024

Allows sustainable roll out of investment in a climate of tight labour shortages in these areas

Contribution 12 of 27 | 9 October 2024

Asset model is reasonably questionable; particularly the depreciation, needs checking by an independent Council appointed asset auditor.

Contribution 11 of 27 | 8 October 2024

I'd rather remove the cars from the city roads than spend higher percentage of the cost maintaining them. This will be a theme.

Contribution 10 of 27 | 8 October 2024

City of Adelaide assets are in an excellent condition by global standards and ripping up Victoria Square every few years for no good reason is a huge waste of money plus the smaller streets in the city which have been perfectly accepted and ripped up to remove car parks (such as Frome Street, St Helena Place, etc).

Contribution 9 of 27 | 8 October 2024

Less financial stress

Contribution 8 of 27 | 8 October 2024

Makes sense

Contribution 7 of 27 | 8 October 2024

The example of the "upgrading" of Rymill Park does not fill me with confidence in other "asset renewals". Although the lake itself was in dire need of repair, the landscaping already looks dated, expensive, over-constructed, and not in keeping with parklands' general appearance. It has all the appearance of someone/a group wanting to "build a monument to themselves", rather than maintenance.

Contribution 6 of 27 | 8 October 2024

Deal with old panning issues FIRST. Save money by doing things right the first timer rather than taking an Emu approach.

Contribution 5 of 27 | 8 October 2024

Again, some are still recovering from economic downturn and should be given time

Contribution 4 of 27 | 8 October 2024

Seems more responsible.

Contribution 3 of 27 | 8 October 2024

Roads are fine, footpaths are poor, bike paths are non existent.

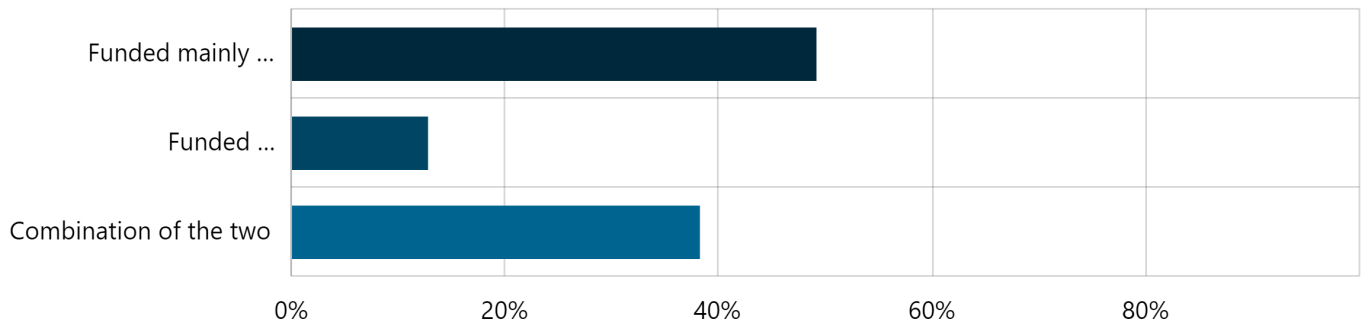
Contribution 2 of 27 | 7 October 2024

The rates at COA were stagnant for such a long time which has lead to the need for "budget repair". The council have been politically influenced by wealthy residents and business owners to not increase rates over a long period of time. Raise the rates and obtain budget for the much needed repairs and updates. Residents of COA can afford it.

Contribution 1 of 27 | 1 October 2024

17. How do you think this could be best managed?

Select Box | Skipped: 12 | Answered: 55 (82.1%)



Answer choices	Percent	Count
Funded mainly through borrowings (reduces rates but adds to Council's debt paid off by current and future ratepayers)	49.09%	27
Funded mainly through rates increases (does not increase Council's debt but greatly increases rates paid by current ratepayers)	12.73%	7
Combination of the two	38.18%	21
Total	100.00%	55

18. Please help us to understand your response by providing a comment.

Long Text | Skipped: 30 | Answered: 37 (55.2%)

Tags

No tag data

Featured Contributions

I think it's great it's makes more senses
Contribution 35 of 35 | 20 October 2024

