



INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE

Agenda and Reports

for the meeting on

Tuesday, 19 August 2025

at 6.30 pm

in the Colonel Light Room, Adelaide Town Hall

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Our Adelaide.
Bold.
Aspirational.
Innovative.

INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE
Meeting Agenda, Tuesday, 19 August 2025, at 6.30 pm

Members – The Right Honourable the Lord Mayor, Dr Jane Lomax-Smith
Deputy Lord Mayor, Councillor Martin (Chair)
Councillors Abrahamzadeh, Couros, Davis, Giles, Dr Siebentritt and Snape

Agenda

Item		Pages
1.	Acknowledgement of Country At the opening of the Infrastructure and Public Works Committee meeting, the Chair will state: ‘Council acknowledges that we are meeting on traditional Country of the Kurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kurna people living today. And we also extend that respect to other Aboriginal Language Groups and other First Nations who are present today.’	
2.	Apologies and Leave of Absence Apologies - Councillor Siebentritt	
3.	Confirmation of Minutes - 17/7/2025 That the Minutes of the meeting of the Infrastructure and Public Works Committee Reconvened on 17 July 2025, be taken as read and be confirmed as an accurate record of proceedings. View public 17 July 2025 Minutes .	
4.	Declaration of Conflict of Interest	
5.	Deputations	
6.	Workshops	
6.1	Hutt Street Revitalisation - Concept Development Options - Engagement Outcomes	3 - 31
7.	Reports for Recommendation to Council	
7.1	Shared E-Scooters and Personal Mobility Devices	32 - 36
7.2	O'Connell Street - Main Street Revitalisation	37 - 43
7.3	O'Connell Street Driver Behaviour Consultation	44 - 104
8.	Reports for Noting Nil	
9.	Closure	

Hutt Street Revitalisation - Concept Development Options - Engagement Outcomes

Tuesday, 19 August 2025
Infrastructure and Public Works Committee

Presenters: Anna Deller-Coombs, URPS and Tom McCready, Director City Infrastructure

Strategic Alignment - Our Places

Public

PURPOSE OF WORKSHOP

The purpose of the workshop is to present the findings of the Concept Development Options consultation and engagement completed between 21 February and 28 March 2025, provide information on the cost estimate prepared for the revitalisation project and next steps.

The workshop will include:

- Hutt Street Revitalisation project background and overview
- Report on outcomes of the consultation on the five options for Hutt Street
- Budget and cost estimate
- Next steps and project timeline
- Council Members' views

KEY QUESTION

The workshop is seeking feedback to the following key question:

- Noting the outcomes of the community consultation and engagement, what are Council Members' views on the community feedback and preferred options?

- END OF REPORT -

Our Places

Hutt Street Revitalisation Concept Development Options Engagement Outcomes

Infrastructure and Public Works Committee
19 August 2025

Program: Infrastructure

Author: Mark Goudge, Associate Director Infrastructure
Approving Officer: Tom McCready, Director City Infrastructure

On 26 November 2024, Council resolved that it:

1. *Approved for the purposes of public consultation:*
 - 1.1 *Option A (Existing conditions – footpath option only); and*
 - 1.2 *Option B (Renewal with 60-degree angle parking) and*
 - 1.3 *Option C (Renewal with 45-degree angle parking) and*
 - 1.4 *Option D (Current Concept (interpeak parallel) and*
 - 1.5 *Option E (Combined 45-degree angle parking).*

As presented on 19 November 2024 within the Hutt Street Revitalisation Project (Car Parking Review) Workshop and contained within Attachment A to Item 7.1 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 19 November 2024.

2. *Notes the outcomes of the Community consultation will be presented to Council for consideration and approval.*

Workshop Agenda

1. Background and project overview
2. Engagement Outcomes Reporting – Anna Deller-Coombs, URPS
3. Budget and cost estimate
4. Conclusions and Key Question

KEY QUESTION

Noting the outcomes of the community consultation and engagement, what are Council Members' views on the community feedback and preferred options?

Main Strategic Objective:

Our Places

Interesting, purposeful and safe

Facilitate and activate our places in a safe and accessible way for our community

Benefits

- Provide a well-planned street that is welcoming, accessible and comfortable, that balances the needs of businesses, residents, and visitors using all modes of transport and contributes to our wellbeing and sustainability goals.
- Precinct activation and economic development.

Vision for Hutt Street and Design Principles:

Vision

Hutt Street's leafy green streetscape, historic village charm with an exciting variety of commercial, dining and social experiences ensure it is the pride of its growing community and a popular destination for locals and visitors alike.

Design principles



Provide a well-planned street that is welcoming, accessible and comfortable, that balances the needs of businesses, residents, and visitors using all modes of transport and contributes to our wellbeing and sustainability goals.



Rationalise the reallocation of public space from vehicle use (parking and traffic lanes), to achieve a more equitable allocation of public space and a good balance between transport modes, trees/landscaping, outdoor dining opportunities, to support businesses and enhance social interactions, and provide safer movement.



Celebrate and reinforce the existing leafy green streetscape and historic village charm.



Create a new public 'heart' as the epicentre and provide unique experiences ensuring a robust local community.



Establish a business and retail identity with a diverse offering to increase its popularity as a destination for locals and visitors.



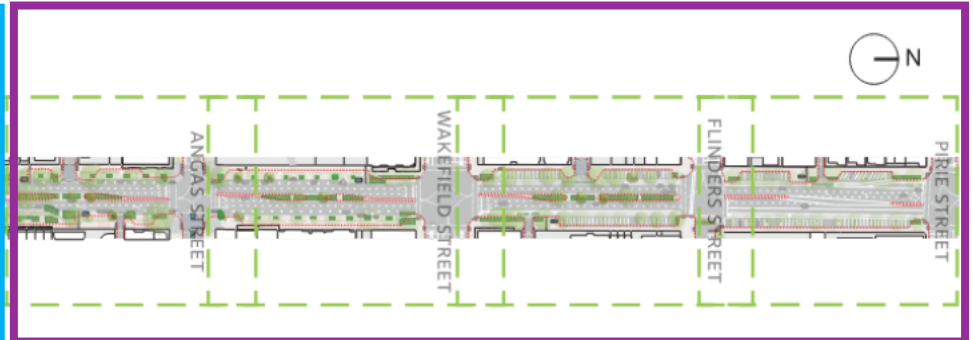
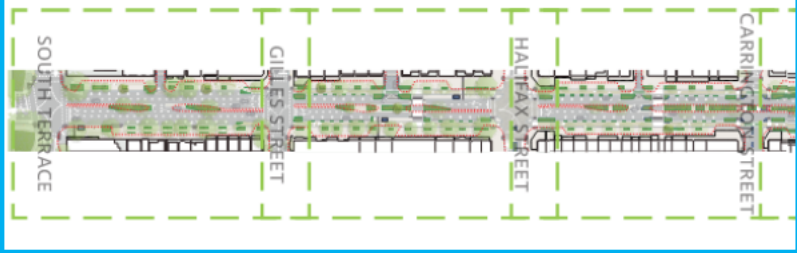
Public art opportunities, activation and improved amenity to support businesses and enhance the visitor experience, driving future investment and economic uplift.

Draft Master Plan for Hutt Street, December 2021

Hutt Street Revitalisation

Background and Project Overview

Hutt Street Revitalisation Project Area



Hutt Street Revitalisation Scope:

Upgrade of streetscape and renewal of key infrastructure assets, including road surface, stormwater, public lighting, footpath and kerb and water table.

Asset Renewal – between Carrington St and Pirie Street:

Asset renewal in the northern section of Hutt Street will be undertaken as per the Asset Management Plan, with key infrastructure assets identified for renewal within the next 4-10 years (road surface, stormwater, footpath, kerb and water table and public lighting).

Concept Development Options Summary

Option	Car Parking and Road Layout Summary
Option A *	Retains existing 60-degree angle parking layout with targeted footpath repair Retains approximately 132 on-street parking bays
Option B	Retains 60-degree angle parking and updates to current standards for parking bays Retains approximately 112 on-street parking bays
Option C	Changes parking to 45-degree angle and updates to current standards for parking bays Retains approximately 79 on-street parking bays
Option D (Original Concept Plan)	Changes to parallel parking, two lanes during peak in direction of travel, aligns with Austroads Guides, complies with current standards and allows for expanded footpaths and protected cycle path Retains approximately 72 on-street parking bays
Option E	Changes parking to 45-degree angle, updates to current standards for parking bays and includes protected cycle path Retains approximately 76 on-street parking bays

Number of existing car parking bays on Hutt Street, between South Terrace and Carrington Street – **132 car parking bays.**

** To address existing non compliances to the Australian Standard will see a reduction of approximately 20 car parking bays.*

Hutt Street Revitalisation

How We Engaged

Engagement undertaken

- Online survey
- Business forum
- Community events
- Stakeholder workshops
- Submissions
- Email/phone enquiries

Promotion & engagement

- Our Adelaide
- Fact Sheet
- Social media
- Street signage
- Posters and postcards



Concept Development Consultation

Help shape the future of Hutt Street

You are invited to review the proposed concept development options for the revitalisation of Hutt Street.

Share your feedback by 5:00pm, Friday 28 March 2025.

Scan the QR or visit ouradelaide.sa.gov.au/hutt-street

Join us at the Hutt Street Revitalisation information booth at the Fringe Vibes on Hutt Street event and chat to a project team member.

Saturday 1 March, 10.00am to 2.00pm

Hutt Street, corner of Halifax and Hutt Street.

Or visit a community drop-in session

Wednesday 5 March, 10:30am to 12:30pm
Thursday 6 March, 3:00pm to 5:00pm
Hutt Street Library, 235 Hutt Street

Hutt Street Revitalisation

Who We Heard From



- 1,039 survey respondents.
 - 50% City of Adelaide ratepayers.
- 92 people attended community events.
- 46 written submissions.
- 36 Hutt Street businesses at business forum.
- 8 stakeholders at workshops.
- Open and transparent process.
- Detailed analysis of data to assess the integrity of responses, respondent locations and breakdown of respondent groups.

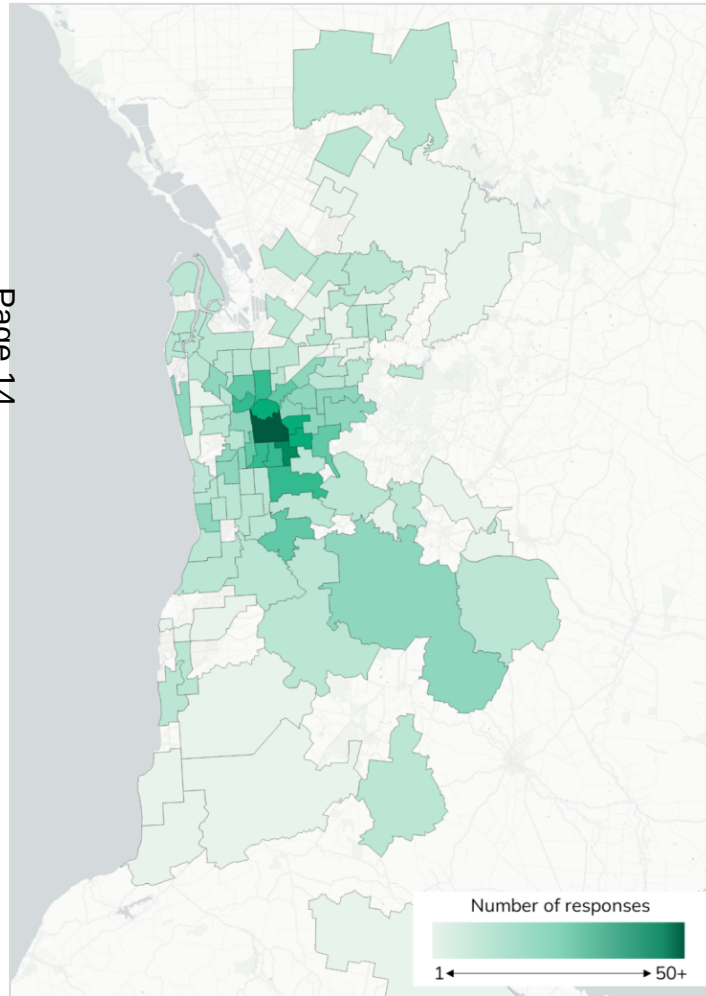
Intentionally used a range of ways that people could participate

Face to face engagement allowed for greater depth and nuance.

Survey as the key data piece with a large response rate.

Hutt Street Revitalisation

Who We Heard From



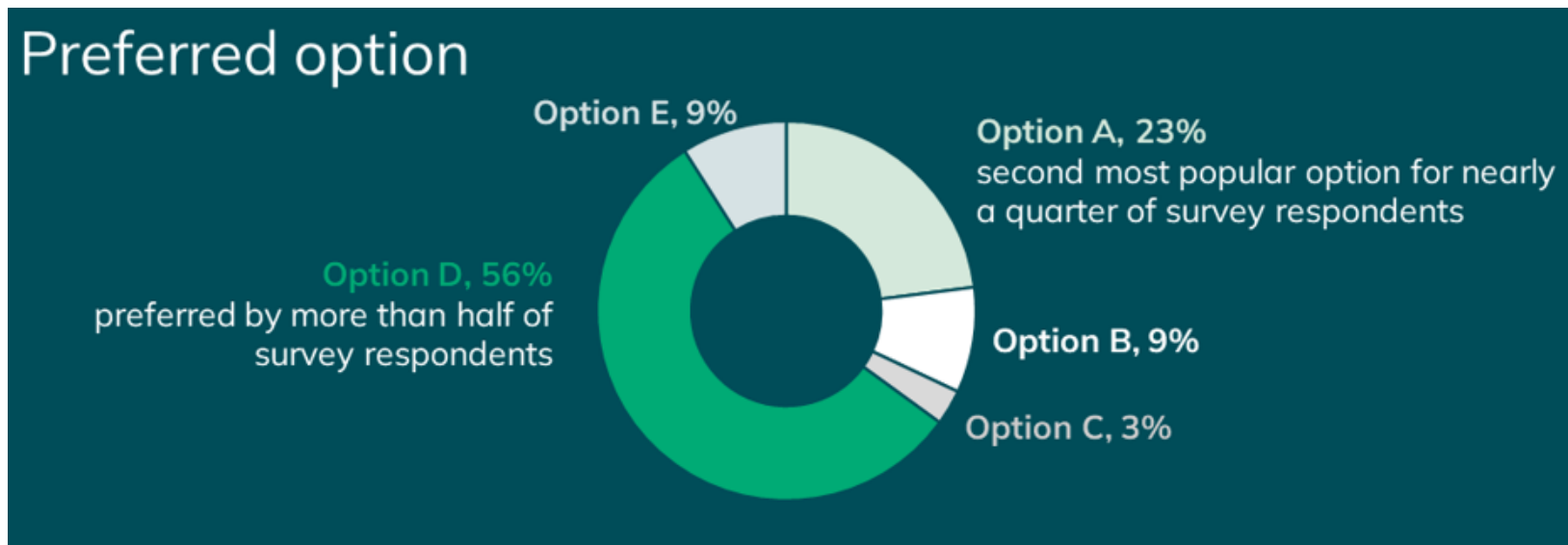
Heat map of survey respondents (n=1,039)

- 50% City of Adelaide ratepayers
- Higher concentration of responses from inner city suburbs
- Reflects commuter base/range of reasons people come to Hutt Street

Option D was the clear preference across all respondent categories

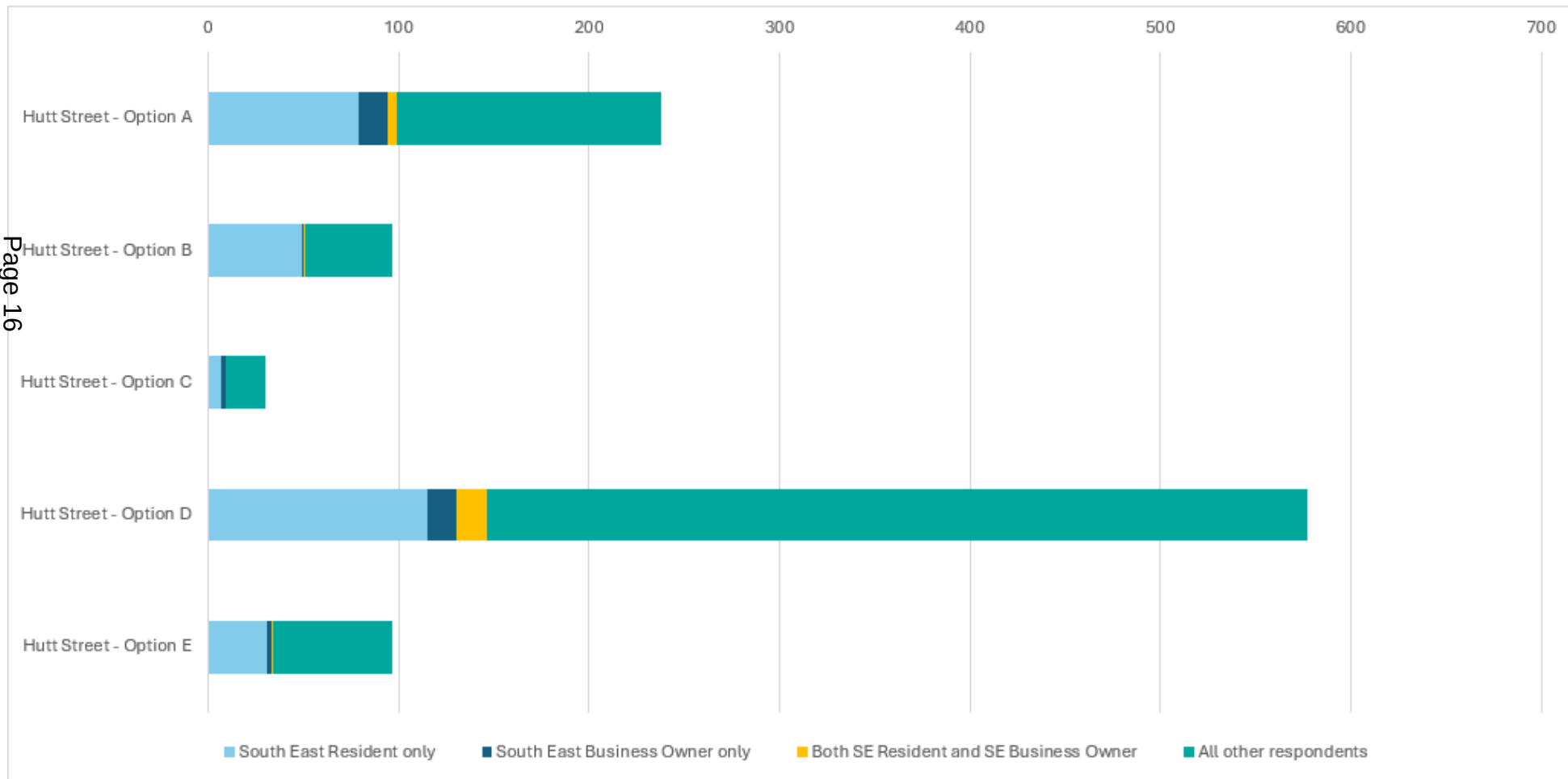
Including residents, ratepayers, and business owners in the South-East precinct.

Option A was the second most popular option.

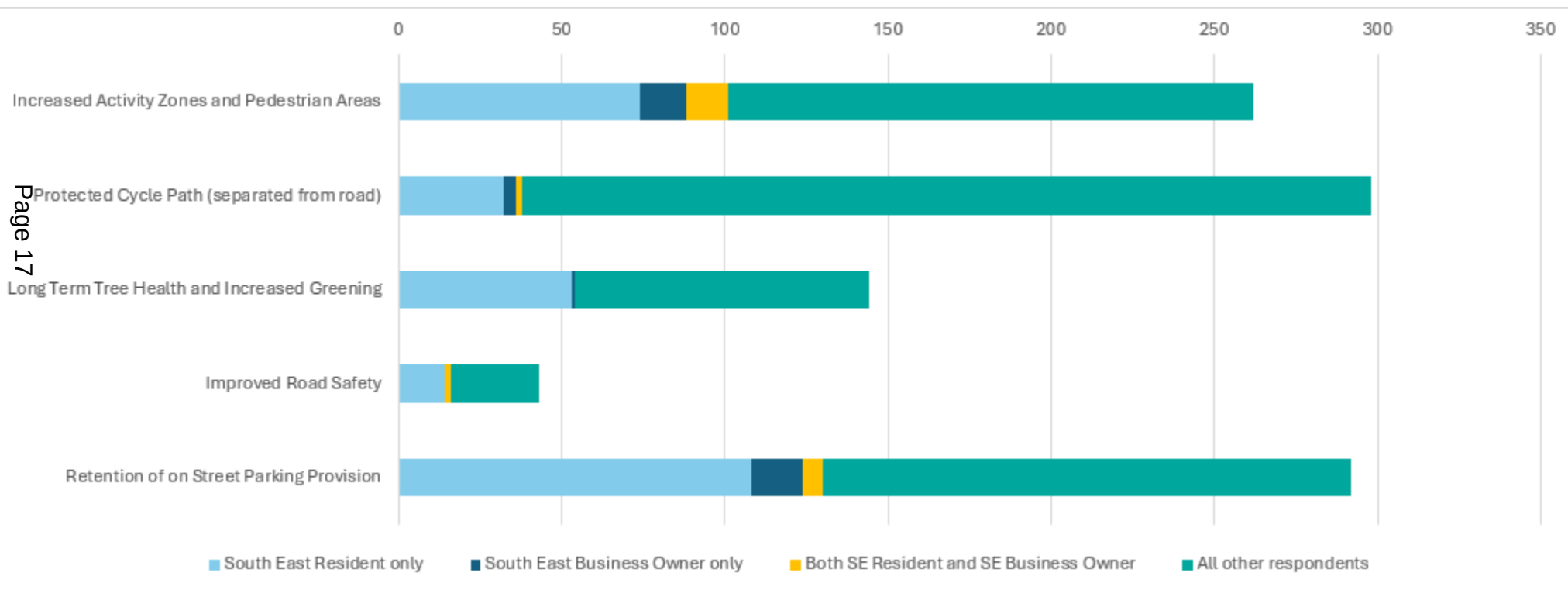


Hutt Street Revitalisation

Option Preference by Respondent Group



Priorities for Hutt Street by Respondent Group



Hutt Street Businesses

- **36** Hutt Street businesses attended a dedicated business forum (*all businesses along Hutt Street were invited to attend*).
 - Strong feedback for retaining car parking on Hutt Street.

