COUNCIL OF CAPITAL CITY LORD MAYORS

SMART CITIES PLAN
SUBMISSION

June, 2016

In our rapidly changing world, cities are more important than ever before. Cities are where people and organisations come together, where investments are made, where new ideas are formed, where jobs are created and, importantly, where lives are lived.

Cities matter.

TABLE OF CONTENTS

INTRODUCTION

The Council of Capital City Lord Mayors (CCCLM) appreciates the opportunity to provide comment on the *Smart Cities Plan*.

The CCCLM represents the interests of the Lord Mayors (and ACT Chief Minister) of Australia's eight capital cities. Australia's capital cities drive national economic growth, innovation and creativity.

Australia's Capital City Lord Mayors warmly welcome the Federal Government's renewed involvement in urban policy, and have been calling for greater Federal engagement in urban policy for over twenty years.

Our cities currently face enormous pressures and an equal number of opportunities. The challenge of change in our cities is the daily menu of the Lord Mayors' existence. As managers of our capital cities, Lord Mayors are at the coal face of change, and are in the best position to work with the Federal and State and Territory Governments to meet the challenges facing our cities.

CITIES MATTER

In our rapidly changing world, cities are more important than ever before. Cities are where people and organisations come together, where investments are made, where new ideas are formed, where jobs are created and, importantly, where lives are lived.

The pressures and changing needs that result from a growing population, from the impacts of a changing climate and from an evolving global economy will challenge our cities like never before. The risk is that, left unchecked, our quality of life will reduce and our city economies will become less productive.

The latest ABS population projections suggest that the Australian population may increase by as much as seven million (or 30%) by 2031, and by eighteen million (or over 75%) by 2061. However, according to the ABS projections, this growth is likely to be concentrated in Australia's capital cities. The eight capital cities are expected to grow by a combined 5.5 million by 2031 and by 14.8 million people by 2061.

To keep our cities among the world's most liveable we must adapt quickly to the new challenges and pressures that face us. Local, State and Territory and Federal governments need to work together, along with businesses, educational institutions, community organisations and city residents to ensure the long term prosperity, liveability and sustainability of our cities.

CCCLM believes that the three key priorities for Australia's cities are:

- Infrastructure;
- The Economy; and
- Climate Resilience.

Australia's capital cities are vital to our economy, generating productivity and high value add jobs. Our capital cities accounted for over $1,000 billion in economic activity in 2013-14, as well as:

- **68 per cent of Australia's GDP**
- **82 per cent of GDP growth in 2013-14**
- **66 per cent of Australia's 2.1 million businesses**
- **69 per cent of Australia's employed labour force – 8.1 million workers**
- **76 per cent of Australia's employment growth over the last decade.**

Australia's capital cities are home to more than two thirds of our population and almost 70 per cent of our national workforce.

15 million more people are expected to be living in our capital cities by the second half of this century.

1. INFRASTRUCTURE

Our capital city infrastructure is stretched as populations grow and more people and businesses vie to use our public transport systems and roads to get around and transport goods. People face longer travel times between homes and work, education and services and these delays damage our cities economic value and reputation.

Our capital cities were established, planned and built many years ago, and policy makers need to consider what needs to change to ensure they are equipped for a very different future. Significant investment in key pieces of infrastructure across the country will not only

Average commuting times in capital cities have increased by 20 per cent in the last decade.

Urban congestion cost the Australian economy almost $14 billion in 2011, and is forecast to increase to more than $53 billion by 2030.

boost local city economies, helping business activity and employment growth, but bring economic benefits to the whole country**.**

2. THE ECONOMY

Strong city economies are crucial to a strong national economy and our cities are where Australia's future jobs are being created. As jobs in the agriculture and manufacturing sectors decline, jobs in health, education, advanced manufacturing and professional service sectors grow.

'Knowledge sector' jobs will drive Australia's future economy and the vast majority of these new jobs are based in our capital cities. Cities are also our nation's educational hubs – capital cities host the majority of our universities, and almost 80 per cent of all tertiary and university students study in our capital cities.

To make the most of these changing circumstances, cities need to work with all levels of government, and many private and public sector stakeholders, to create the environment where businesses and other important institutions can thrive.

This includes investing in the infrastructure that cities need to support growing populations and that will help business in our cities to thrive.

3. CLIMATE RESILIENCE

Australian cities are vulnerable to a number of natural disasters – rising sea levels, flooding in low lying areas, extreme heat conditions and extreme weather events.