Significant contributions from State govt for weir and bridge as these are not solely resident ratepayer responsibilities
Contribution 34 of 35 | 19 October 2024

Some of these major assets should be funded by the other two layers of extorting government. Close these assets off awhile and see what happens. It's about time the three layers of government managed their money to pay for things like this. You all gouge enough!
Contribution 33 of 35 | 18 October 2024

Borrowing makes no sense. Manage money better. Increase rates.
Contribution 32 of 35 | 17 October 2024

This depends when you do it. If you delay these to fund the road upgrades, you could probably take on debt. If you want to do them now, I wouldn't take on debt, and would instead use rates to pay it.
Contribution 31 of 35 | 16 October 2024

Council should apply for SA Government funding for the upgrades to Adelaide Bridge and Torrens Weir. Adelaide Bridge is on a DIT-controlled Road. It does need upgrading/ strengthening - especially if it is to have a tram/ light rail extension built over it - and the SA Gov't want these projects to go ahead.
Contribution 30 of 35 | 15 October 2024

Future generations will have their own ideas and projects and this generation should not saddle them with debt
Contribution 29 of 35 | 15 October 2024

You spend money like water. Get rid of Rundle carpark, for example. Encourage more public transport: it's a cultural thing.
Contribution 28 of 35 | 15 October 2024

Upgrades would easily be covered by inflationary increases in Council asset pool.

Contribution 27 of 35 | 15 October 2024

large amount to be absorbed by rate increases

Contribution 26 of 35 | 15 October 2024

if State is not supporting these building works then rate increases probably can't fund these either so a combo seems the way to go.

Contribution 25 of 35 | 15 October 2024

Demolish the UPark and sell the land off to a developer. We do not need any more carparking in the city. And we especially do not need an ugly derelict eyesore in our main shopping and entertainment precinct.

Contribution 24 of 35 | 15 October 2024

As above, look at measures to be more economical with wages and perks at Adelaide council. The reputation is that money gets squandered by council on themselves and not where it is needed ie residents.

Contribution 23 of 35 | 13 October 2024

So the cost is spread over time and paid by all who benefit from the asset improvement.

Contribution 22 of 35 | 12 October 2024

everyone in SA uses these areas the government should help

Contribution 21 of 35 | 11 October 2024

Let the state government take care of it and dissolve your useless council.

Contribution 20 of 35 | 10 October 2024

Roads and bridges are obviously essential and should be maintained.

Contribution 19 of 35 | 10 October 2024

Should it be only city council ratepayers footing the bill? After all, everyone uses these bridges!!!!

Contribution 18 of 35 | 10 October 2024

Balance use of debt and rates to manage infrastructure

Contribution 17 of 35 | 9 October 2024

Adelaide Bridge and Torrens Weir are public assets to be publicly funded by a mixture of borrowings and rate increases. The car park is in a different situation - it is a business, and any investment should be funded from revenue from that business, not from public funds.

Contribution 16 of 35 | 9 October 2024

I do not want to see further rate rises. Cost of living is too high to weather this

Contribution 15 of 35 | 8 October 2024

Regional significant major upgrade projects need to be jointly funded by located state government partnership, not going alone, too ambitious, creating an unnecessary financial burden
Contribution 14 of 35 | 8 October 2024

More and happy families throughout the state with more houses = more land tax for government revenue.
Contribution 13 of 35 | 8 October 2024

I have no opinion on this.
Contribution 12 of 35 | 8 October 2024

These are long term assets. Paying off long term assets via long term loans spreads the costs long term, and is therefore more intergenerationally equitable.
Contribution 11 of 35 | 8 October 2024

Adelaide Bridge and Torrens Weir should be paid for by the State and Federal Government as they are major infrastructure pieces. Rundle Street UPark should be able to pay for itself out of it's earning. If it is not financially sustainable, it should be sold.
Contribution 10 of 35 | 8 October 2024

Also Council could consider asset sales ? car park or unused land if any
Contribution 9 of 35 | 8 October 2024