Businesses in the South-East Precinct

- Survey respondents were asked to identify what precinct in the city their business is located.
- **70** of 110 business owners indicated they are located in the South-East precinct.
 - Support for Option D (46%) followed by Option A (37%).



Feedback from community on what they liked about Option D and Option A

Option D

- Protected and separated bike lanes
- Wider footpaths
- Greater opportunity for outdoor dining and activation
- Renewing the street and creating more opportunities for business

Option A

- Retaining parking
- Easy access to shops/services
- Retaining existing character
- Fixing footpaths
- There are approximately 20 parking bays that currently do not meet the Australian Standards and will need to be addressed

Parking emerged as the most topical issue

Strong support for retaining on-street parking and concerns about the impact of its removal on local businesses.

‘If customers can’t find parking, they won’t come to Hutt Street.’

‘Parking is critical for elderly patients accessing our medical services.’

Mixed views on cycling

Improving safety and access for cyclists was supported by some. Others suggested alternative routes.

‘I’ve stopped cycling on Hutt Street because I’ve had too many near misses.’

‘The bike path isn’t necessary – Frome Street already serves this purpose.’

The village feel of Hutt Street is valued and should be retained

Easy access, choice of shops, cafes and services is important. It is a hub for the community.

‘Let’s create
more gathering
places – not
just car space.’

‘Let’s celebrate
what makes Hutt
Street unique, not
generic.’

Support for streetscape improvements

Such as better lighting, shade, public art, and green spaces to create a welcoming and vibrant precinct.

‘Create more places for people to gather and relax.’

‘We need more fairy lights, trees, and better lighting at night.’

Option D – Scope and Street layout

- Option D was the highest preference of community (56% of survey respondents).
- Option D changes the layout of the street from 60-degree angle parking to parallel parking. Off-peak parking will be available in the outer lane between Gilles Street and Carrington Street (southbound in AM and northbound in PM).
- Other features of Option D include: widened footpath with protected cycleway, additional greening and improvement to existing tree pits, public lighting upgrade, pedestrian safety improvements including raised thresholds at minor side streets and adjustments to the road environment to improve safety for motorists.
- Option D will address existing non-compliances to the Australian Standard for On-Street Parking (AS 2890.5:2020) and is a solution considered by the Austroads Guidelines with advantages including minimisation of road crashes and reduced lane width. The Austroads Guidelines also note the disadvantages of parallel parking include limitation of parking bays (in terms of numbers) that can be accommodated and disruption to other traffic (whilst undertaking a parallel park).

Asset Renewal

- Option D brings forward planned renewal of key infrastructure assets to achieve delivery efficiency including stormwater, kerb and water table and road pavement.

Option A – Scope and Street layout

- Option A was the second highest preference of community (23% of survey respondents).
- Option A will retain the existing parking layout (60-degree angle) and includes targeted footpath repairs and minor enhancements to tree pits where possible without impacting parking bays. No asset renewals are included in the scope for Option A.
- The existing parking layout does not comply with the current Australian Standard for On-Street Parking (AS 2809.5:2020) and Austroads Guidelines.

Asset Renewal (to be undertaken separately as per Asset Management Plan)

- If Option A is delivered, the **road pavement** will need to be **renewed within 4 years** given it is approaching the end of asset life.
- When the road pavement is renewed in 4 years, it will be **necessary to reinstate parking** to the **current Australian Standard** (AS 2890.5:2020) for on-street parking which will **result in the reduction of approximately 20 car parks**.
- The **pavement renewal** is likely to **trigger other renewals** including stormwater improvements, with scope and costing for stormwater subject to engineering assessment currently underway.

Options Cost Estimate Summary

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	Renewal	New / Upgrade	Total Project Cost
Allocated budget (as per LTFP)	\$8.814m	\$12.5m	\$21.3m
Option A	Excluded	\$701,674	\$701,674
Option B	\$11,477,250	\$13,482,600	\$24,959,850
Option C	\$11,477,250	\$13,663,339	\$25,140,589
Option D	\$11,477,250	\$17,737,398	\$29,214,648
Option E	\$11,477,250	\$15,632,454	\$27,109,704

The cost estimates are preliminary and based on early design detail. Cost estimates will be updated at key milestones to ensure the project can be managed to the allocated budget.

- Option D estimated cost is **\$29.2m**.
- Current allocated budget is **\$21.3m** (not including increase to renewal funding based on current cost estimate).
- Note the budget estimates does not include the \$7.32 million Thriving Suburbs Funding allocated by the Federal Government.
- To deliver Option D will require a budget increase of **\$7.8m**.
- Grant funding will increase available budget allocation from \$21.3m to \$28.6m.
- Through detailed design, cost estimates will be finalised.

GRANT FUNDING: \$7.32M

- In November 2024, Council was successful in attracting \$7.32m of grant funding for Hutt Street via the Federal Government's Thriving Suburbs program.
- The funding submission was based on the Concept Plan for Hutt Street (Option D layout), which featured a protected cycleway, wider footpaths, access improvements and increased greening. Delivery of any option that does not deliver these key elements may put the grant funding at risk.
- Originally, the grant funding was planned to offset Council's New and Upgrade budget of \$12.5m. Current estimates suggest the grant funding is required to top up the budget allocation.
- An extension is being sought for the timing of the grant funding and discussions will be progressed with the Federal Government should the scope of the project change.



ALLOCATED BUDGET: \$21.314m

FORECAST (AS PER LTFP):

23/24		24/25		25/26*		26/27		27/28		WOL	
N/U		N/U	Renewal	N/U	Renewal	N/U	Renewal	N/U	Renewal	N/U	Renewal
\$5k		\$208k	\$192k	\$465k	\$430k	\$4.138m	\$2.867m	\$7.684m	\$5.325m	\$12.500m	\$8.814m**

Budget Notes:

- The 2025/26 forecast will be reviewed following the decision on the concept option to proceed to detailed design(*).
- The Renewal budget will continue to be reviewed following the completion of stormwater technical investigations and design progression and updated via the Business Plan and Budget(**).

Community Consultation and Engagement:

- **Option D** was the **most preferred** of the five options.
- Significant parts within **community want to retain parking**
- Significant parts within **community would like protected cycling paths**
- **No option provides both** of these things
- Greening, activation and pedestrian activity is important
- **Road safety** is a **lower priority** for community
- **Hutt Street is a much-loved** precinct for locals and visitors.

Budget and Grant Funding approach:

- **Allocated budget** for Hutt Street is **\$21.3m (not including funding)**
- Expected cost to deliver **Option D is \$29,214,648** (*June 2025, preliminary estimate*)
- Using the **\$7.32m of grant funding** to increase the \$12.5m new and upgrade allocation will support the delivery of Option D.
- The **grant funding** submission was based on the Concept Plan for Hutt Street (Option D layout), which featured a protected cycleway, wider footpaths, access improvements and increased greening.
- Delivery of any option **that does not deliver these key elements** may put the grant funding at risk.

Next steps and Delivery Timeline

Next Steps:

- **September 2025** – recommendation from Infrastructure and Public Works Committee (IPW) to Council to proceed with preferred option (subject to workshop outcomes).
- **October 2025** – Inform community of approved concept option plan for revitalising Hutt Street, provide information on what we heard from community during consultation, communicate project delivery timeline and prepare for detailed design procurement.

Delivery Timeline:

Following the approval of an option for Hutt Street by Council, the timing for delivery is anticipated to be as follows (for options B, C, D & E):

Activity	Timing
Detailed Design	10 -12 months
Procurement (Construction Delivery)	3 - 4 months
Construction Delivery	18 months

KEY QUESTION

Noting the outcomes of the community consultation and engagement, what are Council Members' views on the community feedback and preferred options?

Shared E-Scooters and Personal Mobility Devices

Strategic Alignment - Our Places

Public

Tuesday, 19 August 2025

Infrastructure and Public Works Committee

Program Contact:

Mark Goudge, Associate Director
Infrastructure

Approving Officer:

Tom McCready, Director City
Infrastructure

EXECUTIVE SUMMARY

The City of Adelaide (CoA) has been operating an e-scooter trial since February 2019. The current trial period is set to expire on 31 August 2025.

On 13 July 2025, the South Australian Government implemented formal personal mobility device (PMD) legislation, legalising the use to ride PMD devices such as e-scooters, e-skateboards and e-solo-wheels across the state on certain public roads and paths.

The purpose of this report is to seek Council consideration and endorsement for the continuation of shared e-scooter operations through Business Operating Permits within the City of Adelaide beyond the current 31 August 2025 expiry.

RECOMMENDATION

The following presentation will be presented to Council on the 26 August 2025 for consideration.

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMEND TO COUNCIL

THAT COUNCIL

1. Notes the State Government has finalised the “*Road Traffic (Road Rules—Ancillary and Miscellaneous Provisions) (Personal Mobility Devices) Amendment Regulations 2025*” that governs the use of personal mobility devices, including shared e-scooters in South Australia, effective from 13 July 2025.
2. Endorses the transition from a trial-based arrangement to a formalised Business Operating Permit and formalises this arrangement through an Expression of Interest process undertaken as the next steps for continuing shared e-scooter operations in the City of Adelaide as outlined in paragraph 36 in Item 7.1 on the Agenda for Infrastructure and Public Works Committee held on 19 August 2025.
3. Endorses the extension of the current e-scooter permits until the Expression of Interest process has concluded and new Business Operating Permits are awarded to shared e-scooter operators as outlined in paragraph 36 in Item 7.1 on the Agenda for Infrastructure and Public Works Committee held on 19 August 2025.
4. Notes that the outcomes of the Expression of Interest process will be presented to Council for consideration prior to the award of Business Operating Permits.
5. Authorises the Chief Executive Officer or his delegate to award Business Operating Permits to shared e-scooter operators.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Supports inclusive, safe, and accessible transport options in public spaces.
Policy	Not as a result of this report
Consultation	Key stakeholders including the Department for Infrastructure and Transport, South Australia Police, existing shared e-scooter operators, accessibility advocates, local community.
Resource	Not as a result of this report
Risk / Legal / Legislative	Legal risk arises from unclear enforcement boundaries; mitigated by aligning permit conditions with state government PMD legislation.
Opportunities	Position City of Adelaide as a leader in micromobility with clear management of street space allocation and street outcomes to meet the needs of different users through management of e-scooter operators, the development of a Kerbside and Parking Management Policy, and delivery of infrastructure to support micromobility usage.
25/26 Budget Allocation	Existing operating budget for micromobility and permit administration.
Proposed 26/27 Budget Allocation	Not as a result of this report.
Life of Project, Service, Initiative or (Expectancy of) Asset	Ongoing; tied to transport network performance
25/26 Budget Reconsideration (if applicable)	Not as a result of this report.
Ongoing Costs (eg maintenance cost)	Monitoring, regulatory administration, permit administration, and community communications.
Other Funding Sources	Explore state co-funding or federal mobility innovation grants.

DISCUSSION

1. From Sunday 13 July 2025, South Australians can legally ride e-scooters and other Personal Mobility Devices (PMDs) on public roads and paths in certain circumstances as presented to Council Members at the CEO briefing on 8 July 2025 and as detailed in the MyLicence website.
2. The purpose of this report is to seek Council endorsement for the continuation of the e-scooter hire company operations within the City of Adelaide beyond the current 31 August 2025 expiry.
3. The report also provides background and legislative context, an overview of past shared e-scooter trials from 2019 to 2025, relevant strategic context, and an outline of next steps, including a proposed Expression of Interest (EOI) process.
3. In January 2019, the City of Adelaide (CoA) and the State Government agreed to trial electric scooters (e-scooters) during the 2019 Fringe and Adelaide Festival season. The e-scooter trial commenced on 15 February 2019 for a period of four weeks following a select expression of interest process, as part of the trial, CoA issued a permit to one e-scooter operator for this period, and the State Government amended regulations to allow the use of e-scooters as part of the trial.
4. Following the conclusion of the trial and permit it was proposed that e-scooters should continue as a transport option in the city and an EOI process was undertaken for up to two operators for a six-month permit, with an option to extend based on performance.
5. The City of Adelaide has continued to operate a shared e-scooter scheme under a temporary permit system supported by exemptions to the *Road Traffic Act 1961*, granted by the Minister for Transport to enable regulated e-scooter use within defined boundaries under operational controls such as designated operating hours, parking zones and data reporting requirements.
6. The two current e-scooter operators were granted permits to operate through a competitive application process, with assessment based on compliance with the temporary permit conditions related to safety, parking and data sharing.
7. Most recently, a report was presented at the 15 April 2025 Infrastructure and Public Works (IPW) Committee seeking Council approval to continue the e-scooter trial ([Link 1](#)) which was subsequently approved until 31 August 2025 at the 22 April 2025 Council meeting ([Link 2](#)).
8. In response to a Council resolution, a commitment was made by the Administration at the Council meeting on 8 July 2025 to present a report to the IPW Committee meeting on 19 August 2025 in relation to the ongoing use and permits for shared micromobility prior to the expiry of the current permits ([Link 3](#)).
9. On 13 July 2025, the South Australian Government implemented Personal Mobility Devices legislation (the 'legislation'), legalising the use of e-scooters and other devices across the state such that the City of Adelaide shared e-scooter scheme no longer requires approval of the Minister for Transport.
10. The Department for Infrastructure and Transport (DIT) presented the legislation to the Council Members via a CEO briefing on 8 July 2025. The presentation reflected the information available on the MyLicence website ([Link 4](#)).
11. Under the new legislation, companies will need permission from local councils if they want to park or store e-scooters on footpaths and CoA retains the power to regulate these shared-use operations through conditions when awarding Business Operating Permits. The existing CoA e-scooter permit conditions have been updated following the implementation of the legislation. The updated permit conditions can be found at [Link 5](#).
12. Micromobility, which includes e-scooters and PMDs, has been considered in the development of the City of Adelaide Integrated Transport Strategy (ITS).

Use on Footpaths and Other Spaces

13. As the legislation permits e-scooter and PMD riders to utilise the footpath, there is no ability for CoA to require e-scooter and PMD users to use the road or bikeway rather than the footpath.
14. It is considered likely that many or most PMD riders will use the footpaths within the City of Adelaide area for safety reasons, particularly around streets such as King William Street and King William Road, O'Connell Street and North Terrace which are 50km/h streets with high volumes of motorised vehicles.
15. In the case that PMD riders choose to travel on unprotected cycle lanes on 60km/h roads, or on 50km/h roads, it is possible that serious injury crashes will increase on the City of Adelaide road network.
16. The Administration has commenced investigations of the transport network to identify any safety and route connectivity issues for PMD riders.

17. Addressing these safety and route connectivity issues for PMD riders will form part of the ITS implementation plan.
18. The State Government has also committed to undertaking a review 12 months from the operation of the new regulatory framework. This will include monitoring the use of PMDs on shared infrastructure environments, including footpaths and shared paths to ensure pedestrian safety.

Exclusion Zones

19. PMDs are prohibited from areas where there is already a “no bicycle sign” or “no wheeled recreational devices or toys sign”. In the City this applies to Rundle Mall.
20. Where it can be demonstrated by local councils that the use of PMDs is not suitable on footpaths or other areas managed by the local council, primarily due to concerns for safety of pedestrians, the use of these devices may be prohibited. An application to DIT is required to prohibit PMD use.
21. Any request for prohibition must be assessed by DIT. A standard application form detailing the location, reasons and proposed method of prohibition of PMD users must be completed by the local council and assessed by DIT’s Manager Traffic Services.

Geo-fencing and parking areas

22. The Administration has worked with the operators to introduce designated parking areas along numerous lengths of street, including on O’Connell Street, Grote-Wakefield and Grenfell-Currie, with geofencing also being used to restrict parking on adjacent streets with narrow footpaths.
23. The current permit has conditions to manage e-scooter parking on footpaths with high levels of pedestrian or on-street activities. For example, geofencing is in place to limit devices being parked within 5 metres of the Adelaide Central Market along Grote Street and Gouger Street.
 - 23.1. The permit also allows for Council to nominate geofenced areas to limit e-scooter use or parking, on a permanent basis or temporary basis for events.
 - 23.2. It is proposed to improve parking through a hybrid system, so in busier areas there would be designated parking zones, while in quieter residential areas there would be some designated parking but also allowances for ‘free floating’ parking for convenience, safety and inclusion.
 - 23.3. It is noted that locating parking zones in on-street parking bays, e.g. as ‘corrals’, makes footpaths clearer and more comfortable for people walking/wheeling. The allocation of street space for shared micromobility parking will be set out in the Kerbside and Parking Management Policy, which is a key ITS action.
24. With the legislation now in effect, it is appropriate for an EOI process to be undertaken to understand the current technologies and systems available within the shared e-scooter market to improve parking controls and compliance.
25. The aim of having the right technology and systems is to obtain accurate and transparent data reflecting real-time activity that enables CoA to make informed decisions with confidence and more effectively and efficiently.

Permit Conditions

26. Permits were re-issued from 10 July 2025 to 31 August 2025 with updated conditions of use, ensuring alignment and compliance to new legislation prior to its commencement on 13 July 2025.
27. As of 1 July 2024, the fee model was altered from a flat free regardless of e-scooter numbers deployed on street, to a per device/per day rate. The fee model incentivises e-scooter operators to deploy only those that are needed on street, as they are paying per device per day.
 - 27.1. Operators are charged \$0.50 per scooter per day up to a point set by Council, and then \$1 per scooter per day up to the maximum cap limit. If operators are found to be operating above this cap, ongoing breaches will result in the permit being revoked.
28. A 1–3-year licence term is proposed to be introduced within an EOI process that is subject to a performance review after the first 6 months, and 6 to 12 months thereafter up to 3 years. This encourages on-going compliance with Council’s permit conditions with the ability to renew or not renew.
29. This licence term provides e-scooter operators the opportunity to deploy and invest their latest technologies in Adelaide for up to 3 years subject to compliance and performance reviews.

Safety Standards

30. Enforcement of the PMD legislation is the responsibility of SAPOL, including speeds and where the devices are ridden (footpath or roads) for both private and commercial e-scooter users.

31. Enforcement powers by CoA are limited to the operations of shared e-scooters under the conditions of use set in the Business Operating Permit.
32. While CoA can put in place safety measures via the permit conditions, such as the ability to request operators to implement a geofence to restrict use of shared e-scooters in a street that is closed for an event, the same controls cannot be enacted on PMDs.

Incident Reporting

33. The existing permit conditions require the e-scooter operator to report to Council on any known incidents and injuries resulting in hospitalisation or paramedic attendance of a user or third party, within 24 hours of the incident occurring. This will be an ongoing requirement.
34. This obligation for e-scooter operators to report on safety and incidents will be maintained under the new Business Operating Permit.
35. As part of the EOI process, shared e-scooter operators will be required to confirm how their technology and systems can report and be shared with CoA.

Next Steps

36. Prepare and finalise an EOI for release to shared e-scooter operators under the new legislative framework.

Action	Timeline
Engagement and on-going collaboration with DIT, SAPOL and other adjoining local councils	August/ September 2025
Finalise EOI process and release for shared e-scooter operators seeking permits	September 2025
Data systems and reporting readiness	October 2025
Finalisation of Permit conditions of use	October 2025
Evaluation and appointment of operators	October 2025
Permit commencement	November/December 2025

37. An opportunity to expand the EOI for e-scooter operators to include shared bicycle and e-bicycle schemes exists and will be considered by the Administration prior to issuing the EOI to market.
38. Commence discussions to develop a consistent permit and compliance regime with adjoining councils.
39. Engage SAPOL and DIT on roles in education and enforcement.
40. Review designated parking zones and geofencing to improve device parking management, in line with the Kerbside and Parking Management Policy being developed in 2025/26.