Since 2001, the number of extreme heat records in Australia has outnumbered extreme cool records by almost three to one on daytime maximum temperatures.

Estimates are that in 2012 alone, the total economic cost of natural disasters in Australia exceeded $6 billion. Without action, natural disasters could cost Australia $23 billion a year by 2050.

Cities are where the climate crisis can be averted. Our capital cities can take crucial local action to manage the impacts of climate change, working with city residents and businesses to deliver and manage the infrastructure, industries and actions we need to manage and protect against harsh climate conditions and extreme events.

> *By working together, all levels of Australian government can ensure that Australia's cities are strong and resilient, offering a quality of life that city residents today and future generations of city dwellers can enjoy.*

SUMMARY

The Council of Capital City Lord Mayors supports the *Smart Cities Plan* as a high level, but solid foundation for the Federal Government's involvement in national cities policy.

CCCLM recognises that the *Smart Cities Plan* is the beginning of a process of engagement between various levels of government, and looks forward to working in partnership with Federal, State and Territory governments for the betterment of our cities.

CCCLM broadly supports the key concepts outlined in the *Smart Cities Plan*, including City Deals, Value Capture and Smart Cities, however we note that further work needs to be undertaken to develop the appropriate governance mechanisms required to transform the Plan into a specific action framework.

THE *SMART CITIES PLAN*

OVERVIEW

In order to be globally competitive and sustainable, Australia's cities require a shared vision between the three spheres of government. Leadership is crucial and must be aligned around a common aspiration.

The role of the Federal Government is vital in this regard, both in terms of providing leadership, but also in terms of developing strategic partnerships. The Federal Government already has strong influence over the way our cities are shaped and operated through the funding of roads, housing, health and education, and also through policies relating to the provision of infrastructure, the environment and immigration.

State and territory governments have an important role in relation to the planning and coordination of our cities, and local government are the managers of our cities – the level of government closest to the communities they serve.

All levels of government need to work together towards an agreed goal. It is difficult for a single level of government to deliver key city infrastructure such as roads, public transport and energy, or key services such as education, affordable housing, and environmental management

In this regard CCCLM notes that the *Smart Cities Plan* is silent on the potential role that the Council of Australian Governments (COAG) will play in its delivery.

Capital City Lord Mayors have long maintained that a shared government vision and aligned leadership are the keys to the success of a national urban policy, along with the united efforts to build more productive, liveable and sustainable cities. It is clear from multiple case studies in Australia and overseas that strong and visionary leadership is a critical factor in building successful cities. Change in our cities is a long term process, and requires leadership from the top.

CCCLM believes that the *Smart Cities Plan*, whilst a generally high level and aspirational document, is a good first step in the Federal Government providing the national leadership required in urban policy, and we agree with the broad

proposals contained in the plan. It is important that following the federal election, the plan is quickly turned into practical programs and solutions, and implemented.

RESILIENCE

CCCLM notes that the Plan lacks a specific reference to climate change resilience.

Urban resilience is the capacity of individuals, institutions, businesses and systems within a city to adapt, survive and thrive no matter what kind of chronic stresses and acute shocks they experience.

All levels of government need to work together to address the challenge of protecting and improving the lives of our residents, both now and into the future by developing actions that manage infrastructure and support industries by protecting them against harsh climate conditions and extreme events.

Without any doubt, the last few years in Australia has highlighted the importance of our cities being more resilient to the impact of adverse climate events and environmental disasters.

Our emergency services have demonstrated that by integrating the management of their teams and having a common and holistic overview of the unfolding environment, they are much more effective at tackling the challenges before them.

This approach is one the CCCLM supports and considers it could be extended to the planning and adaptability of our cities to potential future scenarios. Our ability to look ahead and identify risks, and plan for them in partnership with others will make our cities more sustainable and reduce the cost of unnecessarily replacing infrastructure.

The resilience of our cities applies not only to environmental impacts but also to the strategies we need to put in place in order to face the risks inherent in water, energy, food and fuel security. Each of these issues, when examined fearlessly, will influence the way in which our cities will grow in the future.

The best way to address these issues is through an integrated approach between all levels of government.

QUALITY OF LIFE

CCCLM notes that the *Smart Cities Plan* is primarily an economic agenda for cities. It is designed to address problems cities face in relation to issues such as congestion, poor access to jobs and services, reduced housing affordability and increasing pollution.

