Prepared for
City of Adelaide
ABN: 20 903 762 572

DRAFT

Draft Integrated Transport Network Report

04-Apr-2025
City of Adelaide Integrated Transport Strategy

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Prepared by

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04-Apr-2025

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Quality Information

Document	Draft Integrated Transport Network Report
Date	04-Apr-2025
Originator	Damon Rao, Britt Simmons, Harry Fleming, Jerryn Zwart, Akira Ode-Smith, Josh Brydges, Fraser Brown
Checker/s	James Warfe

Revision History

Rev	Revision Date	Details	Approved	
			Name/Position	Signature
1	17-Jan-2025	Sections 5 and 6	James Warfe, Associate Director - Transport Planning & Advisory	
2	07-Feb-2025	Sections 1-3 and 6	James Warfe, Associate Director - Transport Planning & Advisory	
3	18-Feb-2025	Sections 7 to 10	James Warfe, Associate Director - Transport Planning & Advisory	
4	21-Mar-2025	Draft ITNR	James Warfe, Associate Director - Transport Planning & Advisory	
5	28-Mar-2025	Draft ITNR v2	James Warfe, Associate Director - Transport Planning & Advisory	
6	04-Apr-2025	Draft ITNR v3	James Warfe, Associate Director - Transport Planning & Advisory	

Acknowledgement of Country

AECOM acknowledges that the City of Adelaide is located on the traditional Country of the Kaurna people of the Adelaide Plains and pay respects to Elders past, present and emerging.

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

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1.0 Introduction

1.1 Purpose of this Document

This Integrated Transport Network Report synthesises the Discussion Papers which were the basis for the first stage of public engagement for the Integrated Transport Strategy (Strategy). It sets out the methodology used to develop the Strategy, including the analyses and framework used to identify and prioritise projects and services.

The new *Integrated Transport Strategy* (the Strategy) for the City of Adelaide (the City) serves as a comprehensive framework to guide the planning, implementation, and ongoing evaluation of transport and movement initiatives within the city. Designed to replace the previous Smart Move Transport and Movement Strategy, this document aims to provide a clear and evidence-based policy direction for transforming how people move around and interact with the urban environment.

The Strategy is informed by extensive community and stakeholder engagement, as well as key strategic City policies such as City Plan 2036. It outlines the vision, goals, and actions required to deliver a bold, innovative and aspirational future transport network that ensures sustainable, equitable, and efficient movement of people and prioritisation of place.

The objectives of this Strategy are to:

- Provide a unified, long-term vision for transport planning and development within the City of Adelaide.
- Address critical challenges in accessibility, equity, and sustainability across various modes of transport.
- Promote a shift towards healthier, more active transport modes while reducing reliance on private vehicles.
- Ensure that the transport infrastructure supports increasing population growth and development within the city.
- Foster stronger connections between transport, place-making, and community wellbeing.
- Establish clear priorities and actions for transforming Adelaide’s transport network, with measurable targets and evaluation frameworks.
- Guide Council and stakeholders in making informed decisions about transport investments, improvements, and policy adjustments.
- Ensure alignment with broader state and national climate action and sustainability goals.

This Strategy provides the foundation for creating a more sustainable, inclusive, and accessible transport network for Adelaide, supporting the city’s growth while reducing carbon emissions and improving public health outcomes.

1.2 Why are we developing a new Integrated Transport Strategy?

The development of a new Strategy reflects the City of Adelaide’s commitment to adapting to a rapidly changing urban landscape while building on the solid foundation established in previous planning efforts.

The previous City of Adelaide Transport & Movement Strategy, *Smart Move 2012-2022*, played a valuable role in setting the stage for future progress, and its contributions are recognized as we evolve our approach. The timeframe for *Smart Move 2012-*2022 was through to the end of 2022. The *Smart Move Strategy Interim Action Plan 2016-2018* identified the opportunity for a new Transport & Movement Strategy in 2018/2019. Based on these timeframes, it is time to review our vision for the future of transport in line with new influences in our city such as forecast population growth, interfacing strategies and what we have heard from our community as part of the new Integrated Transport Strategy.

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Approach to developing the Strategy

The Integrated Transport Network Report (this document) has been prepared by AECOM for the City of Adelaide as part of the development process of the Integrated Transport Strategy.

In developing the Strategy, the City of Adelaide have drawn on strategic insights that help balance established practices with the demands of modern transport systems. The approach has been informed by comprehensive analysis, community engagement, and transport planning frameworks that provide guidance for the future. This balanced methodology ensures that we build on the legacy of earlier efforts and position ourselves to meet the City of Adelaide's future needs. By integrating contemporary innovations and forward-thinking planning principles, this new Strategy aims to address emerging trends and challenges while enhancing connectivity and sustainability.

This Strategy is a proactive step towards creating a more resilient and responsive transport system that benefits all members of the community. It builds on the strengths of past initiatives like *Smart Move 2012-2022*, enabling us to innovate and adapt in the face of evolving economic, technological, and environmental conditions. The result is a Strategy and accompanying Implementation Plan designed to support long-term growth and improved liveability, ensuring that our transport network remains people focused and forward-looking.

Evaluation of Smart Move 2012-2022

The purpose of *Smart Move 2012-2022* was to outline Council's desired transport and movement outcomes for the City and the strategies to achieve these over the ten year period. To do this, the following eight outcomes were identified with supporting targets and strategies:

1. Easy Walking
2. Safe Cycling
3. Quality Public Transport
4. Green Travel
5. Efficient Services
6. Smart Parking
7. Calm Traffic
8. Great Streets.

Smart Move 2012-2022 looked to support the vision for the City as '*Adelaide: One City, Many Places'* and achieve second outcome of the City of Adelaide *Strategic Plan 2012-2016*:

- A City of well-connected places that's easy to get to and around
- Streets are for people with cyclists and pedestrians taking priority
- A readily available public transport system, that links City destinations and beyond, day and night
- Low emission and other sustainable travel options prevail.

In response, the Strategy looked to find the best balance between movement and placemaking needs. This was done through the establishment of the future role of all City streets through a series of maps. To achieve this future network and state of transport in the City of Adelaide, a series of strategies were identified for implementation noting the short, medium and long-term timeframes for delivery.

Smart Move forecasted a 42% increase in daily trips by 2038, with an additional 100,000 people travelling to and around the city daily. Without interventions such as improved walking, cycling, and public transport infrastructure, the strategy projected that 35% more road space would be needed to accommodate this growth, leading to increased congestion. The strategy aimed to avoid this by reallocating road space, prioritising sustainable transport, and improving public spaces. In addition to what was forecast in *Smart Move 2012-2022*, further residential and employment growth is expected within the City of Adelaide in the coming years. As such, similar principles apply to this Strategy of needing to move more people but in a more efficient way. This highlights the importance of sustainable transport modes such as walking/wheeling, cycling and public transport play to the future of our city. Without interventions such as those outlined in *Smart Move 2012-2022* – particularly road space reallocation to walking/wheeling, cycling and public transport – more land would be required for roads and vehicles to avoid significant congestion in the future. This is not a feasible nor sustainable option for the City of Adelaide. By supporting the tactics of *Smart Move 2012-2022* such as road space reallocation, there are greater opportunities for placemaking and street greening on our city's streets.

The overall vision and intent of *Smart Move 2012-2022* focused on creating a highly connected pedestrian and cycle network, a high-quality public domain that encourages walking and cycling, and extensive public transport availability. While this strategic direction remains relevant as we develop the

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new strategy, the full intended outcomes were not fully realised. However, key principles such as road space reallocation, sustainable transport prioritisation, and improved public spaces continue to provide valuable insights for shaping future transport and movement initiatives in the City of Adelaide.

In 2016 a *Smart Move Strategy Interim Action Plan 2016-2018* was prepared to consider new influences to transport within Adelaide and new strategic directions. This included the newly elected Council, revised interfacing strategies such as the Strategic Plan and 30 Year Plan for Greater Adelaide 2016 Update, and investment in infrastructure such as rail, tram, bus and bike networks as well as the redeveloped Adelaide Oval and new Royal Adelaide Hospital.

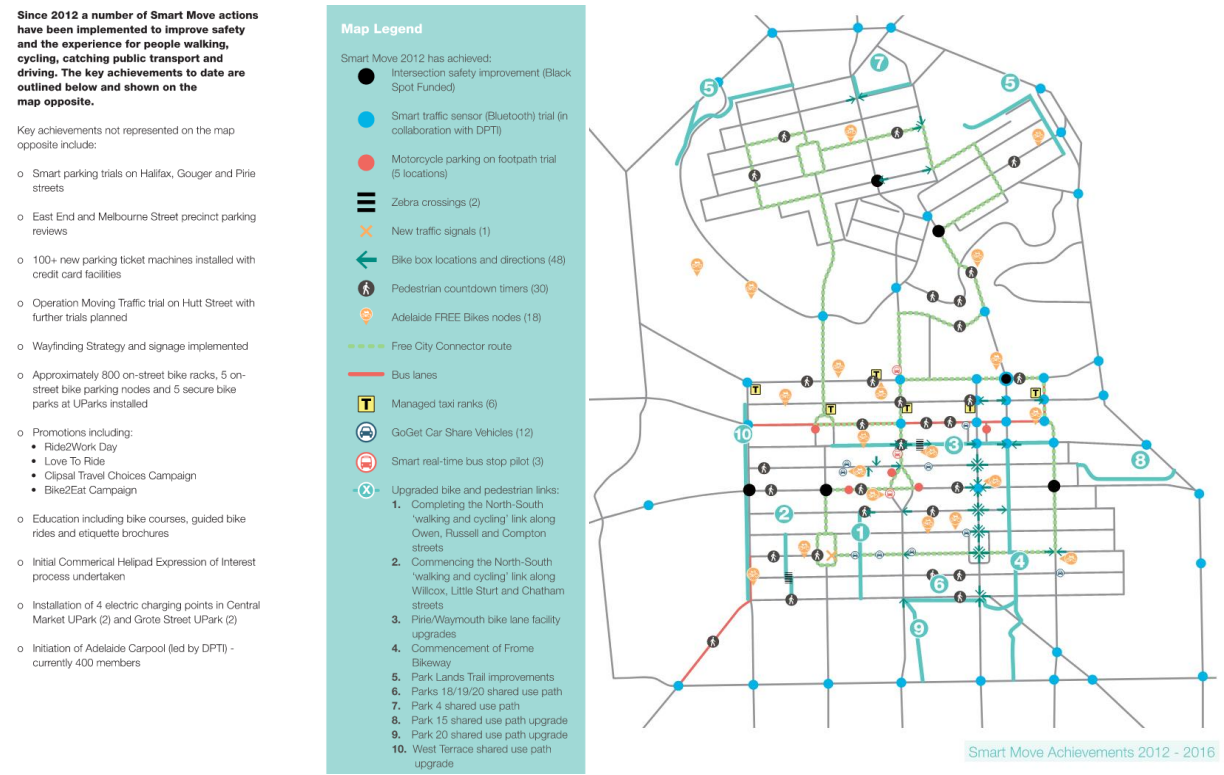

Figure 1-1 Smart Move achievements from 2012 to 2016

Source: Smart Move Strategy Interim Action Plan 2016, City of Adelaide

The *Smart Move Strategy Interim Action Plan 2016* included a list and map of achievements from 2012-2016 as well as actions to be undertaken from 2016-2018.

Following the identification of the actions for delivery between 2016 and 2018, a number had been completed or commenced (refer to Figure 1-1).

- Traffic: Improved Central Market Access, implement intersection safety improvements, Traffic Signal Optimization Plan (ongoing) and Speed Limit Review (ongoing)
- Parking: Smart city parking implementation
- Walking and Great Streets: Galwer Place Streetscape Improvements, Riverbank to Market Link, North Terrace West Masterplan
- Cycling: North-south Bikeway, and participation in ride to work events and programs such as Cycle tune-ups and cycle training sessions.
- Public Transport: Free City Connector Bus, work with DIT on real time bus stops, work with DIT on tram extensions
- Green Travel: Electric Vehicle charging stations and increase Council's electric vehicle purchasing.

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1.3 Strategic Context

The City of Adelaide is the capital of South Australia and is located on the traditional lands of the Kaurna people, known as Kaurna Yarta. Situated on the Adelaide Plains between the Mount Lofty Ranges and the Gulf St Vincent, the city plays a critical role as the economic, cultural, and educational centre of South Australia.

Covering a total land area of 15.6km^2, the City of Adelaide sits at the core of the Greater Adelaide region that spans 11,000km^2 and has a population of 1.5 million people. There is an approximate population of 350,000 people within the seven adjoining councils of City of Prospect, Corporation of the Town of Walkerville, City of Norwood Payneham & St Peters, City of Burnside, City of Unley, City of West Torrens and City of Charles Sturt (within an approximate 7km radius of the City of Adelaide).

Surrounding the City is the City of Adelaide is characterised by its unique Park Lands, which include 29 parks and six squares, providing a vital green space for both residents and visitors. These spaces, along with the city's compact urban form, contribute to its high liveability ratings.

The city plays a critical role as the economic, cultural, and educational centre of South Australia, with:

- 26,120 residents, estimated 315,000 daily city users (residents and visitors), and 157,498 jobs[1]
- Events of State significance such as the Adelaide Fringe Festival, Tour Down Under and the Adelaide Festival, and locations such as the Adelaide Oval and Festival Theatre
- Two public hospitals, four universities
- Four main rail lines, three light rail lines and many bus routes service the city
- 14,660 private dwellings requiring access and servicing[2]
- Ten carparks operated by the City of Adelaide (UPark) with over 6,000 spaces[3].

The City of Adelaide continues to support the wider Greater Adelaide region through vital transport connectivity and infrastructure. As the region's Central Business District (CBD), the city drives economic activity while also being a key destination for the state's workforce, students, and tourists.

As the population of Adelaide grows, particularly in the central and surrounding suburbs, the demand for better transport systems and more accessible city services is becoming increasingly evident. With a projected growth in both population and employment, particularly by 2036 when the population of the city itself is expected to increase significantly, there will be greater pressure on the transport network, infrastructure, and land use. This growth, while contributing to the vitality of the city, presents a number of challenges related to housing, transport, sustainability, and liveability.

The Draft Greater Adelaide Regional Plan (GARP) acknowledges that careful planning is needed to accommodate the growing population and the expansion of urban areas, particularly by increasing the efficiency of transport systems and enhancing connectivity between the city and the wider metropolitan area. For Adelaide to remain a liveable and sustainable city, both the City Plan and the Greater Adelaide Regional Plan stress the need to foster sustainable urban growth, improved transport options, and the careful management of urban spaces.

The City of Adelaide has the capacity and potential to contribute to and support future residential and employment growth in the future. Documents such as City Plan guide this growth to a target population of 50,000 residents by 2036, forming part of the 300,000 homes needed across metropolitan Adelaide by 2051[4]. This growth in populations means more people, and more trips. Therefore, transport within the City of Adelaide has a significant role to play in supporting this growth while maintaining liveability.

The strategic context for the City of Adelaide and State Government, is outlined in Section 1.2 and focuses on how to sustainably manage this forecast growth.

[1]
[2] City of Adelaide: Dwelling Type, ProfileID, 2021
[3] City of Adelaide UPark, 2025, Retrieved from https://www.upark.com.au/corporate-parking/
[4] Greater Adelaide Regional Plan Discussion Paper, 2023

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1.4 Guiding Principles

The Strategy has been underpinned by the following five Guiding Principles.

Social Justice

Social justice covers issues of rights, participation, access and equity. The City of Adelaide will consider how our transport systems and streets can increase accessibility: enable more people to reach places (including services, employment, education, leisure) and people as they wish. Increased accessibility means increased participation. We need to consider 'trips not made' when people face barriers that prevent them from moving to/from or within the city. When planning and making project decisions, we need to consider the rights and voices of groups such as people with disability, older adults and children. Equity includes considering how investment improves access for, and external costs (such as crash risk and pollution exposure) on groups such as children, older adults and people in lower socioeconomic groups.

Efficient Asset Use & Maintenance

Space in the city is valuable and finite. Street space is public space and needs to be used and maintained efficiently. The City of Adelaide will consider 'highest and best use' of our street space and how we move more people, more efficiently, using less space.

Adaptability & Resilience

With a changing climate and with planned and unplanned events and disruptions on the transport network and streets, it is important that the system can adapt and recover, so the City of Adelaide can maintain suitable levels of accessibility.

Partnerships & Advocacy

The City of Adelaide will work with state government agencies, businesses, and key stakeholders to deliver transport initiatives that require shared responsibility. These actions often rely on external funding, cross-agency coordination, or collaboration with industry groups. The City of Adelaide will advocate for policies and funding from higher levels of government and industry to align with its transport objectives. Advocacy is essential for transport initiatives that fall outside the City of Adelaide's direct control but impact its transport system.

Governance & Accountability

The City of Adelaide will make decisions based on the policy directions in a consistent, evidence-based way through use of the Healthy Streets and Safe Systems approaches. The City of Adelaide will be accountable and report on the measures of success annually, which will be tied to management key performance indicators (KPIs).

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1.5 Strategy Themes

The new Strategy will support the realisation of the following key themes.

Movement & Access

To achieve accessibility, which is the ease with which different people can reach other people and places at their chosen time. Have an inclusive and accessible transport network and streets for people of all ages and abilities.

- Reduce congestion and impact of motorised traffic to the city.
- Prioritise people using active travel and public transport.
- Improve the quality of cycling conditions (safe, convenient and connected infrastructure with resilient route options).
- Make walking/wheeling comfortable and accessible for all.
- Support improved public transport service quality.
- Manage the provision of parking to support ongoing access to businesses and balance this with space for other required strategic outcomes.
- Manage motor vehicle traffic circulation with modal filters and one-way streets while maintaining access to off-street parking.

Experience & Place

To achieve city growth, with increased liveability, streets need to contribute to experience and place outcomes. Better manage transport disruptions and prioritise opportunities to increase active travel and public transport and long-term behaviour change.

- Support social infrastructure elements for greater street activity and community experience.
- Support safe, creative and joyful spaces for people of all ages.
- Create resilient networks to minimise active travel impacts during disruptions (such as events and works).
- Promote active travel and public transport use during disruptions and prioritise infrastructure improvements during prolonged road closures.

Health & Sustainability

To lead as a sustainable, low-emissions city, with healthy streets and people.

- Make streets heat and climate resilient places.
- Support improved physical and mental health outcomes through active travel and connection to open space.

Safety & Comfort

To implement the Safe System approach to reduce the number of people dying and being seriously injured on our streets.

- Create a network where people feel comfortable on the street: safe, healthy and connected streets for all users.
- Make networks gender accessible and inclusive.

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1.6 Strategic Alignment

The key State Government and City of Adelaide document that direct the future change to both the City of Adelaide and the Greater Adelaide region and inform the Transport Strategy are as follows:

City of Adelaide

Under the Local Government Act (SA) 1999, the City of Adelaide is legislatively required to establish a suite of Strategic Management Plans, which guide Council's future planning, asset management and financial sustainability. An overview of these strategic management plans are shown below in Table 1-1.

Table 1-1 Suite of City of Adelaide Strategic Management Plans

Strategic Plan Community	Long-term with a four-year delivery focus. Planning for the vision and aspirations of the Adelaide Capital City.
Long-Term Financial Plan Financial	Ten-year plan, revised annually to ensure a ten-year view is maintained. Planning for the long-term financial sustainability of the City of Adelaide.
Asset Management Plans Infrastructure	Suite of ten-year plans. Planning for the sustainable renewal and maintenance of Council assets.
City Plan Development / Built Form	Ten-year spatial plan. Planning for the future land uses and built form of the Adelaide Capital City.

The Strategic Plan is supported by long- and short-term strategies, including the Transport Strategy and Resource Plan. The Resource Plan outlines a four-year view of projects, resources, and budgets, linking the Strategic Plan to the Annual Business Plan and Budget. Integrated Delivery Planning ensures alignment between strategic objectives and the projects and services delivered.

The Transport Strategy and Integrated Transport Network Report include an Implementation Plan to guide financial forecasts for long-term actions and short-term projects. These processes ensure that actions and projects align with City of Adelaide's broader strategies and plans.