DATA AND SUPPORTING INFORMATION

Link 1 – Report: E-Scooter Trial Extension and State Government Review update 15 April 2025

Link 2 – Council Decision: Item 12.2.3 Meeting Minutes 22 July 2025

Link 3 – MoN Decision: New E-scooter and Personal Mobility Device Regulations Council 8 July 2025

Link 4 – MyLicence - Personal Mobility Devices Website

Link 5 – Permit Conditions: CoA Updates in Track Changes

ATTACHMENTS

Nil

- END OF REPORT -

O'Connell Street - Main Street Revitalisation

Strategic Alignment - Our Places

Public

Tuesday, 19 August 2025

Infrastructure and Public
Works Committee

Program Contact:

Mark Goudge, Associate Director
Infrastructure

Approving Officer:

Tom McCready, Director, City
Infrastructure

EXECUTIVE SUMMARY

The purpose of the report is to provide an update to Council on the progress on the O'Connell Street Revitalisation Project and seek design direction based on community and stakeholder feedback received.

At its meeting on 27 August 2024, Council endorsed the concept plans for the O'Connell Street Revitalisation Project.

Over the past six months a thorough stakeholder engagement process has been undertaken based on the endorsed concept plans.

RECOMMENDATION

The following recommendation will be presented to Council on 26 August 2025 for consideration
THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL
THAT COUNCIL

1. Endorses the proposed changes to the concept design for O'Connell Street Revitalisation Project which reflects the removal of the separated bicycle lane, as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 19 August 2025.
 2. Notes construction works have commenced on the Eastern footpath of O'Connell Street between Archer and Tynte Streets as per the Council resolution on 26 November 2024.
 3. Notes the project update, including an additional engagement summary will be provided to Council once 70% detailed design and construction staging plan is completed.
-

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Facilitate and activate our places in a safe and accessible way for our community. ‘Deliver quality street and laneway upgrades, main streets, precincts, and neighbourhood revitalisation and improvements that make Adelaide well-designed, safe and unique.’
Policy	Not as a result of this report
Consultation	Community engagement will be undertaken for feedback on 70% design, to inform progression of the detailed design.
Resource	Not as a result of this report
Risk / Legal / Legislative	Impact of timed parking spaces along O’Connell Street which may adversely impact business may result in legal claims against Council. Future tram extension would require the removal of the separated bikeway.
Opportunities	Not as a result of this report
25/26 Budget Allocation	\$612,000 for New & Upgrade and \$1.388 million for Renewal. A further \$400,000 has been carried forward from 2024/25.
Proposed 26/27 Budget Allocation	\$23.2 million, comprising of \$15 million New & Upgrade and \$8.6 million Renewal funding.
Life of Project, Service, Initiative or (Expectancy of) Asset	Dependent on type of asset, with asset life expectancy between 20-50 years.
25/26 Budget Reconsideration (if applicable)	Not as a result of this project
Ongoing Costs (eg maintenance cost)	Minimise through design. A 2% per annum maintenance cost increase will be expected due to installation of new assets such as additional landscaping and stormwater assets. This value is derived as 2% of the project’s New/Upgrade funding component.
Other Funding Sources	\$350,000 via black spot funding for Archer Street / O’Connell Street intersection.

DISCUSSION

Background

1. At its meeting held on 27 August 2024 Council resolved in part:
'That Council:
 1. Approves the concept plans for O'Connell Street Revitalisation Project as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 20 August 2024.
 3. Approves the proposal to construct a section of O'Connell Street to align with the completion of the Eighty-Eight O'Connell Development with budget reviewed at quarterly budget review.'
2. Key deliverables of the endorsed O'Connell Street Revitalisation concept design included:
 - 2.1. Renewal of road surface and improved paving to footpaths
 - 2.2. Protected cycle lanes on both sides of the street for safer cycling
 - 2.3. New trees and plantings to infill gaps in tree canopy to create a strong "green street" connecting to the surrounding Park Lands and destinations
 - 2.4. Raised continuous footpath to side streets and laneways
 - 2.5. People-focused destination
 - 2.6. Upgraded public lighting to improve lighting levels to footpaths and crossing points, bringing greater night-time activation and safer access.
 - 2.7. A flexible design outcome with the ability to accommodate a future tram extension.
3. The Original O'Connell Street Concept Plan can be viewed at [Link 1](#).
4. On 26 November 2024, Council resolved in part:
'That Council:
 1. Approves the detailed design for the O'Connell Street Revitalisation Project, in relation to the eastern footpath between Archer Street and Tynte Street as contained in Attachment A to Item 7.3 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 19 November 2024.'

Engagement

5. Consultant URPS was engaged in January 2025 to help facilitate an engagement process that ensured that impacted stakeholders were offered the opportunity to provide comments on the previously endorsed concept designs. Engagement undertaken included:
 - 5.1. Two Community drop-in sessions (7 March 2025 & 12 March 2025)
 - 5.2. Additional pop-up engagement session at the North Adelaide Precinct Association networking function (26 February 2025)
 - 5.3. Stakeholder meetings with key business owners
 - 5.4. Full suite of engagement and communication material available on Our Adelaide
 - 5.5. Letter drop to North Adelaide catchment involving approximately 900 fact sheets and 1,700 letterbox drops with opportunity to comment
 - 5.6. Phone and email point of contact
 - 5.7. Submission and feedback forms
 - 5.8. Paver trial site and signage. A summary report of the activities that were undertaken and feedback received as per [Link 2](#).
6. Key themes identified as part of the above-mentioned engagement process included the following:
 - 6.1. Strong support for the revitalisation of O'Connell Street
 - 6.2. Support for retaining trees and improving greenery
 - 6.3. Support for improvements to safety and accessibility
 - 6.4. Concerns around impacts on car parking and congestion

- 6.5. Concerns about bike lanes and suggestions to consider alternate routes.
7. As part of the engagement process the community were provided examples of alternate pavement options deemed suitable for the project.
 - 7.1. Feedback was varied however on balance Option 1 – grey with burgundy accent remained the preferred material outcome.
 - 7.2. In keeping with a cultural connection to the old red brick pavers and based on above feedback, the paver selection for the works being undertaken on the Eastern footpath between Archer Street and Tynte Street will include grey with a burgundy accent.
8. Works along the Eastern footpath between Archer Street and Tynte Street are currently under construction to align with the completion of Eighty-Eight O'Connell Development.
9. Several business owners strongly opposed provision for a separated bike lane. Many participants questioned the necessity of bike lanes in general on O'Connell Street, suggesting that alternative cycle routes, such as Lefevre Terrace and Jeffcott Street, already provide safer and more suitable options for cyclists.
10. Additionally, participants raised concerns that the inclusion of bike lanes would impact traffic movements and lead to further congestion along O'Connell Street. During the engagement process Council also received significant feedback around the impacts of the proposed bike lane on timed parking along O'Connell Street.

Revised Concept Design

11. Consideration has been given to a future tram extension into North Adelaide. Should this be realised a bike lane would need to be removed as there is limited road space for trams, vehicles, public transport and a bike lane to co-exist.
12. In response to feedback a cycle lane would not be supported, Administration will investigate alternate cycle routes to connect North Adelaide to the CBD, and to remove the cycle lane scope from the O'Connell Street Revitalisation project.
13. The alternate cycle route if progressed will ensure alignment with a proposed cycle lane through North Adelaide as illustrated in City Plan under Local Area 2: O'Connell Street.
14. Key deliverables of the revised O'Connell Street Revitalisation concept design (Attachment A) include:
 - 14.1. Renewal of road surface and improved paving to footpaths
 - 14.2. New trees and plantings to infill gaps in tree canopy to create a strong "green street" connecting to the surrounding Park Lands and destinations
 - 14.3. Raised continuous footpath to side streets and laneways
 - 14.4. People-focused destination
 - 14.5. Upgraded public lighting to improve lighting levels to footpaths and crossing points, bringing greater night-time activation and safer access
 - 14.6. A flexible design outcome with the ability to accommodate a future tram extension
 - 14.7. Exclusion of the separated bike lane from the concept on both sides of the street to align with public feedback and potential future tram extension.
15. Design options for O'Connell Street will be presented back to Council, along with the 70% detailed design, where endorsement of a final design will be sought. This will incorporate findings from an additional round of consultation with stakeholders based on the 70% detailed design.

DATA AND SUPPORTING INFORMATION

Link 1 – Original O'Connell Street Concept Plan

Link 2 – O'Connell Street Revitalisation Engagement Summary Report

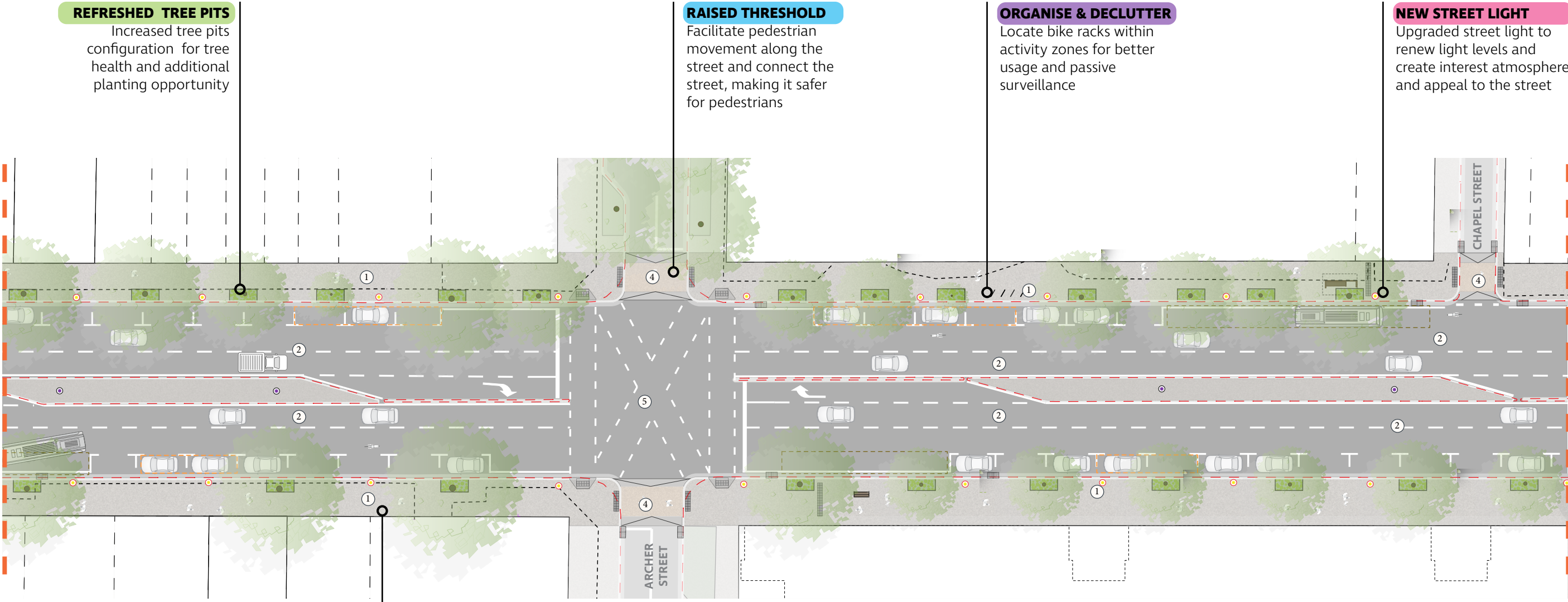
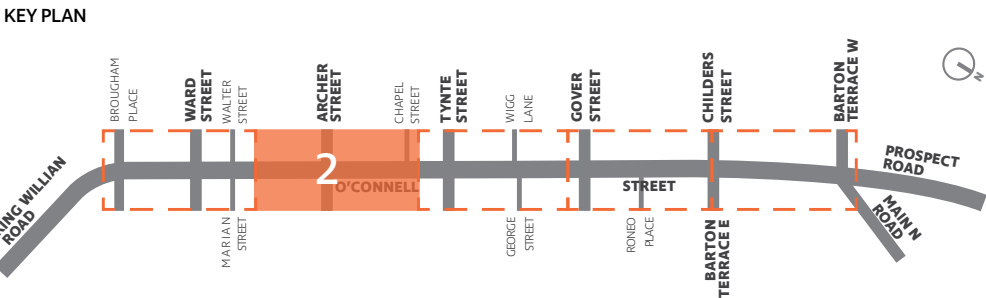
ATTACHMENTS

Attachment A – Revised O'Connell Street Concept Plan

- END OF REPORT -

Concept Design

O'Connell Street - Typical Plan



REFRESHED TREE PITS
Increased tree pits configuration for tree health and additional planting opportunity

RAISED THRESHOLD
Facilitate pedestrian movement along the street and connect the street, making it safer for pedestrians

ORGANISE & DECLUTTER
Locate bike racks within activity zones for better usage and passive surveillance

NEW STREET LIGHT
Upgraded street light to renew light levels and create interest atmosphere and appeal to the street

OPTIMISED FOOTPATHS
Optimise the footpath by removing clutter to alleviate pedestrian pinch points and congestion as well as provide more room for outdoor dining and greening

LEGEND

- | | | | |
|--|----------------------------|--|--|
| | EXISTING TREE | | DOUBLE CATCHPIT |
| | NEW TREE | | BIKE RACKS |
| | GARDEN BED | | LOADING ZONE |
| | EXISTING KERB | | NEW SMART STREET LIGHT POLE WITH LED LUMINAIRE |
| | EXISTING AWNING | | FAUX HERITAGE LIGHTS RETAINED |
| | PROPERTY BOUNDARY | | EXISTING PUBLIC ART |
| | TACTILES | | PUBLIC ART OPPORTUNITIES |
| | KERB RAMP | | BUS CLEARANCE ZONE |
| | UPGRADED BUS STOP/ SHELTER | | |

0 5 10m
Scale 1:500 @ A3

- | | |
|---|------------------------------|
| ① | NEW FOOTPATH PAVEMENT |
| ② | NEW ROAD SURFACE |
| ③ | DRIVEWAY |
| ④ | RAISED THRESHOLD PAVEMENT |
| ⑤ | UPGRADED PEDESTRIAN CROSSING |

Artists Impressions - Concept

O'Connell Street



Proposed view looking South near North Adelaide Village



88 O'Connell development render credits by Woods Bagot

O'Connell Street Driver Behaviour Consultation

Strategic Alignment - Our Community

Public

Tuesday, 19 August 2025

Infrastructure and Public Works Committee

Program Contact:

Sarah Gilmour, Associate Director Park Lands, Policy & Sustainability

Approving Officer:

Ilia Houridis, Director City Shaping

EXECUTIVE SUMMARY

The purpose of this report is to provide the findings of the investigation into driver behaviour in response to Council's decision on 13 May 2025. This includes an Engagement Report prepared by the City of Adelaide with the support URPS (**Attachment A**), and actions taken by Administration in response to the feedback received from businesses and the community.

The Engagement Report details the outcomes of the consultation undertaken between 16 June and 4 July 2025 to hear the experiences of businesses and the community on driver behaviour.

The findings are that there is an area localised to the O'Connell Street / Ward Street intersection where some driver behaviours have impacted a group of residents. Impact to businesses depends on the nature of the business ranging from nil to those operating later into the evening noticing similar behaviours to those reported by residents.

To support the investigation and in accordance with the decision, Administration engaged with South Australia Police (SAPOL). SAPOL had an increased presence in O'Connell Street following the community meetings and recognise that issues are localised and impacting a particular group of residents.

Suggestions relating to driver behaviour, including action taken by Administration, are summarised in this report. Matters outside the scope of this report, including those relating to the Mainstreet Revitalisation Project and Speed Limit Review, will be considered as part of further reports to Council in due course or have been redirected to the relevant agency.

RECOMMENDATION

The following recommendation will be presented to Council on 26 August 2025 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL THAT COUNCIL

1. Receives the Engagement Report as contained in Attachment A to Item 7.3 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 19 August 2025.
2. Notes Administration has shared the consultation responses as contained in Attachment A to Item 7.3 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 19 August 2025 with South Australia Police and Consumer and Business Services.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Our Places: Interesting, purposeful and safe. Create safe, inclusive and healthy places for our community
Policy	Safer City Policy 2019-2023. This policy is scheduled for review in 2025/26.
Consultation	This report provides information on the community consultation held between 16 June 2025 and 4 July 2025 to enact Council's decision on 13 May 2025. Consultation was conducted in accordance with Council's Consultation Policy.
Resource	Not as a result of this report
Risk / Legal / Legislative	Community feedback has raised some matters outside of the responsibilities of the City of Adelaide which have been referred to South Australia Police and Consumer and Business Services.
Opportunities	The consultation provides an opportunity to align the O'Connell Street Mainstreet Revitalisation project with the outcomes of the investigations. It has also informed advocacy to other key agencies including South Australia Police and Consumer and Business Services.
25/26 Budget Allocation	Existing operating budget of \$30,000 was allocated to the engagement of an external consultant to lead the consultation.
Proposed 26/27 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	Not as a result of this report
25/26 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	Not as a result of this report

DISCUSSION

Purpose

1. The purpose of this report is to provide the findings of the investigation into driver behaviour, in response to Council's decision on 13 May 2025 which states:
That Council requests administration to:
 1. Investigate reports of hoon driving, dangerous driving, and excessive speeding occurring on O'Connell Street and adjacent streets, particularly from 9.00 pm until late.
 2. Engage with SAPOL to understand the extent of the issue and identify any current or planned enforcement measures.
 3. Provide recommendations to help support the residential streets and O'Connell Street including and not limited to increased surveillance, improved lighting and/or speed humps including collaboration with SAPOL.
 4. Consult with businesses and residents on O'Connell Street and surrounding streets to seek feedback on their experience, the impact this behaviour is having.
 5. Report back to the Council with the findings within 3 months.
2. It includes an Engagement Report prepared by the City of Adelaide with the support of URPS (**Attachment A**), and actions taken by Administration in response to the feedback received from businesses and the community.
3. The Engagement Report (**Attachment A**) summarises previous engagements by the City of Adelaide (CoA), investigations, South Australia Police (SAPOL) engagement, and community consultation.

Investigations

4. The Administration provides the following information to establish high level existing conditions and data regarding driver behaviour in O'Connell Street and adjacent streets:
 - 4.1. O'Connell Street has a 50km/hr speed limit and is approximately 900m long from Brougham Place to Barton Terrace West. The northbound and southbound carriageways are approximately 8.8m wide with a 3m wide central median.
 - 4.2. Each carriageway generally consists of a combined kerbside traffic/parking lane of approximately 5.6m width and a median lane of approximately 3.2m width, with right turn lanes accommodated within the central median area.
 - 4.3. There are six (6) signalised intersections along the length of O'Connell Street. The intersections between Ward Street and Barton Terrace West are spaced at approximately 130m intervals, with approximately 60m between Brougham Place and Ward Street. The intersection traffic signals are managed using the Sydney Coordinated Adaptive Traffic System (SCATS) ([Link 1](#)).
 - 4.4. A comprehensive traffic volume and speed survey was undertaken for O'Connell Street between 28 February and 6 March 2023, with surveys undertaken at four locations between Ward Street and Childers Street.
 - 4.4.1. A high level overview of the traffic and speed data was included in the O'Connell Street Mainstreet Concept Pack ([Link 2](#)) which indicates average speed of between 39 kilometres per hour and 41 kilometres per hour.
 - 4.5. The traffic and speed survey data identifies a trend of higher vehicle speeds at times when vehicle volumes are lower, including 85th Percentile Speeds above the posted 50km/hr speed limit, such as shown on the Volume and Speed Data chart for O'Connell Street northbound median lane between Gover and Childers Street ([Link 3](#)).
 - 4.6. The locations and number of crashes on O'Connell Street and surrounding streets from 2019 to 2023 are shown in [Link 4](#).
 - 4.6.1. Based on this data, the intersections of O'Connell and Archer Streets, Childers and O'Connell Streets, and O'Connell Street and Barton Terrace West are considered 'Black Spots' (three or more casualty crashes over a 5 year period) and the length of O'Connell Street between Tynte and Childers Streets is considered a 'Black Length' (greater than six casualty crashes per kilometre over five year period).

5. Section 3 of the Engagement Report (**Attachment A**) outlines additional investigations in relation to road safety outside of the direct community and business consultation. This information indicates that:
 - 5.1. There is no clear public data indicating that poor driver behaviour is particularly prevalent in O'Connell Street.
 - 5.2. Anecdotally, there are some reports of poor driver behaviours occurring in O'Connell Street.
 - 5.3. O'Connell Street has the right 'ingredients' to be an attractive place for poor driver behaviours (wide street, multiple lanes, outdoor dining and pedestrian attention).
 - 5.4. There is a lack of data specific to O'Connell Street, or during times when poor driver behaviours occurs anecdotally.