However, what is lacking in the paper is a focus on quality of life or a 'quadruple bottom line' for cities, for example neither the important roles that entertainment, leisure, arts and cultural activities play in invigorating city centers, or provision of access to services are addressed.

The plan focusses on getting people into housing and to and from work, and not necessarily on improving quality of life.

CITY DEALS

CCCLM broadly supports the City Deals model, and notes that that similar types of programs operate in a number of countries. As outlined earlier, it is vital that all three levels of government are in partnership in regard to urban policy and City Deals provides a model for this to occur.

The City Deals model outlined in the plan is high level, and CCCLM notes that a key to the success of any 'Deal' will be ensuring that the appropriate governance structures are in place. The design of any 'Deal' is critical. In a perfect world all 'Deals' will be win/win.

CCCLM notes that most of the UK City Deals (on which the proposed Australian City Deals are modelled) seem to be focused on transport infrastructure. It can be argued that shortcomings can arise because of the narrowness of the target goal of such 'Deals'.

This is because the sole emphasis of City Deals is on maximising growth in economic GDP – no attention is paid to the other key objectives of cities – liveability, affordability, sustainability, social equity etc. There is a risk that infrastructure provision and investment priorities could be distorted against long term economic efficiency in the quest for a narrow economic goal.

The complexity of negotiating any 'Deal' that covers a large area between Federal, State and Territory and several local governments needs to be acknowledged. Therefore, CCCLM encourages the Federal Government to start work on developing pilot 'Deals' as a matter of urgency, as well as developing the governance to be applied to City Deals, including the relevant metrics and identifying who is to independently assess these metrics.

In this regard, CCCLM notes that Brisbane City Council is actively involved in the development of a trial City Deals project for funding infrastructure in South East Queensland, in partnership with the Queensland State Government, Council of Mayors (South East Queensland) and the Property Council of Australia.   For more information on the project please see Brisbane City Council's separate submission to the Smart Cities Plan.

The governance arrangements and mechanisms for initiating City Deals are also yet to be outlined.

Given the role of local government as the managers of our cities, CCCLM is seeking a clear commitment that the relevant local government authorities will be included in the development of any 'Deals'.

CCCLM also believes that capital city councils should be given special priority for City Deals given their economic importance compared to other local government areas.

INFRASTRUCTURE

Supporting the development of more sustainable cities must be a network of efficient infrastructure. In this context, efficiency relates to timely provision, in a location that supports the growth of the city, and management and maintenance to ensure infrastructure is long lasting and avoids the shock of major upgrades.

CCCLM supports Federal Government infrastructure funding that is linked to a properly articulated and integrated metropolitan planning system that includes a long term infrastructure plan. This is the best way to avoid ad hoc decision making and to provide the right infrastructure in the right location at the right time with a strategic direction that spans more than the life of one government.

Infrastructure usually requires large investment of capital funding and often recurrent funding obligations. It is acknowledged that Treasury and Finance departments can shy away from these costs. CCCLM notes that these large investments require long term strategic planning so that public funds can be allocated efficiently over time. It is the unexpected and ad hoc expenditure on both new and maintenance costs that must be avoided through better planning.

For a practical example, please see the *AdeLINK* case study at Appendix A.

CCCLM supports the role and work of Infrastructure Australia, and also supports the proposal for the establishment of an Infrastructure Financing Unit, however, it is unclear from the *Smart Cities Plan* what the governance arrangements are for the proposed Infrastructure Finance Unit to work with Infrastructure Australia.

CCCLM welcomes the additional $50m for infrastructure funding proposed in the Plan, but notes that the $50m only covers acceleration of planning and development and support for the work of the Infrastructure Finance Unit to help develop business cases. Funding for actual capital costs will still be required.

CCCLM commissioned a report from EY which examines the *Infrastructure Financing Solutions for Australia's Capital Cities*[1] which explored available capital city finance options. A copy of the report is attached.

VALUE CAPTURE

CCCLM has previously called for the creation of a virtuous cycle of value capture and reinvestment in our cities.

There are many approaches to value capture, however in essence value capture seeks to identify and quantify revenue streams that can contribute to project funding, and develop mechanisms which can collect this revenue.

Value capture changes the funding focus from 'user pays' to 'beneficiary pays', where beneficiaries can include industry, developers and property owners.