Seems the fairest
Contribution 8 of 35 | 8 October 2024

Adelaide Bridge and Torrens Weir are both vital, practical and visible assets. Without Torrens Weir, there is no Lake and adjacent pleasure areas but at best, a muddy, shallow river, as 19thc photographs pre weir, show. The Bridge, likewise is part of vital, city access and an aesthetic adjunct to the Lake. I do not think ratepayers should bear the cost of assets primarily used by non-ratepayers. Federal or corporate funding?
Contribution 7 of 35 | 8 October 2024

Also use existing unallocated cash reserves.
Contribution 6 of 35 | 8 October 2024

At another time my answer would be different. Give people more time to recover from recent financial stress
Contribution 5 of 35 | 8 October 2024

Significant investments and would prefer rate money to go to other priorities.
Contribution 4 of 35 | 8 October 2024

Perhaps the wrong question to provide this feedback, but: The space of Rundle St UPark could be much better utilised as a mixed use development. Council needs to let go of it's addiction to car parking revenue and transition to income generating investments that also

provide a socially and environmentally positive return.

Contribution 3 of 35 | 7 October 2024

Investment is needed in the essential infrastructure (bridge and weir) to ensure both safety and continued service. However, for the commercial property, it would be more prudent to explore redevelopment and divestment options rather than extending the building's useful life. This prominent, 50+ year-old building, which is not the most aesthetically pleasing, sits on one of Adelaide's key, though declining, commercial strips. The land's highest and best use should be reconsidered—are the existing car parks even necessary? A redeveloped site could house much more than just a car park, bringing significant economic benefits for the strip, improving the presentation of the intersection, and creating new revenue streams for council.

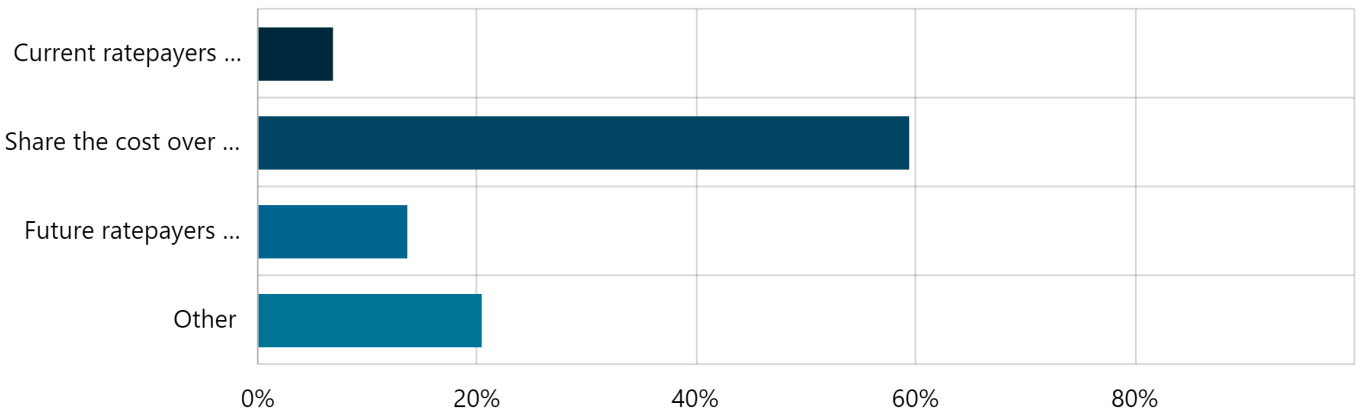
Contribution 2 of 35 | 3 October 2024

ACC should sell Rundle St UPark

Contribution 1 of 35 | 30 September 2024

19. How should this cost be shared across current and future ratepayers?

Select Box | Skipped: 8 | Answered: 59 (88.1%)



Answer choices	Percent	Count
Current ratepayers should bear most of the cost	6.78%	4
Share the cost over current and future ratepayers	59.32%	35
Future ratepayers should bear most of the cost	13.56%	8
Other	20.34%	12
Total	100.00%	59

20. Please help us to understand your response by providing a comment.

Long Text | Skipped: 35 | Answered: 32 (47.8%)

Tags

No tag data

Featured Contributions

Well I think it's fair

Contribution 29 of 29 | 20 October 2024

These are long term generational assets

Contribution 28 of 29 | 19 October 2024

Raise rates. If there are vacant properties or land, double or triple rates. Lets try what happened in Melbourne CBD a number of years ago. As some point someone will have to make the hard decisions. Borrowing will only defer that decision to someone else to raise rates.