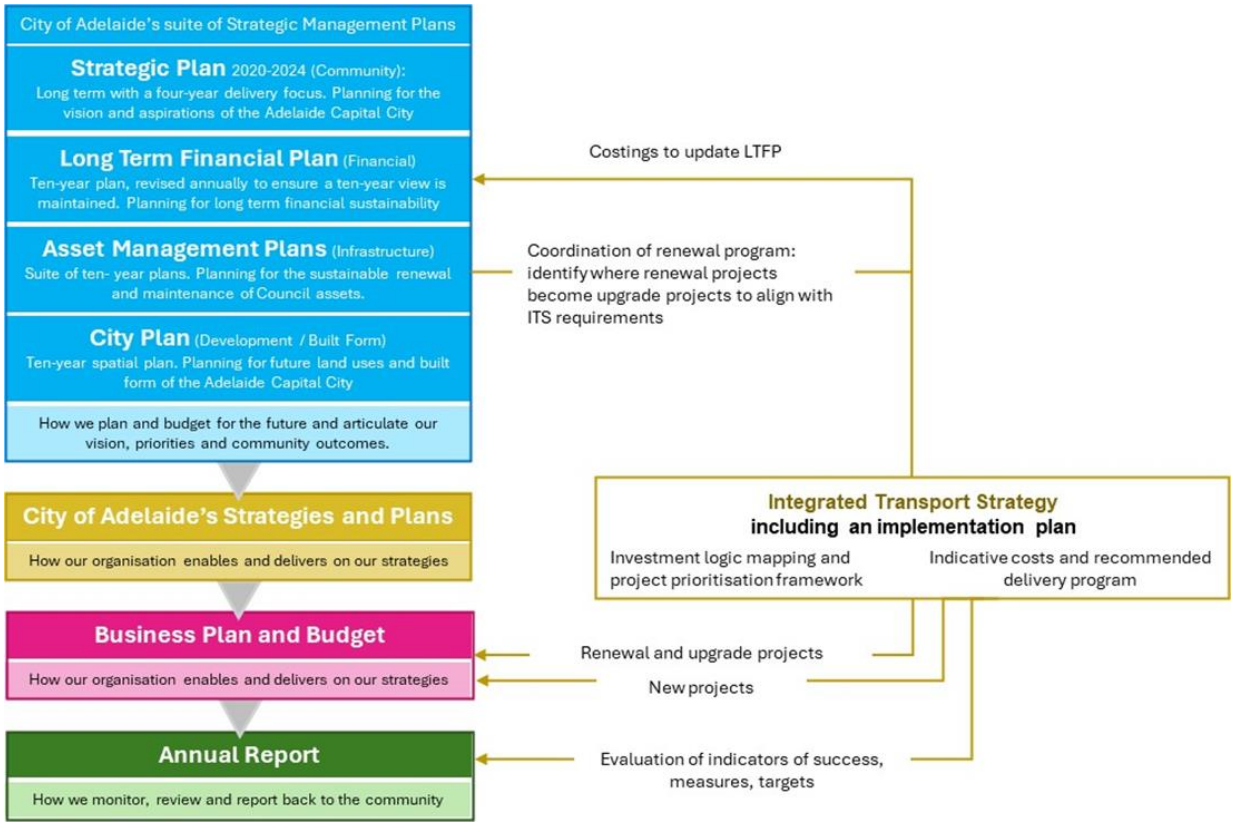

Figure 1-2 Integration of the Transport Strategy with the suite of City of Adelaide strategies and action plans

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The suite of long and short-term strategies and action plans includes

Strategic Plan 2024-2028, City of Adelaide

The *Strategic Plan 2024-2028* sets out Adelaide's vision, goals, and priorities, including a target of 50,000 residents by 2036. While focused on long-term community outcomes, it is implemented over four years.

Key transport-related actions include expanding public electric vehicle charging to support emissions reduction, partnering with stakeholders to enhance precincts and attract visitors, and ensuring community assets are adaptable and well-maintained.

Long-Term Financial Plan, City of Adelaide

On 25 October 2024, Council adopted the 2024-2025 to 2033-2034 Long Term Financial Plan (LTFP), The LTFP is the City of Adelaide's guiding document which helps balance the budget and plan for the city's future. The LTFP is a key strategic management document, reviewed and updated annually. It outlines the financial strategy for the ten-year period from 2024/25 to 2033/34.

Asset Management Plans, City of Adelaide

Under South Australia's Local Government Act 1999, the City of Adelaide is required to develop Asset Management Plans for a period of at least ten years detailing how the City's assets are managed into the future.

The City of Adelaide has six Asset Management Plans that were adopted by Council over April, May and June of 2024, which include Transportation, Urban Elements, Buildings, Park Lands and Open Space, Lighting and Electrical, and Water Infrastructure.

City Plan 2036, City of Adelaide

City Plan 2036 sets the overarching vision for transport in the City of Adelaide, focusing on creating a sustainable, liveable, and connected city. It envisions a shift away from car dependency, prioritising active transport modes like walking, cycling, and public transport to reduce congestion, improve air quality, and enhance the overall quality of life. The plan aims to double the city's resident population to 50,000 by 2036 and increase the workforce to 150,000, which will drive the need for more sustainable transport solutions. To accommodate this growth, City Plan outlines the need for expanded pedestrian networks, improved cycling infrastructure, and better public transport connectivity to ensure a seamless, efficient, and multimodal transport system.

The Strategy will build on the direction set by City Plan and provides the detailed actions required to meet these goals. While City Plan establishes the broader vision of a walkable, cycle friendly, and well-connected city, this Strategy focuses on how to make this vision a reality. This includes specific initiatives such as reducing car use, supporting improved public transport networks and services, and enhancing infrastructure to support sustainable transport options. The Strategy will also address challenges such as congestion, limited cycling infrastructure, and gaps in public transport coverage, aligning with the growth targets and the overarching sustainability goals of City Plan.

By focusing on integration, innovation, and implementation, the Strategy will ensure that Adelaide's transport network and systems are ready to support the city's growth and contribute to its ongoing transformation into a more sustainable, connected urban centre.

Integrated Climate Strategy 2030, City of Adelaide

The City of Adelaide has developed an *Integrated Climate Strategy* to set the vision for a resilient, protected and sustainable city where people can live, work, study and play and adapt to changes in the climate that bring social and economic opportunity and disruption. The strategy documents the City of Adelaide's ongoing progress towards five key goals:

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- A climate resilient city
- A net zero city
- A city where nature thrives
- Transition to a decarbonised city
- A climate leading capital city.

The strategy brings forward the target for 'net zero' from 2050 to 2035, guiding action to achieve this target to: Halve climate impact by 2030 and make it nil by 2035.

The strategy recognises the significant role that transport plays in climate change response, with 45% of community carbon emissions being from transport in 2022. A number of opportunities have been identified to respond to this, with a strong emphasis on dramatically increasing walking, wheeling and cycling uptake by: creating calmer, more pleasant and shady streets, creating a network of protected cycle lanes and intersections, and increasing priority at intersections for pedestrian and cyclists.

The following priority areas align with transport and movement objectives within the City of Adelaide and this Strategy:

- Triple the number of city workers who cycle to work, and double the number of local residents who walk to work
- Public EV charging infrastructure is available for all users, including micro-mobility, catalysing the uptake of EVs in Adelaide
- A cool city with no urban heat island effect.

An example of the outcomes from addressing these priorities include the shading of shared trails in the Park Lands, new charging points for electric vehicles including e-bikes, and an extra 10,000 people cycling per day (city workers) and 6,000 people walking per day (local residents).

Council endorsed the Integrated Climate Strategy 2030 in June 2024.

Adelaide Park Lands Management Strategy - Towards 2036, Kadaltilla, Adelaide Park Lands Authority

The Adelaide Park Lands Management Strategy (APLMS) outlines a long-term vision for managing and protecting Adelaide's open spaces over the next decade. Jointly owned by the State Government and the City of Adelaide, it is managed by Kadaltilla and requires Ministerial approval in early 2025. Covering 760 hectares, the Park Lands include 29 parks and six city squares, with 80% managed by the City of Adelaide and 20% by the State Government. The area serves as a key location for events, recreation, and community sport, while also functioning as a major transport corridor between the suburbs and city. However, challenges such as safety, accessibility, and connectivity—particularly for vulnerable groups and those travelling after dark—have been highlighted through community feedback. The strategy prioritises enhancing walking and cycling links, wayfinding, and public transport integration while ensuring the Park Lands remain a welcoming and sustainable space.

Key elements of the APLMS relevant to transport include:

- The 18km Adelaide Park Lands Trail and 75km of shared paths for walking and cycling.
- Community concerns about accessibility, particularly for vulnerable users and travel after dark.
- A focus on improving active and public transport connections to and through the Park Lands.
- Enhancements to safety, wayfinding, and universal design to improve connectivity.
- Specific upgrades, including:
- Expanded east-west walking and cycling links along Greenhill Road.
- More regular and safe pedestrian and cycling crossings.
- Improved path lighting balanced with environmental considerations.
- Additional bike parking and hire facilities.

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- Integration of smart technology such as pedestrian counters.
- Ongoing wayfinding and interpretive signage installations, including expressions of Kaurna culture.

These improvements align with broader transport and accessibility goals, ensuring the Park Lands continue to support movement, recreation, and liveability across the city.

Table 1-2 Park Lands targets for Connections & Networks

Indicator	Target	Baseline
Clear path hierarchy across Adelaide Park Lands	Provide clear path hierarchy for all new projects from 2024	Adopt an Adelaide Park Lands path and trail asset hierarchy
Safe road and path crossing points	Undertake safety upgrades to all road crossings by 2036	Prioritise crossings with the highest traffic volumes over 20,000 vehicles per day
Active transport	Increase number of active transport users by improving Adelaide Park Lands pathways, lighting and signage	1,342 movements (2022 Super Tuesday counts)
Car parking	Reduce existing car parking on council managed land based on precincts usage and asset renewals each year. Investigate long stay Adelaide Park Lands parking and define reduction targets to 2036.	2,346 car parking spaces (2022 Audit)
Connectivity with surrounding bicycle networks	Ensure connections are maintained and where possible improved with all surrounding bicycle networks with a preference for off-road connections	River Torrens Linear Path Marino Rocks Greenway/ Mike Turtur Bikeway Rugby/Porter Bikeway Outer Harbor Greenway

A series of precinct plans have been developed as part of the APLMS for Parks and Squares within the Park Lands. The precinct plans denote a variety of movement types, including active transport connections, access roads and path type / hierarchy. These precinct plans align with the aspirational networks for the City of Adelaide, as captured in Section 6.0.

The Strategy supports the vision for greater active transport connectivity to/from and within the Park Lands. The growth of active transport and the ongoing proactive management of the Park Lands play a critical role in role in supporting the City of Adelaide's climate resilience goals.

Disability Access & Inclusion Plan, City of Adelaide

The City of Adelaide Disability Access and Inclusion Plan 2024-2028 (DAIP) outlines the City's commitment to creating an accessible and inclusive environment for people with disabilities. It focuses on removing barriers to participation, improving accessibility in public spaces, and enhancing transport options to support mobility and independence. The plan aligns with the Integrated Transport Strategy by promoting universal design in transport infrastructure, ensuring safe and accessible pedestrian routes, and advocating for inclusive public transport services.

State Government

The State Government also has a suite of long and short-term strategies and action plans which have been considered in the development of the Transport Strategy and supporting Integrated Transport Network Report. These documents include:

Transport Strategy, Department for Infrastructure & Transport

The State *Transport Strategy* (in development) will outline the 30-year vision for the state's transport network and transform how people and goods move around the state. The state's transport network faces several key challenges and opportunities, both now and in the future. The state strategy will

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provide a future plan understanding that transport plays a crucial role in creating social, economic and environmental benefits for South Australians. It will guide decisions on which projects to prioritise and invest in. The strategy will cover all forms of transport, from cycling, driving and walking to public transport and freight.

Five draft key focus areas have been identified for the strategy:

- Connectivity and accessibility: How do we make it easier for people to get to their jobs, homes, schools, important services and leisure activities, and for freight to get from its origin to destination?
- Safety: How do we build a transport network which protects people's lives and keeps them safe while travelling?
- Prosperity: How does our transport system improve productivity and help the economy grow?
- Liveability: How do we make transport more inclusive and encourage healthier travel, to better support our wellbeing and quality of life?
- Sustainability and resilience: How do we build an environmentally-friendly and financially sustainable transport network that future-proofs our state?

Strategic responses were presented to the public through consultation in late-2024. Those which most align with this Strategy include:

- Enabling an integrated multimodal network; Integrating transport with land use planning and growth trends
- Providing a safe transport system working towards zero lives lost
- Ensuring people are safe and confident when travelling
- Supporting inclusive travel for all
- Enabling local living and placemaking
- Transitioning the transport system towards net zero; Providing a resilient network that is adaptable to change.

The state strategy remains in development in early-2025. Although the City of Adelaide owns and manages all of the streets within the LGA, alignment with the State is a key factor for success of the two respective strategies. Ongoing engagement with the Department for Infrastructure & Transport throughout the development of the Strategy ensured alignment between the City of Adelaide and the State Government.

A state Public Transport Strategy will be developed following the completion of this document.

Greater Adelaide Regional Plan, Department for Housing & Urban Development

The *Greater Adelaide Regional Plan* (GARP) (in development) is the State Government's strategy for the region for the next 30 years. It will identify long-term urban land and infrastructure needs to sustainably support growth over a 15 to 30 year timeframe, investigating and guiding:

- Where houses and employment land will go
- How housing and population will be serviced
- Which areas need conservation and protection
- What major infrastructure is needed and how it will be provided.

A Draft Plan was presented to the community in late-2024.

A number of key elements relevant to the Strategy interface with the Draft GARP:

- Walkability and active travel, public transport options and safer streets and spaces were noted as key attributes to support local living as part of the outcome of liveable, accessible and inclusive communities. Living locally means locating housing, jobs and services closer together so people can meet most of their daily needs within a comfortable walk, ride or public transport journey from home. It aims to create connected, convenient, cohesive and climate-smart communities by

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reducing the need for long-distance car travel and increasing physically active travel to reduce carbon emissions and transition to a net-zero emissions future.

- Encourage the design of local transport networks to promote the use of public transport and active travel, such as walking and cycling.
- Facilitate the enhancement of pedestrian and cycling comfort, security and amenity along local transport connections though appropriate design.
- Create walkable neighbourhoods and increase the number of dwellings close to public transport nodes.

- Connecting people with nature and places, increasing Greater Adelaide's climate resilience and increasing tree canopy cover, with a target of 30% tree canopy cover (excluding industrial and infrastructure areas) across metropolitan Adelaide by 2051.
- Opportunities to provide significant infill in the form of mid to high rise apartments and mixed-use development, in collaboration with City of Adelaide.
- Infill development within inner ring suburbs in Adelaide, located in close proximity to the City of Adelaide such as Kent Town, Glenside and Thebarton. Areas with efficient public transport options encourage households to have lower proportions of car ownership, leading to less demand for parking which can add significant cost to a home, particularly in higher density areas. Strategic infill sites near established transit corridors seek to maximise the use of public transport, as well as walking and cycling.

The following support for transport was noted in the Engagement Report on the Draft GARP: "We need to think more about better options for getting around and reducing our dependence on cars. This includes providing quality public transport and encouraging active travel, such as walking and cycling."

The GARP has been informed by the City Plan with priorities and strategies being both evidence-based and aligned that recognise the role Adelaide plays in the broader metropolitan context and overall sustainable growth.

South Australian 20-Year State Infrastructure Strategy, Infrastructure SA

Infrastructure SA is now preparing the next *20-Year State Infrastructure Strategy*, which will be released in early-2025. The new strategy will look at state-wide infrastructure needs to 2045, with a focus on infrastructure planning and investments that drive a growing economy aligned to the State's economic vision of a smart, sustainable and inclusive economy.

The development of the new strategy has been informed by a public engagement period between October 2023 and November 2023 for comment on a discussion paper. The most frequently raised topic across public and community advocacy group submissions was public and active transport:

- Improved connectivity between active transport and public transport options is needed
- We need more frequent and prioritised services to growth areas
- Many respondents would like to see a focus on planning for public transport and active transport as an alternative to private car use
- Respondents also raised a desire to see a completely electrified rail system and an extended rail and tram network.

The discussion paper posed consultation questions focused on key infrastructure types, with two sections / engagement lines of enquiry focused specifically on transport:

- Public and active transport options reduce congestion and emissions.
- Transitioning transport to net zero requires a concerted effort.

The previous 20-Year State Infrastructure Strategy was released in May 2020 and set out a statewide, long-term strategic direction and initial priorities for infrastructure development in South Australia. Transport is one of a number of infrastructure types included in the strategy. The previous strategy outlined the need for more travel demand to be shifted to public transport, the opportunity for increasing of residential density along key public transport corridors, zero-emission transport, and the role of active

transport for connection between residential and employment areas for the CBD and inner suburban ring suburbs.

South Australia's Road Safety Action Plan 2025–2027, Government of South Australia

The *South Australia's Road Safety Action Plan 2025–2027* identifies actions that will contribute to the target of at least a 50% reduction in lives lost and a 30% reduction in serious injuries on South Australian roads by 2031. The Plan identifies the path towards realising the vision of zero lives lost and zero serious injuries on South Australian roads by 2050.

The plan is underpinned by both Movement and Place and the Safe System Approach:

- Movement and Place recognises that a road performs two functions: as a conduit for people and goods, and as a destination in its own right. The consideration of both of these functions is captured in the Plan.
- The Safe System Approach adopts a holistic view of the road transport system and the interactions between people, vehicles, and the road environment. It recognises that people will always make mistakes and may have road crashes – but those crashes should not result in death or serious injury. There are four overarching pillars under the Safe System approach that influence road safety outcomes. These are safe road infrastructure, safe vehicles, safe speed and safe road user behaviour.

Aligning key actions under this Strategy with South Australia's broader safety objectives will be support meaningful improvements in road safety outcomes.

Draft Cycling Strategy for South Australia 2022-2032, Department for Infrastructure & Transport and Office for Recreation, Sport and Racing

This *Cycling Strategy for South Australia 2022-2032* presents the current state of riding in South Australia and related trends, the barriers to riding, and the strategic priorities needed to help us increase participation in riding.

The strategy outlines the vision, objectives, initiatives and actions along with six priority projects to increase participation, improve physical and mental wellbeing and improve community outcomes (environment and economy). Four objectives guide the strategy:

- Inclusive Cycling: Cycling for everybody, every day
- Accessible Cycling: A modern, convenient cycling network
- Integrated Cycling: Land use, transport and public transport planning working together
- Enjoyable Cycling: Cycle tourism and recreation opportunities.

Actions, such as those outlined below, align with the intent of the Strategy to support safer and more accessible movement through greater active transport use, including cycling and require interface with Local Government:

- Continue to work with community organisations and Local Government to support the use of local streets for cycling, physical activity and movement
- Identify and prioritise completion of critical infrastructure gaps in the cycle network
- Deliver priority projects for the inner suburban bicycle boulevards, including: Partner with Councils on a prioritised program to improve cycling connections between inner suburbs and the city.

South Australian Planning System

The planning system for South Australian plays a key role in shaping transport infrastructure, services, and urban mobility. Its influence is felt through policies, land-use planning, and development strategies which determine how transport systems are planned, delivered and integrate with communities.

Zoning of land use through the planning system then determines how land is developed (e.g., residential, commercial, industrial), which directly influences transport demand, as well as what that development may look like through the application of controls.

An integrated approach to transport and land use planning is required to cater for the growing and changing communities within the state.

Federal Government

The Federal Government plays a key role in shaping transport policy and investment at the national level, which influences the City of Adelaide's Transport Strategy. Key initiatives such as the National Urban Policy, National Road Safety Strategy, and Infrastructure Investment Program provide funding and strategic direction for transport projects that support economic growth, sustainability, and safety.

The Australian Government's Infrastructure Investment Program supports major transport infrastructure projects, including urban public transport upgrades, road safety improvements, and active transport networks, all of which align with the City of Adelaide's objectives.

Other Agencies and Authorities

South Australian Walking Strategy 2022-2032, Wellbeing SA and Heart Foundation

The *South Australian Walking Strategy 2022-2032* is a 10-year blueprint, accompanied by a separate action plan. The delivery of the Strategy through the action plan will fulfil the vision of more South Australians walking more often; all ages, all abilities. Understanding the benefits of walking, the strategy identifies opportunities for more South Australians making short trips, accessing green open space and improving their health and wellbeing through walking.

Three priorities have been outlined as part of the strategy, with each aligning to the Strategy.

Plan walkable neighbourhoods, towns and cities	Build connected, safe and pleasant walking environments for all	Create a South Australian walking culture
• Plan for walkable places • Plan for integrated public transport and walking • Plan for universally accessible walking facilities for all ages and abilities	• Create connected and pleasant walking networks • Balance the needs for all travellers on our roads and footpaths • Reinvigorate our main streets and local neighbourhoods • Enhance our walking tracks and trails	• Educate, market and promote walking • Realise the economic and tourism value of walking in South Australia

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2.0 Stakeholder Engagement and Integration

This section outlines the approach to engagement during the development of the Integrated Transport Strategy for the City of Adelaide and an overview of the outcomes from this process.

There are a number of supporting documents to this section of the document which provide further information including the Engagement Plan and Phase 1 Engagement Summary Report.

2.1 Engagement Approach

The City of Adelaide engage regularly with their diverse community. In the 2022/2023 financial year alone, the City of Adelaide delivered more than 65 online engagement programs – many supported by face-to-face engagement activities. One of these engagement programs was on the City Plan. The City Plan was one of the City of Adelaide's most ambitious engagement programs and showed how well planned and executed engagement that is designed to be convenient, interesting, and meet the needs of community, can lead to successful outcomes.