For value capture to be most effective, the potential increase in values and the beneficiaries need to be clearly identified from the beginning of the development of the project's framework. It is critical that any value capture framework incorporates principles of equity and fairness.

It must be noted that value capture will not provide all of the required funding for infrastructure projects.

Federal Government funding (in addition to financing arrangements) is an imperative. Value capture works most effectively in areas where significant property development uplift is possible. For example, for tram and train networks this occurs mostly at the point of actual tram/train stops rather than the along the length of the line.

All levels of government in Australian are involved in the management of land based fiscal tools (such as land tax, property tax, stamp duty, business and residential rates, etc). Therefore, it is important that all levels of government collaborate on potential value-capture mechanisms, and how they might be implemented in each city. CCCLM supports early Federal Government engagement in the process.

The governance and operational arrangements for value capture as outlined in the *Smart Cities Plan* requires further detail, including who collects the value capture, through what mechanism, and how the funds will be transferred to the appropriate entity to provide the additional infrastructure.

CCCLM notes that the Federal Government has indicated it will issue a discussion paper outlining its approach to value capture and looks forward to working with the Federal Government to progress this.

Local government is uniquely placed to contribute to the design of value-capture mechanisms, given its knowledge of the local economic and planning context in which such mechanisms might be applied. Local government is also well suited to act as an interface between stakeholders and other tiers of government, as it is the closest tier of government to the community.

In particular, local government has a role as the primary place-makers in the development of major transport programs, especially where value capture is implemented, or there is significant density uplift expected due to the impact/benefits to local communities.

As a consent authority, local government has a significant role in rezoning land and providing expert insight and advice about community needs and opportunities. Decisions made now on development should consider future opportunities.

The structure of urban governance in many Australian cities places the responsibility of metropolitan planning and infrastructure design with state and territory governments. Therefore, state and territory planning and transport

---

[1] Infrastructure financing solutions for Australia's capital cities

authorities are likely to play a central role in the establishment of value-capture mechanisms tied to city-wide infrastructure projects.

A case study of Sydney's Green Square project, which outlines the package of funding mechanisms the City of Sydney utilised to deliver infrastructure is included as an attachment.

PRODUCTIVITY

CCCLM welcomes the focus in the *Smart Cities Plan* in regard to increasing the productivity of our cities.

In particular, CCCLM welcomes the opportunity to work with the Federal Government in regard to the key productivity and regulatory measures that impact on our capital cities.

These include:

- Developing mass transit and freight solutions – making our cities more highly connected
- Building the competitive advantage of our capital cities
- Improving the use of our land by improving strategic and integrated planning
- Developing long terms strategic plans for Australia's major cities to assist with population growth and resettlement.
- Improving the liveability of our cities through the provision of:
  - More affordable housing
  - Safer cities
  - Healthier cities
  - Social inclusion and equity in our cities.

Smart cities around the world have well distributed employment centres leveraging polycentric hubs connected by fast and reliable transport networks. However Australian cities are still largely hub and spoke in relation to both our employment and transport, which is a structural inefficiency that drives many of the problems outlined in the *Smart Cities Plan*.

In regard to transport infrastructure projects, it is critical that all tiers of government work together to plan for and implement transport and urban domain changes.

In addition to sometimes directly funding the core project, local governments often enhance the value of major transport infrastructure projects by funding and delivering ancillary infrastructure and services, including the provision of pedestrian and cycling links and streetscape/landscape improvements, as well as changes to urban planning instruments and building codes. It is important that the benefits of value capture are appropriately shared with local government to reflect this contribution.

State, territory and local governments could work together to develop overarching place-based strategies for new hubs created by the provision of infrastructure such as high speed rail. Communities need to be able to access the infrastructure - especially in outer metropolitan areas to connect with jobs and services.

CCCLM notes that affordable housing remains a critical issue for our cities. Housing supply is increasing in our cities yet the supply of social and affordable housing is decreasing.   Simply increasing housing supply will not address this critical issue as the strong demand for housing continues to price lower income earners out of the housing market.

Further information is available in CCCLM's submission to the Treasury's Affordable Housing Working Group in March 2016[2], as well as in the CCCLM research undertaken with Urbis on Unlocking Smart Growth in Australia's Capital Cities[3].

DATA, MEASUREMENT AND TECHNOLOGY

CCCLM agrees that measuring and targeting the outcomes sought by the *Smart Cities Plan* are critical for its success.