Contribution 27 of 29 | 17 October 2024

This is a tricky one. You want to encourage future ratepayers to have a reasonable set of rates, but you don't want to alienate current ones. I don't envy you this problem.

Contribution 26 of 29 | 16 October 2024

Future rate payers will benefit most from these projects.

Contribution 25 of 29 | 15 October 2024

The state government should be approached, they are also try to entice more people to the city, more people means more wear and tear on the infrastructure so there is a genuine case for them to provide some assistance If the weir does not receive the funding, no river Torrens, no attractive city and river walk

Contribution 24 of 29 | 15 October 2024

debt funded solution

Contribution 23 of 29 | 15 October 2024

I very much want to see the Adelaide Bridge upgraded so there is no further excuse for the State Govt. to stall a tram extension to North Adelaide and beyond.

Contribution 22 of 29 | 15 October 2024

It should be spread across future generations, but these projects require significant investment from the state government (exception being the UPark). The bridge provides access to states public transport network and for people moving through the city and state. The weir is responsible for the iconic riverbank of the Torrens within the CBD which is enjoyed by visitors from across the state, country and internationally, it is of high state significance.

Contribution 21 of 29 | 15 October 2024

who knows what's current and future, every year people should pay a little bit extra to fund these

Contribution 20 of 29 | 15 October 2024

Current rate payers should bear some of the cost if they are benefiting from the asset

Contribution 19 of 29 | 14 October 2024

Current ratepayers should pay only their time-proportionate share of the cost

Contribution 18 of 29 | 12 October 2024

everyone in SA uses these areas the government should help

Contribution 17 of 29 | 11 October 2024

Fund these by reducing expenditure

Contribution 16 of 29 | 10 October 2024

All ratepayers benefit from good roads. If council concentrated on its core issues, they would be in better condition.

Contribution 15 of 29 | 10 October 2024

Not just city ratepayers to pay the cost!!!!

Contribution 14 of 29 | 10 October 2024

Important to keeping population and city as quality place to live

Contribution 13 of 29 | 9 October 2024

As noted above, my answer is different in the case of the car park, where improvements should be funded by car park users, not ratepayers.

Contribution 12 of 29 | 9 October 2024

Do only one major regional significant upgrade project, not all three without support from other funding authority; too irresponsible

Contribution 11 of 29 | 8 October 2024

The state and National government has a surplus this year. Put it into a planned New Golden Monaro with primary school, high school, hospital, sports fields, playgrounds and shopping centre. People will come and they have at Golden Grove and poorly planned Mt Barker.

Contribution 10 of 29 | 8 October 2024

As above this is the most equitable arrangement for long term assets.
Contribution 9 of 29 | 8 October 2024

Best to spread cost over time
Contribution 8 of 29 | 8 October 2024

Fairest
Contribution 7 of 29 | 8 October 2024

Compared with other, proposed expenditure and upgrading of assets, the funding and upgrading of the Adelaide Bridge and Torrens Weir are features of the city which are apparent to all tourists (local and others) and are a vital part of functioning of Adelaide Oval, many and varied parades and festivals and may encourage funding from corporate and Federal sources.
Contribution 6 of 29 | 8 October 2024

I have been paying rates for all my life and still have the bike issue unresolved. If you were private business you would all be unemployed decades ago. YOU CANNOT BE TRUSTED AT ALL.
Contribution 5 of 29 | 8 October 2024