The Engagement Plan developed for the Strategy acknowledged much of the engagement that was pioneered or refined through the City Plan process, borrowing key tactics that were effective in sharing information and gathering feedback. As well as this, the Plan acknowledged that the recent and comprehensive engagement program did include a range of discussions and lines of enquiry relating to how people move to, from and within the City of Adelaide. This feedback was carefully analysed by the project team to avoid repetition in the engagement process, and that engagement didn't commence from a 'blank slate'.

Engagement on the Integrated Transport Strategy has been delivered in two phases:

Phase 1: Discussion Papers

Over several years, the City of Adelaide has engaged with the community on values, needs and behaviours when it comes to transport. This information was used to develop a series of discussion papers focused on city operational and modal themes.

Phase 1 of this engagement program focused on generating feedback on the eight technical discussion papers. Based on key themes of the discussion papers, the purpose of this phase was to verify the content of the papers, to seek feedback on the issues and opportunities identified and to understand what is of most importance to the community.

The engagement was open for a period of four weeks, commencing Monday 4 November 2024 and concluding on Monday 2 December 2024.

In preparing for the development of this Strategy, the City of Adelaide also engaged directly with key stakeholders to better understand challenges, opportunities and identify priorities. Refer to 'Collaborative Planning Stakeholder Workshops' in Table 2-1 below and Appendix A for further information.

Table 2-1 outlines the engagement activities undertaken as part of the Phase 1 engagement period, with the following promotional and engagement tools utilised:

- OurAdelaide webpage
- Promotion through Council social media channels (Facebook, Instagram and LinkedIn)
- EDM to OurAdelaide database and other internal City of Adelaide mailing lists
- Digital display advertising
- Communications with schools with a cover letter and the youth survey.

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Table 2-1 Engagement activities undertaken

Details	Target Audience
Community Survey	
An online survey was developed to capture feedback on the issues and opportunities identified within the discussion papers. Acknowledging that the community were unlikely to have read the discussion papers, the survey was designed to obtain meaningful input without prerequisite understanding of the 8 discussion papers.	All audiences who move in the City of Adelaide – residents, businesses, workers, visitors, commuters.
Youth Survey	
A specific youth survey was developed to capture views of the students and younger residents of/visitors to City of Adelaide. This was sent schools with a covering letter encouraging schools to ask their students to complete the survey.	Young people aged 5-17 years.
Collaborative Planning Stakeholder Workshops	
A series of six stakeholder workshops were held based on different user groups and experiences of moving in the City. These comprised: • Active Travel • Future Mobility • Supporting Business • City Living • Events • Inclusive Transport. These invite-only sessions curated attendance from representative groups and subject matter experts to ensure perspectives were gathered from relevant voices. They provided an opportunity to dive deeper and work with stakeholders on interdependencies, and complexities that the Strategy needs to resolve.	Key stakeholders mapped and identified with the City of Adelaide in alignment to the discussion paper themes
Community Drop-in Sessions	
Four open community drop-in sessions were held, with key information about strategy and the eight discussion papers presented. This provided interactive ways for the community to speak to a project team member and provide feedback. The sessions were delivered at different times and locations to increase accessibility and participation (attendees only need to attend one session)	All audiences who move in the City of Adelaide – residents, businesses, workers, visitors, commuters
Panel Session	
A panel session was held with key speakers to share their thoughts on the directions of the strategy and key elements of the discussion papers to create interest and conversation. This was followed by a facilitated Q&A with the audience.	All audiences who move in the City of Adelaide – residents, businesses, workers, visitors, commuters

Phase 2: Draft Integrated Transport Strategy

Phase 2 of engagement presented back what was heard from the community and stakeholders in Phase 1 and demonstrate how it was captured in the development of the Draft Integrated Transport Strategy (this document).

Additional lines of enquiry were presented to the community in Phase 2 to seek feedback on the content of the Draft Integrated Transport Strategy itself.

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2.2 Phase 1 Engagement

2.2.1 Who We Heard From

Figure 2-1 provides a snapshot of the engagement with both the community and key stakeholders as part of Phase 1 of the strategy development.

A total of 429 responses were received on the Integrated Transport Strategy survey, accessible via OurAdelaide, with an additional 84 responses to the survey targeted to young people.

Over 90 people engaged with the project in-person, with 30 people attending the panel discussion and 93 attending a community drop-in session with the URPS team.

Refer to the respective Phase 1 Engagement Summary Report included in Appendix A for further information on the demographics of the people who participated in the engagement period.

Figure 2-1 Phase 1 engagement summary

In addition to community engagement, we also reached out directly to key stakeholders during the preparation of this Strategy to better understand key challenges, opportunities and identify priority actions and partnerships for our city. This was through the process of direct engagement with stakeholders, through respective governance channels including the Project Reference Group and Project Steering Group as well as a series of six workshops.[5] These workshops were focused on different user groups and experiences of moving in the city, with 42 stakeholders in attendance:

- Active transport
- Future mobility
- Supporting business
- City living
- Events
- Inclusive transport.

We also engaged directly with the Department of Infrastructure & Transport to ensure alignment with their respective Transport Strategy which was in development alongside this Strategy. The South Australian Transport Strategy will outline the 30-year vision for the state's transport network.

What We Heard: Community

[5] Attendance at these workshops included representatives from Department for Transport and Infrastructure and SAPTA, RAA, Transport Action Network, Bike Adelaide, Unley BUG, SA Active Living Coalition, SA Health, Department of Premier and Cabinet, Beam, Hello Ride, and Committee for Adelaide, Green Adelaide, Main Streets SA, Renewal SA, Australian Institute of Conveyancers SA, South East City Residents Association, North Adelaide Society Inc., SA Tourism Commission, Adelaide Oval, Adelaide Festival Centre, Commissioner for Children and Young People, Hutt Street Centre, Purple Orange, Guide Dogs Australia, Office for Women, South Australian Council of Social Service, Council on the Ageing SA, City of Adelaide Reconciliation Committee, Care Park, Adelaide Economic Development Agency, and business associations including City South Association, Adelaide Central Market, North Adelaide Precinct.

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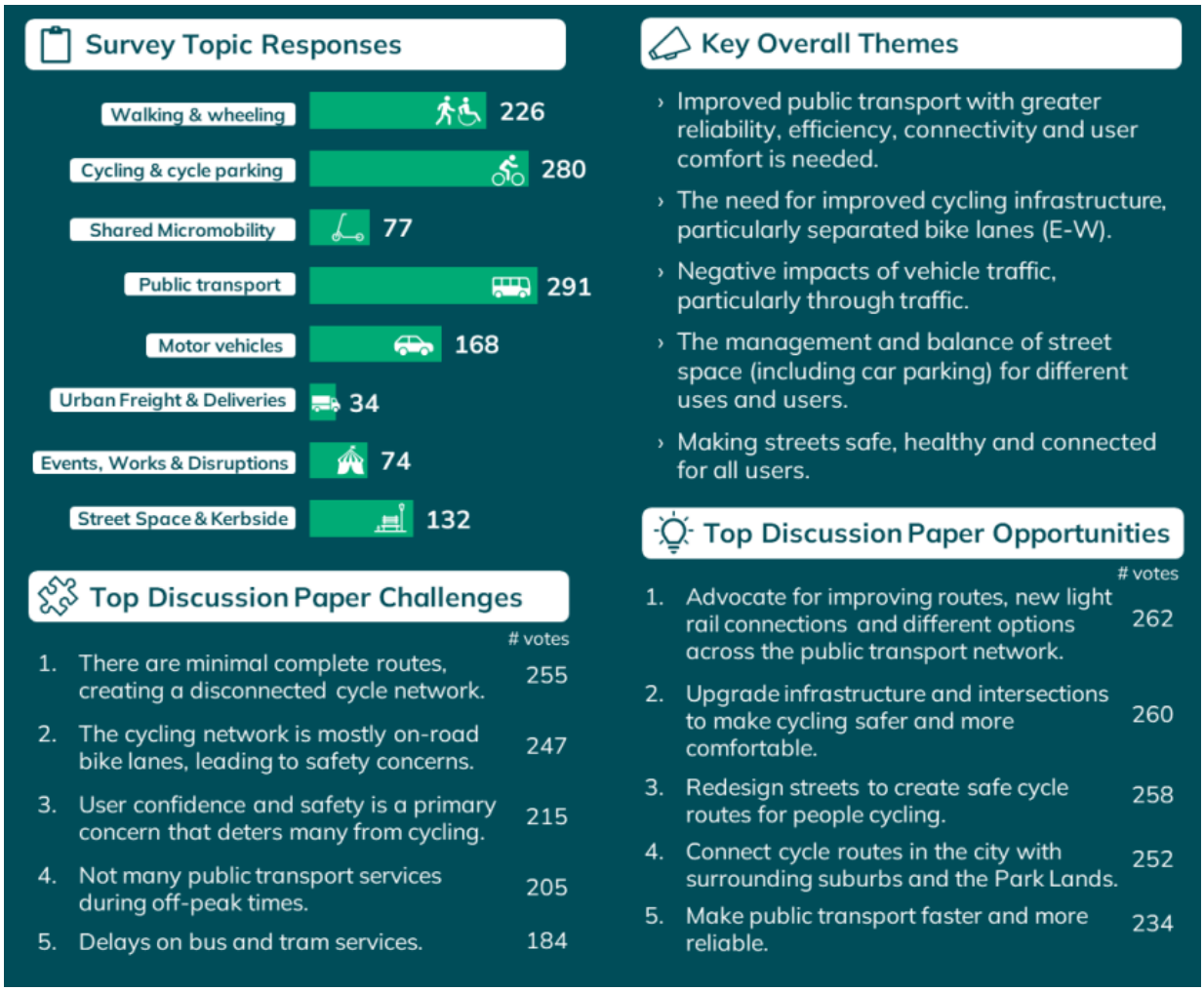
Figure 2-2 outlines the number of responses received to the OurAdelaide survey, broken down by discussion paper topic. The topics of most interest through the survey were sustainable transport modes: public transport, cycling and cycle parking, and walking and wheeling.

Survey respondents were asked to confirm if the opportunities and challenges identified for each of the topics, informed by the discussion papers, aligned with their experience. There was space for additional input regarding the opportunities and challenges by topic to be added by respondents.

Figure 2-2 highlights the top opportunities and challenges noted by the community and the overarching key themes observed.

Figure 2-2 Key findings from the Phase 1 engagement survey



2.2.2 What We Heard: Key Stakeholders

A series of six stakeholder workshops were held, based on different user groups and experiences of moving in the City. These comprised Active Travel, Future Mobility, Supporting Business, City Living, Events, and Inclusive Transport. The activities for each workshop focused on Strengths, Opportunities, Aspirations, and Results (SOAR) and deep dive mapping. The following questions were posed to the workshop attendees:

- Strengths: What already works well for future mobility in the City of Adelaide?
- Opportunities: What are the opportunities right now? What could happen now to make future mobility more effective in the City of Adelaide?
- Aspirations: What are your aspirations for future mobility in the City of Adelaide (vision, goals, objectives)?
- Results: What measurable outcomes could we include to track improvements for future mobility in the City of Adelaide? What does success look like?

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The following tables provide a summary of the inputs from stakeholders as part of the SOAR activities. Refer to Appendix A for a breakdown of the input received as part of the SOAR and deep dive mapping activities within the Phase 1 Engagement Summary Report.

Table 2-2 Outcomes of the SOAR analysis from stakeholder workshops

SOAR Analysis	
Active Travel	
Strengths	• Existing cycling infrastructure • City design, including: wide streets, a grid-based street network, and flat topography • Amenities such as: existing awnings, verandas and tree canopy • Transport infrastructure including: the CBD tram network and pedestrian scramble crossings • Particular locations including Hutt Street, North Terrace as a key boulevard and 30km/h section of Hindley outside of the University of South Australia
Opportunities	• Improving amenity for cyclists and pedestrians • Additional cycling infrastructure including east-west protected cycleway, Southern Park Lands bike trail (Greenhill Road), and contra flow bike infrastructure on one-way streets • Priority at crossings and intersections
Aspirations	• Reducing vehicle dominance and greater use of public and active transport • Integration of active transport with public transport
Results	• Optimised street space and use • Improved public and active transport mode share and gender / age breakdown
Future Mobility	
Strengths	• City design: Park Lands, grid network, flat and wise streets, tree canopy • Tram network to build from
Opportunities	• Digital mapping to demonstrate options for simple / connected journeys • Infrastructure and technology to influence behaviour change • More e-scooter options and use in bike lanes
Aspirations	• Street design: green, walkable, safe and multi-use streets • Inclusive transport: more choice for people of all ages and abilities • Network planning: public transport connectivity and hierarchy of CBD road uses
Results	• Using social, economic and environmental outcome-based metrics • Transport impacting on social cohesion with cultural / values shift
Supporting Business	
Strengths	• Centrality and ease of access to businesses from the transport network • Benefits to businesses through events in Adelaide
Opportunities	• Managing parking: mix of timed on-street parking, tailoring parking / loading to the business type, first and last mile access from carparks • Public transport services and pricing: expansion of the free tam zone outside of the Park Lands, expansion of the tram network, electrification of buses • Property and business: people exploring through main street works, protection of business pace such as kerbside dining from vehicles • Communication during disruptions
Aspirations	• Providing convenient and easy transport options • Kerbside parking, loading and deliveries: adding flexibility to loading zones for better utility • Increase of the population in the city
Results	• Evaluation of the business impact of main street upgrades. Understand the impact of the removal of parking. Look at results at one, two, ten years later.
City Living	

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SOAR Analysis	
Strengths	• Easy to get around: 10-minute city, permeable, intuitive grid layout, walkable • Transport assets and services: free tram and City Connector bus, e-scooters, car share, laneways, Linear Park • Liveability, diversity of dwelling types and needs • Road closures / modal filters to support social use of streets
Opportunities	• Less free parking along Park Lands roads, dynamic on-street parking • Improved public transport for access to / from CBD, removal of on-street for greater public transport efficiency, express bus services, underground rail • Enabling walkability with priority at crossings, greater cyclability and infrastructure solutions to support this • Improving safety: lighting on pathways / footpaths, CPTED design • Amenity and activation of spaces, canopy cover • Slowing traffic to 30-40km/h, growth of car share, improved signage
Aspirations	• Street design: more pedestrianised streets, a place for community • Development: contributions to create new active transport routes and public realm, car-free separated cycle routes, ready for residential growth • Public transport: night-time services for events / economy, priority corridors • Transport catering for different types of residents / users – diversity • Reduction of vehicle access to the CBD, lowering of speed limits
Events	
Strengths	• Free public transport for events, and organisation and numbers of events
Opportunities	• Use of events to pilot transport changes, precinct level coordination • Expansion of initiatives such as the City Connector for events • Using technology: dynamic signage, signal programming
Aspirations	• Communication to be proactive, positive approach • More public transport, mode capacity • Interchanges / access infrastructure to support major events and locations
Results	• More happy customers, more people using public and active transport
Inclusive Transport	
Strengths	• City design with proximity to green space, wide streets and flat topography • Variety of public transport options and availability of free services • Inclusive pedestrian infrastructure and active travel design guide adoption • Affordable parking • Campsite for remote (Indigenous) visitors in Park 23
Opportunities	• Public transport service, reliability technology and DDA access improvements and integration with active transport • Optimising parking by moving to off-street / consolidated locations • More pedestrian crossing opportunities • Improving accessibility such as wayfinding, audio navigation, ride sharing and micromobility interface • Communication of disruptions
Aspirations	• Safer, affordable, accessible public transport with improved summer services • Less footpath clutter, more cycle paths, access to the city for young people • Making the city a place for people, not vehicles and parking
Results	• More young people in the city • More people using public transport and active transport – a city for people • More people including women, people with disabilities feeling safe

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3.0 Vision & Objectives

Vision

The vision of the Integrated Transport Strategy is to: *Create a connected, sustainable, and inclusive transport system that enhances the liveability of the City of Adelaide.*

The strategy prioritises sustainable transport, reduces car dependency, and fosters healthier communities to support the city's growth. It reflects City Plan's focus on transport diversity, accessibility, and integration with land use planning, ensuring that walking, cycling, and public transport are viable and attractive options for all residents, workers, and visitors. In line with the goals outlined in City Plan, the Strategy strives to build a more resilient transport system that contributes to a cleaner, greener, and more sustainable Adelaide by 2036.

Objectives

The objectives of the Strategy are to:

- Promote the adoption of sustainable transport modes, such as public transport, walking / wheeling, and cycling.
- Create safe, efficient, and connected networks for active transport, ensuring that all users—regardless of age or ability—can move freely and comfortably throughout the city.
- Integrate transport with urban development to enhance the liveability of the city and support its economic and cultural vitality.
- Optimise the use of public space, focusing on shared mobility and multifunctional streets that serve both transport and community needs.
- Reduce transport-related greenhouse gas emissions and mitigate climate change impacts through the promotion of low-emission vehicles and sustainable transport infrastructure.
- Improve road safety, particularly for vulnerable road users, and ensure that public transport, cycling, and pedestrian infrastructure are safe and accessible.
- Enhance transport resilience, especially in light of growing city demand and ongoing construction and events, ensuring that Adelaide's transport system can adapt to changing needs.
- Align and leverage existing Council Strategies in relation to transport.

These objectives have been informed by the Discussion Papers and outcomes from the Stage 1 Engagement with both the community and key stakeholders.

Building a positive narrative for change

It is essential to create a narrative that frames changes in a positive, community-oriented light. Values-based messaging[6] suggests that focusing on shared community values, such as freedom, access, and equity, can help build support for walking, cycling, and other more efficient transport measures. Rather than framing parking changes as a loss, it is more effective to frame it as opening up opportunities for more accessible and enjoyable streets that benefit everyone. This can shift the conversation from an individualistic mindset such as parking spaces to a collective one such as shared streets.

Building a strong narrative also requires positioning transport changes as beneficial to businesses, not just neutral or harmful. Research from various transport studies[13,] shows that street changes, such as reallocating car spaces for protected cycle lanes or wider footpaths can enhance business outcomes by attracting foot traffic, which often translates into increased sales. The Committee for Adelaide[27] further supports this, suggesting that cities with more pedestrian-friendly environments have more vibrant local economies. It is vital to include this kind of evidence in the discussion to assure businesses that these changes can lead to economic benefits.

Another important consideration is addressing trip feasibility and correcting the perception that driving is the only viable option, particularly in Adelaide, where driving is often viewed as a necessity. Studies on transport economics highlight that many trips, particularly within city centres, are short and could easily be done by walking, cycling, or using public transport. It is important to make the case that many

[6] Glenn, E. (2021). *Framing walking and bike riding: Message guide*. VicHealth.

transport modes are not only feasible but often more efficient for short distances, countering misconceptions that cars are always the fastest or most convenient option.

A robust decision-making process is needed to prevent indecision and over-consultation from derailing funded and committed projects. This requires creating clear, evidence-based narratives that align with broader economic and community objectives, including research on the economic benefits of more sustainable transport systems. Decision-makers should be guided by a transparent framework that weighs the long-term community benefits against short-term resistance. It is important to engage the majority by showing them a vision of what is possible and how these changes align with their values and daily lives.

Values based messaging

It is important not to use loss-oriented language, which can provoke a defensive reaction, and instead focus on positive outcomes. For example, rather than discussing the reduction of parking spaces, talk about how these changes will open up streets for everyone, making them more accessible and vibrant for pedestrians and cyclists alike. Safety, community, and environmental benefits that come with reconfigured streets will ensure that changes highlight what people gain rather than what they lose.

By combining a values-driven narrative with evidence on the economic and social benefits of sustainable transport, it is possible to build broader support and ensure that proposed projects in the Integrated Transport Strategy succeed with broad public support. The key lies in consistently framing the conversation around shared benefits, equity, and a positive vision for Adelaide's future.

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4.0 City of Adelaide Context

4.1 Current Conditions

This section presents an overview of the current conditions of the transport network and associated travel behaviours within the City of Adelaide; summarised from the Discussion Papers developed for Stage 1 Engagement. It outlines both the transport modes and city operations.

4.1.1 Population & Travel Behaviour

Adelaide's current travel patterns comprise a mix of transport modes for accessing and navigating the city. The City of Adelaide serves as the central hub for daily commuters, residents, and visitors, with over 321,500 daily trips recorded[7]. Current travel patterns are characterised by a strong reliance on private vehicles, with significant volumes of daily trips made by car to, from, and within the city. Public transport, including buses, trains, and trams, also plays a vital role, although usage remains lower compared to private vehicles due to limited coverage and frequency gaps, particularly during off-peak hours. Active transport options such as walking, wheeling, and cycling are common for short-distance trips, with key pedestrian and cycling routes serving major destinations within the city.