As outlined in the Plan there is no baseline data readily available to determine and track a city's performance, and a more coordinated approach to data from all spheres of government being provided in a form that is most useable for businesses and the wider community would be welcomed.

CCCLM supports the proposal for open data and would welcome the release of other data held by the Federal, State and Territory Governments. Capital city councils have vast amounts of data and are working to release this through open data platforms. City Councils are a valuable partner to the Federal Government in terms of data measurement and technology.

Growth figures for population and employment at a national level or even state and territory level should be used in conjunction with local and regional data for the purposes of infrastructure and land use planning, particularly as different levels of government can share a greater understanding of data, methods for collating data, and how it can be used.

The cost of establishing systems for obtaining, managing and keeping data must be considered. The Federal Government will need to provide a commitment to assist with the funding of the establishment and on-going operations of such data systems. There also needs to be a commitment to ensure that this data is open and readily available to local government and other stakeholders.

CCCLM notes that the Brisbane City Council is playing an active role in the development and leveraging of open and real time data – this is outlined in detail in the Council's submission to the *Smart Cities Plan*.

The *Smart Cities Plan* does not include mention of possible technological infrastructure as a discreet option. It does however promote the NBN rollout. Increasingly the city experience for people will be influenced by technological change and innovation. Supporting the development of the infrastructure that will support this effort is required.

Vital network infrastructure roll-out including speedier roll out of NBN and/or a higher capacity 'local solution' such as a proposed Ten Gigabit City Network in Adelaide should be included in the remit of the new Infrastructure Financing Unit (for further information regarding the Ten Gigabit City Network proposal see Appendix B).

In regard to the use of technology in cities, CCCLM notes that the potential to deliver maximum benefit needs to drive decisions to invest in technology, not the technology itself. The potential impacts of technology on communities must be a priority in decision making.

SUSTAINABILITY

CCCLM welcomes the focus on sustainability in the *Smart Cities Plan* but notes that there is little in the Plan in regard to specific environmental initiatives

Australia's capital cities are taking the lead in developing strategies and programs to address environmental challenges and are currently working on a range of measures relating to:

---

[2] CCCLM Submission to Affordable Housing Working Group

[3] Unlocking Smart Growth

- Emissions Reductions
- Energy Efficiency in Buildings
- Urban Canopies
- Greenhouse Gas Abatement

Examples of how Capital Cities are contributing through innovative measures are listed below.

CITY OF SYDNEY – BETTER BUILDING PARTNERSHIPS

City of Sydney facilitated the development of the *Better Building Partnership*[4] which involves the owners of buildings in the Sydney CBD that together make up 60% of the office floor space. Through collaborative sharing of information and experiences this Partnership has been able to reduce emission by approximately 40% since 2009 at the same time as providing internal savings of $30 million per year in energy usage.

ADELAIDE CITY COUNCIL – ZERO NET CARBON EMISSIONS BY 2025

Adelaide City Council is working closely with the Government of South Australia on mapping pathways to carbon neutrality. Aligning with the Government of South Australia's *Climate Change Strategy 2015 – 2050,* Council's own *Carbon Neutral Strategy 2015 - 2025*[5], establishes a target for Adelaide to be the world's first carbon neutral city, with zero net carbon emissions by 2025.

This close collaboration between two tiers of government is significant and it has been formalised through two mechanisms:

- the signing of the Carbon Neutral Adelaide Sector Agreement under the Climate Change and Greenhouse Emissions Reduction Act 2007; and
- a parallel signing event for the Compact of Mayors by Council and the Compact of States and Regions by the Premier, the first such pairing in Australia of these two important international networks

The City is well placed to set such an ambitious target as operational carbon emissions from the City of Adelaide community declined by 20% between 2007 and 2013. This reduction occurred over a period when economic growth of 28% occurred.

Energy use and transport continue to be the City's primary sources of carbon emissions, contribution 60% and 35% respectively. Interventions that bring forward private investment in energy efficiency, renewable energy generation and improve electric vehicle affordability, are key to further reductions in emissions.

CITY OF MELBOURNE – RENEWABLE ENERGY PROJECT

The City of Melbourne[6], together with other local governments, cultural and educational institutions, and private-sector corporations launched a competitive tender in April 2016 to purchase large volumes of renewable energy through a group purchasing model.