The benefits are long term
Contribution 4 of 29 | 8 October 2024

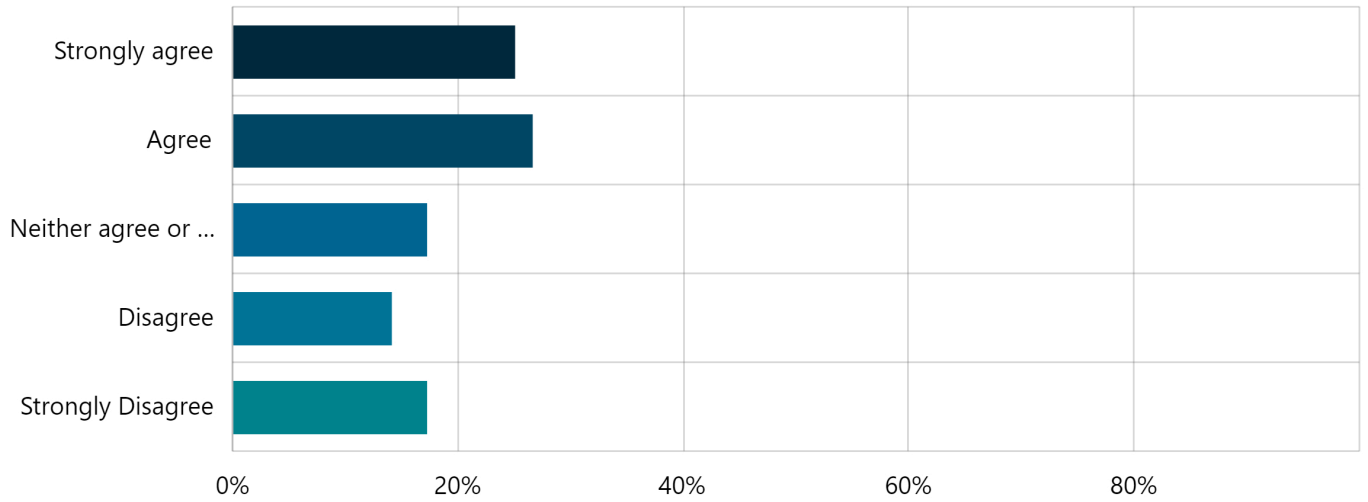
Harder to understand for me but it should be shared.
Contribution 3 of 29 | 8 October 2024

The Adelaide bridge investment should be seen as enabling a tram connection to North Adelaide and therefore catalysing significant new development and therefore new rate revenues.
Contribution 2 of 29 | 7 October 2024

Given there is no section for additional comments I will write here: I am continually disappointed by this Council in slashing the budgets for community and arts and cultural grants for the city. The Council made a poor and uneducated decision in not funding the Adelaide Crows' Indigenous program in 2023, which blew up in the media and their faces, and they have cut the grants program's budget in petty retaliation. Meanwhile the Heritage Incentive Scheme - gifting funding to wealthy and influential North Adelaide residents to renovate their private properties - receives a very large budget year on year, which is now 3 times that of Community Grants. No doubt the Council is influenced to maintain this program by the residents who vote and are the sole benefactors of this scheme. I would be very interested to know over the last 5 years, how much of the Heritage funding has gone to public buildings, and how much has gone to private residences. Community activation and support to artists is vital to a city's community and economy and the choice to take money away from community events, programs, and artists should be immediately rectified. Community grants already had such a small budget comparatively to the huge budgets to fund items such as street upgrades or asset renewals. Why are they being targeted and discussed at length as the location of "savings" for budget repair? Shame on this Council for grandstanding with their feet on the necks of community programs, cultural events and artists.
Contribution 1 of 29 | 1 October 2024

21. Council has committed 1.5% of rates revenue to making necessary upgrades our Park Lands community buildings.

Select Box | Skipped: 3 | Answered: 64 (95.5%)



Answer choices	Percent	Count
Strongly agree	25.00%	16
Agree	26.56%	17
Neither agree or disagree	17.19%	11
Disagree	14.06%	9
Strongly Disagree	17.19%	11
Total	100.00%	64

22. Please help us to understand your response by providing a comment.

Long Text | Skipped: 28 | Answered: 39 (58.2%)

Tags

No tag data

Featured Contributions

It's has to be done , upgrade is a must
Contribution 39 of 39 | 20 October 2024

Well maintained city infrastructure adds to the visual appeal, use of and vibrancy of the city
Contribution 38 of 39 | 19 October 2024