Adelaide's population growth is expected to increase the demand for diverse transport modes. The city's resident population is forecast to nearly double by 2036, reaching 50,000, while continued employment growth and tourism are anticipated to contribute further to daily travel demand. The influx of new residents and workers will place pressure on the city's existing transport infrastructure, particularly in areas where congestion and connectivity challenges already exist. As a result, the current travel landscape reflects a dynamic environment where high car dependency coexists with opportunities to enhance active and public transport networks to accommodate future growth.

The 2022 City User Profile (CUP) survey provides some key insights on city residents, workers, students and visitors travelling to and from the City. Out of the 2,028 city users surveyed, a large proportion were visitors who do not live in the city (46%), followed by city workers (20%), students (18%), tourists (13%) and city residents (9%). Analysis of the survey results shows that work, shopping, leisure or entertainment and having a night out are the main reasons for visiting the city for discreet trips. Overall, the survey reveals that convenience is the primary factor influencing people's choice of transportation to visit the city. Key findings were as follows:

- The majority of city users (44%) were found to have caught public transport (bus, train, tram, O-Bahn). Students (59%), city visitors (50%), people aged under 40 (49%), and females (47%) were more found to be more likely to travel by public transport. Price (77%) was the main reason for choosing public transport. 54% of city users who used public transport cited it being the only available option as the reason for their choice.
- Public transport remains the preferred mode of commuting to the city. However, the proportion of city commuters cycling to the city has remained steady at approximately 2% since 2017. Public transport services are sometimes adjusted for major events, including increased services and free travel for certain ticketed events. These arrangements influence travel behaviour and accessibility and should be considered when evaluating future transport initiatives.
- Second to public transport, travel by car either as a driver or passenger was cited by 34% of city users. Main reasons for choosing to drive were personal preference (45%) and speed (45%).
- 19% of city users walked into the city, a majority of which were city residents (65%) and tourists (44%). The main reasons for walking were personal preference (22%) and convenience (21%).
- A small fraction of city users (2%) travelled to the city by bicycle or another mode of travel (6%) such as Uber, taxis, skateboards, or scooters.

City of Adelaide residents' travel to work

When compared to Greater Adelaide, City of Adelaide residents have differing travel patterns. The following was found:

- A smaller percentage of persons travelled by car (as driver) (31.3% compared to 63.3%)

[7] (*City of Adelaide – City User Profile Survey*, 2023)

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- A larger percentage of persons walked to work (24.0% compared to 1.9%)
- A larger percentage of persons worked at home (12.9% compared to 9.8%)
- A larger percentage of persons travelled by bus (9.4% compared to 4.5%).

This indicates that generally, City of Adelaide residents have a lower reliance on private vehicles to travel to work, instead using public and active transport for commuting.

4.1.2 Walking & Wheeling

Walking is integral to Adelaide. Everyone walks or wheels: it is the main way people experience the City of Adelaide and connect with each other. Everyone is a pedestrian, even if it is only for the start or end of the journey.

Walking and wheeling are essential for short journeys and access to key destinations within the city. The compact grid layout of Adelaide supports efficient walking and wheeling, with most destinations within the city accessible within a short and comfortable walking distance. The City User Profile Survey indicates that 17% of city users report walking to the city regularly, and the majority of residents live within a walkable distance to key services and amenities.

As noted in Section 4.1.1, the Census indicates that a significant proportion of resident workers drove to work, despite these trips being distances that most people could walk, or cycle.

It is known that there is a significant mode shift opportunity for people undertaking short trips and trips within the City of Adelaide by car[8] [9]. Just because a distance can be walked or wheeled, does not mean that people do. A number of factors influence the way someone travels. But we know that many of these short trips can be walked or wheeled, (or by cycling or public transport) with a significant opportunity for behaviour change to support the growth of our city and to maintain liveability.

City Plan, the City of Adelaide's endorsed plan for the sustainable growth and development of our city, forecasts a significant increase in residential and worker populations by 2036. It is expected that there will be an increase from 26,000 residents in 2022 to 50,000 residents by 2036, with over a thousand dwellings added per year, and from 130,000 workers in 2021 to 150,000 workers by 2036. City Plan has a priority of transport diversity with improved walkable experience, setting out objectives for cooler and greener streets and residents being able to walk/wheel to services and amenities they require for their health and wellbeing.

A note on terminology: This document uses the terms 'walking' which includes all people moving on the footpath including walking, running or jogging, people using a cane / walker or pram / pusher; and 'wheeling' which includes all people using wheelchairs and motorised scooters.

4.1.3 Cycling & Cycle Parking

The City of Adelaide boasts some of the best weather and geography for cycling in Australia, with comfortable summer and winter temperatures, and minimal rainy days (Adelaide is the driest of all Australian capital cities). This is proven by the popularity of recreational cycling clubs, criterion bike racing, and the Tour Down Under, which is set in South Australia. Cycling numbers in the City of Adelaide have fluctuated over the years, influenced by factors such as weather, infrastructure changes, and the COVID-19 pandemic. The 2024 Super Tuesday bicycle count showed a 17% increase in cycling levels compared to 2023, attributed to favourable weather conditions. However, cycling numbers remain below pre-pandemic levels, reflecting long-term shifts in commuting habits, work-from-home trends, and infrastructure developments. The biggest decline was in 2022 (24%), the steepest drop recorded, coinciding with post-pandemic changes. Since then, numbers have rebounded but have yet to fully recover.[10] The City of Adelaide's cordon count[11] for 2023 also indicated a growth in cycling, with 4,152 bicycles recorded entering the city, marking a 4.8% increase from the previous year. Similarly, 3,958 cyclists were counted exiting the city, a 9.4% rise from 2022. Despite this growth, female cyclists remain a minority, comprising only 23.9% of inbound bicycles and 23.6% of outbound bicycles, highlighting a continued gender disparity in cycling participation.

A number of factors can be attributed to this, with a 2023 Committee for Adelaide benchmarking report highlighting that Adelaide has an inefficient level of car dependence, which could become permanent

[8] Method of Travel to Work, 2016 Census, Australian Bureau of Statistics
[9] Method of Travel to Work, 2021 Census, Australian Bureau of Statistics
[10] Bike Adelaide & City of Adelaide. (2019-2024). *Super Tuesday bicycle counts*.
[11] City of Adelaide. (2023). *Cordon bicycle count: Annual monitoring of cycling trends*. City of Adelaide.

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without stronger alternatives and incentives.[12] Similarly, there is mixed feedback from residents and the wider community about how cycling-friendly the City of Adelaide is for recreational users and commuters.

The current environment is comfortable for confident cyclists, but existing conditions mean that people who are interested in cycling do not feel like they can safely.

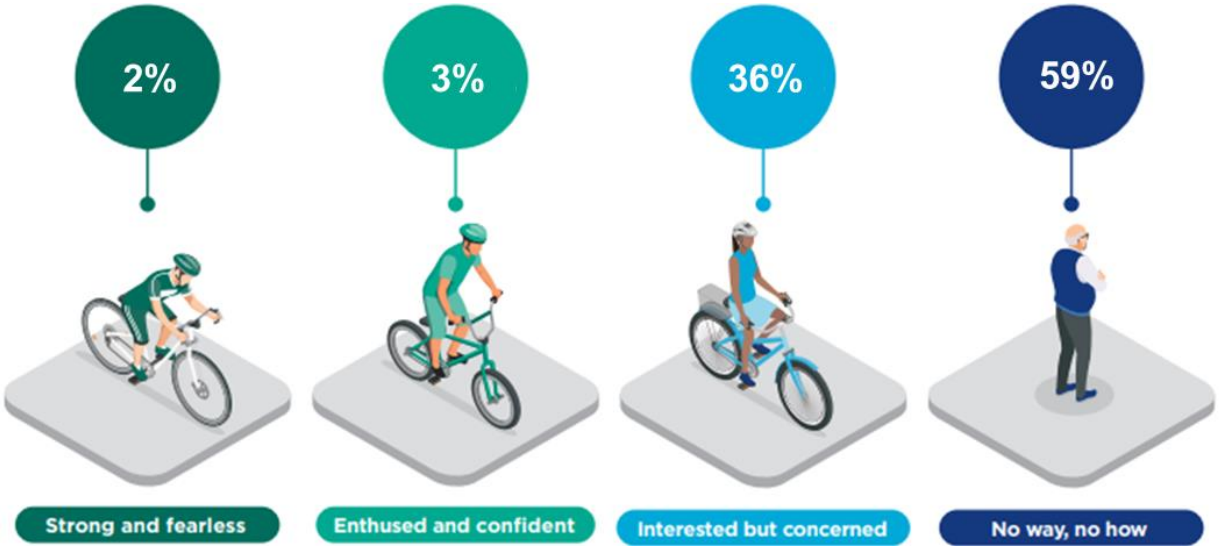

Figure 4-1 Four types of bicycle riders in South Australia and relative proportion of the population [13]

The city cycling network, part of the BikeDirect network, includes on-road bicycle paths as well as off-road trails and paths. These routes are interconnected and offer a variety of route options for people riding bicycles. Cycling rates in the City of Adelaide have seen a decline in recent years. According to Census data, the proportion of city commuters cycling to work decreased from 3.7% in 2016 to 2.8% in 2021. Despite investments in protected bike lanes and improved cycling infrastructure, these changes have not yet translated into significant growth in cycling mode share.

Public engagement has indicated that safety, connectivity, and infrastructure quality play a critical role in encouraging active travel. Barriers such as inadequate crossings, concerns about vehicle traffic, and the need for further investment in cycling infrastructure continue to impact the uptake of cycling.

Our Cycle Network

The City's current cycle network (Figure 4-2) includes on-road cycle lanes as well as off-road trails and paths within the Adelaide Park Lands. These routes are somewhat interconnected and offer a variety of route options for confident cyclists. However, there are gaps in this network and the infrastructure type and quality varies. This reduces the appeal and accessibility of routes for most users, and influences cycling take-up (modal shift). A 2023 Committee for Adelaide benchmarking report[14] highlighted that Adelaide has an inefficient level of car dependence, which could become permanent without stronger alternatives and incentives. A key driver to cycling uptake is the quality and connectedness of routes within the City.

[12] Benchmarking Adelaide (2023), Committee for Adelaide
[13] Source: Adapted from the Transport for NSW Active Transport Strategy, 2020 with information from the Cycling Strategy for South Australia 2022 – 2032, Department for Infrastructure & Transport
[14] Benchmarking Adelaide (2023), Committee for Adelaide

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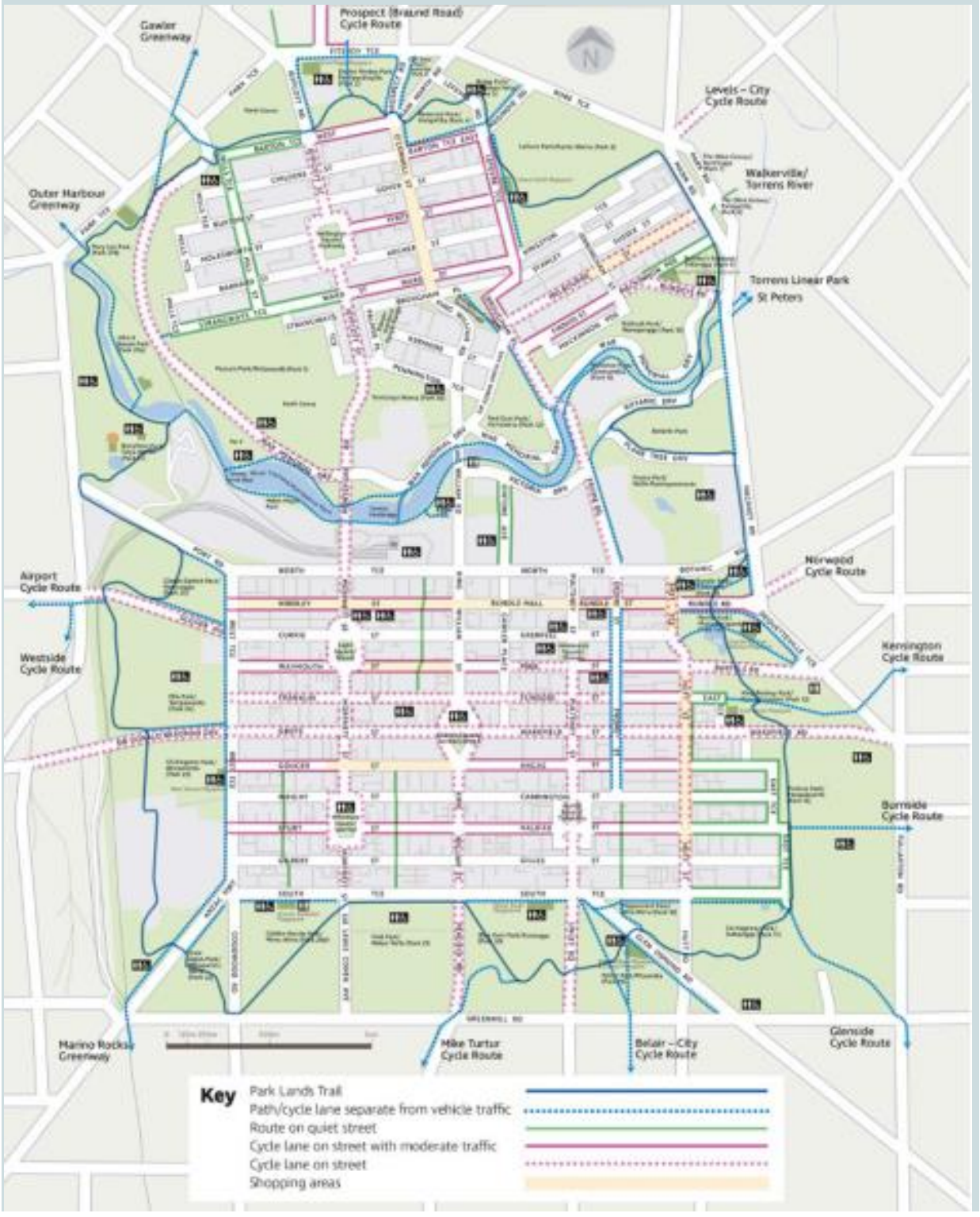
Figure 4-2 Existing City of Adelaide Cycling network



4.1.4 Public Transport

Adelaide has a multi-modal public transport network underpinned by a strong reliance on bus services, including the O-Bahn high-speed bus system. The network is radial in nature, meaning most services connect to or through the City of Adelaide. The public transport network within the Adelaide CBD, part of the City of Adelaide, is shown in Figure 4-3.

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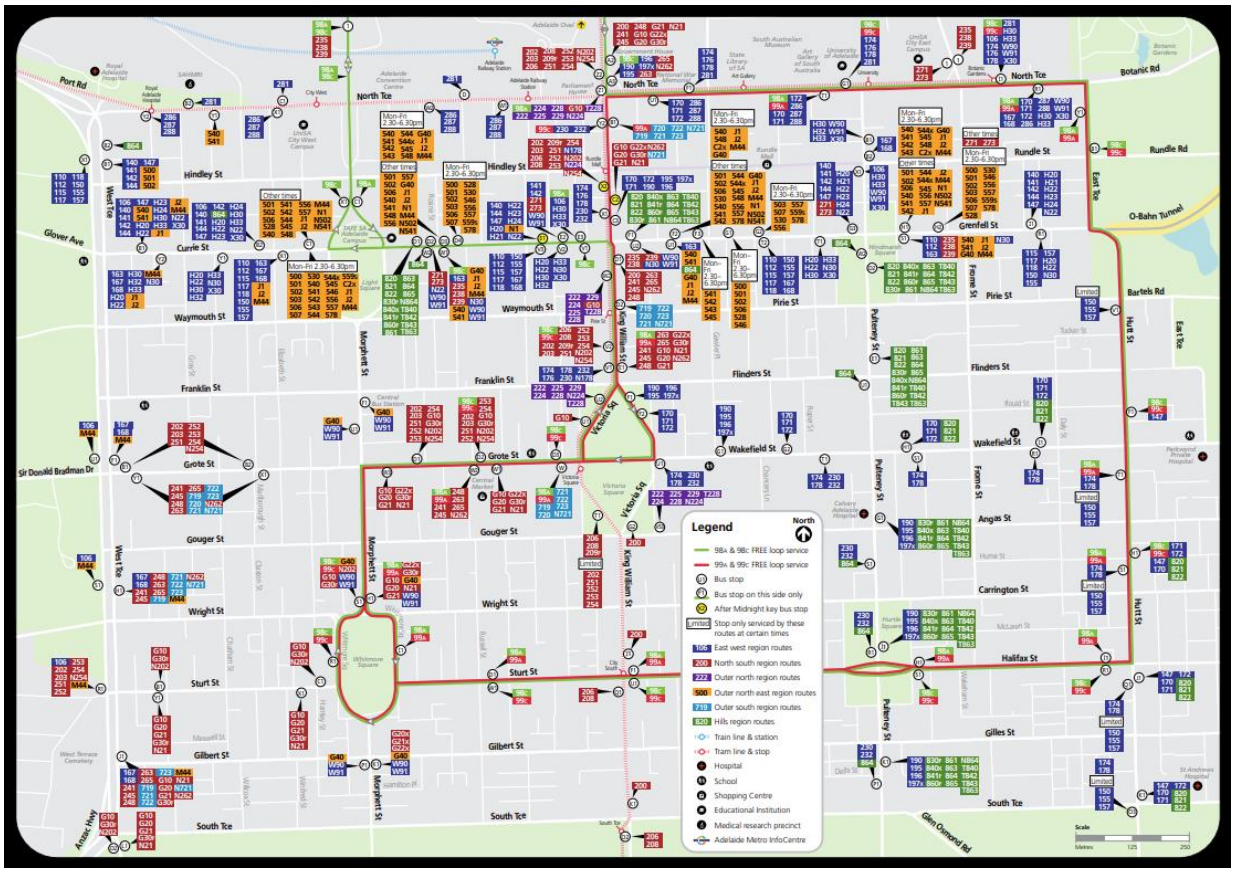

Figure 4-3 Adelaide CBD Public Transport network stops

Source: Adelaide Metro

Most City of Adelaide residents have above average access to public transport services, but public transport mode share in the City of Adelaide for journeys to work was 12.4% at the 2021 Census. The share of people using public transport is increasing[15]. Additionally, the majority of public high school students in CoA catch public transport to and from school.[16]

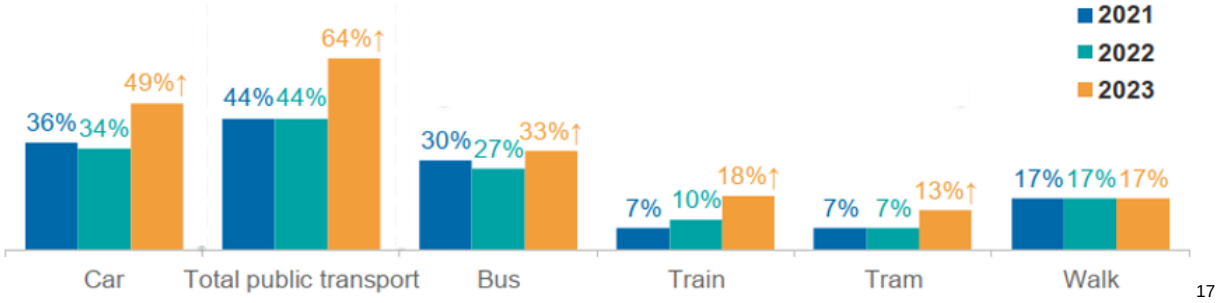

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Figure 4-4 Comparison of mode of travel to the City from 2021 to 2023 from the City User Profile

Totals exceed 100% as survey permitted multiple trip responses for one journey, e.g. public transport, drive, Park and Ride (both)

The CoA *City User Profile*[18] reports that public transport is the most used mode of transport to the city, followed by driving and walking. The most frequently used modes differ by user type:

[15] Adelaide Economic Development Agency & City of Adelaide (2024). Retrieved from: https://d31atr86jnqrq2.cloudfront.net/AEDA-Activity-Report-Q2-2024.pdf
[16] City of Adelaide. (2024). *School travel safety reviews*.
[17] City of Adelaide. (2023). City User Profile 2023.
[18] City of Adelaide. (2023). City User Profile 2023.

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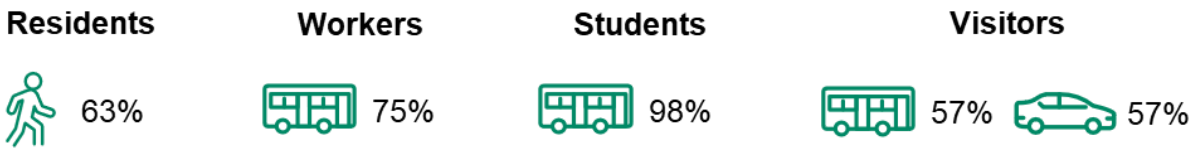

"Visitors" does not include those who live, work or study in the CoA. Total exceeds 100% because survey permitted multiple trip responses for one journey, e.g. public transport, drive, Park and Ride (both)

Greater Adelaide has a low mode share of public transport for journey to work overall and ranks below its peer cities for network performance.