---

[4] Better Building Partnerships

[5] Adelaide City Council – Carbon Neutral Strategy

[6] City of Melbourne – Renewable Energy Project

The group is seeking purchase of 110 GWh worth of energy from new large scale renewable energy facilities. This amount of renewable energy will save up to 138,600 tonnes of CO_2 each year, which is the equivalent of planting more than 160,000 new trees and is enough energy to power 28,475 Melbourne households.

Through a group tender process open from Wednesday 20 April to Monday 20 June through Procurement Australia, proposals were sought from the market to deliver renewable energy at an attractive price for a ten-year term, and to demonstrate a range of community and economic benefits.

CONCLUSION

The CCCLM supports the *Smart Cities Plan* as a high level, but solid, foundation for the Federal Government's involvement in national cities policy.

The Lord Mayors are unanimous in supporting a more explicit role for the Federal Government in helping shape the future of our cities. Indeed, they have been pressing for such reform for the past decade or more.

CCCLM would welcome the opportunity to continue to work in partnership with the Federal Government as it undertakes the implementation of the *Smart Cities Plan*.

(Sourced from State Government Integrated Transport and Land Use Plan and Adelaide City Council material)

The experience of Portland, Oregon is a testament to how future city planning directions can be driven by staged expansion of urban tram networks. But what Portland showed was the need for a long term vision, which encompassed a land use vision, incremental extension of the tram network, and with funding plans for the extensions. The Glenelg tram line has shown effectiveness in land use activation in the City and along Jetty Road at Glenelg.

The Plan proposes a similar concept for inner and middle Adelaide, with proposed tram extensions along key suburban main roads, with through linkages in the CBD to bring about effective distribution of trips to the CBD and adjacent area destinations.

These networks will contribute to improved liveability and vibrancy along these corridors, as well as providing a catalyst for increasing residential density and mixed-use developments. Preliminary transport modelling has shown increased levels of future tram patronage, which would grow further in response to densification of these suburban areas, promoted by land use responses to the certainty of having a tram network in place.

STRATEGIC BENEFITS OF TRAM EXTENSIONS

An expanded tram network will deliver a number of strategic benefits for inner and middle Adelaide.

- For short to medium distance corridors trams have the ability to expand into new urban areas using existing road corridors compared to train lines.
- Permanent tram infrastructure has the potential to stimulate private investment activity to attract higher density living and mixed-use development along the inner city corridors. Facilitating increased densities along transit corridors within inner Adelaide is a key outcome of this Plan. T
- Tram services can be provided at relatively higher frequency, and carry more passengers than a bus. With more people living in the inner and middle areas of Adelaide the AdeLINK network will provide a step increase in public transport capacity while providing greater travel choice.
- Reduced noise levels with fewer bus movements, and a decrease in local air emissions.

Infrastructure Australia has already backed the State Government's vision of bringing trams back to Adelaide's suburbs, ranking the project as a priority in its new Infrastructure Priority List.

The State Government is currently preparing a detailed business case for the construction of the AdeLINK tram network. The business case will include planning, design, identifying the precise tram routes and stops, as well as environmental and land value benefits, and the final project costs for the following projects.

The recent Lord Mayor's Light Rail Summit has been a great success, with mayors agreeing on positive ways forward on light rail plans.

Representatives from Councils within the AdeLINK network agreed to:

- Make light rail a key priority
- Participate in the development of the State Government's business case for AdeLINK
- Consider all funding options (but are not in favour of new taxes on the community).

APPENDIX B: TEN GIGABIT CITY PROPOSAL

The City of Adelaide, in line with its Strategic Plan is exploring the build of a unique digital communications network that is capable of delivering up to 10 gigabits per second data speeds (upload and download). This would be the first of its kind in Australia, joining a small 10 Gigabit global network of cities.

A 10 Gigabit City Network would be connected locally, regionally, interstate and to the rest of the world through a direct peer to peer connection via the cloud super-highway, rather than data from systems having to traverse the Internet. This is a game changer for our city and pivotal for many industries such as advanced manufacturing, telemedicine, education, defence, researchers and entertainment industries that require reliable, quality connections not competing with internet traffic.

Many large organisations (and cities) are transitioning their services to the cloud super-highway as it allows them to provide secure, reliable and fast services to new interstate and international markets. This infrastructure will be a lure for industries of all sizes and will "future proof" our city and provide multi-generational benefits.

City of Adelaide is working with the State Government to explore options around how such as a service can be built, operated and funded. This will include a focus on the best use of underutilised digital infrastructure.