Parkland buildings were originally grant funded by occupiers. Council grants ground leases not ground and building leases. Part of the reason buildings are in decay is those who build them have for many years expected Council to maintain them. Council has had no historical obligation to repair and maintain parklands buildings but has spent a large amount of rate payers money doing just that especially where clubs and associations are linked to an elected member! Either reduce the parklands footprint - which is also policy or make those who occupy the buildings maintain them.
Contribution 37 of 39 | 18 October 2024

Benefits the community and tourism.
Contribution 36 of 39 | 18 October 2024

They are to be maintained to the best of our ability. Globally recognised for the design and no one has parklands globally.
Contribution 35 of 39 | 17 October 2024

I live in the city and mainly walk , ride a bicycle and occasionally drive or use public transport. We should not encourage cars to the city with car parks. I see no initiatives that will encourage getting around the city by walking riding or using public transport, Very backward thinking.
Contribution 34 of 39 | 17 October 2024

The parklands are a unique asset to Adelaide - I've not seen another city with such remarkable zoning of them. Upgrading facilities, while keeping most of the area green, accessible, and usable by the whole community, is an essential part of maintaining that character. You neither want them to become unmanaged brush, nor do you want them taken over by over-large urban developments. The character of the parklands, once lost, can never be reclaimed.
Contribution 33 of 39 | 16 October 2024

Ratepayers whould not have to fund upgrades to buildings which are not open to the public - unless they are generating sufficient

income for Council to make them cost-neutral. There are already enough buildings (club-houses, sheds etc) on the Parklands. These should be kept open to the public, green & free access.

Contribution 32 of 39 | 15 October 2024

It's an investment not a cost

Contribution 31 of 39 | 15 October 2024

No more buildings park Lands please. They seem to be an excuse to serve alcohol which is quite unnecessary when playing or watching sport.

Contribution 30 of 39 | 15 October 2024

Fancy work. Be realistic.

Contribution 29 of 39 | 15 October 2024

Leave parklands alone

Contribution 28 of 39 | 15 October 2024

These community assets need to make money. Strategies to commercialise community buildings should be considered.

Contribution 27 of 39 | 15 October 2024

if the buildings are for the exclusive use for a specific sporting club, then they should bear most of the cost

Contribution 26 of 39 | 15 October 2024

some of these are severely outdated (in and out) with limited capacity for both genders to have their own change rooms and toilets, they need to be improved

Contribution 25 of 39 | 15 October 2024

1.5% is no where near enough given the seriously dilapidated condition of most of the parklands.

Contribution 24 of 39 | 15 October 2024

These Park Lands buildings are used mostly by the wider metro Adelaide population - and a lot of the organisations using these facilities are profit making (i.e private schools, universities). Where an organisation is not-for-profit, Council should seek 50-50 funding with State Government ; if profit making business, unless the building upgrade results in majority use of the facility by the public, then these organisations should pay at least 80% of the costs.

Contribution 23 of 39 | 15 October 2024

How did the 1.5% be calculated as the amount required? Is it forever? Or until each building is upgraded? The LTFP says funding to 2033/34, will it end then? It isn't clear

Contribution 22 of 39 | 14 October 2024

The parklands are what make Adelaide unique and must be preserved forever.

Contribution 21 of 39 | 12 October 2024

everyone in SA uses these areas the government should help
Contribution 20 of 39 | 11 October 2024

You're wasting our money.
Contribution 19 of 39 | 10 October 2024

Parklands are an essential part of Adelaide.
Contribution 18 of 39 | 10 October 2024

A must to always continue upgrading our beautiful park lands
Contribution 17 of 39 | 10 October 2024

Important to support active community assets and interaction
Contribution 16 of 39 | 9 October 2024

I think priorities for expenditure should be set according to needs and priorities from time to time, preferably backed by business cases. Ringfencing a certain amount of revenue for a particular purpose is not logical. Only monies raised from the use of these facilities should be earmarked for expenditure on them. Further expenditure will depend on the public benefit to be delivered, compared with competing uses for the funds.
Contribution 15 of 39 | 9 October 2024

A reasonable balance
Contribution 14 of 39 | 8 October 2024

Our parklands are looking good. Victoria Park is looking fabulous. No more. Put money into the New Golden Monaro planning, investment and development.
Contribution 13 of 39 | 8 October 2024