This is significantly lower than comparable cities, with the 2023 Committee for Adelaide benchmarking report[19] highlighting that Adelaide's public transport ranks 10th out of 15 peer cities when considering the speed and reach of public transport.

Committee for Adelaide benchmarking 2023

10th out of 15 peers* when considering speed and reach of PT networks.

Hours lost to congestion has **increased** since 2019. Adelaide is the **only** peer city where this has occurred.

6th out of 7 peer cities when comparing the speed of shift to more sustainable modes.

*Examples of Adelaide's peers include Auckland, Bilbao, Portland and Edmonton

4.1.5 Motor Vehicles & Parking

23,500+ registered vehicles in CoA

30% of CoA traffic is from through trips

35% of CoA residents travel to work by car

(39% in 2016)
(40% in 2011)

68% of Greater Adelaide residents travel to work by car

(71% in 2016)
(69% in 2011)

64% of CoA households owned 1+ car in 2021

(59% in 2016)

Compared to 89% for Greater Adelaide

(86% in 2016)

Over 9,300 free time limit parking spaces

3,000 paid ticket on-street parking spaces

9 UPark off-street carparks with ~6,000 paid spaces

In 2021, 64% of households in the City of Adelaide owned at least one car. Contrastingly, 29.2% of households did not own a motor vehicle. Car ownership in the City of Adelaide is lower when compared to Greater Adelaide where 88.9% households owned at least one motor vehicle.

[19] Benchmarking Adelaide (2023), Committee for Adelaide

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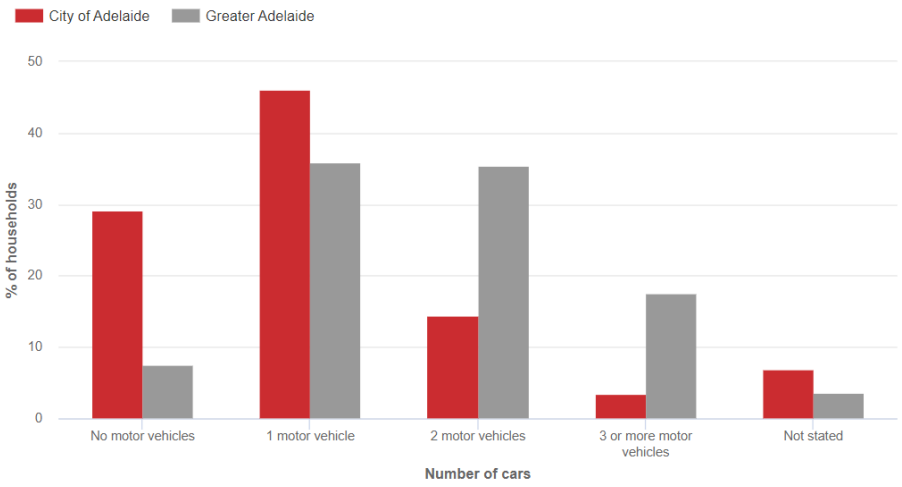

[20]

Figure 4-5 Ownership of vehicles in the City of Adelaide compared to Greater Adelaide

The City of Adelaide's road network is based on a grid pattern, with major and minor roads, wide streets, and town squares that is bordered by Park Lands. An Inner Ring Route, a collection of main roads, surrounds the City of Adelaide, running along the perimeter of the Park Lands to allow traffic to bypass the city. There is a series of connecting Park Lands Roads that connect the Inner Ring Route and surrounding suburbs to the city road network.

The existing speed limits for the road network are shown in Figure 4-6. Speed limits within the City of Adelaide are mainly 50 km/h, which exceeds the internationally accepted Safe System urban default speed of 30 km/h, as endorsed by the Stockholm Declaration[21] and supported by Austroads[22]. Australia's peak professional bodies, practitioners, and academics are calling on Australian Governments to adopt 30 km/h as the urban default speed limit, with strong advocacy from organisations such as the Australian Institute of Traffic Planning and Management (AITPM) and Engineers Australia (EA), as well as academic bodies through open letters and position papers.

[20] (*Id Consulting, City of Adelaide 2024 from ABS Census 2021*)
[21] Stockholm Declaration (2020). *3rd Global Ministerial Conference on Road Safety: Achieving Global Goals 2030*.
[22] Austroads. (2020). *Safe System Roads for Local Government*.

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Figure 4-6 Existing speed limits within the City of Adelaide

[23] City Wide Speed Limit Review, Stantec, 2024

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Figure 4-7 Analysis of traffic volumes roads within the City of Adelaide and in close proximity (AADT)

Traffic passing through the City of Adelaide reduces transport efficiency

The analysis of through traffic within the Adelaide City Local Government Area (LGA) reveals varying proportions of trips categorised as 'through traffic'. This describes vehicles passing through the LGA without stopping or originating within it. The map highlights that major roads around the LGA experience higher through traffic percentages, some over 50%, while some key routes within the LGA also exhibit moderate to significant through traffic levels.

Through Traffic and the Inner Ring Road

Greater Adelaide is served by an Outer Ring Road and an Inner Ring Road. These are the preferred traffic routes for motor vehicle trips around the centre of Adelaide. The inner ring road system is designed to facilitate through traffic around the core of the City of Adelaide.

The percentage of through traffic is determined by analysing vehicle trips passing through the LGA. Through traffic is measured by identifying trips that enter and exit the LGA without meaningful stops, such as destinations, visits or deliveries. The data from February 2024 to January 2025, encompassing 8,385 travel survey records, forms the basis of the analysis. By mapping this flow, we can distinguish through routes from roads primarily serving local traffic.

Several key roads within the city reported high rates of through LGA traffic, despite not being part of the designated ring road. Roads like West Terrace, Port Road, and Anzac Highway, which are within the City of Adelaide's boundary, are often used as alternatives to the inner ring road system. This leads to inefficiencies in traffic circulation, as these roads were not designed to handle the volume of through traffic they currently accommodate.

The high percentages of through traffic on these routes suggest that many drivers are bypassing the ring road system, further contributing to congestion and limiting the capacity of roads intended to serve local traffic and urban activities. This situation compromises the transport efficiency of the city, resulting in longer commute times, higher emissions, and increased wear on infrastructure not designed for heavy through traffic.

Encouraging more appropriate use of the designated through routes, such as James Congdon Drive and Richmond Road, and redirecting through traffic away from local roads like West Terrace and Port Road, the city could enhance overall transport efficiency. This approach would help reduce congestion in the city centre, improve accessibility, and align with the strategic objectives of the City Plan 2036, including better integration of sustainable transport options, improved public health outcomes, and enhanced economic productivity. Reducing the strain on local roads by directing through traffic to the ring road system would contribute to a more balanced, sustainable transport network that serves both the city's immediate and long-term needs.

Table 4-1 Proportion of through traffic on key routes

Road Name	Through Traffic
King William Street (North-South)	31%
Wakefield Road (East-West)	44%
Grote Street (East-West)	47%
Dequetteville Terrace (North-South)	64%
Port Road (East-West)	46%
Anzac Highway (East-West)	53%

Traffic congestion is generally limited to peak periods, and is contributed to by:

- The CBD being a major hub for employment, entertainment and shopping, which results in a significant traffic movements to, from and within the city, especially during peak hours.
- Some of Adelaide's key road network routes, including sections of Main South Road, Port Wakefield Road, and Anzac Highway, have shown increased congestion primarily affecting car traffic, with multiple intersections nearing their vehicle capacity limits. Since 2019, vehicle hours lost to congestion in Greater Adelaide have increased by approximately 16%, indicating growing strain

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on road infrastructure and signalling the need to prioritise sustainable transport alternatives to mitigate these issues[24][25].

[26]

Figure 4-8 Inner and Outer Ring Routes of Adelaide

Causes of through traffic

Through traffic is primarily attracted to shorter travel times due to direct and fast connections and a lack of alternative infrastructure for bypassing city centres. In cities like Adelaide, major arterial roads (e.g., Dequetteville Terrace, Fullarton Road) attract high proportions of through traffic because they provide convenient direct between suburban and regional areas at no additional cost (time or otherwise).

Historically traffic planning has prioritised motor vehicle access and travel time with little differentiation of trip type, meaning that efforts to improve local car access inadvertently attracts through trips that directly consume network capacity and undermine local network function. City centres that are optimised for car traffic make convenient routes for through traffic without a destination within the LGA.

[24] Infrastructure Australia. (2019). *Urban Transport Crowding and Congestion.* Infrastructure Australia
[25] INRIX, 2022 Global traffic scorecard
[26] Department for Infrastructure and Transport, 2025, Retrieved from https://www.dit.sa.gov.au/infrastructure/completed_projects/adelaide_inner_and_outer_ring_routes Department for Infrastructure and Transport, 2025, Retrieved from https://www.dit.sa.gov.au/infrastructure/completed_projects/adelaide_inner_and_outer_ring_routes

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Table 4-2 Overview of road types, role and indicative through traffic levels

Road Type	Example Roads	Role	Observed Through Traffic Level
Major arterial roads on periphery	Fullarton Road, Greenhill Road, Dequetteville Terrace, Port Road	Facilitate cross-city movement and bypassing of the city centre.	High
Transit corridors	Anzac Highway, James Congdon Drive	Connect suburbs to key areas within the LGA; mix of through and local traffic.	Moderate to high
Inner LGA connectors	Grote Street, Wakefield Road	Support both through traffic and local access to commercial areas.	Moderate
Local or mixed-use roads	Hutt Road, King William Street, various internal streets	Primarily serve local traffic, deliveries, and pedestrian movements.	Low to moderate

Analysis of Key Roads and Routes

The following routes have been identified for their varying roles in the city's transport network, ranging from major roads with high levels of through traffic to lower-traffic streets serving local access. This highlights key corridors based on their traffic volumes and functions, providing insight into their contributions to overall traffic circulation and city access.

The following roads play key roles in the city's transport network, however their capacity to serve city transport functions is affected by levels of through traffic with figures drawn from the analysed data:

- Goodwood Road (67%) and Mann Road (67%) – Major corridors handling significant non-local traffic.
- West Terrace (41%) and Port Road (41%) – Though within the CoA boundary, their through-traffic percentages suggest they function as key alternatives to arterial routes on the formal inner ring road.
- Wakefield Road (45%) and Grote Street (48%) – Central city roads experiencing extremely high levels of cross-city through traffic movement.
- King William Road (32%) and King William Street (31%) – Important CBD routes with a third of all traffic as through traffic.
- Hutt Road (32%), North Terrace (32%), and Victoria Square (37%) – High-profile streets primarily serving local and mixed-use functions but still experiencing notable levels of through traffic.

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Figure 4-9 Through Traffic in the City of Adelaide

Source: AECOM / ComPass IoT

Data Note– Through Traffic Map: This map provides an overview of through traffic volumes across the City of Adelaide. It is designed to illustrate broader traffic circulation patterns rather than serve as a precise measure of vehicle movements at the street level. The dataset is derived from vehicles equipped with telematics systems and is therefore informed by newer vehicles from participating manufacturers and commercial operators. While the map highlights key through traffic routes, variations in sample size and data aggregation may result in anomalies or inconsistencies at the individual street level. This analysis should not be used in isolation for detailed street-level interventions without further validation. Additional data collection, including manual traffic counts, site observations, and engagement with stakeholders, is recommended to verify findings and support localised transport planning decisions.

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Car Parking in Adelaide

Car parking remains a significant issue, particularly in dense urban areas. The Committee for Adelaide[27] has stressed the need to rethink car parking provision where parking demand often competes with other land uses. San Francisco (SF) has implemented the SF Park system which is based on dynamic parking pricing[28], This adjusts charges based on real-time demand to manage parking availability. SF Park provides a valuable example of how cities can use data-driven pricing to improve parking efficiency and reduce congestion. Adelaide could implement similar dynamic pricing models for parking, ensuring that spaces are used efficiently, and that the revenue generated is reinvested in public transport and active transport infrastructure.

Car parking within the city is a mix of the following:

- On-street parking: there are approximately 9,300 free time limit spaces and 3,000 paid ticket parking spaces across the city
- On-street servicing and loading: The City of Adelaide permits 30-minute loading for commercial vehicles in designated 'no parking' areas, supporting business and freight operations. There are 606 Loading Zones, 105 of those are full time loading zones.[29]
- Off-street parking: Adelaide City Council owns and operates nine UPark off-street parks representing approximately 6,000 off-street paid car parking spaces.

  The full extent of the off-street parking supply in the City of Adelaide is unknown but includes commercial, institutional, residential and other off-street parking.

Analysis of Parking Trends in the City of Adelaide: UPark Usage and Capacity

The City of Adelaide, as the municipal authority, owns and operates a network of UPark commercial off-street car parks across the city. These car parks are provided to support local businesses, residents, and visitors, ensuring convenient access to key destinations while also generating revenue that can be reinvested into city services and infrastructure. UPark facilities are strategically located near major retail, commercial, and cultural precincts, including Gawler Place, Topham Mall, Pirie-Flinders, Frome Street, Light Square, and Grote Street, among others. In addition to UPark, several private operators manage off-street parking in the city, including Wilsons Parking, Secure Parking, Care Park, KPark, and Park Fast, which offer a mix of multi-level and open-air car parks. These private operators primarily cater to commuters, shoppers, and office workers, with many of their facilities concentrated in the CBD, around Rundle Mall, Hindley Street, and key business districts. The mix of publicly and privately operated car parks helps to balance parking supply, providing a range of pricing options and locations for different users.

The City of Adelaide's ownership of UPark facilities provides a unique advantage in monitoring parking trends and managing supply to better align with the City's transport and planning objectives. Unlike private operators, who operate commercial enterprises, the City can adjust pricing, availability, and operations to support sustainable transport goals, reduce congestion, and encourage sustainable and more space efficient travel modes. This means UPark facilities can be managed to complement public transport, active travel, and kerbside space priorities, ensuring that parking policies support rather than compete with the city's long-term vision for accessibility, sustainability, and economic activity.

City of Adelaide held parking data indicates significant variation in UPark usage across different locations, highlighting potential inefficiencies in parking distribution. Grote Street and Wyatt Street UParks consistently operate below capacity, suggesting either low demand in these areas or an oversupply of parking spaces. This contrasts with high turnover rates at Central Market UPark, which sees significant use by shoppers. The low patronage at Grote Street suggests that despite its proximity to the market, shoppers prefer parking at more immediate and accessible locations. This could point to a need for better wayfinding signage or incentives to encourage the use of underutilised UPark facilities.

Conversely, Light Square and Andrew UParks frequently exceed capacity, particularly during peak periods such as December. This indicates a mismatch between parking supply and demand in these areas, with demand outstripping available spaces. This suggests an opportunity to review pricing structures, introduce dynamic pricing, or improve alternative transport options to ease congestion at

[27] Committee for Adelaide. (2023). *Benchmarking report*. Committee for Adelaide.
[28] SF Park. (2014). *SFpark pilot project evaluation: Summary report*. San Francisco Municipal Transportation Agency.
[29] City of Adelaide. (2025). *GIS (Geographic Information System) data*.

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these high-demand locations. Encouraging greater use of public transport, active travel modes, or redirecting demand to underutilised car parks may improve overall efficiency.

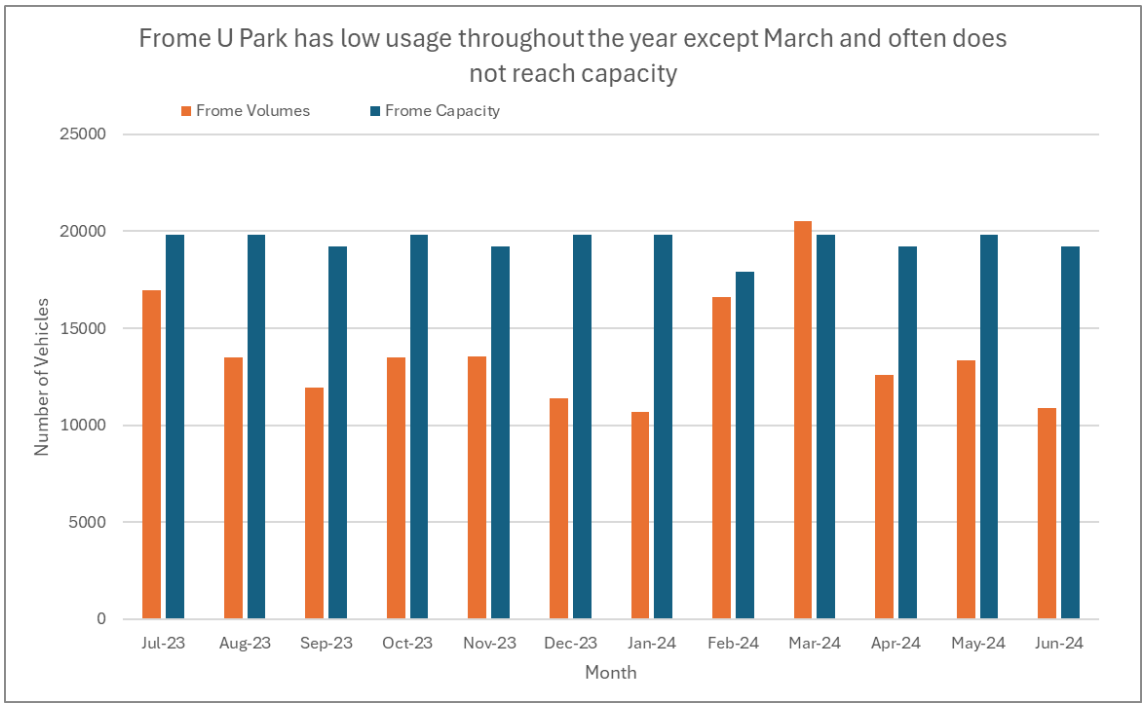

Figure 4-10 Volume to capacity assessment of Frome Street UPark

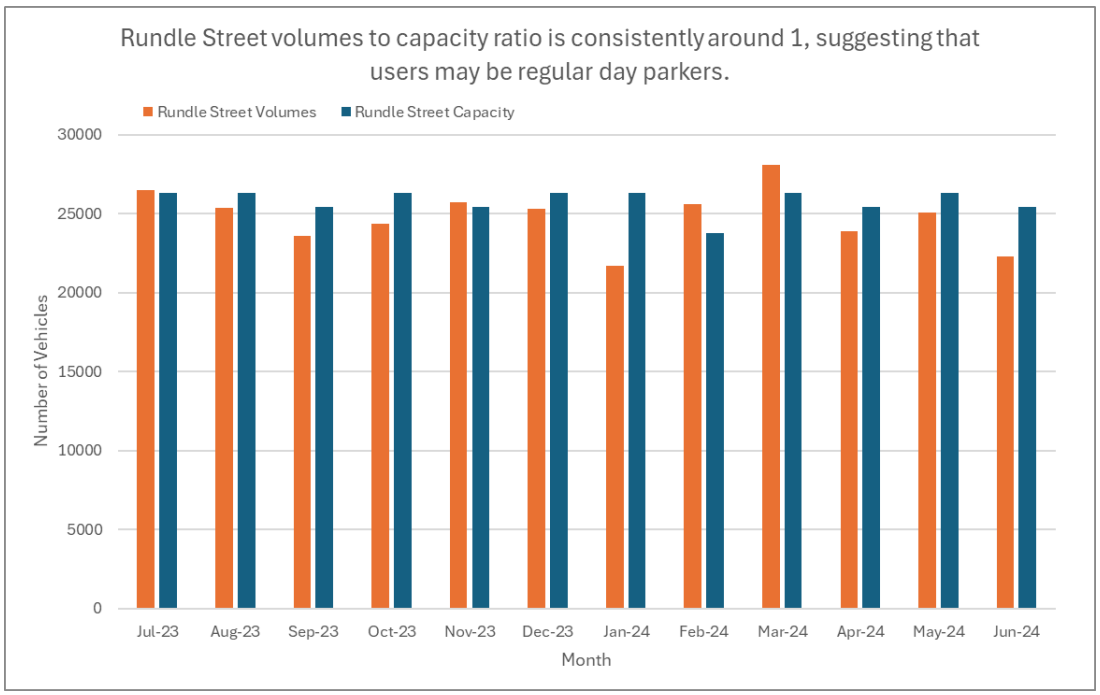

Figure 4-11 Volume to capacity assessment of RundleStreet UPark

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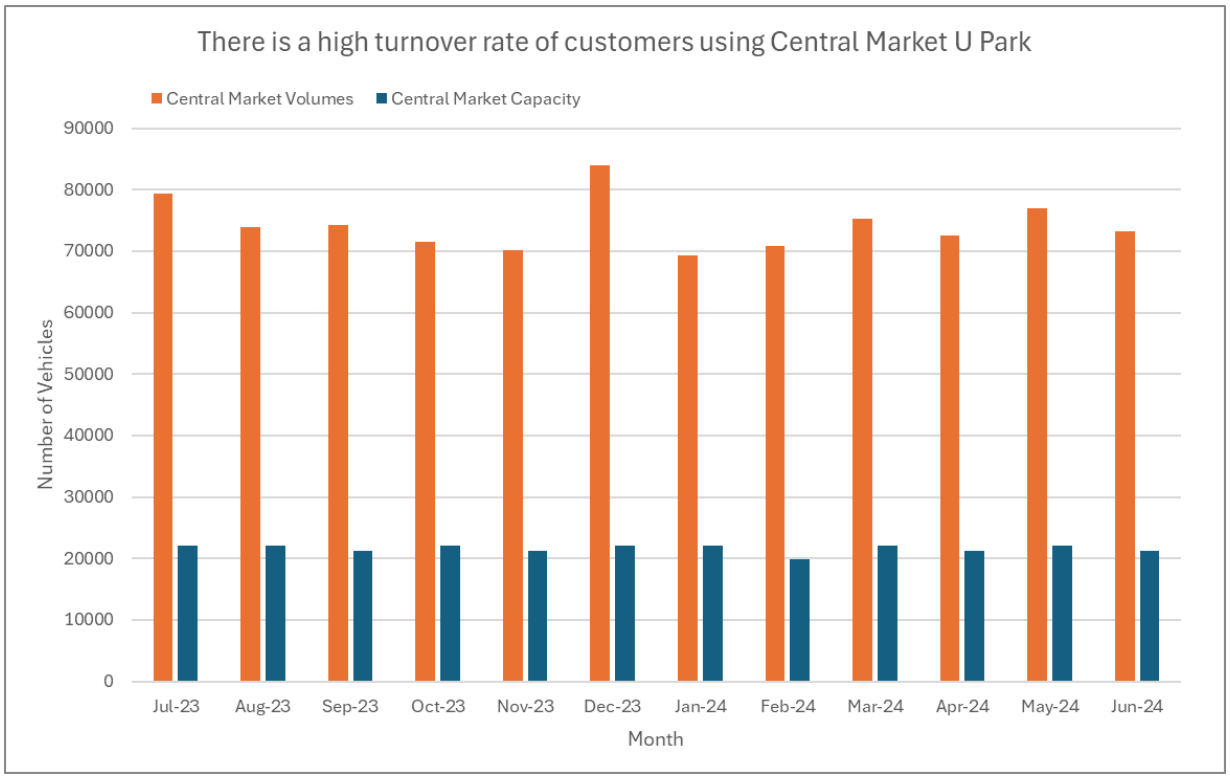

Figure 4-12 Volume to capacity assessment of Central Market UPark

Topham Mall and Gawler Place UParks, both multilevel car parks servicing retail-heavy areas, experience more stable usage patterns. Their central locations and multi-level capacity likely provide greater resilience against fluctuating demand. Meanwhile, Frome and Pirie-Flinders UPark remain at half capacity for most of the year, reinforcing the trend that some areas may have oversupplied parking relative to demand. A detailed study on travel behaviour, pricing competitiveness, and accessibility improvements could inform future adjustments to parking provision across the city.