Engagement with SAPOL

6. Part 2 of the Council's decision requested that the Administration engage with SAPOL to understand the extent of the issue and identify any current or planned enforcement measures.
7. On 16 May 2025, Administration wrote to SAPOL ([Link 5](#)).
8. Council's decision was discussed at the Quarterly CEO Safety Briefing held on 17 June 2025. At this meeting, SAPOL advised that they had commissioned an additional presence in North Adelaide for a four-week period.
9. On 23 May 2025, a senior SAPOL representative attended the community meeting held at the North Adelaide Community Centre to answer community members' questions and discuss experiences of driver behaviour in the O'Connell Street area.
10. SAPOL subsequently used its social media to inform the community that it is conducting proactive enforcement of poor driver behaviour in North Adelaide.
 - 10.1. Over the weekend of 19-20 July, SAPOL issued 24 expiation notices and eight vehicle defect notices.
 - 10.2. The defects ranged from minor issues to significant breaches of vehicle standards, with several vehicles to be referred to Regency Park for full compliance inspection.

Consultation with businesses and residents

11. Administration, with the support of URPS and SAPOL, undertook consultation with businesses and residents between 16 June 2025 and 4 July 2025.
12. The purpose of the consultation was to speak with businesses and residents on O'Connell Street and surrounding streets to seek feedback on their experience of driver behaviour.
13. A summary of the engagement is provided in Section 4 of **Attachment A**.
14. Various methods were used to hear community members' views, including face to face engagement on O'Connell Street, drop-in sessions, a community meeting and an online survey.
15. Attendance at face to face events was relatively low compared with survey responses.
16. Participation in the consultation is summarised as follows:
 - 16.1. Approximately 43 resident interactions (face-to-face)
 - 16.2. 45 business interactions (face-to-face)
 - 16.3. 6 written responses
 - 16.4. 2 phone enquiries
 - 16.5. 269 online surveys completed.
17. Individual attendees were not recorded and some individuals contributed to one or more forms of engagement.
18. Key themes arising from the consultation include:

Business Engagement

- 18.1. Feedback from businesses varied from nil impact to greater impact on those who trade in the evening and are closer to/have greater exposure to the street.
- 18.2. When poor driver behaviour is observed by businesses, it is typically late in the evening and on weekends.

Community Engagement

- 18.3. The greatest experience of poor driver behaviour was from residents living in proximity to the O'Connell Street/Ward Street intersection.
- 18.4. Poor driver behaviour was particularly reported:
 - 18.4.1. Around the Ward Street/O'Connell Street intersection
 - 18.4.2. At/near Wigg Lane/former Foodworks car park O'Connell Street
 - 18.4.3. As occurring on Friday, Saturday and Sunday from 9pm-1.30am. However, some respondents indicated that certain disruptive behaviour is occurring throughout the night.
- 18.5. Driver behaviour is impacting some community members' sleep, sense of safety and amenity.
- 18.6. Some respondents expressed frustration at a lack of response from the City of Adelaide or SAPOL.
- 18.7. Despite being impacted, many respondents continue to enjoy O'Connell Street and the surrounding streets.

Administration Response to Community Feedback

- 19. Community survey respondents were asked what would enhance their experience of the area. Some suggestions relate directly to driver behaviour, others relate to the O'Connell Mainstreet Revitalisation Project, and others relate to behaviours that are regulated by other bodies, including SAPOL and Consumer and Business Services.
- 20. In relation to poor driver behaviour, Administration has shared relevant information with SAPOL as the lead authority in resolving traffic safety matters.
- 21. Where reports of liquor license infringements have been made, Administration has shared this information with Consumer and Business Services as the lead authority for managing liquor licence applications and compliance.
- 22. Consumer and Business Services. Administration is responding to the concerns raised about businesses not abiding by operating hours and causing noise and disturbance that fall within its jurisdiction and will continue to inform Consumer and Business Services of concerns beyond Council's remit.
- 23. Administration has increased its presence on and around O'Connell Street including later in the evening, to monitor and increase compliance for any illegally parked vehicles including motorcycles.
- 24. In response to repeated requests from residents near Ward Street, and confirmation from SAPOL that this is a priority location, the scope of the O'Connell Street Revitalisation Project was amended to include two additional CCTV points at the intersection of O'Connell Street and Ward Street. These are expected to be delivered in 2027/28 as part of the Mainstreet Revitalisation Project.
- 25. Lighting upgrades occurred in 2023/24 on Archer Street, George Street and Barton Terrace East. Members of the public are encouraged to report specific locations where they would like to see improved lighting to assist Administration in working through improving targeted areas.
- 26. The O'Connell Street Mainstreet Revitalisation Project and the Speed Limit Review will review the feedback received through this consultation, including suggestions for raised threshold crossings and/or speed humps, along with other design objectives, budgets and priorities. This will be addressed through a separate Council report(s).

Next Steps

- 27. This report completes parts 1, 2, 4 and 5 of the 13 May 2025 Council resolution. Part 3 will be addressed through a separate Council report(s).
- 28. The next CEO Quarterly Safety Briefing will be held on 16 September 2025 and is an opportunity for Council Members to continue advocating for safer streets and places on behalf of the community.
- 29. The Traffic Signal Review findings and speed limit considerations will be presented to the Infrastructure and Public Works Committee by October 2025.
- 30. Administration is continuing to progress the O'Connell Street Mainstreet Revitalisation project, taking the findings of the driver behaviour engagement into consideration.

DATA AND SUPPORTING INFORMATION

Link 1 - Extract - Linked Intersections – Infrastructure and Public Works Committee - Traffic Signal Review Workshop - 18 March 2025

Link 2 - Extract - O'Connell Street Mainstreet Concept Pack - Key Statistics with Additional Information -

Link 3 – Volume and Speed Data for O'Connell Street northbound median lane between Gover and Childers Street from the O'Connell Street Traffic Count and Speed Survey 2023

Link 4 - Extract - Crash Analysis 2019-2023 - Infrastructure and Public Works Committee - Citywide Speed Limit Review Workshop – 19 November 2024

Link 5 – Letter to SAPOL

ATTACHMENTS

Attachment A – URPS Engagement Report

- END OF REPORT -

25ADL-0730
30 JULY 2025

O'Connell Street Driver Behaviour Engagement Report



CITY OF ADELAIDE

O'Connell Street Driver Behaviour Engagement Report

30 July 2025

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Prepared for City of Adelaide

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URPS Ref 25ADL-0730

Document history and status

Revision	Date	Author	Reviewed	Details
V1	2/07/25	A. Deller-Coombs	N. Halsey	Draft prepared for client review
V2	13/7/25	A. Deller-Coombs	N. Halsey	Updated draft following initial client review
V3	17/07/25	A. Deller-Coombs	J. Wilson	Updated following client review
V4	30/07/25	A .Deller-Coombs	J. Wilson	Update following additional client review

We acknowledge the Kaurna People as the Traditional Custodians of the land on which we work and pay respect to their Elders past, present and emerging.

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https://urpsau.sharepoint.com/sites/SynergyProjects/Shared Documents/SA Synergy Projects/25ADL/25ADL-0730 - O'Connell Street Road Safety Project Engagement/Reports/Engagement report/250730_v4_O'Connell Street Driver Behaviour Engagement Report.docx

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Executive Summary

The City of Adelaide resolved to investigate reports of hoon driving on and around O'Connell Street in North Adelaide. This investigation was to include engagement with the South Australia Police (SAPOL), community and businesses.

Data presented does not clearly identify that hoon driving is prevalent on O'Connell Street.

Community engagement provides anecdotal evidence and observed conditions suggesting this driver behaviour is recurring and impacts some members of the community. The street's physical characteristics, such as its wide layout, multiple lanes, and active pedestrian and dining environment, make it an attractive location for such behaviour.

Reports of unsafe and poor driver behaviour are most frequent during weekends, particularly in the evening/late evening, with hotspots around the Ward Street intersection and Wigg Lane, North Adelaide.

Businesses, especially those operating in the evening and located close to O'Connell Street, report varying levels of impact. Residents living near key intersections report experiencing more significant disruptions, including noise, reduced feelings of safety, and sleep disturbances. Some participants expressed frustration over the duration of the issue and a perceived lack of response from the City of Adelaide and SAPOL.

Additional comments reiterated concerns about driver behaviour and its effect on safety and amenity. Respondents also highlighted the importance of pedestrian and cyclist infrastructure, with differing views on how road space should be allocated, particularly in relation to parking. Mapped feedback shows that reports of unsafe driving and conditions for pedestrians and cyclists are not limited to O'Connell Street but extend to nearby streets such as Archer, Gover, Tynte, King William, and Ward Streets, indicating a broader area of interest.

1. Background

1.1 Project context

The City of Adelaide is undertaking consultation into driver behaviour on O'Connell Street. At its meeting on 13 May 2025, Council resolved that Administration:

- Investigate reports of hoon driving, dangerous driving, and excessive speeding occurring on O'Connell Street and adjacent streets, particularly from 9.00 pm until late.
- Engage with SAPOL (South Australian Police) to understand the extent of the issue and identify any current or planned enforcement measures.
- Provide recommendations to help support the residential streets and O'Connell Street including and not limited to increased surveillance, improved lighting and/or speed humps including collaboration with SAPOL.
- Consult with businesses and residents on O'Connell Street and surrounding streets to seek feedback on their experience and the impact this behaviour is having.
- Report back to the Council with the findings within 3 months.

1.1.1 Purpose of report

This Engagement Report provides a summary and synthesis of engagement activities conducted.

Contextual information on hoon driving, driver behaviour, and the O'Connell Street precinct has also been referenced. Primary information sources include previous community and business engagement in and around O'Connell Street, traffic data, and additional data from organisations such as SAPOL and the RAA.

1.2 Definitions

For the purpose of this report, 'hoon driving' is defined in line with the description provided by the Department for Infrastructure and Transport¹ as a driver behaviour that includes:

- Driving at very high speeds
- Performing burnouts or doughnuts
- Dangerous or careless driving
- Failing to maintain proper control of a vehicle
- Causing a vehicle to make excessive noise or smoke.

In South Australia, these behaviours are considered hoon-related offences when committed in a way that endangers public safety or disrupts the community. Strong penalties, including impounding vehicles, are in place.

¹ Department for Infrastructure and Transport (2025) *Driving with attitude*. Accessed on 11 June 2025 at https://www.dit.sa.gov.au/towardszerotogether/Safer_behaviours/driving_with_attitude

Of additional note, Section 44B of the **Road Traffic Act 1961**² references 'misuse of a motor vehicle' and includes *sustained wheel spinning, causing disturbing engine/tyre noise, or in a way that can damage a road related area*. Sections 45 and 46 of this Act are also relevant, and reference excessive speeding, and reckless/dangerous driving, respectively.

Further, the **Australian Road Rule 291**³ specifies 'making unnecessary noise or smoke'. It lists this as an offence with the example of '*causing the wheels of the driver's vehicle to lose traction and spin on the road surface may make unnecessary noise or smoke*'.

² Road Traffic Act 1961. Accessed on 12 June 2025 at https://www.legislation.sa.gov.au/__legislation/lz/c/a/road%20traffic%20act%201961/current/1961.50.auth.pdf

³ Australian Road Rules. Accessed on 16 June 2025 at https://www.legislation.sa.gov.au/__legislation/lz/c/r/australian%20road%20rules/current/2014.205.auth.pdf

2. Previous Engagement

The City of Adelaide has a plan in place for the revitalisation of O'Connell Street. This has been developed over several years with multiple phases of engagement with community and businesses. A summary of recent engagement is provided.

2.1 O'Connell Street Master Plan (2021)

The City of Adelaide identified O'Connell Street as one of four priority main streets for revitalisation and prepared a Master Plan to guide its future. As part of this process, the City of Adelaide engaged with the community and key stakeholders to explore the long-term vision and objectives of the draft Master Plan. Feedback was sought to understand local priorities and help shape future actions and investment.

The O'Connell Street Master Plan offers a blueprint for reimagining the street's potential and has informed the development of Concept Plans and detailed designs to guide implementation. A place-led, evidence-based approach has been taken to ensure the designs deliver positive outcomes for the community. Stakeholder input was gathered at key milestones to support this.

Key elements of the Master Plan that relate to driver behaviour include:

- A desire for a high quality public realm and amenities
- Accessible and safe for all users, including pedestrians, cyclists and vehicles
- High traffic volumes impact on the street's atmosphere and is not conducive to a main street environment
- Vehicles gradually increase in numbers from south to north, as most vehicles from Jeffcott Street and Lefevre Terrace funnel into O'Connell Street to head out of the city. Main North Road is the key through road in and out of O'Connell Street, channelling two-thirds of vehicles to and from the northern suburbs.
- Barton Terrace West, Gover Street and Ward Street intersections were hot spots for road crashes.

The Master Plan was endorsed by Council in December 2021.

2.2 Draft Concept Plan (2023)

Following the preparation of the Master Plan, engagement activities focused on understanding priorities for O'Connell Street, including the major development at 88 O'Connell Street. Insights from this process shaped the Design Principles that underpin the concept design.

'Prioritise Pedestrians' was the most highly prioritised design principle, and it speaks to improving pedestrian amenity, safe crossing opportunities and considering speed limit reduction.

A draft Concept Plan was presented to Council in April 2023 and the upgrade of O'Connell Street (along with Hindley, Melbourne, Hutt and Gouger Streets) endorsed in June 2023.

2.3 Revised Concept Plan (2024)

A revised Concept Plan was presented to the Council to reflect the approved delivery budget endorsed by Council in August 2024. Following this the City of Adelaide undertook engagement with the community on the approved Concept Plan. The objectives of engagement were to:

- Familiarise community and stakeholders with the endorsed Concept Plan
- Invite feedback on the Plan in order to make minor changes that will be reflected in detailed design
- Better understand how people use the street, to help inform construction methodology and scheduling
- Determine community preference between two paving colour schemes installed as part of a trial.

Engagement was undertaken in February and March 2025 and results will be presented to the Council in the near future.

3. Road Safety Information

3.1 Traffic and motorist behaviour

O'Connell Street serves as a key transport route, channelling traffic into both North Adelaide and the city centre, and therefore experiences relatively high traffic volumes as a major commuter corridor. At the same time, it functions as a vibrant pedestrian area. The completion of 88 O'Connell mixed use development in 2025, is anticipated to increase pedestrian and vehicle activity in the coming years.

In order to understand traffic and motorist behaviour, we engaged with the Royal Automobile Association (RAA). The RAA advised that they are **not aware of any indications that O'Connell Street is any more or less a hoon driving hot spot than other roads in Adelaide's metropolitan area**. However, the RAA considered that due to both the high levels of pedestrian activity and motorists, hoon driving behaviours would carry additional risk.

Hoon driving is often **attention seeking behaviour** and so is more likely to occur in a public location with higher rates of outdoor dining or pedestrian activity. The Parade in Norwood was cited as a comparable location for this kind of driver behaviour.

RAA noted that hoon driving is often **perceived** rather than directly observed. This perception may arise from vehicles rapidly accelerating with loud exhaust or engine systems, even when no speeding or dangerous driving is actually taking place.

3.2 Traffic volumes and speed survey on O'Connell Street

The City of Adelaide undertook traffic counts in 2023. A summary of traffic volumes and average speeds on O'Connell Street has been included in the revised Concept Plan (2024) engagement pack and included below.

This data shows that the average speed limits in peak times are **less than 40km/hour**.

Table 1 Average vehicle numbers and speeds – O'Connell Street

	Average number of vehicles	Average speed
Morning peak	2272	41 km/hr
Afternoon peak	2381	39 km/hr
Average interpeak	1573	41 km/hr
Average of above	2075	40 km/hr

3.3 Speed

AddInsight Bluetooth data has been provided by the RAA to supplement the City of Adelaide's speed survey data from 2023. This data looks at a 'typical' fortnight between 18 – 31 May 2025 inclusive. Data is reviewed for a 750 metre section of O'Connell Street between Ward Street and Barton Terrace West. Speeds are an estimate of average speed measured by the time taken to pass between the two intersections. The current signposted speed limit along all of O'Connell Street and surrounding streets is 50 kilometres per hour.

RAA advise that:

- 95% of bluetooth detections travelled at an average speed **less than 43.5km/h** (with the median being ~28km/h)
- **Median speeds are higher between midnight and 6 am** but remain below 50km/hr. Noting that this could be attributed to the phasing of traffic lights if the O'Connell Street signals are green by default during these hours.
- 25th percentile speeds are **close to/slightly above the speed limit** between midnight and 6 am, which does indicate that speed could be an issue during these hours, but not necessarily in the context of hoon driving.

This data is not able to identify individual cases of hoon/high speed driving accurately, however, shows that median speeds along O'Connell Street are **relatively low for most of the day**.

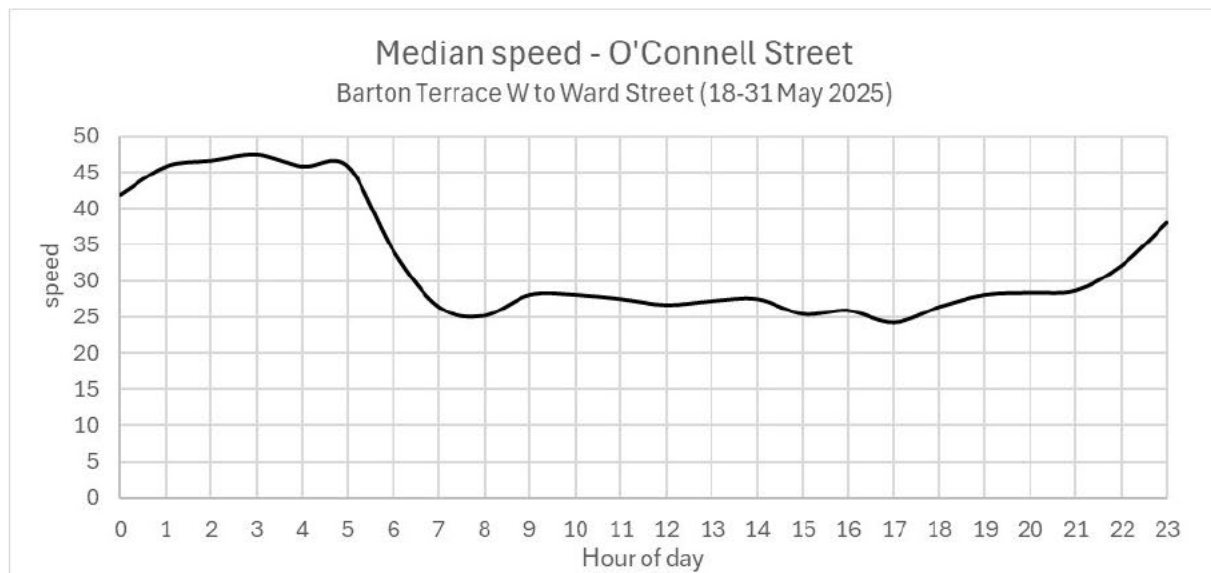


Figure 1 O'Connell Street (section) median speed across 24 hours

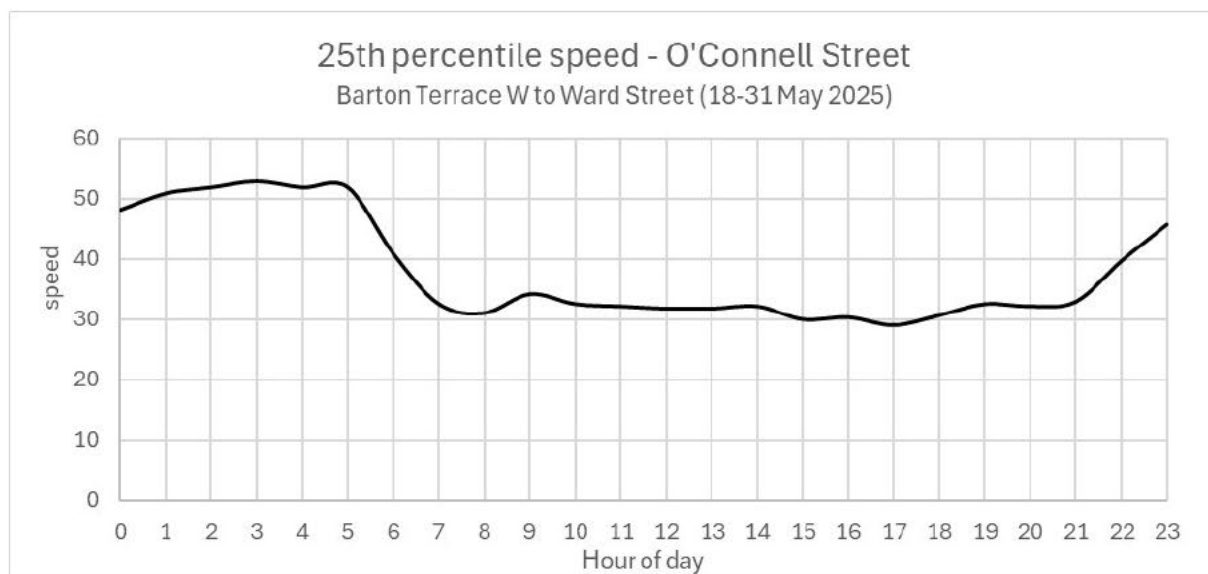


Figure 2 O'Connell Street (section) 25th percentile speed across 24 hours

3.4 Crash data

Crash data was provided by the RAA. In the 10 years between 2014 and 2023:

- 94 casualty crashes occurred on O'Connell Street
- Common casualty crash types were rear end (23), right angle (22) and hit pedestrian (20) crashes
- 44% of casualty crashes involved vulnerable road users⁴
- Five serious injury crashes involved a vulnerable road user and a vehicle
- 69% of casualty crashes occurred at intersections.