Community buildings are critical.
Contribution 12 of 39 | 8 October 2024

State Government or the community groups should be paying for these. When I played sports we had 50 year old club rooms that were perfectly acceptable. The Council does not need to be building the Taj Mahal with other people's money.
Contribution 11 of 39 | 8 October 2024

As long as they are used appropriately
Contribution 10 of 39 | 8 October 2024

Parks are the communities vital nature spaces for health and well-being
Contribution 9 of 39 | 8 October 2024

Not a priority, compared with Torrens Weir and Adelaide Bridge. Perhaps funding from "communities" or corporate.
Contribution 8 of 39 | 8 October 2024

Stop prioritising the bloody parklands over important issues. We cannot have nice things when NEEDED things go wanting.
Contribution 7 of 39 | 8 October 2024

I don't know much about community buildings but maintenance is important.
Contribution 6 of 39 | 8 October 2024

Very important to focus on improving facilities for the community and i would encourage higher than 1.5% to improve outcomes for community.
Contribution 5 of 39 | 8 October 2024

A percentage rather than fixed cost approach is dangerous - what happens when upgrades are complete?
Contribution 4 of 39 | 7 October 2024

not really sure the scope of what is proposed.
Contribution 3 of 39 | 3 October 2024

These are desperately needed upgrades. Raise the rates for repairs which will lead to more activation in our Parklands. Also allow buildings to increase the size of their footprint as a. the land surrounding buildings is often just dirt and not utilised and b. the current buildings are too small and therefore ineffective to function as desired to grow these clubs.
Contribution 2 of 39 | 1 October 2024

I don't think any section of the budget should be quarantined
Contribution 1 of 39 | 30 September 2024



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20 October 2024

Mr. Jeremy Phillips

Executive Advisor, Corporate Services
Long Term Financial Plan
GPO Box 2252
Adelaide SA 5001
J.Phillips@cityofadelaide.com.au

Property Council Response: City of Adelaide – Draft Long Term Financial Plan

Dear Jeremy,

The Property Council welcomes the opportunity to provide a response to the City of Adelaide's *Draft 2024/25 -2033/34 Long Term Financial Plan* on behalf of its South Australian members.

The Property Council of Australia is the leading advocate for Australia's largest industry – property. Property Council member organisations are investors, owners, developers, builders, and managers of real estate across all major asset classes including commercial, office, residential, industrial, retirement communities, hotels, purpose-built student accommodation and more.

As an industry body, we recognise the importance of sensible financial management whilst seeking and creating opportunities to grow and promote Adelaide's CBD. Maintaining capital works, continuing the revitalisation of key Adelaide main streets and updating its Asset Management Plan are all essential components of a thriving capital city. We believe the Long-Term Financial Plan will play a crucial role in securing a prosperous future for our city.

Considering a significant portion of our member base contribute over 80% of the City of Adelaide's council rates revenue, the Property Council welcomes the City's decision to maintain a 92.5% assets renewal ratio as a sensible way to maintain and enhance the city. It is critically important that the Council continue to consider the negative impacts recent rate increases have had on the city. To attract and retain investment, and remain competitive, it is not feasible to repeat recent rate increases in future years. To do so would further overburden ratepayers. The cap on the asset renewal ratio is a prudent measure that ensures the continued upkeep and enhancement of the city's infrastructure without imposing excessive financial pressure on ratepayers. This approach aligns with our shared goal of fostering a stable and attractive environment for both residents and businesses.

We recognise the importance of this strategic decision in maintaining fiscal responsibility while mitigating the impact of rate increases on our community. The Property Council has consistently advocated for balanced and sustainable financial planning, and we commend the Council for its foresight in this matter.

As consumers grapple with cost-of-living pressure, it is important that all levels of government pull every lever to provide a business-friendly environment which stimulates the economy.

The Property Council looks forward to ongoing collaboration with the City of Adelaide to support initiatives that drive sustainable growth and economic resilience.

A handwritten signature in black ink, appearing to read 'Bruce Djite', with a stylized flourish at the end.

Bruce Djite

SA Executive Director, Property Council