Residential and Visitor Parking Permits

Permit data suggests that demand for residential permits is influenced by location, accessibility, and eligibility criteria. The low uptake of Category 4 permits, which provide discounted parking for residents in post-1976 properties, this correlates with the reduced population who are eligible for this permit category. The pensioner and full-time student criteria attract fewer applicants masking the actual demand. A reassessment of eligibility criteria to include a demand based measure, particularly for younger residents and lower-income groups, may help better target the needs of permit holders.

Permit Category	Description
Category 1 – Residential Parking Permit for Properties Built Prior to or in 1976	Issued to residents of properties developed on or before 1976. Eligibility depends on the availability of on-site parking: up to two permits if no on-site parking exists; one permit if there is one on-site space; none if there are two or more on-site spaces. Multi-dwelling properties are typically not eligible.
Category 2 – Residential Parking Permit for Properties Built After 1976	Applicable to residents of properties developed after 1976. Eligible for one permit if no on-site parking is available; not eligible if one or more on-site spaces exist. Multi-dwelling properties are typically not eligible.
Category 3 – Daily Care Parking Permit	Available to residents (meeting Category 1 or 2 criteria) requiring daily medical treatment. Permits are issued for use by approved care providers, such as medical practitioners or accredited carers. The total number of permits must not exceed the maximum allowed under Category 1 or 2.

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Permit Category	Description
Category 4 – Concession on Category 2 Fees	Offers a fee concession on Category 2 permits for eligible residents holding a Pensioner Health Benefit Card or full-time Student Card. Eligibility and permit allocation mirror Category 2 criteria.
Visitor Parking Permit	Allows residents to obtain temporary parking permits for their visitors or service providers. These permits provide additional parking allowances and are subject to specific conditions and usage guidelines.

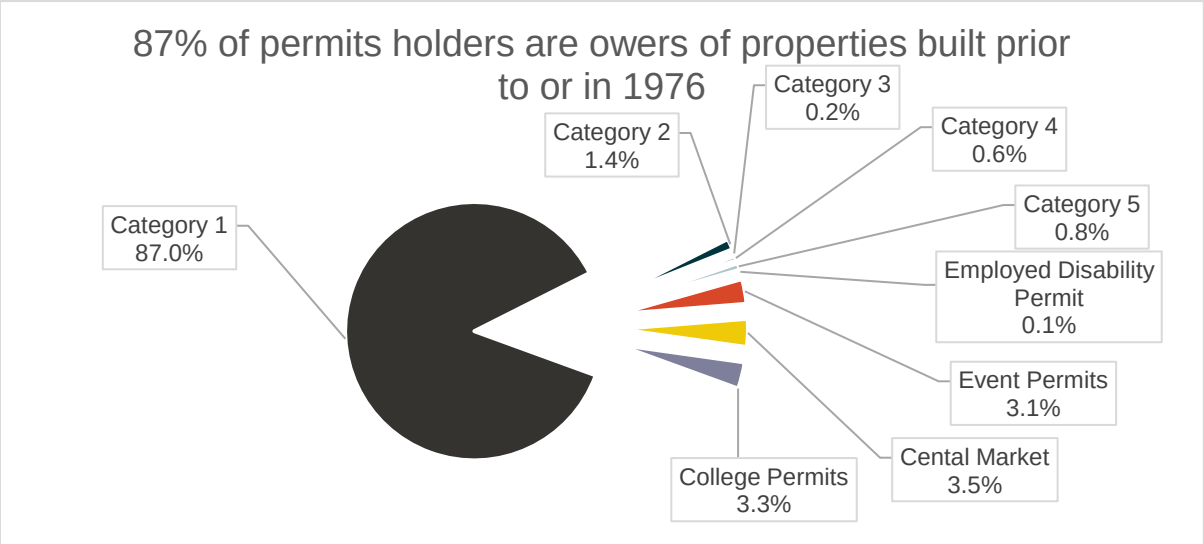
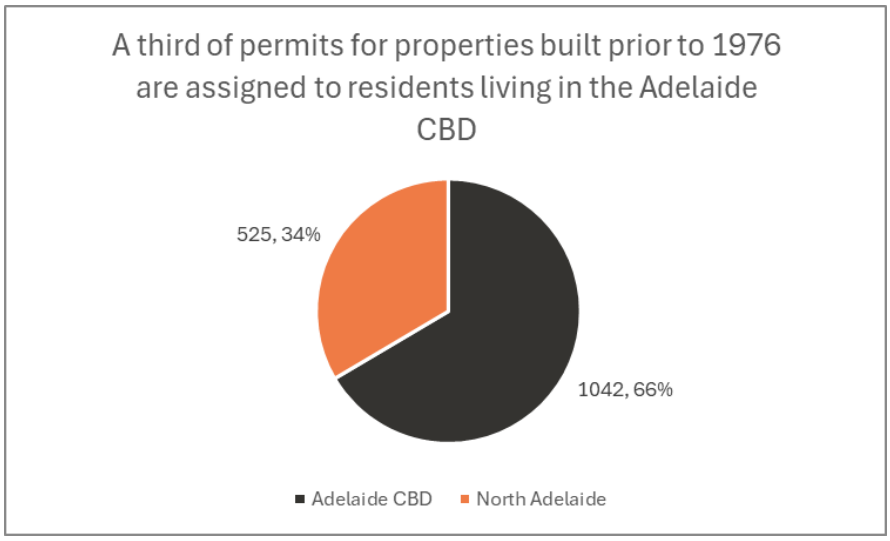


Figure 4-13 Permit categories and distribution of use

By contrast, Residential College Permits see higher demand, especially among students living on campus rather than local full-time students. This highlights the transport challenges faced by students relocating to Adelaide who may not have access to viable alternative transport options. It also suggests that many students from outside Adelaide may prefer using private vehicles over public transport due to concerns about reliability, cost, or convenience. Addressing these barriers through targeted public transport initiatives, better cycling infrastructure, and improved student concessions could reduce reliance on private vehicles and permit-based parking.



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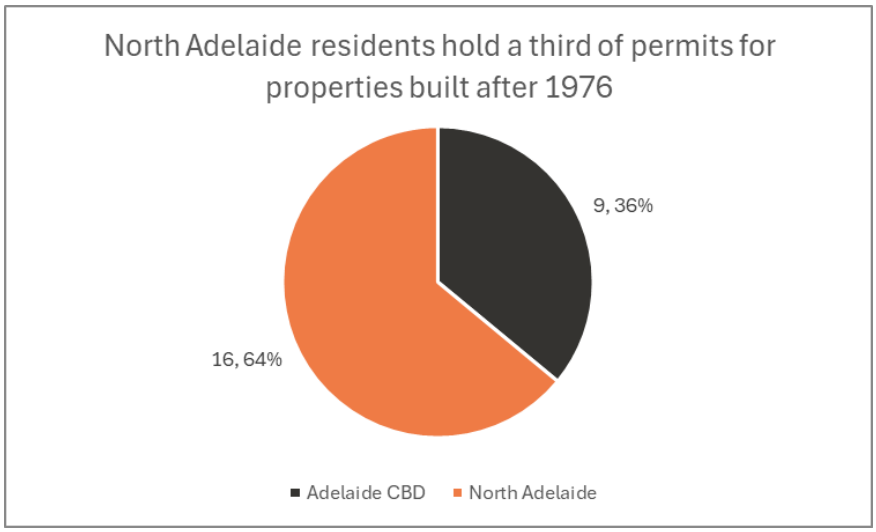

Figure 4-14 Distribution of permit types within the City of Adelaide

Visitor permits and residential permits could be examined in relation to transport connectivity and accessibility. In areas where public transport is frequent and reliable, parking permit demand is likely lower. However, in locations where services are less frequent or connections are poor, the demand for permits increases. The City of Adelaide can examine permit policies to ensure they align with public transport investment and urban development strategies.

Commercial and On-Street Parking Trends

The distribution of commercial and on-street parking spaces across Adelaide reveals a complex interplay between private operators, council-run parking, and on-street availability. The presence of multiple commercial operators, including Secure Parking, Wilsons Parking, and Care Park, highlights a highly competitive parking market in the city. Wilsons Parking dominates off-street paid parking, suggesting that price variations, operating hours, and location accessibility influence consumer choice. The City of Adelaide's U Park network competes within this landscape, requiring a strategic approach to pricing and customer incentives to remain competitive.

The majority of parking in the City of Adelaide is off-street and the total supply is unknown.

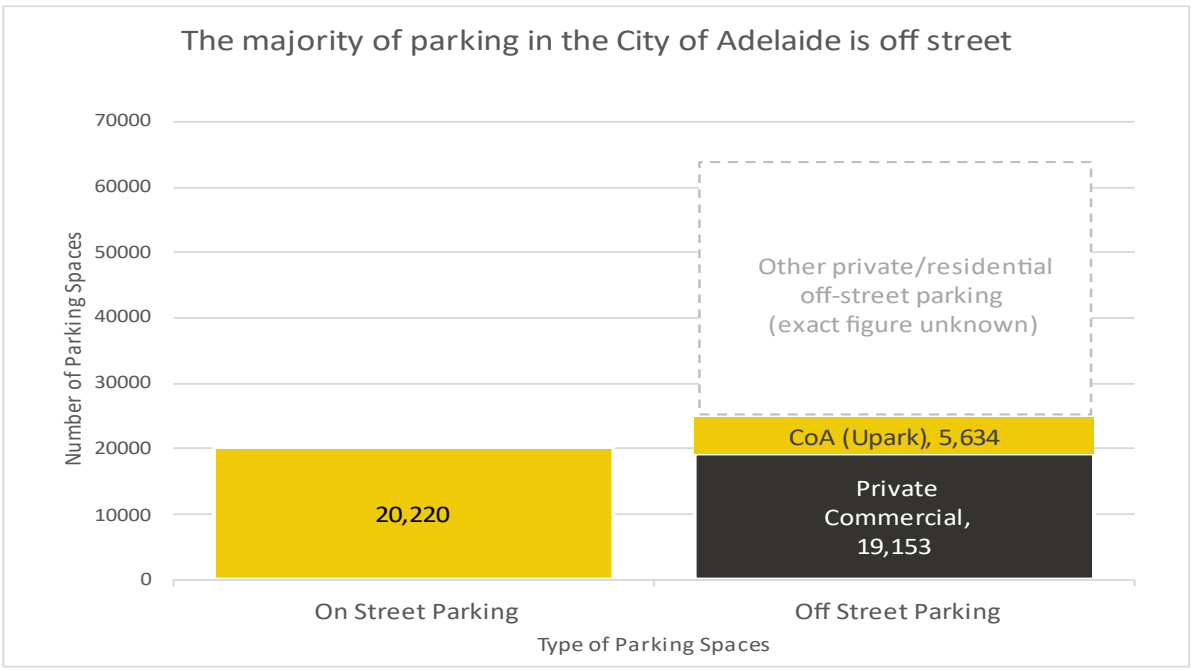

Figure 4-15 Assessment of on-street to off-street parking spaces within the City of Adelaide

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There are 20,220 on-street parking bays in the City of Adelaide, this includes 2,757 ticketed parking spaces and free time limited spaces as well as loading zones, permit spaces, taxi ranks and accessible parking. There are parking sensors in 2,729 of these parking spaces. There are also 24,787 known commercially operated off street spaces available to the public. However, available data does not capture the full extent of private and shopping centre car parks, which is generally greater in supply many times over in Australian capital cities [30]. This significantly to overall parking supply. The spread of available parking suggests that some areas face oversupply while others face shortages, reinforcing the need for flexible parking allocation strategies.

The presence of on-street disability parking and loading zones within the sensor-based parking dataset suggests an opportunity to analyse utilisation patterns for accessibility users and freight operations. If loading zones experience high occupancy, businesses may struggle with last-mile deliveries, impacting economic activity. Likewise, underutilised disability parking bays could signal a need for relocation, reallocation, or better accessibility design. Future policies should consider demand-responsive parking solutions, particularly in high-traffic commercial zones, to optimise space use across different parking categories.

These insights can inform the City of Adelaide Integrated Transport Strategy by guiding parking supply adjustments, pricing strategies, and overall transport investment. A coordinated approach between public and private parking operators, better integration with public transport, and innovative demand management strategies will be essential in shaping a more accessible, efficient, and sustainable City of Adelaide transport network.

Traffic noise

In Adelaide, particularly in the CBD, traffic noise significantly impacts the acoustic environment, with marked variations between day and night[31]. During the day, the busiest periods coincide with rush hours, leading to elevated noise levels, especially in areas near major arterial roads such as King William Road and West Terrace. Traffic volumes decrease substantially after 10pm, leading to quieter conditions at night, although noise from entertainment venues and public events can still be noticeable. Traffic noise has negative impacts on residents' health and well-being, contributing to issues such as sleep disturbances, increased stress levels, and reduced quality of life. However, even during quieter periods, the cumulative noise impact remains a concern, with the northern CBD experiencing the highest levels of discomfort due to its dense traffic and infrastructure.

[30] City of Hobart. (2024). *Hobart transport strategy 2024: Delivering transport choice for Hobart*. City of Hobart.
[31] Lenchine, V., & Song, J. (2017). *Adelaide CBD strategic noise monitoring*. Environment Protection Authority.

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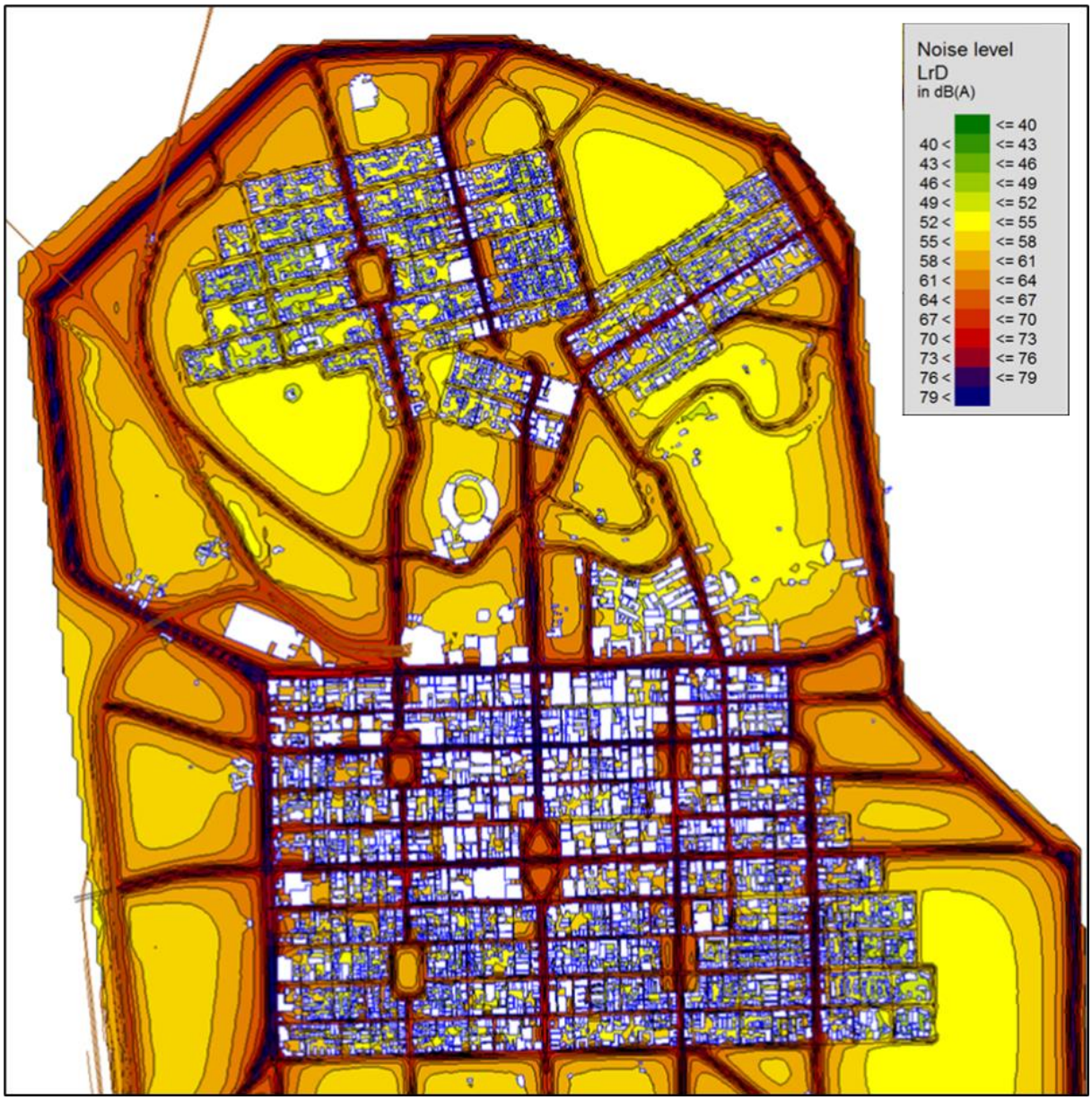

Figure 4-16 Day time noise levels for Adelaide CBD

Source: EPA, 2024

Current road safety situation

Adelaide faces ongoing challenges in road safety related to motor vehicles and parking. The high reliance on private vehicles has not only contributed to congestion but also led to an increased risk of road accidents and fatalities. According to Engineers Australia's Road Safety Policy Advice Paper (2023), road fatalities in Australia remain significantly higher than in other comparable countries, with a stagnation in improvements despite national road safety strategies. The City of Adelaide has experienced a similar plateau, with motor vehicles being a dominant factor in road crashes. Vulnerable road users, such as pedestrians and cyclists, are particularly at risk in car-dominated environments, especially in areas with inadequate parking management and infrastructure that prioritises vehicles over active transport modes.

Furthermore, poorly managed parking can contribute to unsafe conditions for all road users. When parking is not efficiently planned or monitored, it can result in dangerous behaviours such as illegal parking in pedestrian zones or at crossings, creating additional hazards for pedestrians and cyclists. Efforts to improve road safety in Adelaide need to address these factors, emphasising better parking

management, speed reductions in critical areas, and improvements in infrastructure to protect vulnerable road users.