Data was not collected/provided as to whether speed or dangerous driving played a role in any of these incidences.

3.5 Noise/smoke

RAA provided SAPOL expiation data for 'Make unnecessary noise/smoke offences in South Australian 2020-2021' for the South Australian eastern district local service area. It is noted that in addition to the City of Adelaide, this area includes surrounding suburbs including Norwood, Payneham, St Peters, Burnside, Kensington, Magill and Eastwood.

Data provided suggests:

- 1,112 expiations and 529 cautions were issued over this five-year period
- Friday night from 9pm – 11pm and Saturday night from 7pm – midnight are common times when this offence is picked up by SAPOL
- Eastern district is the area where SAPOL have recorded the highest number of offences (includes CBD).

RAA note more offences recorded in certain areas or at certain times may just reflect where SAPOL has been present and were specifically monitoring this behaviour. It does not indicate all times and places where the offence occurs. **This data cannot be further pinpointed to a specific road.** It is not evident whether any of these offences occurred on O'Connell Street.

3.6 Engagement with SA Police

A senior officer from the Eastern District of SAPOL attended the community meeting held on Monday 23 June 2025. In response to community concerns, the senior officer provided the following information:

- There are several sections within SAPOL that can assist with response to issues, including the traffic and the local District Policing Teams.
- The methods SAPOL can seek to use will centre around either prevention or detection.

⁴ Vulnerable road users (VRUs) are defined as those who are not protected by the structure of a vehicle, such as a car, bus, or truck. These individuals are at greater risk of serious injury or death in the event of a crash due to their limited physical protection. VRUs typically include pedestrians, motorcycle riders, (including pillion passengers), cyclists, children aged 7 years and under, older adults, users of mobility devices, such as wheelchairs, motorised wheelchairs, mobility scooters, e-scooters and e-bikes.

- Data is critical, and community members are encouraged to report all concerning behaviour. This will help to establish patterns and demonstrate demand for response.
- Community members were encouraged to not put themselves at any risk and that getting licence plates or video footage is not required.
- The concerns of community were heard and acknowledged.

4. Community Engagement

4.1 How we engaged

Engagement with community and businesses on and near O'Connell Street was undertaken from Monday 16 June to Friday 4 July 2025. Engagement opportunities were provided in the following ways:

4.1.1 Face to face engagement

Three opportunities to provide face-to-face feedback were provided, namely the street corner pop up, community meeting, and community drop-in session. More than 40 community members attended across these three sessions, noting that some participants attended multiple events.

Most participants identified themselves as residents living locally on or near O'Connell Street. Approximately half of attendees indicated that they live in the apartment building located at 62 Brougham Place, 'Place on Brougham' (with frontages onto Brougham Place, O'Connell Street, Ward Street and Australia Lane). Some attendees were former residents of North Adelaide or regular visitors to the precinct.

Table 2 Engagement activities undertaken with times, locations and number of people engaged

Engagement activity	Time and location	Number of people engaged
Street corner pop up	1-3pm Sunday 22 June 2025 North Adelaide Village atrium	~20 attendees
Community meeting	6.30-8pm Monday 23 June 2025 North Adelaide Community Centre	11 attendees
Drop in session	4-5.30pm Wednesday 25 June 2025 North Adelaide Community Centre	~12 attendees

4.1.2 Business engagement

Businesses and commercial premises along O'Connell Street were visited to seek feedback. Wherever possible we asked to speak with the manager or owner. Due to busier service times and some businesses being well patronised, we could not speak with every business on O'Connell Street during this time. In these cases, information was left with staff to encourage completion of the online survey.

Table 3 Business engagement activity with times, locations and number of people engaged

Engagement activity	Time and location	Number of people engaged
Business door knocking	11.30am-3.30pm, Friday 20 June 2025 Along O'Connell Street between Barton Terrace West and Brougham Place	50 businesses visited. 45 businesses spoken with.

4.1.3 Online survey

An online survey was available on Our Adelaide throughout the engagement period. Hard copies were available at the City of Adelaide Customer Service Centre and North Adelaide Library or by request.

The survey consisted of questions about the survey respondent, their current use of O'Connell Street, observed driver behaviours, impacts of these behaviours and additional comments. Respondents could also 'pin' comments on a map of O'Connell Street to indicate where identified issues occur most commonly.

269 online surveys were returned. No hard copies were completed. Respondents comprised a high proportion of residents, and people who access local services – indicating respondents are likely to have a good degree of familiarity with O'Connell Street. City of Adelaide ratepayers comprised more than half of all survey respondents. Respondents were from a wide range of age groups, and almost equally male/female.

Results of the survey are included in the engagement summary below. Further analysis is provided in Appendix A.

4.1.4 Submissions and enquiries

The community could also submit hard copy or online submissions. A small number were received. These are contained in Appendix B.

Table 4 Feedback received

Feedback mechanism	Format	Number received
Submissions	Email/hard copy	6
Enquiries	Phone/email	2

4.2 Promotion of engagement

All engagement opportunities were promoted via:

- Letter box dropping a promotional postcard to properties along and in proximity to O'Connell Street
- Posters and postcards provided to businesses and displayed (at their discretion)
- Direct email to commercial and business database of the O'Connell Street Place Coordinator
- City of Adelaide social media channels.

The results of this engagement are presented in the following sections.

4.3 Interpretation of engagement results

It should be noted that this process is focused on community and stakeholder engagement, not market research. While the engagement activities have been thoughtfully designed to be accessible, participation

is entirely voluntary. It is common in such processes for participation to be characterised by those members of the community who are directly impacted and/or interested.

As a result, the feedback gathered is not statistically representative of the broader community. While the insights gained are valuable and can inform understanding, caution should be exercised when interpreting the results as reflective of the wider population's views.

Furthermore, participants were able to participate in more than one engagement activity and therefore may have voiced the same concerns through multiple feedback channels such as the survey, drop-in sessions and community meeting.

5. Summary of feedback

Feedback was consistent from most respondent types and across the various engagement methods undertaken (face to face engagement, business engagement, submissions and online survey). Additionally, as participants could engage through multiple channels, the results have been synthesised thematically to reflect overarching insights.

5.1 Observations of driver behaviour

5.1.1 Types of driver behaviour

A range of unsafe or poor driver behaviour were reported by respondents. This included:

- Vehicles making excessive noise – including engine noise, accelerating quickly, screeching tyres from fast acceleration or rapid turning, engine noise while parked.
- It has been observed that drivers who are engaging in this behaviour are often driving modified or performance vehicles that are louder than regular vehicles.
- Exceeding the speed limit for the area.
- Some recalled instances of cars 'drag racing' and racing between sets of green traffic signals.
- There were also accounts of cars intentionally holding back to be stopped by a red light, so that they can take off from the subsequent green light to maximise speed/noise.
- Some vehicles had been seen undertaking u-turns within intersections including O'Connell Street with Ward Street and Tynte Street (i.e. intersections with traffic lights).
- Motorists had been observed making right turns at speed and 'drifting'.
- There were also examples given of rat running and speeding through nearby narrower streets including Walter Street.
- Cases of cars being parked illegally, too close to the intersection or double parked had been observed.
- It was suggested by some that these behaviours often appear to be "showing off" to pedestrians and patrons of local businesses.
- Participants had observed instances of drivers doing "laps" or "mainies" along and near O'Connell Street. Key routes include O'Connell Street, Ward Street, Tynte Street, Jeffcott Street and Lefevre Terrace.
- Some suggested that wide lanes, long distances between lights and sets of consecutive green lights helped to create an environment for speeding.

5.1.2 Time of observations

Feedback suggested a clear pattern when most of these behaviours were observed:

- While there are experiences of this behaviour at all times of the day and week, most participants identified that it is most common between the hours of 9pm and 1.30am on Thursday, Friday, Saturday and Sunday evenings.
- Many suggested that this poor driver behaviour has been consistent for between 18 months and 3 years.

5.1.3 Locations

Feedback suggested that poor driver behaviour is most regularly observed in the following locations:

- Around the intersection of O'Connell Street and Ward Street was a frequently mentioned location for excessive noise, speeding drag racing, u-turns, and drifting.
- Some respondents suggested that the vehicles of drivers who have been observed driving poorly can be regularly seen parked at businesses near this intersection late in the evening. Some drivers have been observed patronising local businesses in this area.
- It has also been observed that patrons of establishments in this area have been seen visibly encouraging drivers to speed excessively and perform other unsafe manoeuvres.
- Corner Foodworks car park (115 O'Connell Street/Wigg Lane) was also reported as a site for burnouts, excessive noise and loitering, particularly late in the evening.
- Some feedback suggested that poor driver behaviour extended the length of O'Connell Street and was also observed at times in adjacent streets.

5.2 Community feedback

Impacts on community varied from no impact to significant impact. When asked to describe the impact that poor driver behaviour in this area has, respondents provided the following responses:

- Those participants impacted by driver behaviour felt a loss of personal safety and amenity. Some participants reported that they were waiting for an accident to occur and were concerned that a community member would be injured.
- Reports of interrupted sleep were received, particularly from those participants residing at Place on Brougham.
- Some reported feeling unsafe to walk along O'Connell Street in the evening/after dark. This was reported to be because of a range of factors, and sometimes suggested because of driver behaviour, but sometimes other factors. Some suggested they no longer walk along O'Connell Street at night and resort to driving even short distances within North Adelaide.
- Some said they felt unsafe crossing O'Connell Street because of speeding or inattentive drivers. Instances were recalled of pedestrians being driven at or pressured by drivers while using controlled crossings or walking across side streets.
- Many said that they acknowledge that living in the city will mean that there will be noise, and that they love the vibrancy of North Adelaide. However, they suggest that the noise generated by some motorists is unreasonable.
- Some suggested they can't keep their windows open due to the regular noise caused by vehicles on O'Connell Street. For some respondents this was due to speeding or loud acceleration. For others it was just general traffic noise.
- Reports of frustration that the City of Adelaide and SAPOL had gone unchecked and with no obvious response. Several participants said they had video footage or photos of poor driver behaviour or licence plates of offending vehicles but had not consistently reported concerns to SAPOL.
- Some suggested that the noise and smell of vehicles, particularly those with loud engines/exhausts or accelerating loudly discourage people from enjoying outdoor dining on O'Connell Street.

- Some older people suggested they do not want to report poor driver behaviour as they feel intimidated or fear repercussions.

5.3 Business feedback

Businesses were less likely to report poor driver behaviour as an issue or causing impact, compared to the community members who participated in the engagement. They provided the following feedback:

- Perceived antisocial or unsafe driver behaviour is observed by some businesses and not others.
- Some businesses suggested this behaviour wasn't more common on O'Connell Street than any other street.
- Some noted that seeing performance and enhanced vehicles is part of the appeal of O'Connell Street for some visitors.
- Where businesses have greater setbacks, good sound attenuation or keep their doors/windows closed they are less likely to be impacted by, or notice noisy or disruptive driver behaviour.
- Businesses that do not trade in the evening were less likely to convey being impacted or noticing this behaviour.
- For most people who notice it, it causes slight to medium irritation, for others it impacts on their sense of safety or their enjoyment of the street.
- Some businesses suggested it doesn't impact customers/outdoor dining; for others they do not open their windows because of it.

5.4 Suggested solutions provided through feedback

Through this engagement community members suggested several solutions to discourage or detect poor driver behaviour including the following:

- Installation of speed cameras (or sound activated speed cameras).
- Use of mobile speed cameras during times when poor driver behaviour is regularly observed (i.e. weekend evenings).
- Increased CCTV in select locations.
- Installing a permanent red light/speed camera at the Ward/O'Connell Street intersection.
- Increased police presence (including unmarked police cars/plain clothes officers).
- Improved coordination with Liquor Licencing Commission to reduce/review/prevent licensed premises opening hours.
- Greater enforcement of, or increased restriction of parking locations/durations.
- Remove/move motorbike parking area on Ward Street to a non-residential area to mitigate impacts on residents.
- Change the coordination/timing of the traffic signals to prevent consecutive green lights along multiple blocks.
- Reduction of speed limits to 30km/h or 40km/h (noting that there were divergent views on this issue and some respondents specifically requested this not occur).

- Changes to road environment to calm traffic (e.g. narrower lanes or speed humps). Again, there were particularly divergent views on this suggestion.
- Restricting/minimising opportunities for right turns and u-turns along O'Connell Street, especially at Gover Street.

5.5 Feedback outside of scope

Other feedback, not directly relating to driver behaviour, and investments to manage the behaviour were received and included:

- Street design and amenity including street furniture greening and footpath condition
- Cycling and associated infrastructure
- Pedestrian crossings including wait time and crossing time
- Public transport
- Car parking provision and location.

5.5.1 Street design and amenity

- Reuse red bricks currently used for the footpath (rather than replace them).
- Increase greening (including green surfaces) on Ward Street to reduce likelihood of bottles/glasses breaking, and to create cooling during summer months.
- Footpath condition throughout North Adelaide, and particularly along O'Connell Street is poor. Lifting of pavement/pavers creates trip hazards, pooling of stormwater and unsafe conditions. Width of footpaths is also problematic in some locations. This is particularly challenging for older people or those with mobility impairments.
- Street furniture and e-scooters can create narrow and difficult environments for people wheeling (i.e. gopher and wheelchair users).
- There is some interest in a shared use path along King William Road (linking O'Connell Street into the CBD).
- Improved lighting.
- Ambulance and emergency services sirens are disruptive.

5.5.2 Cycling

- Some said they feel safe cycling along and near O'Connell Street. Conversely, others suggested they do not cycle in this area as they do not feel safe.
- Cycling and associated infrastructure was raised by respondents and views were mixed. Some respondents expressed a need for upgraded cycling infrastructure and argued that such lanes would increase cycling safety and attract more people to the area, potentially benefiting local businesses. Other respondents expressed strong concerns that bike lanes would reduce parking and cause congestion, having a negative impact on businesses.

5.5.3 Safety

- It was suggested that dark tinted windows reduce driver visibility and make it difficult for pedestrians and cyclists to make eye contact with motorists to acknowledge that they have been seen.

- Drivers seem to be in a hurry, and this is encouraged by the speed environment. This makes it dangerous for pedestrians and cyclists.
- Some respondents highlighted the need for improved pedestrian safety, including safer crossings, wider footpaths, better lighting, and a more pedestrian-friendly street design. Some respondents expressed that they would like to see a more pleasant environment to walk and dine in.
- Reports of challenging interactions with individuals sleeping rough on O'Connell Street, including some reports of vandalism.

5.5.4 Pedestrian crossings

- The location of pedestrian activated crossing buttons is inconvenient for wheelchair users.
- The length of time of the green person being shown at pedestrian crossings is insufficient for some pedestrians/people wheeling.
- The length of wait time for pedestrian crossings is too long and discourages walking.

5.5.5 Public transport

- Bus services on O'Connell Street are well used and should be retained.
- Support to extend the tram line to O'Connell Street, to reduce car dependency and improve accessibility.

5.5.6 Car parking

- Some suggested that car parking on and around O'Connell Street is insufficient. A small number suggested removing on street parking altogether
- Cars parking on O'Connell Street hold up traffic and cause congestion.
- Interest in a multi-storey car park in the area.
- Car parking plays an important role in supporting the viability of business by making it convenient for customers to stop and access businesses on O'Connell Street.



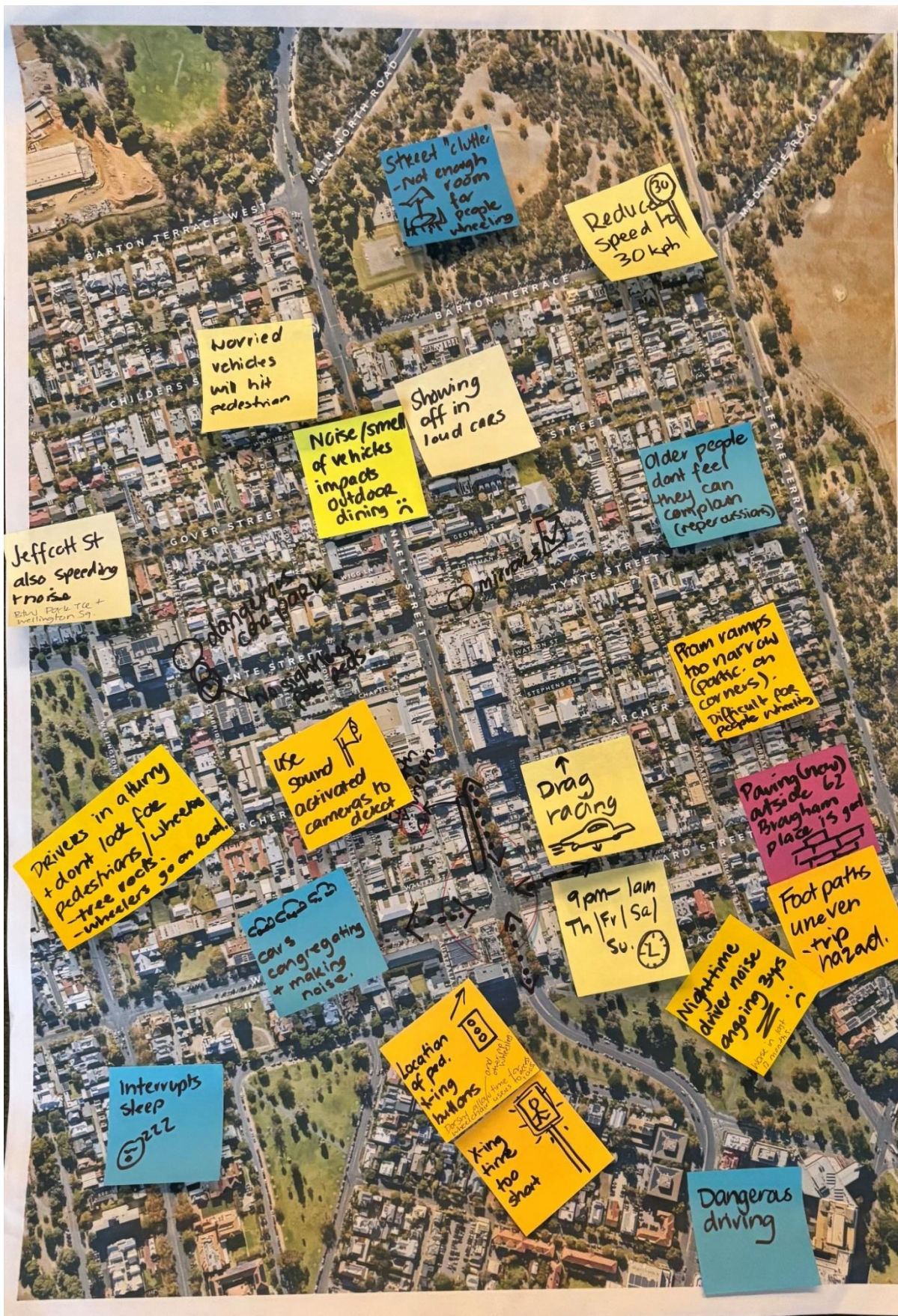


Figure 4 Feedback (2) from Community Drop in Session

Appendix A

Survey results

About you

How do you participate in city life?

Survey respondents were asked to indicate how they participate in city life. They were provided with six options, and could choose as many that apply. All 269 respondents answered this question.

Shopping was the most frequent response (28%), followed closely by leisure/recreation (25%) and live (24%). Work represented a smaller proportion of responses (17%), while business ownership (3%), study (2%) and tourism (1%) were the least common. Refer figure 5 below.