4.1.6 Shared Micromobility

The city has embraced micromobility and share schemes with a growing network of shared device and vehicle programs. The following shared schemes are in place:

- Shared e-scooter scheme: The City partnered with commercial operators Beam and Neuron to provide electric scooter rentals. Trials of shared e-scooters in Adelaide commenced in February 2019. The trial was set to end on 30 April 2024. However, the trial may be extended until the State Government introduces legislation on e-scooters.
- Shared car schemes: Flexicar provides a range of vehicles that can be rented on an hourly or daily basis. Uber Carshare provides peer-to-peer carsharing services.

We know that shared micromobility operations, particularly e-scooters, across Adelaide largely depend on access to the City of Adelaide, as this is the destination of most users within the trial areas. As such, the City of Adelaide is uniquely placed to influence the shape and success of shared micromobility in South Australia.

Shared micromobility also supports our events and economies. In 2023, there were almost 640,000 e-scooter trips (on average over 1,750 trips per day) that started within the City of Adelaide, and over 804,000km travelled. Rider trip data shows that e-scooters play an important role transporting people to and from events, key city destinations and supports the night-time economy[32]. Data shows a correlation between the time and location of trips to events and night-time economy locations; providing alternatives to driving and public transport in the evenings. Options such as e-scooters also increase the participation of women in the night-time economy as they offer a mode with a greater sense of personal safety and flexibility to better suit their trips by minimising time waiting and associated risk[33]. Modes like e-scooters are also a convenient way for tourists to travel around our city.

Currently, e-scooters are only legal for use on public roads and paths in South Australia when they are part of a shared e-scooter scheme in a State Government approved trial area. Therefore, commercially operated shared e-scooters are the only type of scooters permitted to be used on public assets in South Australia. There have been a number of trials of shared e-scooters in Adelaide since February 2019. Active trial areas are in the City of Adelaide, the City of Charles Sturt and the City of Norwood, Payneham and St Peters. Shared e-scooters can now operate within and between the Adelaide and North Adelaide trial area and the Norwood, Payneham and St Peters trial area. The City of Unley trial ended in January 2024, after Councillors voted to discontinue the trial due to the ongoing uncertainty about the State regulatory framework.

Around Australia there are differing rules for e-scooters, including about where e-scooters are allowed to be used and speed limits on footpaths. While media reporting and perception may be that e-scooters present a significant danger, there are few reported crashes and even fewer involving third parties.

There are currently no cycle share operators in the City of Adelaide, in the past operators have deployed standard and electric cycles, via a permit.

4.1.7 Street Space and Kerbside Management

The City of Adelaide is renowned for its vibrant public spaces and streets, which play a crucial role in the city's liveability and economic vitality. As the city continues to grow, managing limited street space becomes increasingly important. Prioritising street space to support a variety of users and travel modes is crucial for achieving our vision of a city where everyone enjoys safe, healthy, effective and sustainable ways to travel and connect. We know that the use of street space and kerb space needs to be balanced to support both the critical movement and place elements a city requires (see Section 6.1).

[32] Economic Benefits of Cycling in Urban Environments, Urban Future Exchange SA, 2019
[33] City of Adelaide Gender and Safety Focus Groups, 2023

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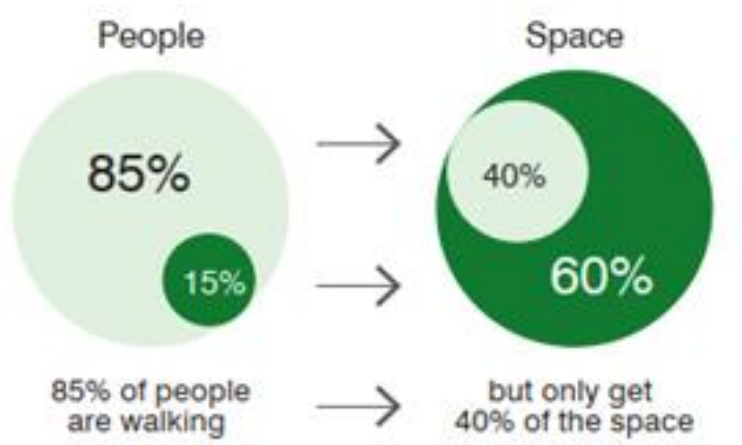

Street space includes kerbside space which is the area immediately adjacent to footpaths. Kerb space serves a variety of critical functions such as loading zones, accessible parking, and pick-up/drop-off points for passengers and goods. Effective kerbside management ensures that this valuable space supports the city's diverse needs, from facilitating vehicle movement to enhancing pedestrian safety and accessibility.

But we know that across Australian cities, people are not allocated their fair share of space, with more space in our cities given to vehicles than to people[34].

4.1.8 Urban Freight, City Servicing and Waste Transport

Adelaide's transport logistics network underpins the city's role as a thriving metropolitan hub. Efficient freight, delivery, city servicing, and waste transport are essential for supporting economic activity while reducing environmental impact. These systems enable the timely and sustainable movement of goods and services, ensuring businesses, residents, and visitors have access to what they need. The overarching vision is to establish a logistics framework that is not only functional but also sustainable, fostering a connected and liveable city.

Urban logistics form the backbone of Adelaide's daily operations, providing critical support for its economy and community. Efficient systems ensure that retail shelves are stocked, waste is managed effectively, and deliveries are handled seamlessly. However, rising demands driven by e-commerce and urban growth challenge the city's infrastructure, exacerbating congestion, increasing emissions, and straining kerbside usage. To address these pressures, Adelaide aims to implement forward-thinking strategies such as dynamic kerbside management, low-emission vehicle adoption, and innovative delivery and waste systems. These measures align with the city's goals of sustainability, accessibility, and resilience, ensuring a balance between economic growth and liveability.

Urban freight and deliveries are important to Adelaide's economy, providing the foundation for business continuity and community well-being. They ensure that shops are stocked, restaurants are supplied with fresh ingredients, and essential services operate without disruption. This logistics network sustains not only the local economy but also Adelaide's reputation as a vibrant and accessible city, meeting the needs of both residents and visitors.

The City of Adelaide seeks to create a logistics network that is resilient, sustainable, and efficient. Improving Adelaide's urban logistics presents an opportunity to balance economic activity with environmental responsibility. By embracing dynamic kerbside management, leveraging technological innovation, and promoting freight consolidation hubs, the city can reduce inefficiencies and environmental impacts. Additionally, sustainable waste practices and low-emission delivery options further enhance Adelaide's efforts to maintain a liveable and forward-looking urban environment. This vision aligns with broader goals to minimise environmental impacts, enhance accessibility, and ensure Adelaide remains a thriving and liveable city.

Explainer. What is:	
Urban Freight	• Urban freight involves the movement of goods through the city to supply businesses, retailers, and consumers. It ensures that essential items like food, clothing, and materials reach their destinations efficiently. While this is often made up of deliveries it can also include larger vehicles in urban areas prior to the last stage of delivery.

[34] City of Sydney Walking Strategy and Action Plan

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Explainer. What is:	
City Servicing	• City servicing includes activities that support the city's infrastructure, such as maintenance, cleaning, and utility operations. It ensures the smooth functioning of public spaces, transport networks, and essential services. goals.
Waste Transport	• Waste transport focuses on collecting and transferring waste from homes, businesses, and public spaces to disposal or recycling facilities. It plays a key role in keeping the city clean and supporting environmental goals through sustainable waste management practices.
Deliveries	• Deliveries are the last-mile transport of goods directly to consumers, businesses, or collection points. They are essential for meeting the growing demand from e-commerce and daily business operations. While there is some overlap with urban freight, deliveries also include the significant growth in parcels and food deliveries to households generated by changes in the way the City of Adelaide transact online.

City servicing

City servicing includes the variety of operational and maintenance functions that are required to keep a city functioning. It includes trades such as air conditioning or elevator repair or maintenance. These are often city functions that require vehicle access and parking across all times that is not necessarily suited to loading zones. Therefore, reliable access to suitable parking nearby respective work locations is important.

Adelaide's transport policies related to urban freight and deliveries have evolved over recent decades. In the past the focus has been on expanding road capacity and increasing loading zone availability to support the growing number of delivery and service vehicles. There is a need to shift towards a more integrated strategy that addresses the needs of urban freight, city servicing, waste transport, and deliveries. This new direction aims to enhance the efficiency and sustainability of these logistics functions while reducing their environmental impact and improving the overall quality of urban life.

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4.1.9 Events, Works and Transport Disruptions

Events and infrastructure works are integral to Adelaide's urban life, supporting cultural vibrancy and essential maintenance. Managing these activities effectively ensures a balanced approach that minimises disruptions while maintaining access for residents, visitors, and businesses.

This includes prioritising sustainable and active transport modes during high-activity periods, ensuring equitable access, and maintaining key cycling and pedestrian connections. By aligning event and work planning with broader transport objectives, the city can support its growth while enhancing liveability and resilience.

The effective coordination of events, works, and transport disruptions is important to the economic, cultural, and social success of Adelaide. Signature events like the Adelaide 500, Tour Down Under, and the Adelaide Fringe bring global attention, stimulate the local economy, and enhance Adelaide's reputation as a world-class destination.

Infrastructure works, while occasionally disruptive, ensure that the city's transport systems and urban spaces remain safe, modern, and capable of supporting future growth.

For a city like Adelaide, maintaining the balance between activity and accessibility is critical. Properly managed disruptions preserve community confidence and maintain Adelaide's liveability. By ensuring alternative routes, public transport provisions, and effective and well communicated detour plans, the city mitigates inconvenience while safeguarding equitable mobility. This inclusive approach reflects Adelaide's commitment to ensuring all transport users can access the city's vibrant offerings with minimal disruption, reinforcing its vision as a sustainable and liveable urban hub.

The City of Adelaide manages a range of events, infrastructure works, and associated transport disruptions as part of its urban operations. These activities are essential to maintaining a vibrant city while ensuring the upkeep and development of its transport infrastructure. However, they often lead to disruptions that require careful planning and management to minimise impacts on accessibility and mobility.

Not all disruptions are felt equally

City transport disruptions can impact the daily lives of commuters, with the perception of these disruptions often varying based on their nature and communication. Research indicates that delays of unknown duration are perceived as more stressful and frustrating than known delays because they create uncertainty and hinder effective planning for the affected individuals. Commuters exhibit heightened anxiety and dissatisfaction during indefinite delays compared to those with a specified time frame. Moreover, unplanned disruptions, such as sudden road closures or unexpected breakdowns, tend to exacerbate the negative perception compared to planned but unexpected events. This is largely due to the lack of preparedness and the sudden alteration of daily routines, further compounding the stress and inconvenience experienced by commuters.

Transport disruptions affect mobility and the city in various ways. Traffic congestion can however act as a valuable limiting factor on induced traffic. Conversely, disruptions that deter public transport, walking/wheeling or cycling trips can undermine objectives for sustainable and efficient transport systems. It is important to differentiate between transport disruptions and user frustrations. Frustrations, like congestion or parking availability due to ineffective management of demand, do not have the same strategic impact as disruptions, such as missing links in transport networks, which hinder city accessibility and efficiency.

Disruptions affecting walking/wheeling and cycling

Walking/wheeling and cycling routes are uniquely susceptible disruptions from construction works or civic events compared to other modes of transport. This is due to several factors: there are often fewer standards and requirements specifically addressing the needs of walking/wheeling and cycling routes, leading to their needs being overlooked in planning and execution stages. These modes of transport typically use the side of road reserves and parks, areas that are more susceptible to occupation and obstruction during such activities. Additionally, unlike motor vehicles which tend to accumulate visibly when disrupted, pedestrians and bicycles disappear from disrupted areas, making the impact less noticeable but significantly affecting their mobility and safety. This invisibility can lead to underestimations of the disruption's extent and a lack of prioritisation in mitigation efforts.

Events organised directly by the City of Adelaide follow specific guidelines to minimise disruption. The City of Adelaide requires that events include effective communication and the provision of detours for pedestrians and bicycles. The aim is to ensure smooth operations and minimal inconvenience to the public.

The City of Adelaide promotes sustainable events, with the Sustainable Events Guideline and Sustainable Transport Checklist used in organisation to encourage more walking/wheeling, cycling and public transport use for travel to and from events.

Figure 4-17 City of Adelaide Sustainable Event Guidelines

City works guidelines

The City of Adelaide has developed comprehensive guidelines to manage construction and maintenance activities within public spaces, ensuring minimal disruption and maintaining safety. These guidelines are encapsulated in several City Works Guides, which include detailed instructions on road, footpath, and parkland occupation, managing pedestrian raceways, hoarding, and parking requirements. The guidelines also cover the impact on city assets such as trees, roads, and footpaths, and provide a framework for managing demolition and construction activities.

A City Works Permit is mandatory for works completed by commercial companies or construction works in public areas (with exception of utilities and local/state government works). The permit process requires submitting detailed plans that outline the scope of work, impact assessments, and traffic management strategies. The guidelines emphasise the importance of timely and effective communication with the public to ensure awareness of potential disruptions. The City also engages in regular reviews and updates of these guidelines to incorporate feedback and improve service delivery, ensuring that the evolving needs of the city's infrastructure and community are met.

Events

Adelaide hosts major events such as the Adelaide 500, Adelaide Fringe, and Tour Down Under, which are significant for the local economy and cultural identity. These events often necessitate road closures, detours, and adjustments to public transport schedules, impacting access and movement across the city.

Infrastructure Works

Regular maintenance and upgrade works, including road resurfacing, utility installations, and urban redevelopment projects, are critical for preserving and improving Adelaide’s infrastructure. These works frequently intersect with transport networks, creating temporary disruptions that affect different road users.

Figure 4-18 presents an overview of the scale of development across the City of Adelaide, denoting developments which have been approved in green and commenced in orange. This is reflective of the growth aspirations for the LGA as outlined in City Plan.

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Figure 4-18 Graphic mapping representation of the developments within the City of Adelaide and neighbouring suburbs that have been approved and commenced construction

Source: PlanSA 3D Development Activity Tracker, 2025

Transport Disruptions

Temporary road closures, detours, and service changes during events and works impact various transport modes. These disruptions can disproportionately affect vulnerable users, such as pedestrians, cyclists, and public transport patrons, highlighting the need for targeted mitigation and communication strategies.

Challenges

Managing events, works, and transport disruptions is a complex task that requires careful coordination to balance the needs of different users and minimise impacts on the city's transport network.

Key challenges to improve transport for events and disruptions include:

- **Coordinating event logistics and transport operations:** Avoiding conflicts and ensuring smooth integration of events with ongoing transport activities.
- **Minimising impacts on walking and cycling networks:** Maintaining safe and accessible routes for pedestrians and cyclists during disruptions.
- **Providing clear and timely communication:** Keeping businesses, residents, and transport users informed about changes to access and travel conditions to help them plan effectively.

4.2 Key Transport Challenges and Opportunities

Transport challenges and opportunities usually do not sit neatly within a single transport mode or a city operational function. Respective modes and operations influence each other, as noted in the themes of this Report (Section 0). This section highlights these overarching challenges and opportunities.

4.2.1 How we travel influences our health

Trips undertaken by walking and riding improve our health by increasing our physical activity compared to car trips, which are a sedentary activity. In metropolitan South Australia, 63.1% of adults and 33.1% of children are considered overweight or obese[35], which is a top five cause of death in Australia. The

[35] Preventative Health SA (2023). South Australian Population Health Survey, 2023 Summary Report. Government of South Australia https://www.preventivehealth.sa.gov.au/assets/downloads/SAPHS/SAPHS-Summary-report-2023.pdf

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more trips that Adelaide residents undertake by walking or riding can reduce the percentage of people overweight or obese, and therefore improve our mortality rates.

Car trips in the city centre impact our health in a number of ways. Trips by car not only contribute towards greenhouse gas emissions, they also create air and noise pollution. Air pollution can cause/impact diseases such as asthma and other respiratory conditions. Noise pollution impacts urban amenity, liveability, and the quality of our mental health. Wide road corridors to support increased car use results in community severance and can cause social isolation. Locations with higher car traffic volumes and speeds can also increase the risk of injuries, and death, caused by crashes. In 2022 there was 71 lives lost in South Australia, with over half occurring on metropolitan roads in Adelaide[36]. Speed was a contributing factor in 44% of these crashes[37].

Improving our street environment by reducing air and noise pollution, making it safer to cross the road, and upgrading facilities for all people including children, older people and those with diverse needs, can make our streets healthier and more attractive. Healthier streets provide people with the opportunity to ride, walk and catch public transport more regularly in a safe environment with less space dedicated to cars. Creating an environment where people are comfortable to spend time in include features such as wide paths, cycleways, shade, shelter and places to stop and rest combined with many activities to see and do.

4.2.2 Economic benefits and costs of how we travel

Adelaide is reaching a tipping point where the economic costs of car dependency are becoming unsustainable. The 2019 Australian Infrastructure Audit[38] highlighted the significant toll congestion takes on the city's economy, estimating a cost of $1.44 billion in 2016, with projections indicating this could rise to $2.6 billion by 2031 if no action is taken. This growth in congestion is primarily driven by the city's reliance on private vehicles for commuter traffic. As the population grows and urban sprawl continues, the demand for private car use has intensified, leading to increased traffic congestion, longer commute times, and higher emissions.

City Plan acknowledges that a more sustainable and efficient transport network is crucial for mitigating the rising costs of congestion and improving the overall economic health of the city. The plan stresses that reducing car dependency and prioritising public transport, cycling, and walking will not only help alleviate traffic congestion but also create a more vibrant, accessible, and liveable urban environment. By enhancing public transport infrastructure—such as buses, trams, and trains—and improving active transport facilities, the city can offer residents, workers, and visitors more convenient, affordable, and sustainable travel options. This shift is essential for improving productivity, reducing travel time, and lowering transport-related emissions, which in turn support long-term economic growth and sustainability.

To avoid the escalating economic costs associated with car dependency, Adelaide must diversify its transport options and encourage a shift toward public and active transport. Expanding and improving public transport infrastructure, including more reliable bus and tram services, as well as creating safer and more convenient cycling and walking networks, can reduce congestion and decrease the strain on roads. By addressing these transport inefficiencies, Adelaide can not only improve quality of life for its residents but also support business growth and economic productivity.

How to Reduce Economic Costs of Congestion:

- Expand and enhance public transport networks, including frequency, coverage, and accessibility[39].
- Develop and implement more pedestrian and cycling infrastructure to encourage active transport.
- Invest in technologies that optimise traffic flow, such as smart traffic management and demand-responsive transport services.
- Prioritise mixed-use developments near transport hubs to reduce car dependency and improve local accessibility.

[36] Government of South Australia(2022). 2022 Lives Lost in South Australia. https://www.dit.sa.gov.au/__data/assets/pdf_file/0006/1349052/2022-Lives-Lost-in-South-Australia.pdf
[37] Government of South Australia(2022). 2022 Lives Lost in South Australia. https://www.dit.sa.gov.au/__data/assets/pdf_file/0006/1349052/2022-Lives-Lost-in-South-Australia.pdf
[38] Infrastructure Australia. (2019). *2019 Australian Infrastructure Audit*. Infrastructure Australia
[39] Infrastructure SA. (2020). *20-year state infrastructure strategy*. Government of South Australia.

Investing in space efficient transport will also help reduce the financial strain caused by traffic delays, saving billions each year. A more efficient transport network, focused on providing better connectivity, reduced congestion, and increased mobility, will support the city's growing population and economy. This will allow Adelaide to remain a competitive, attractive, and prosperous city, fostering job creation, business growth, and improved quality of life for all its residents. Ensuring that the transport system aligns with the city's long-term vision for urban development is key to achieving these goals while safeguarding the economic, environmental, and social wellbeing of the city.

4.2.3 Car dependency to and within the City is high

Adelaide is heavily dependent on car travel, with approximately 85% of daily trips taken using motor vehicles. Operations are characterised by pronounced but relatively short peak periods in the mornings and evenings, with many of the daily trips being to and from the City of Adelaide. This high number of cars and motorbikes in the city contributes to noise pollution, and increased emissions and is likely to increase with in line with residential population growth. Infrastructure Australia expects daily car trips across Adelaide to increase by 26% by 2031—that is up to 6.2 million car trips each day, with the cost of road congestion to increase to $7.6 million per weekday.[40]

There were 3,170 additional household cars reported in the census between 2016 and 2021.

This can be partially attributed to user preference, historically low levels of congestion and the fact Adelaide has the greatest availability of car parking in the CBD of all capital cities (25.2 parking spots per 100 workers) and the second lowest daily parking price[41].

Infrastructure SA's 20-Year State Infrastructure Strategy[42] highlights the evolving role of car parking within urban areas and the need to adapt infrastructure to changing transport behaviours. The Strategy discusses the importance of optimising land use by reducing the dependence on large, underutilised car parks, especially in city centres. It recommends integrating smart parking systems and supporting electric vehicle charging infrastructure to meet future demand. By shifting parking priorities and improving access to public and active transport options, the strategy aims to alleviate congestion, improve sustainability, and ensure that parking infrastructure contributes to the efficient use of urban space.