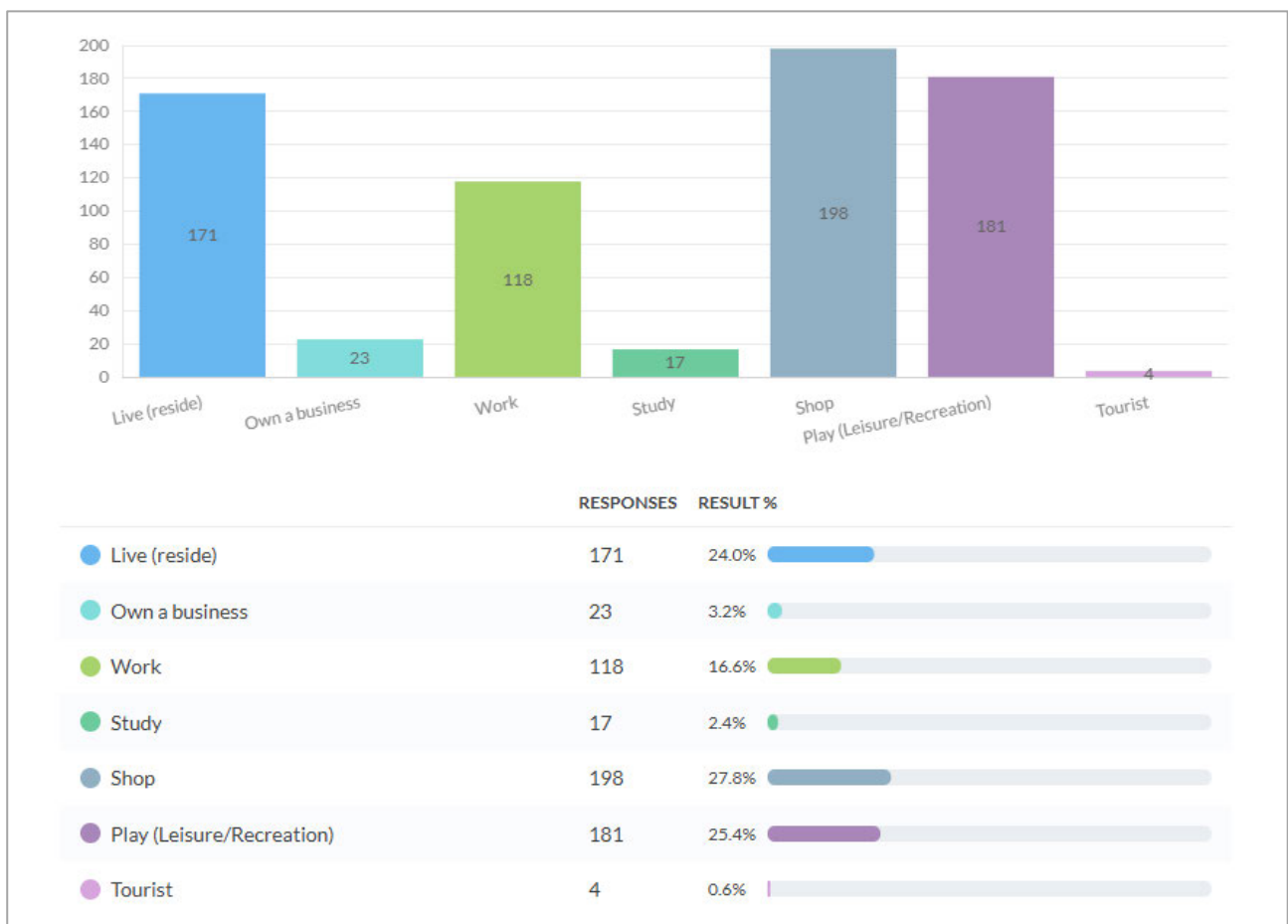


Figure 5 Survey chart and data - How do you participate in city life?

Are you a City of Adelaide ratepayer?

Respondents were presented with a yes/no response option to indicate whether they were a City of Adelaide ratepayer. More than half of respondents (59%) indicated they are City of Adelaide ratepayers. Refer figure 6 below.

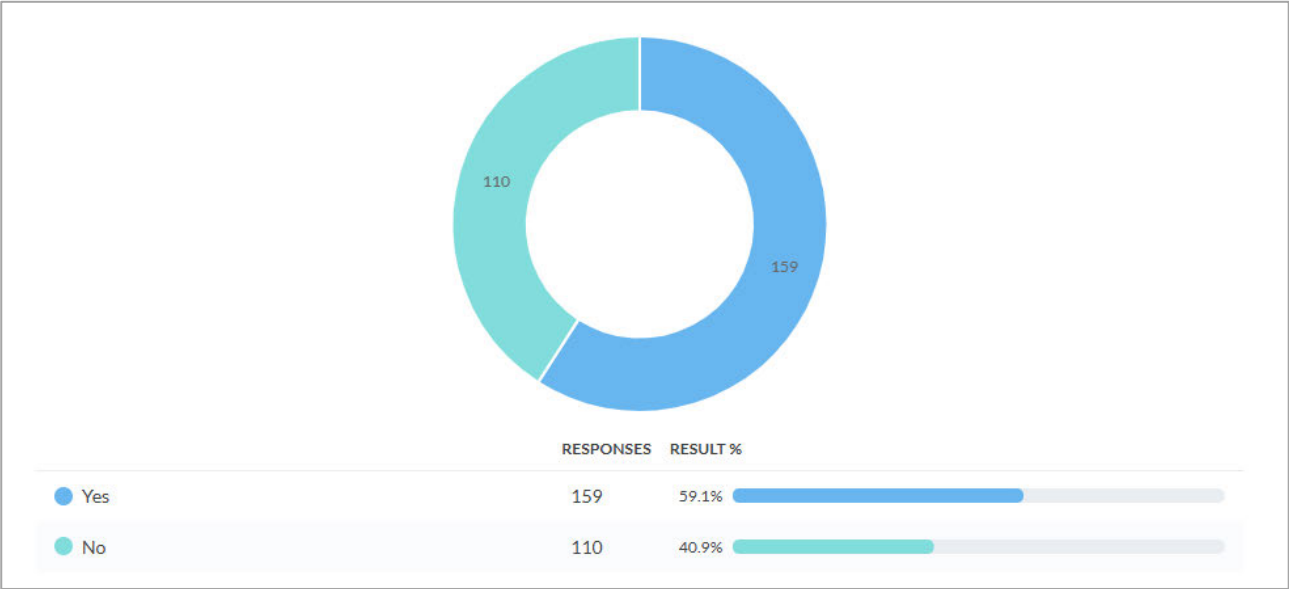


Figure 6 Survey chart and data – Are you a City of Adelaide ratepayer?

Age group

Respondents were asked to indicate their age group. Age groups were presented from under 9 years of age then in 5 year brackets up to 85 years and over. All respondents answered this question.

Response distribution shows two peaks, one in the 25-29 age group and another in the 55-59 age group (both 12% respectively). A relatively consistent number of responses are observed across the 30-69 age range (between 5% and 13%), while the 15-19 and 80-84 age groups show the lowest response counts (1% respectively). There were no respondents in the under 9 or 10-14 age groups. Refer figure 7 below.

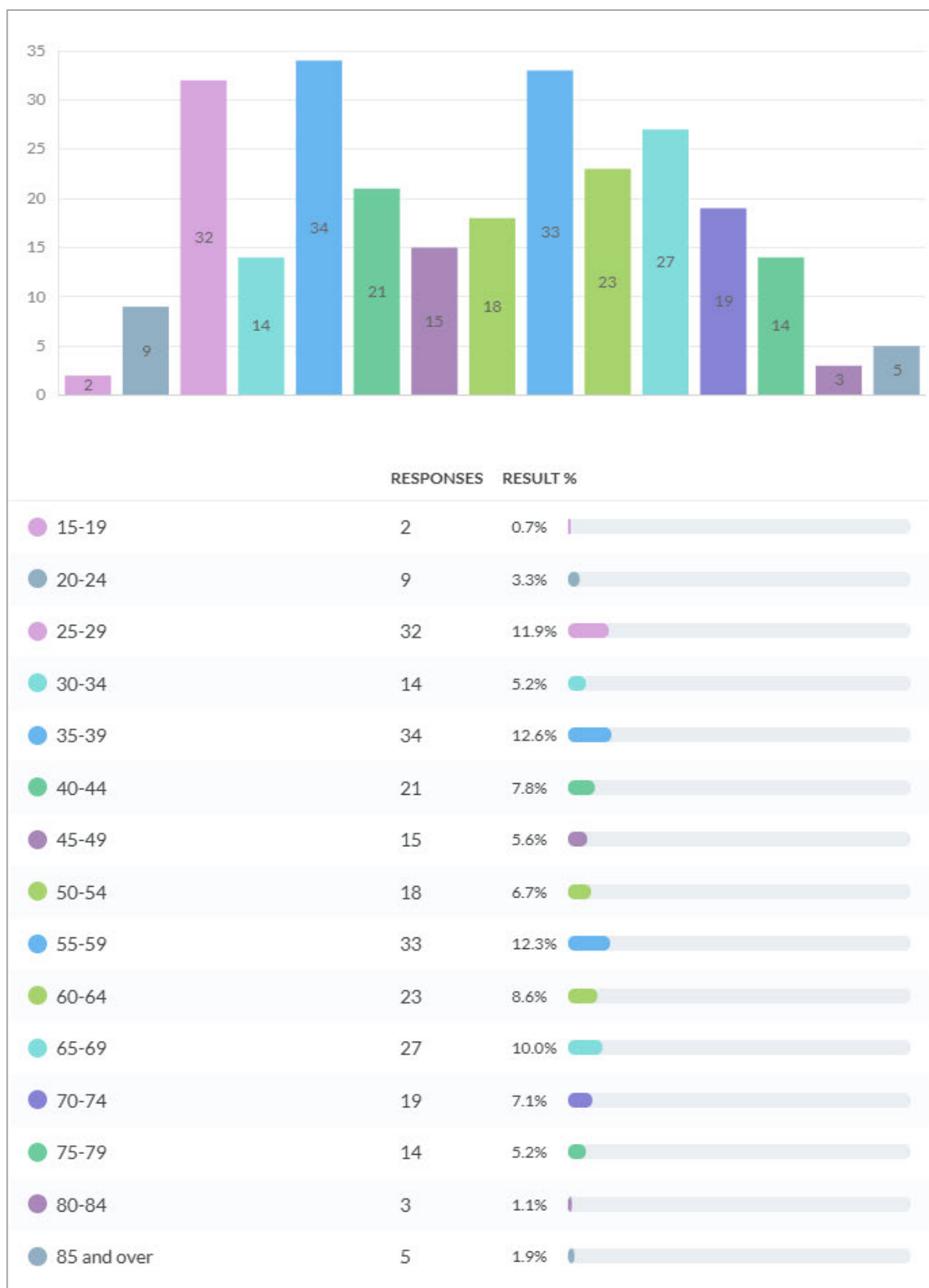


Figure 7 Survey chart and data -Age group

Gender

Respondents were invited to indicate what gender they identified with. 262 of 269 respondents answered this question. Males comprised the largest response group (50%), followed by females (45%). Non-binary/Gender Diverse and Prefer not to say responses represented a small portion of the total. One person responded with 'other'. Refer figure 8 below.

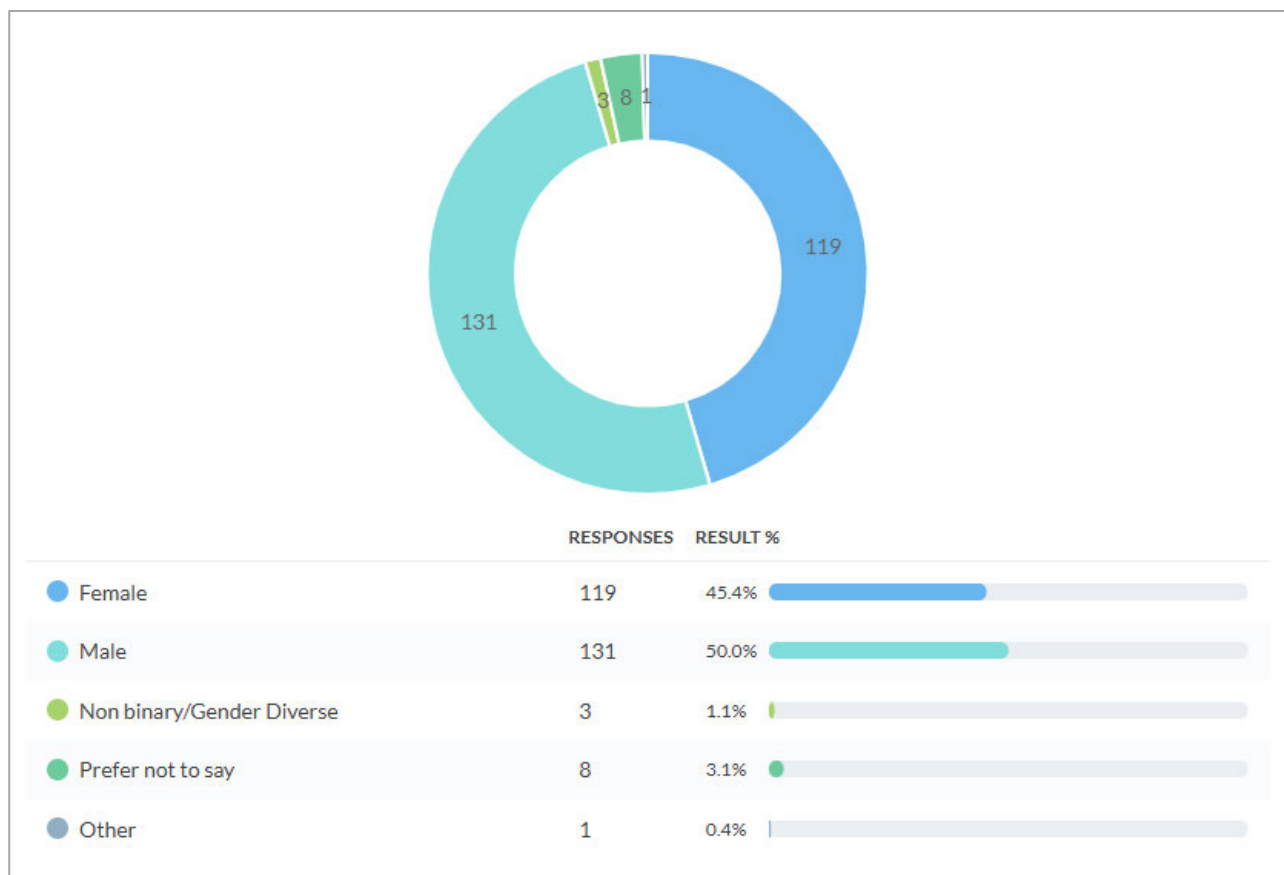


Figure 8 Survey chart and data – What gender do you identify with?

Current use of O’Connell Street

How do you currently use O’Connell Street?

Respondents were asked to indicate how they currently use O’Connell Street and could choose up to four options as were applicable. 264 of 269 respondents answered this question.

Accessing local businesses and services received the most responses (27%), followed by attending events or dining out (25%). A reasonable portion of respondents (22%) cited walking, cycling, or enjoying public spaces or commuting (20%). Work-related reasons garnered fewer responses (3%). The 'Other' category had the fewest responses (2%). These responses included living locally, visiting family and friends, attending church or visiting the area. Refer figure 9 below.

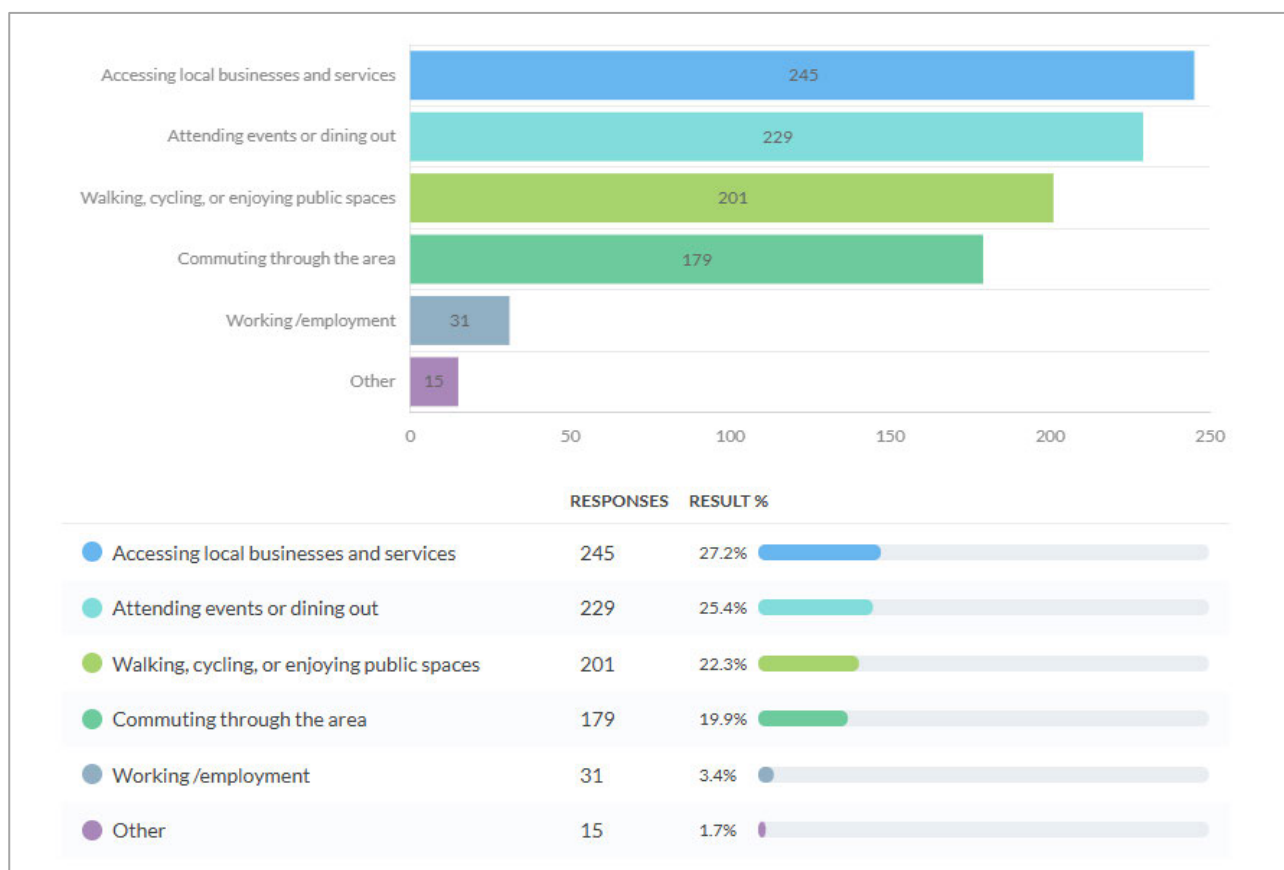


Figure 9 Survey chart and data - How do you currently use O'Connell Street?

How often are you on or around O'Connell Street?

Respondents were asked to indicate how often they are on or around O'Connell Street. They were provided five options that indicate frequency, and could choose one. 259 of 269 respondents answered this question.

Most respondents indicated that they are on or around O'Connell Street daily, with over half (55%) selecting this option. When combined, respondents who are on the street a few times a week or more represents the majority of respondents (86%). Only small proportions of respondents visit the street less often (12%) or do not use the street due to safety (1%). Refer figure 10 below.

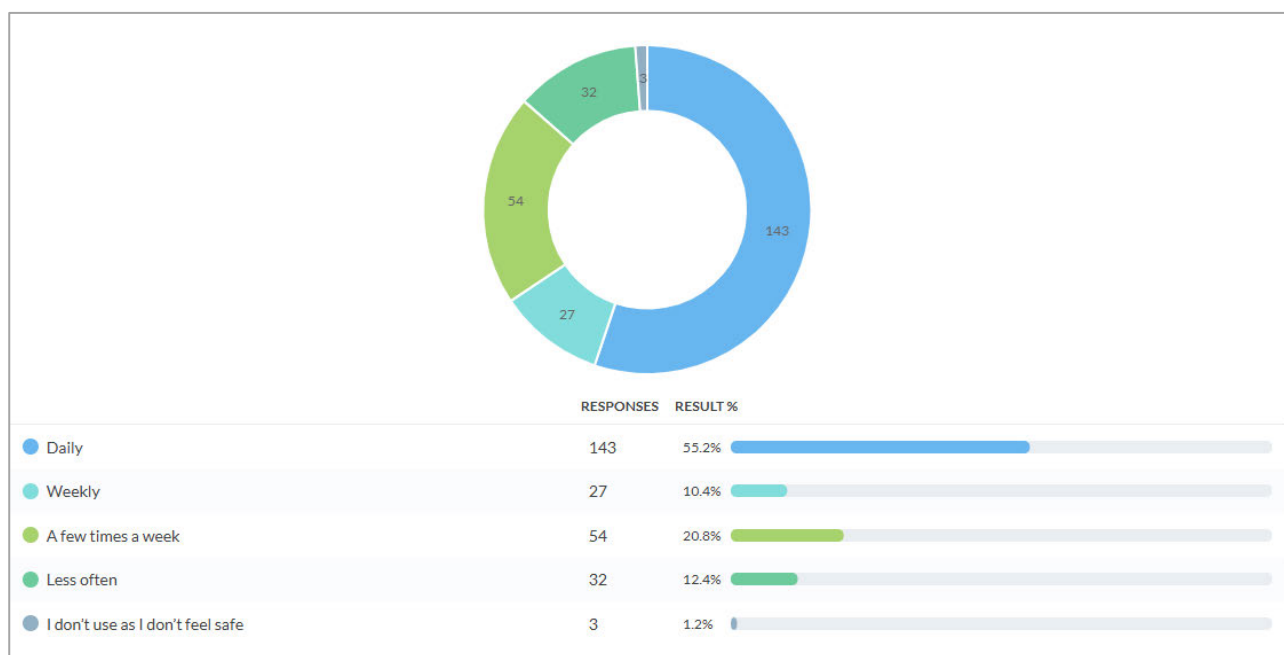


Figure 10 Survey chart and data - How often are you on or around O'Connell Street?

Observed behaviours

Have you experienced or witnessed any of the following behaviours on O'Connell Street or nearby streets?

Respondents were asked to indicate if they have experienced or witnessed a series of behaviours on O'Connell Street or nearby streets. They were provided six options plus an 'other' option, and could choose as many that apply. It should be noted that in this context, all options are perceived and open to interpretation from those observing the behaviour. For example, the perception of motorists driving at high speeds is not the same as the vehicle speed being measured by a speed camera. 266 of 269 respondents answered this question.

Respondents to the survey identified driver behaviours as having been witnessed. of the 266 respondents, 70 nominated that they had not noticed such behaviours.

When do these behaviours usually happen?

If behaviours were observed, respondents were asked to indicate when they believe the behaviours usually occur. They were provided six 3 hour time slots plus 'not sure' and 'never' options, and could choose as many that apply. 256 of 269 respondents answered this question.

Response distribution was heavily focused on the 5pm–9pm (22%) and 9pm–12am (21%) periods, indicating a concentration of activity during those times. During regular business hours (9am–5pm, 15%) and 12am to 3am (12%) are also periods when respondents noted these behaviours occurring, although to a lesser extent. Significantly fewer responses fall within the early morning hours (3am–6am and 6am–

9am with 4% and 8% respectively). Several respondents were unsure (10%) or reported that the behaviour never occurs (9%). Refer figure 11 below.



Figure 11 Survey chart and data - When do these behaviours usually happen?

Impact of behaviours

What impact (if any) have these behaviours had on you?

Respondents were asked to indicate if these behaviours had any impact on them. They could choose from six options which included a 'no impact' response. They could choose as many that apply. 265 of 269 respondents answered this question.

Those respondents that felt impacted, selected feeling less safe walking as the most common impact (26%). Feeling less safe cycling and disrupting sleep and lifestyle received similar response rates (18% respectively). A similar proportion of respondents (17%) said they experience no personal impact. About 15% of respondents suggest they avoid the area at certain times because of these behaviours.

'Other' responses included descriptions of respondents avoiding the area due to feeling unsafe, anxious, or it impacts their enjoyment of the area. Some suggested they are less likely to spend time on O'Connell Street, open their windows, or dine outdoors when these behaviours are occurring. Refer figure 12 below.

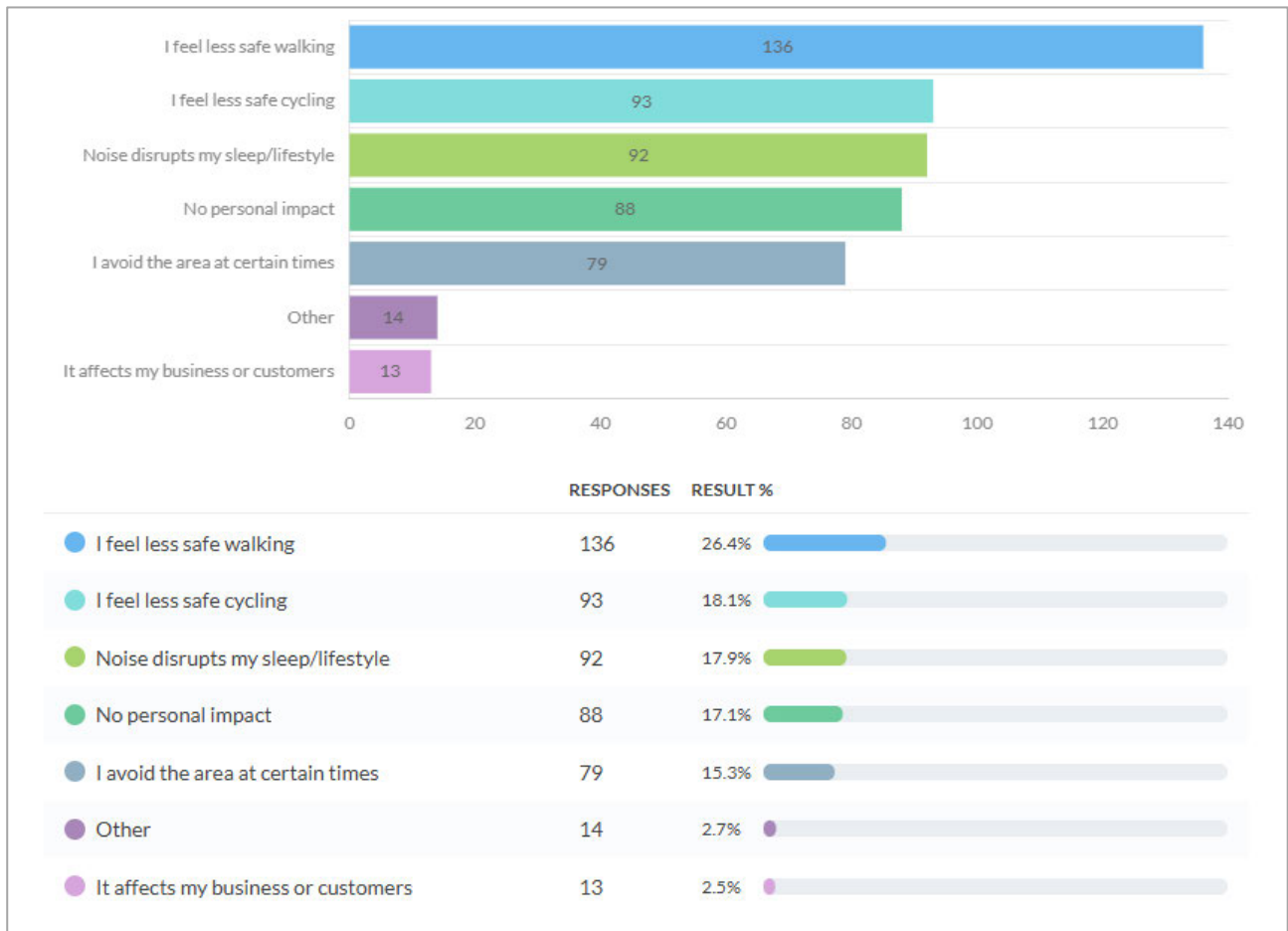


Figure 12 Survey chart and data - What impact (if any) have these behaviours had on you??

To what extent does driver behaviour on O'Connell Street impact you using the area?

Respondents were asked to what extent driver behaviour impacts them on using the O'Connell Street area. Five options with different impact levels were provided and respondents could choose one option. 267 of 269 respondents answered this question.

'No impact' was the most frequently selected response with over a third of respondents selecting this option (35%). 'Slight impact' and 'high impact' showed similar response counts (20% respectively). 'Extreme impact' received the fewest responses (6%). Refer figure 13 below.

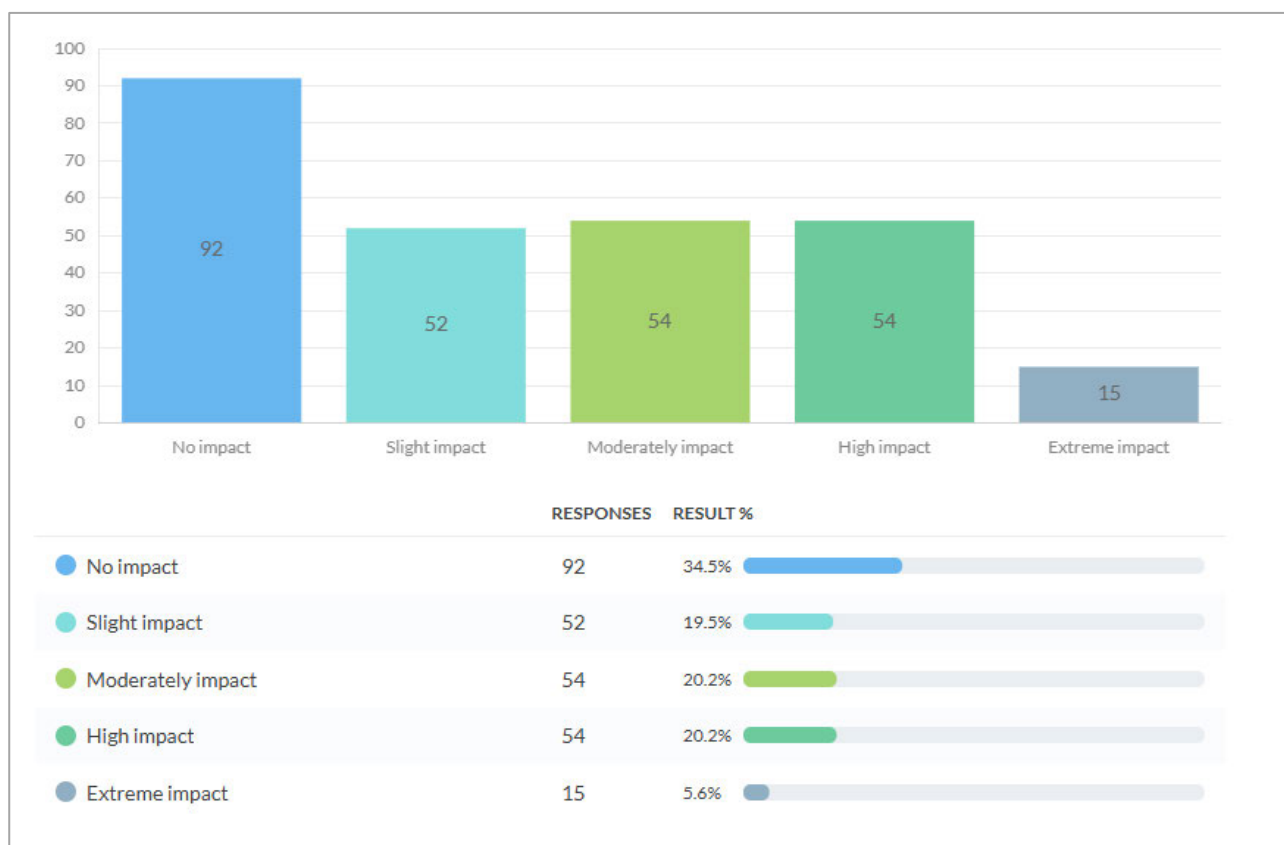


Figure 13 Survey chart and data - To what extent does driver behaviour on O'Connell Street impact you using the area?

Mapped comments

Survey respondents were also given the option to 'pin' one or more open ended comments to a map. Over half of respondents (143) pinned comments.

Most comments were received along O'Connell Street. Comments were well distributed along the street as shown in figure 14 below. Some very specific pinned information was received, and this has been reflected in the discussion in the body of this report.

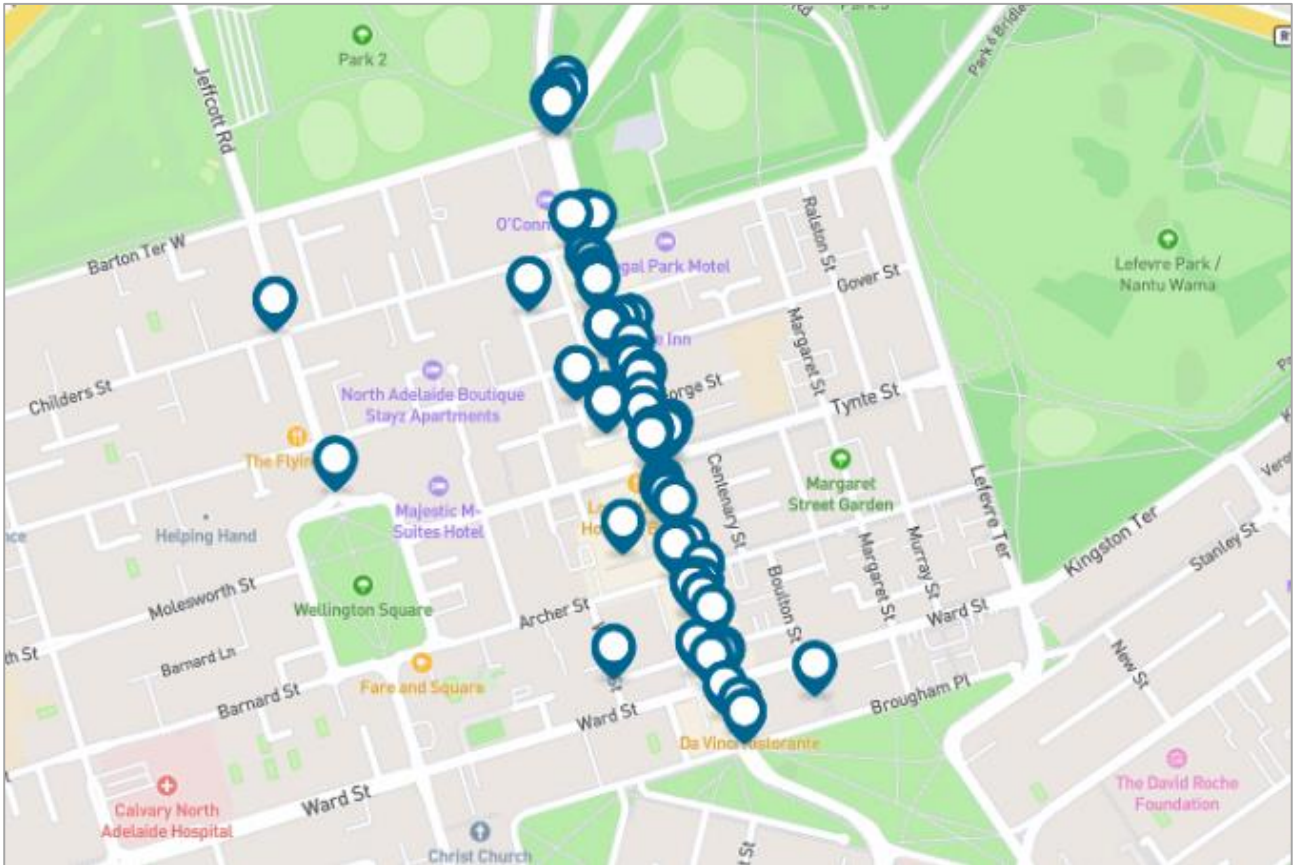


Figure 14 Mapped comments

Appendix B

Submissions

PLACE

O N B R O U G H A M

Topic: Submission in response to the - *O'Connell Street Traffic Consultation, City of Adelaide June 2025*

To: City of Adelaide

Cc: Lucy Hood MP, Member for Adelaide and

Mary Couros, North Ward Councillor, Adelaide City Council

Background:

- Place on Brougham (POB) is a residential apartment building with 98 apartments and 11 commercial premises (all on the ground floor) that spans the block from Brougham Place, O'Connell Street, Ward Street and Australia Lane portion of North Adelaide. The apartments are of solid construction and all have double glazing to the windows and sliding glass doors that are generally very good at providing a peaceful interior for residents.
- There are about 200 people who live at POB apartments. The demographics of the residents range from very young babies/toddlers, preschool children, and primary and secondary school children, young adult university students and adults across all age groups including some residents in their 90s.
- In addition four staff are employed in reception/concierge and a Manager who lives in the building.
- POB is a very busy building with many family and friends visiting residents, constant visits by a large range of contractors and service people and delivery couriers. In addition there are many customers of the businesses located on the ground floor, which include a Restaurant, a Café, a Hotel, two Hair Salons and a Real Estate business.

- On 24 December 2023 the business known as [REDACTED] opened on the [REDACTED] immediately opposite POB apartments. This business has a restaurant downstairs and a lounge area and balcony upstairs. The balcony is primarily operated as a [REDACTED] the [REDACTED].
- [REDACTED] is also served to customers at the street level tables on [REDACTED]. Online research indicates that the [REDACTED] is known as [REDACTED] and is operated "in collaboration" with [REDACTED] and opened in March 2024.
- Prior to [REDACTED] and the [REDACTED] opening the property was operating as an Italian restaurant which generally closed at 10pm and there were no issues with this business. There was occasional antisocial and "hooning" activity in the vicinity, mostly concentrated on the weekends.
- However since the establishment of [REDACTED] but in particular the [REDACTED] the frequency and level of Hooning and Unsafe Vehicle Behaviours has increased exponentially and is now common on most nights of the week and for extended periods of time.
- This area of North Adelaide appears to have subsequently become a 'destination of choice' for hooning, excessive speeding, doing burnouts, street racing etc with [REDACTED] being a magnet for these drivers to "show off".
- *Consumer and Business Services* website liquor licence search indicates the licensed operating hours of the business are: **Monday, Tuesday, Wednesday, Thursday and Sunday 7am to Midnight. Friday and Saturday 7am to 2am the following day. The business operates 365 days per year.**
- Thursday to Sunday nights are particularly challenging with continuous behaviours of this type from about 9pm and continuing up until Midnight to 2.30 am, (depending upon the closing time of the business).
- This is having a very detrimental impact on residents living in the POB apartments. This ranges from poor sleep due to Hooning, Excessive Vehicle Noise which effects people's health as well as [REDACTED] smoke drifting onto balconies and inside apartments and subsequent health issues from this.
- Anecdotal reports are that a significant amount of these behaviours are associated with the perpetrators acting to "show off" to the patrons of the [REDACTED] and being visibly encouraged to speed, hoon etc. It has also been observed that a number of the high powered vehicles participating in the Hooning are directly connected to either [REDACTED] or the [REDACTED].

- In recent months residents living in other streets in North Adelaide have also talked about their concerns of experiencing the same impacts of frequent and serious hooning and other excessive behaviours by vehicles/motorbikes in the general neighbourhood. This is impacting on everyone's lives.

ISSUES

Hooning and excessive vehicle/motorbike noise and unsafe/dangerous driving began as early as February 2024 and have continued to increase ever since. The following are some examples, but by no means all.

- Hooning by both motor vehicles and motorbikes is frequent and continuous for hours at night and causes significant disruption to POB residents as well as serious safety risks to the public.
- The [REDACTED] has been open to customer into the early hours outside the operating hours shown on a search of their liquor licence on Consumer and Business Services website. This has been associated with high levels of noise from the premises and vehicles/motorbikes hooning, extreme speeding and other illegal behaviours.
- On every public holiday they extend their hours to 2am even if it is a night that their licence shows closing time to be 12 midnight.
- One resident has had to call 000 for an ambulance twice this year to go to hospital for a cardiac issue. The resident's Smart Watch recordings of their heart performance and poor sleep quality show a direct correlation with the excessive patron noise and drumming that comes from [REDACTED] and the hooning by the High Powered cars. The resident's doctor has advised them they must move out of the building for the safety of their health.
- A number of residents have been considering moving out of the building as the disruption is having a serious impact on their lives and in some case a serious impact on their health.

ACTIONS TAKEN TO ADDRESS ISSUES

Residents and POB management have taken the following actions to attempt to resolve these issues:

- Phone calls to Consumer and Business Services on a number of occasions, without resolution, other than advise to lodge a formal complaint.
- Phone calls to SA Health when that department had responsibility for licencing of [REDACTED]
- Phone calls to SAPOL 131 444 number who have attended the business concerned on only a few occasions. SAPOL response has been to call 131 444 or lodge a complaint via their website.
- Phone calls and visits directly with [REDACTED] owners/managers by POB apartment residents. Some of these have had some positive results and others have been less successful.

- Meetings have occurred with one of the owners of [REDACTED] however no ongoing resolution to the issues was achieved.
- Meetings with a local Government councillor who has been very supportive.
- Meeting with the local Mayor who is also supportive.
- Meetings with the Local MP who is very supportive.
- POB Strata group wrote to the SAPOL Police Commissioner raising the hooning issue and identifying a specific vehicle. The matter was referred to SAPOL operations who made contact with the Strata representative and ultimately advised calling 131 444 or lodging a complaint on the SAPOL website if any further issues occur.
- Meeting in May 2025 with the Minister for Consumer and Business Services, Commissioner for Consumer and Business Services, a Senior SAPOL representative, Local MP, City of Adelaide Councillor and representatives from POB strata and residents.

ACTION REQUESTED

- A focus on inspections and compliance by Consumer and Business Services of [REDACTED] ensuring they meet their full licences requirements.
- Liaison with SAPOL to address the unlawful vehicle and motorbike activities that are endangering the public, before a serious accident happens.
- Increased visible police presence on O'Connell Street and surrounds ongoing.
- Mobile speed camera operations along O'Connell and Ward Streets and other adjacent streets at times/nights identified as peak for "hooning".
- Liaison with SAPOL to have a red light, speed camera installed on the Ward/O'Connell street intersection.
- Install CCTV at this intersection.
- Remove the motorbike parking from Ward Street to an area that is not residential. Make that NO PARKING. As the High Powered vehicles associated with [REDACTED] frequently park there illegally.

Signature [REDACTED]

Date: 27/June/ 2025

Questions from POB Strata Corporation

- What is the responsibility of a licensee to ensure clientele leave a licensed premises in a respectful and quiet manner? And what powers do Council have around this matter?

- Why was a [REDACTED] licenced and approval approved in a residential area, and particularly within ??? Metres of residents apartment balconies and bedrooms?

Questions from the City of Adelaide Survey

Participate in city life?

- POB residents are fully engaged and have an investment in seeing their North Adelaide community be safe and welcoming for residents, businesses and visitors.
- POB residents participate in all aspects of city life from social, to employment, business and recreational activities.

Ratepayers or renting

- POB residents include ratepayers and people who are renting.

Age Groups

- See statement in “Background” that describes the breadth of demographics of the POB residents.

Currently use O’Connell Street

- See body of document for further information.

How often on and around O’Connell Street

- Daily and across the whole day for POB residents.

Experienced or witnessed any of the following behaviours on O’Connell or nearby Streets

- The High Powered and Ultra High Powered cars use Ward Street and O’Connell Street as their race track. Anecdotal evidence indicates these vehicles also continue their hooning into surrounding streets as well as down past the Women’s and Children’s Hospital.
- The eastern end of Ward Street appears to be a ‘staging area’ for high powered vehicles to gather and then spend hours hooning, speeding, doing burnouts and racing around the streets down toward and West over O’Connell Street and then looping back again. There are neighbourhood reports that this may also be happening in Tynte, Childers and Archer Streets in particular.
- **Over the five nights of Wednesday 18 June 2025 to Sunday 22 June 2025 the level of Hooning, cars and motorbikes driving at excessive speeds, doing burnouts, screeching their tyres, racing each other along O’Connell and Ward Streets was extreme and by far the worst period we have experienced.**

- Following those five nights the Eastern end of Ward, Gover and Archer Streets were all covered for many metres in "blackies", tyre rubber left by hooning vehicles.
- On the evening of Sunday 22 June 2025 two motorbike riders had been customers on the [REDACTED] When the motorbike riders left [REDACTED] the other customers on the balcony were seen and heard encouraging them to hoon.
- At 9.40pm upon take off on his motorbike one did a high speed Wheelstand heading west across the [REDACTED] [REDACTED] The Security Cameras on POB caught footage of this however the motorbike and rider are a blur due to the high speed involved. The second rider turned left up O'Connell Street and could be heard speeding North for quite some distance.
- These two motorbike riders are part of a group of about 10 who first appeared on the evening of 29 March 2025 parking below the Ward Street end of POB, where there is approved motorbike parking from **7am to 7pm only**. (This end of POB building has the apartment bedrooms straight above the motorbike parking area).
- On this night in March they were parked on the footpath (as well as riding on the footpath) and were taking turns revving their engines and doing "laps" around the block until 11.30pm when a POB resident went down and spoke to them. Eventually they left.
- On 29 April 2025 the group was parked in the same spot and was being very noisy and disruptive revving their engines and racing around and at 11.30 pm a POB resident called the police. The police arrived at 12.20, briefly spoke to the riders and then drove off. The group continued their behaviours till 1am when they finally left.
- This group has continues to park at this spot illegally until late at night and are regular customers at the [REDACTED] three or four nights per week.
- Some of the offending vehicles are clearly connected to the [REDACTED] business and have been seen "swapping passengers from the [REDACTED] before doing another high speed lap. They have also been seen throwing the keys down to another driver to take over the vehicle to take a turn Hooning.
- One of the main offenders who is there daily and driving at excessive speeds and in an extremely dangerous manner appears to be managing the [REDACTED] of an evening. This person generally arrives at about 5pm at excessive speed and leaves anywhere from 11.30pm to 2.30am, depending upon the business opening hours. The vehicle is deafenly loud and can be heard streets away before and after it is visible. This has been happening for some months now. In 2024 the same person was driving in the same manner between May and September doing the same behaviours, except in a different vehicle
- They have been observed on many occasions stopping at Ward/O'Connell Street lights and then flooring the accelerator to **very** high speeds within a few seconds.
- If a vehicle was to lose control pedestrians as well as the customers sitting at the local cafes footpath tables would be at serious risk of being injured or killed.

- Motorbikes parking illegally on Ward Street after 7pm in groups directly below the bedrooms of POB apartments, deliberately revving their engines for extended periods of time, loudly socialising and taking off at excessive speeds and directly across lanes of traffic.
- This can be groups of up to 10 or so motorbikes and now occurs 4 or 5 nights per week and late into the night, sometimes as late as midnight to 1.30am. Some riders have had their number plates and L plates obscured.
- There have been times when the motorbikes had been parking and riding on the Ward Street footpath and parking in the left turn lane of Ward Street outside [REDACTED] Photo evidence is available if required.
- Recently at 8pm one Sunday evening a group of Motorbikes were stopped at the red light at the eastern side O'Connell/Ward Street intersection while waiting for the lights to change to green. The motorbikes were revving their engines and one rider set off a blue flare.

Motorists driving at high speeds

- Yes.
- This is a daily occurrence and for many hours particularly later in the evenings/nights.
- On nights when football is held at the Adelaide Oval the vehicles speeding and racing has continued to occur and endangers the crowds walking up O'Connell and on Ward Street and other side Streets.
- A speeding vehicle was seen almost hitting a man and his young son in *football colours* who were walking South across Ward Street toward Adelaide Oval.

Burnouts or doughnuts

- Yes.
- These activities have been seen by residents and are a regular occurrence. *See Issues section.*

Dangerous or careless driving

- Yes.
- Vehicles have been seen two abreast racing along Ward Street and around the O'Connell Street intersection.

Vehicles not being driven under appropriate control

- Yes.
- Vehicles/motorbikes have been seen on many occasions attempting a 'burnout' and temporarily losing control of their vehicles/motorbikes near the O'Connell Street and Ward Street intersection and heading toward [REDACTED] or the [REDACTED] opposite before managing to regain control.

Motorists cause vehicle to make excessive noise or smoke

- Yes.
- This is a daily occurrence see the "Issues section" for some examples.

Other?

- Vehicles that ignore the *Green Light Walk* symbol and drive through the intersections and endanger pedestrians. This is particularly connected to vehicles doing a right hand turn when coming South along O'Connell and doing a right hand turn West into Archer Street as well as vehicles driving South on O'Connell Street and doing a right hand turn West onto Ward Street.
- This happens daily and has happened to many POB residents and/or their family/visitors where there have been near misses for the pedestrians.
- **Impact any of these behaviours had on you?**
- **Less safe walking**
- A significant number of POB residents have shared that they no longer feel safe walking around the general area.

Less safe cycling

- Cyclists feel at risk from the speeding drivers in particular.

Safety at certain areas at times

- Residents report they no longer feel safe along O'Connell Street, and even more so in the area of O'Connell Street, North of Tynte Street during the day and particularly at night after 7pm and especially after 10pm.

Affect my business or customers

- Unsure of this as we did not canvas the businesses located in the building.

Noise disrupts sleep/lifestyle

- Many POB residents have raised concerns that over the last 18 months, but particularly this year, their sleep and lifestyle is seriously impacted. From having disturbed sleep, not being able to get to sleep until after the hooning etc ceases of a night and not being able to open their doors or windows due to excessive noise.
- Residents who now are forced to wear earplugs to try to get sleep and even then the hooning etc can still wake them it is so loud.
- Residents have reported changing how they socialise on O'Connell Street due to a sense of unease being felt walking around there

later in the evenings and encountering customers smoking [REDACTED] on the footpath outside [REDACTED]

- Some residents have had their health impacted by the seriousness of the excessive noise and subsequent lack of sleep.
- Some residents have reported their capacity to function at work is negatively impacted by continuous lack of sleep and/or disturbed sleep for night after night.
- A number of Doctors who work at the Women's and Children's Hospital live at POB due to the close proximity to their work and they have reported impact on their sleep. This obviously could be very dangerous for patients of the Hospital.

When do these behaviours usually occur.

9pm-12am.

- Hooning, excessive speed, cars racing, motorbikes deliberately revving their engines. This can be any night, but particularly Thursday, Fridays, Saturdays and Sundays. ([REDACTED] frequently host what they call [REDACTED] and are usually very busy and result in high levels of general noise from the [REDACTED] balcony area, including very loud drumming which is understood to accompany belly dancers performing and intense levels of noise from the above hooning and speeding behaviours).
- This most recently occurred on Thursday 26 June 2025 with extremely loud music until midnight, keeping many residents awake.

12am-3am

- Hooning, excessive speed, cars racing, motorbikes deliberately revving their engines. This can be any night of the week, but particularly Fridays, Saturday nights and Public Holidays.
- Connected to the [REDACTED] extended Trading hours.

3am-6am

- Generally much quieter until the morning peak traffic starts.

6am-9am

- Peaks during the times when large volumes of traffic is driving down O'Connell Street toward the City and also turning West along Ward Street toward the City.

9am-5pm

- Occasional traffic during these times does see some speeding of a lesser degree, and the failing to give way to pedestrians is more common.

5pm-9pm

- Similar to above question

What extent does driver behaviour on OC St impact you on using the area.

- See body of submission.

Suggestions to enhance our experience of the area

- Council work with the business community to engage them on how to enhance the area for customers, which will also benefit residents.

Anything else to share.

- POB welcomes the City of Adelaide Council commitment to identifying and finding solutions to the issues currently impacting O'Connell Street and the surrounding streets of North Adelaide.
- POB residents are anticipating that the opening of the businesses at [REDACTED] and new residents moving in to the apartments will be a very positive addition to the community.
- It is also hoped that this invigoration of the area will result in the number of vacant commercial premises attracting new businesses to the street.
- POB would welcome engagement with City of Adelaide around any ideas or proposed ways to enhance the vibrancy and improve the safety of North Adelaide.
- Please note that POB residents are not opposed to high powered vehicles/motorbikes, with many residents owning similar vehicles and being Motorsport fans.
- However, the issue is the people who drive on the local streets in the manner described in this submission and endanger everyone.
- Mallala and The Bend Motorsport tracks and Gillman Speedway provide opportunities for the public to be actively involved in Motorsport in a way that drivers can display their skills while competing in a safe manner.

From: [REDACTED]
To: [REDACTED]
Subject: FW: Submission to City of Adelaide re O'Connell Street Traffic Consultation.
Date: Sunday, 29 June 2025 10:01:55 AM
Attachments: [Submission_O'Connell St Consultation.pdf](#)

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Everyone,

Attached is the POB submission that was sent on Friday 27 June 2025 in response to the *City of Adelaide re O'Connell Street Traffic Consultation*. Since lodging the above submission, we can report that on the evenings and nights of Friday 27 June and Saturday 28 June 2025, there were extreme noise levels at the corner of Ward and O'Connell streets. Once again there were motor bikes and cars illegally parked below our bedroom windows.

Please add following amendments to the original submission:

"Restrict the [REDACTED] operating hours to the following: Sunday, Monday, Tuesday, Wednesday and Thursday nights **close at 10 pm**. Friday Saturday and Public Holidays **close at Midnight**. "

"Any events where there is music be operated within the laws regarding allowable noise levels".

"Council engage with [REDACTED] and advise them on including ceiling and wall acoustic panelling to their premises to assist with reducing the impact on local residents".

Kind regards,

[REDACTED]

Place on Brougham

62 Brougham Place North Adelaide 5006

[REDACTED]
[REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: O'Connell Street
Date: Tuesday, 1 July 2025 9:37:32 AM

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good Morning [REDACTED]

Not sure if you are also responsible for the whole planning of O'Connell renewal but it would be excellent if re-use of the red bricks currently used for the footpaths could be utilised.

The will not reflect thereat to the same extent as lighter coloured pavers as proposed and in my observation are less likely to sit unevenly over time.

The bricked foot paths are basically even...the footpaths with larger pavers are a trap of uneven pavers.

Yours sincerely

[REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: O'Connell Street Traffic Consultation
Date: Tuesday, 1 July 2025 10:27:50 AM
Attachments: [Outlook-a2zmo2sv.png](#)

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi [REDACTED]

Hope you are well.

Just wanted to email you through my feedback on O'Connell Street, as the text boxes on the web form had size limits.

My understanding is that Council is looking to replicate design concepts from Frome Road on O'Connell Street. I believe this would be detrimental to the area, especially to local businesses as I have to avoid Frome Road due to traffic delays. Reducing traffic through O'Connell Street will have impacts on local businesses, I have had other businesses owners in the area voice their concerns to me.

My suggestion would be that Council should look to copy The Parade, Norwood, not Frome Road. The Parade maintains 2 lanes of traffic in both directions, buses do not have their own lanes. Cyclists have other other routes near The Parade like Beulah Road and Williams Street, Norwood without reducing traffic flow through The Parade through dedicated cycling lanes. Keep the two lanes of traffic with car parking on O'Connell. There are additional pedestrian crossings and pedestrian scrambles / diagonal crossings at key points. The Parade works. The Parade is bustling and vibrant with a blend of hospitality, clothing and retail and entertainment. O'Connell Street could be more like The Parade!

I fully agree that the area needs a facelift and if there are dangerous driving issues at night then that should definitely be addressed. As a main thoroughfare into the city, please consider how adjustment to the roads will impact peak hour driving to resolve a non-peak hour hooning issue. Perhaps fixed or mobile speed cameras, increased police presence at problematic times, etc, could resolve

Reducing traffic visiting O'Connell Street is not the answer.

Please let me know if you would like to discuss further.

Regards,

[REDACTED]

Texture.

1300 001 460

textureconsulting.com.au

Adelaide | Brisbane | Melbourne | Perth | Sydney |

 [Book time to meet with me](#)



THE NORTH ADELAIDE SOCIETY Inc.

email is the preferred mode of correspondence
[NFP]

3 July 2025

Chief Executive Officer
City of Adelaide
By email only to:

Dear Chief Executive &

City of Adelaide – O’Connell Street Traffic Consultation

This correspondence addresses consultation by the City of Adelaide (CoA) about various experiences concerning “*improving traffic management and walkability along O’Connell and the surrounding streets*”, as indicated on the YourSay webpage: <https://ouradelaide.sa.gov.au/oconnell-street-driver-behaviour-consultation>.

The North Adelaide Society Inc. (TNAS) notes that the webpage includes the following.

Project Information

The City of Adelaide is seeking to understand your experiences of O’Connell Street and the surrounding streets to improve traffic management and pedestrian amenity. We are working with our community and key stakeholders to better understand whether you are noticing unsafe driving or excessive vehicle noise, so we can continue to make O’Connell Street an enjoyable place for everyone.

Background

Council is dedicated to a thriving neighbourhood for all. This project complements other projects and initiatives to improve neighbourhoods across the city, such as through the Integrated Transport Strategy, Speed Limit Review, O’Connell Street Revitalisation project and the City Plan Adelaide 2036.

In response to concerns raised about ‘hoon’ driving and excessive vehicle noise, the Council is now seeking further details about what businesses and the community are experiencing on O’Connell Street and the surrounding streets.

Your feedback will help guide any future recommendations and/or collaboration with SA Police.

Members of TNAS variously work, live, shop, visit, commute, walk, catch public transport, cycle, own a business or property interest, and otherwise engage in various public spaces and activities within the diverse precincts of the City of Adelaide.

There are few adverse driving antics that have not been observed by members at one time or another, although more often prior to or following events when a driver or their passenger/s may consider that the more crowded footpaths and people using crossings are an audience for their antics or behaviours.

Inconsiderate or inappropriate driver behaviour includes:

- sudden bursts of speed;
- driver 'pressuring' or driving at persons using controlled crossings persons, or when crossing minor or residential streets;
- burnouts that can be heard late at night or in the early hours
- tyre squealing around corners
- billowing diesel exhaust
- *contra* travel around Wellington Square
- speeding down the centre of narrow roads
- loud exhaust on acceleration
- perceived superiority of entitlement by a vehicle driver to use of a roadway
- an expectation by a vehicle driver that a person or non-motorised roadway user ought to get out of the way
- an apparent inability or failure to observe or understand road markings
- haste, distraction, and impatience when patience and consideration is warranted.

Poor or indifferent motor vehicle driver behaviour can occur at any time. It seems more prevalent during peak hours – which understandably are getting longer – and at night (10pm – 2am, esp. Fri, Sat & Sun.)

The most significant adverse impact is on pedestrians, walkability, and safety of non-motorised users of adjacent and nearby streets that are less regulated and much less well-lit than is O'Connell Street.

It remains a perversity of urban design that footpaths are dark or poorly lit at the level of footfall and path, yet roadways on which vehicles of every sort carry their own lighting and additionally are well lit by overhead lighting. In that respect, there is grossly less design and infrastructure care and attention for walkers than there is for motorists, which is bizarre.

TNAS does not support:

- the contemplated changes in road use and allocation of road space between the water tables of the road reserve known as O'Connell Street (similarly re Melbourne Street)
- any traffic or parking reconfiguration or allocation of use contemplated by the O'Connell Street Project for O'Connell Street that may shift traffic from O'Connell Street onto any adjacent or nearby street (e.g. Lefevre Tce, Jeffcott St, as the project documentation indicates is likely to occur)
- insertion of a bike lane in O'Connell Street. There are ample other and safer roads with delineated bike lanes, as well as shared pedestrian/bike paths already available.

TNAS does support:

- improvements to footpaths
- improving and facilitating safe and enjoyable pedestrian movement
- making better use of contemporary LED or other conducive lighting that will improve the human experience of the variety of land uses along O'Connell and other streets including Melbourne Street
- use of accentuated lighting (e.g., brighter) at controlled intersection or crossings when pedestrians are crossing
- use of scatter crossings
- removing inordinate waiting periods for pedestrian activated crossings
- use of at grade LED or other contemporary lighting;
- red arrows to stop drivers moving into an intersection when a pedestrian is not even halfway across;
- encouraging cyclists and small wheeled vehicles (e.g. electric scooters) to make use of MacKinnon, Stanley, Lefevre, Jeffcott and Park Lands paths

- revising speed limits having regard to limits applicable in suburbs such as Prospect (i.e. 40kph); context (e.g. 40 kph, Melb St); and timing (e.g. Peak hours)
- greater use of roundabouts for traffic management and ‘calming’
- greater use of lit speed limit signs/reminders and road marking indicating pedestrian use precinct
- use of reflective paint on concrete or other at grade traffic management structures, which are particularly dangerous for cyclists and small wheeled vehicles
- reconsideration of signal co-ordination to bring about lower average and maximum speeds
- design and infrastructure that has regard to the human experience sought (rather than ‘car/driver is king’); the local character, heritage and culture; and effectiveness in the circumstances of the locality (e.g. footpath grade continuing across roadway), rather than imposition of ‘sameness’, ‘greyness’ and ‘one size fits all’.

Pedestrians ought not continue to be treated as second class users of road reserves and subjugated to the interests of self-obsessed, inconsiderate or abusive drivers and ever-increasing volumes of in-a-hurry motorised traffic.

Although poor driver behaviour is endemic, especially by those in a hurry, self-important, or distracted, there remain many considerate unoffensive drivers who share the road and seek to avoid embarrassment, conflict, and harassment of others.

*TNAS awaits your consideration*¹ arising from this consultation.²

Yours sincerely,

The North Adelaide Society Inc. (est. 1970)



(for the Committee)

The North Adelaide Society Inc. is a community based association with a diverse membership (>200). Its objects include encouraging interest in civic affairs. It has a history of advocacy about current and future matters that impact local communities and communities of interest within the City of Adelaide. It also links with community associations concerning local, state and federal governance and intergenerational issues.

¹ The “core values” of the “Engagement Institute” (formerly known as the “International Association for Public Participation”) includes: “*Public participation includes the promise that the public’s contribution will influence the decision.*”

² This submission was not AI generated.

From: [REDACTED]
To: [REDACTED]
Subject: FW: O'Connell St Plan [Filed 09 Jul 2025 15:47]
Date: Wednesday, 9 July 2025 9:04:24 AM

Hi,

This is the last submission.

Thanks

[REDACTED]

From: [REDACTED]
Sent: Sunday, July 6, 2025 1:21 PM
To: [REDACTED]
Subject: O'Connell St Plan

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

G'day [REDACTED]

I'm emailing in response to the O'Connell St plan and you're listed as POC.

Would it be possible to look at greening Ward St on the west side of O'Connell with the replacement of the current dirt/ rock areas with grass?

My wife has an assistance dog and having green areas to walk on during the summer months are appreciated, particularly waiting for a bus etc.

With the opening of several restaurants on that intersection, there are always people who do the wrong thing and so there is generally broken glass after a weekend, which with a grassed surface is much less likely to occur.

It would also bring that stretch of the street more in line with the other thirds of the street (West of Jeffcott and East of O'Connell) which feature maintained garden beds etc compared to the largely barren stretch between O'Connell and Jeffcott.

I appreciate your consideration of this matter.

Kind regards,

[REDACTED]

Subject: O'Connell street Speed.

Hi Councillors, just a quick response regarding a media report about the speed limit in O'Connell Street

Not sure how you feel about this change, but for what it's worth we are very supportive of the Idea.

Of late O'Connell st is the latest drag strip for both cars and bikes, as a result the noise is deafening.

The exhausts and turbos on these cars are totally illegal.

These cars will at times do laps and at times doing well into the 90 KPH speed as they enter King William and down the hill.

With the opening of No 88 soon to happen and a large influx of people in the street I fear for the safety of all.

Realising that all the above is not a council's problem and should be addressed by the police but this is not happening.

Police pass through regularly, but none stop for enough time to catch the culprits

Now this where the Council can come in, Lower the Speed Limit, add a camera and the noise problem also disappears .

Council has our Complete Support on this one.

Kind Regards

[REDACTED]

O'Connell st

North Adelaide

Adelaide

27 Halifax Street
Enter via Symonds Place
Adelaide SA 5000

(08) 8333 7999

Melbourne

Level 3 107 Elizabeth Street
Melbourne VIC 3001

(03) 8593 9650

Perth

Level 17 1 Spring Street
Perth WA 6000

(08) 6285 3177



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