Despite the increase in car ownership across Greater Adelaide, the 2021 Census car ownership data demonstrated that City households have much lower car ownership compared to households in Greater Adelaide. The percentage of City households without a car has remained at approximately 30% since 2011.[43]

Size of City of Adelaide

The Census indicates that a significant proportion of resident workers drove to work, despite these trips being distances that most people could walk, or cycle.

The City of Adelaide is only 15.5km^2 in size. There is an opportunity for more people to choose to walk/wheel, use micromobility or public transport for their relatively short trips.

4.2.4 Our transport choices can reduce emissions and help us respond to climate change

Our transport choices play a crucial role in reducing emissions and addressing climate change in the City of Adelaide. During community engagement, participants highlighted the importance of shifting away from private vehicle use toward low-emission alternatives such as walking, cycling, public transport, and electric vehicles. Transport accounts for a significant share of the city's carbon emissions, but despite a growth in city users and associated emissions from transport[44], Adelaide is well-positioned to lead the transition to sustainable mobility. The city's compact layout, short commuting distances, and ongoing investments in protected cycleways, pedestrian infrastructure, and public EV charging provide a strong foundation for reducing reliance on fossil fuels. Encouraging more residents

[40] Infrastructure Australia (2019) Urban Transport Crowding and Congestion – Australian Infrastructure Audit 2019 – Supplementary report, June 2019
[41] Farren, N, Milou, C, et al (2015). The evolution of car parking – technology creating risk and opportunity. Colliers International.
[42] Infrastructure SA. (2020). *20-year state infrastructure strategy*. Government of South Australia
[43] Australian Bureau of Statistics. (2021). *2021 Census of population and housing*.
[44] City of Adelaide (2025) Tracking greenhouse gas emissions. Retrieved from https://www.cityofadelaide.com.au/about-adelaide/our-sustainable-city/tracking-greenhouse-gas-emissions/

and workers to walk, wheel, or use public and active transport could significantly cut emissions while promoting healthier and more vibrant streets.

The City of Adelaide's Integrated Climate Strategy[45] outlines the importance of prioritising electrified transport and expanding the city's EV charging infrastructure as key steps toward achieving net-zero emissions. Supporting the transition to electric vehicles, particularly in residential areas with limited off-street parking, will enhance access to low-emission travel options while aligning with the city's renewable energy targets. When combined with enhanced active transport networks and public transport upgrades, these efforts will help create a more sustainable and liveable city, ensuring long-term emissions reductions and greater resilience to the impacts of climate change.

4.2.5 Streets and footpaths are congested with all modes and create barriers to movement

Our streets and footpaths serve a number of uses, from bicycle parking to outdoor dining and public transport stops to key movement corridors. Adelaide is the only city among its peers where the number of hours lost to traffic congestion has increased since 2019, showing a 16% rise, while other cities experienced a 27% decrease[46]. This is more likely to lead to conflicts between modes and can act as a deterrent for people to travel to and move within the city.

Roads within the City of Adelaide support a number of modes and often have small delineations between different modes (e.g. bicycle lanes, bus lanes, parking and motor vehicles) creating safety hazards and increasing the potential for conflicts.

In addition, footpaths often serve a number of uses, impacting businesses and people and freight movements. Currently, outdoor dining, freight and deliveries, micromobility and cycle parking all occupy space on footpaths, reducing the overall function of these streets. coordination with complex regulatory frameworks overseen by a number of different authorities making changes more challenging.

By untangling regulatory frameworks and supporting all movements by optimising our road spaces people are more likely to travel to the city and feel more comfortable moving within our city.

4.2.6 Networks within and around the City are incomplete

In addition to the congested nature of our streets and footpaths, many of our networks within the City are incomplete or disjointed, particularly for cycling and public transport. This makes it hard for people to navigate the City and discourages people from using more sustainable modes such as bikes and public transport.

Key routes for walking and wheeling can be interrupted by disconnected pathways, or temporary construction projects, events, and closures, making travel inconsistent and challenging particularly for vulnerable users such as people with disabilities, older adults, and families with young children. The cycling network faces similar barriers, with bike lanes that can end abruptly or merge with high-traffic areas, reducing both safety and useability.

Public transport users encounter delays and disruptions due to detours and limited connectivity, particularly during major events and construction activities. The lack of a comprehensive network undermines efforts to promote sustainable transport and exacerbates car dependency, contributing to increased congestion and emissions. Addressing these gaps by enhancing connections between key cycling, walking, and increasing the coverage of public transport routes, can encourage greater uptake of active and public transport and support Adelaide's broader transport and climate goals.

[45] City of Adelaide. (2024). *Integrated climate strategy*. City of Adelaide.
[46] Committee for Adelaide, The Business of Cities. (2023). *Benchmarking Adelaide Report*.

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4.2.7 High vehicle speed limits undermine safe transport and healthy streets

The issue of speed limits presents a significant challenge in shaping a sustainable and safe transport network for the City. One of the primary barriers is the desire to balance traffic flow with pedestrian and cycling safety, as higher speed limits increase the risk of severe crashes, particularly for vulnerable road users.

Current speed limits across the city range from 10 km/h to 60 km/h, with some roads in key areas exceeding the Safe System speed for pedestrian and cycling safety. This disparity complicates the creation of a cohesive, user-friendly transport network that accommodates both vehicle traffic and active transport users. According to the Citywide Speed Limit Review[47], implementing lower speed limits would align with international best practices, reduce traffic-related injuries, and enhance the overall safety and liveability of Adelaide's streets.

However, there are challenges in reducing speed limits across the city. While research consistently shows that lower speed limits lead to fewer and less severe accidents, implementing these changes can face resistance, particularly from drivers who may perceive longer travel times or restrictions in road use as a disadvantage. A citywide speed reduction also requires significant infrastructure investment to reinforce these changes, such as signage and road treatments that encourage slower speeds.

The strategic alignment of these changes with the City's broader sustainability and health goals, including the Integrated Climate Strategy and the Wellbeing Plan, highlights the importance of reducing emissions and noise, improving road safety, and creating a more walkable and bike-friendly city. For these benefits to be fully realised, the city must effectively communicate the advantages of reduced speed limits and work closely with stakeholders to ensure smooth implementation.

4.2.8 Balancing competing transport needs with road safety priorities

Road safety remains a complex challenge in the City of Adelaide due to the varied transport demands placed on urban streets. Vulnerable road users, including pedestrians and cyclists, face risks from both infrastructure limitations and vehicle-dominated street designs. Insufficient pedestrian crossings, poorly designed intersections, and limited cycling infrastructure exacerbate safety concerns, often forcing these users to navigate areas without adequate protection. Improving road safety requires a combination of measures, such as enhancing pedestrian crossings with shorter wait times, increasing the visibility of intersections, and expanding separated cycling paths to reduce conflicts with vehicles.

In addition to concerns about the speed of vehicle traffic, feedback from the community has highlighted additional safety priorities, including better lighting on paths and streets to improve nighttime safety and improved wayfinding to help users navigate safely. Adelaide's Safe System approach acknowledges that strengthening all aspects of the road environment—such as road design, user education, and vehicle safety—can significantly reduce fatalities and injuries. Complementary measures such as increased traffic calming, road user education, and investments in public transport infrastructure also play a crucial role in enhancing road safety and encouraging a shift toward active and sustainable transport options. These interventions aim to create a safer, more inclusive urban transport system for all users.

The South Australian Road Safety Strategy 2020–2030[48] reinforces these goals by prioritising safer road infrastructure and speed management as critical interventions to reduce deaths and serious injuries. The strategy emphasises the importance of creating a "Safe System," where road design, vehicle safety, and speed limits are coordinated to protect road users. Speed limit reductions, particularly in high-risk zones such as intersections, residential streets, and key transport corridors, are critical to achieving the state's target of reducing road trauma by 50% by 2030. Combined with improved pedestrian crossings, reduced vehicle dominance, and infrastructure upgrades, Adelaide's speed limit review presents an opportunity to align local strategies with state and national goals for safer, more inclusive streets

[47] City of Adelaide. (2024). *Citywide speed limit review*. City of Adelaide.
[48] South Australian Government. (2020). *South Australian road safety strategy to 2031: Towards zero together*. South Australian Department for Infrastructure and Transport.

4.2.9 Events are a priority for the City but can also cause transport disruptions

Adelaide's identity as a vibrant events city offers substantial economic benefits but also presents challenges to the function of its transport network. Major events, such as the Adelaide Fringe Festival, Tour DownUnder, Adelaide 500, the Christmas Pageant, and WOMAdelaide, attract hundreds of thousands of visitors and generate significant local spending, job creation, and business growth. The 2024 Impact Report for the Fringe Festival identified that the event generated a significant economic impact, including $121M in new money to South Australia and 13,553 direct and indirect jobs created.[49] In addition to economic benefits, major events offer an opportunity for the City to encourage Travel Behaviour Change as private vehicle transport becomes less desirable due to decreased parking availability and road closures.

However, the scale of these events often necessitates extensive road closures, public transport diversions, and detours for people walking, wheeling, or cycling, leading to congestion and disruptions to daily commutes. These disruptions impact access to businesses, public spaces, and essential services, highlighting the importance of strategic transport planning to balance the city's economic vitality with liveability and accessibility.

Managing transport disruptions during events must also consider the South Australian Major Events Act 2013, which allows some major events to bypass local regulations. This limits the City of Adelaide's ability to enforce local measures to mitigate disruptions, making coordination with state authorities essential. During community engagement, concerns were raised about the unpredictable nature of detours, particularly for active transport users, and the lack of safe, accessible alternatives.

To address these challenges, the City must continue promoting sustainable transport options during events, such as enhancing public transport services, improving signage and wayfinding for detours, and leveraging closures as opportunities to redesign streets that prioritise walking, wheeling, and cycling. By integrating these strategies, Adelaide can maintain its status as an events capital while fostering a more resilient and inclusive transport network.

4.2.10 The City depends on parking revenue and changes to cost structures are not popular

The City of Adelaide is renowned for its vibrant public spaces and streets, which play a crucial role in the city's liveability and economic vitality. As the city continues to grow, managing limited street and kerbside space becomes increasingly important. Kerb space serves a variety of critical functions such as loading zones, accessible parking and general parking, and pick-up/drop-off points for passengers and goods.

Currently, the city relies on parking revenue to support operations, with 2024/25 income from paid (on-street and off-street) parking and compliance projected to represent about 20% of Council's total income, which is a significant revenue source required to support Council's service delivery and projects. Whilst this parking revenue represents a significant portion of income, the spread of paid parking is not uniform throughout the city, which leads to confusion for drivers, an income loss for the City, and spaces where value is not maximised. Free on-street parking within the city costs ratepayers and diverts resources from being allocated to essential services and infrastructure projects.

The City of Adelaide's reliance on parking revenue presents a challenge as the city seeks to shift towards a more sustainable transport model. With on- and off-street parking generating a substantial portion of municipal revenue, adjustments to parking fees or availability are often met with public resistance. This has resulted in a long-standing expectation among drivers for low-cost, abundant parking options. However, this expectation conflicts with the city's goal of reducing car dependency to address congestion, emissions, and liveability issues. Managing this balance requires careful communication and policy design to minimise public dissatisfaction while pursuing long-term sustainability goals.

Maintaining parking affordability and availability comes with opportunity costs that affect the broader urban environment. Excessive parking supply contributes to inefficient land use, discourages the adoption of active and public transport, and perpetuates congestion as drivers circulate in search of free or low-cost spaces. Shifting the cost structure of parking, whether through dynamic pricing, emissions-based fees, or reallocating parking spaces for other urban uses, has the potential to generate substantial benefits. The entire community must remain at the centre of any decisions around changes,

[49] 2024 Impact Report (2024). Adelaide Fringe.t

emphasising the importance of engaging stakeholders and building community support to successfully implement progressive parking reforms.

This Strategy looks to address the discrepancy between kerbside value and function without impacting revenue from parking through an integrated parking management approach.

4.2.11 Children want to travel sustainably but parents are concerned about traffic safety

Supporting children's independence requires streets and paths that enable them to walk, wheel or cycle safely to destinations such as schools, parks, libraries, and shops. Streets designed to prioritise safety, comfort, and direct connectivity are essential to fostering a child-friendly environment where children can travel freely without needing constant supervision. Walking and cycling offer more than just a means of transport, they provide opportunities for social interaction, cognitive development, and the building of life skills, making them an important aspect of a child's development. Children often express a strong desire to walk or wheel to school, valuing the sense of freedom, adventure, and social interaction it provides. Walking with friends or siblings allows them to experience their surroundings in ways that are engaging and fun, fostering a connection with their community. During community engagement, many children highlighted that walking or riding to school makes them feel more independent and gives them a chance to be active and explore their environment. However, their ability to do so is often limited by concerns about traffic safety and poorly connected paths, underscoring the importance of creating child-friendly infrastructure that enables their preferred way of travelling.

Data from recent school travel reviews[50] highlight how the current reliance on private vehicles significantly reduces the uptake of walking and cycling among students. Limited safe crossings, high vehicle speeds near schools, and the lack of connected pedestrian networks often leave parents with few alternatives Many parents opt to drive their children due to concerns about road safety, inadequate pedestrian infrastructure, and unsafe traffic conditions. Addressing these concerns through well-designed infrastructure—such as improved crossings, lower vehicle speeds, and shaded, accessible paths—can help increase the uptake of walking and wheeling. By supporting active travel, the city can promote healthier, more independent mobility for children while reducing congestion and reliance on private vehicles.

4.2.12 There is a lack of shade and rest facilities in the City, reducing the appeal of travelling independently

The need for shade and rest facilities across the City presents a challenge for both residents and visitors, particularly during hot weather or for those with limited mobility. Many footpaths lack adequate tree canopy coverage, leaving pedestrians exposed to extreme temperatures that are expected to worsen due to climate change. This is especially important for people with disabilities, older adults, and families with young children, who may require frequent rest breaks and protection from the elements. Hot surfaces, including handles and seats, exacerbate the discomfort and pose a barrier to those attempting to travel independently through the city. Without shaded walking paths and well-placed rest amenities, the city risks discouraging walking and wheeling as viable transport options, impacting liveability and access.

Addressing this issue will require significant investment in greening the city through the planting of shade-providing trees and the addition of built structures such as awnings or covered rest areas along key walking routes. This is consistent with the Integrated Climate Strategy and the City Plan 2036 goal of "greening public spaces, streets, and key transport corridors" to create cooler, more comfortable environments. Strategic initiatives could link greening efforts with improved wayfinding, ensuring that walking routes to major destinations, such as transport hubs, shops, and parks, are pleasant and accessible. The integration of shaded pathways and frequent rest spots with drinking fountains and benches could improve comfort, particularly for longer journeys or during peak heat periods. By prioritising these interventions, Adelaide can foster a more inclusive environment, encouraging walking and wheeling while mitigating the health and comfort challenges posed by inadequate shade and resting spaces.

[50] City of Adelaide. (2024). *School travel safety review surveys.* Tonkin Consulting.

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4.2.13 Night-time safety is a challenge in the city, particularly for women and gender diverse people

Night-time safety in the City of Adelaide presents a challenge, particularly for women and gender diverse people who report feeling vulnerable when navigating public spaces after dark. During community engagement, participants highlighted that poor lighting, limited passive surveillance, and the isolating nature of certain areas such as the Park Lands contribute to heightened safety concerns. The lack of frequent and reliable public transport options at night further exacerbates this issue, often forcing people to walk longer distances or rely on personal vehicles, which can lead to exposure to harassment and unsafe environments. This concern is amplified during major events, when the risk of harassment and incidents is perceived to be higher due to increased crowds and insufficient security.

Many women and gender diverse people described altering their travel behaviour at night, often avoiding specific areas or opting for costly ride-share services to ensure their safety. Unsafe or poorly lit bus stops and intersections were identified as particular hotspots for vulnerability, especially for non-binary individuals who frequently experience harassment while waiting for transport. Addressing these challenges will require a multi-faceted approach, including improved street lighting, targeted safety infrastructure at key locations, increased transport options at night, and public messaging campaigns focused on bystander intervention. Together, these measures can help foster a safer and more inclusive city environment.

4.3 Gender Impact Assessment and Social Impact Considerations

We know that diversity in gender, ability, cultural identity, age, sexual orientation and / or religion can have an influence on the way people travel, perceive safety and shape their lived experiences in public spaces. Therefore reviewing Strategy objectives and outcomes though a gender lens will ensure a more inclusive and accessible system for all users.

Guidance has been taken from the Victorian Government's *Gender Impact Assessment Toolkit & Template* to prepare this section. The section consolidates findings based on lived experiences collected through a number of sources, by both women but also people with disabilities, or from different cultural identities, ages, gender identities, sexual orientations or religions, for consideration in the development of the Strategy.

Table 4-3 Key gender impact assessment discussion points

Key Question	Discussion Points
Are the people who are targeted and impacted by the policy included in the decision-making?	• Yes – key stakeholders have been engaged with throughout the development of this Strategy, in addition to two public consultation periods.
How does gender influence the use and experience of the City of Adelaide? Do you think that people of different genders access this policy, program or service at the same rate? Does everyone who accesses the City of Adelaide have the same needs from it?	• No – it is acknowledged that people use and travel to/from/within the City of Adelaide very differently and as such, there is also diversity in people's needs. This may be due to mode, trip purpose, time of trip, number of locations to visit, which can be related to diversity in gender, ability, cultural identity, age, sexual orientation and / or religion. • "Research shows that the experience of public space is individual and unique. People of different racial backgrounds and of different genders, ages, sexuality, disabilities and socio-economic staus have very different experiences and perceptions of safety in public spaces." [51] • Behavioural responses occur based on lived experiences and perceptions of safety.
Do the different social roles and responsibilities that people take on affect the way people access and use this policy, program or service?	• Yes – the roles and responsibilities which people take on can have an impact on their travel needs and how / why / when they travel and access the City of Adelaide

[51] Gender, urban space, and the right to everyday life. Yasminah Beebeejaun, 2017

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Key Question	Discussion Points
	• "Women are more likely … to have extra domestic and care-giving responsibilities, but fewer transport options. This affects their travel patterns. Women are more likely to move between multiple destinations throughout their daily commute." [52] • "Research suggests that women and men use public transport differently, which is linked to their employment patterns and family and household responsibilities. Women are less likely to have access to a car and are more likely to walk and use public transport. When travelling on public transport, women are often carrying shopping and accompanied by small children. Women collecting children from school and childcare usually travel outside of peak hour and across towns and cities. However, most public transport is designed for people who travel in and out of city and town centres, at peak hour and without children, prams and shopping." [53] • It is noted that there is a significant diversity of land uses across the City of Adelaide, and the type of service being accessed can influence a person's way of travel.

4.3.1 What does the research and evidence tell us?

4.3.1.1 City of Adelaide Gender & Safety Focus Groups

To understand the experience of women who come to the city at night, the City of Adelaide's Social Planning Team coordinated two gender and safety focus groups in June 2023[54]. The sessions aimed to understand how women and gender diverse people plan their night out, how they navigate the city at night and what they feel would improve their experience.

A note on terminology: Perceptions of safety or perceived safety refers to an individual's subjective level of comfort or safety and their perception of risk/danger.

The focus group included a mapping exercise, where participants identified locations where they feel safe or unsafe. The maps showed clear patterns regarding participants perceptions and experiences of safety around areas with high pedestrian traffic, well-lit paths of travel and familiarity through regular use (where people work or where they catch public transport). For areas participants identified as unsafe, reasons included that an area felt isolated/deserted, that the area felt hypermasculine, and areas where lighting was poor or required waiting, such as car park lifts or bus stops.

Qualitative data was also shared by participants about their experience as using the city as consumers, workers, students and visitors. The following key findings have been considered throughout the development of this Strategy and align with other sources of feedback:

- E-Scooters are a useful tool for moving across and through the city – moving fast gives a greater sense of safety because it's harder to be stopped
- Public transport after dark is seen as riskier. No security on trams or buses. Trains are seen as a safer option to get on due to security guard presence, but suburban stops differ in perceptions and experiences of safety. After Midnight Bus Stops need to be easier to identify, including where they are going and would benefit from security presence to increase sense of safety at these sites.
- Provide clearly identified ride collection zones. These zones should be well lit, have CCTV coverage/monitoring and regular police patrols.
- Crossing points need to provide pedestrian priority so women aren't waiting with people they don't want to wait with. Wider footpaths help to reduce congestion and the chance for altercations between city users at peak times.
- Carparks need to be well maintained in terms of signage/wayfinding, lighting, and cleanliness.

[52] Gender makes a world of difference for safety on public transport. Nicole Kalms & Hannah Korsmeyer, 2017
[53] Ten ways local government can advance gender equity: Infrastructure. Gender Equity in Local Government Partnership, 2012
[54] Gender And Safety Focus Groups Summary Report, City of Adelaide, 2023

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- Women avoid the city during certain major sporting events due to an increase in harassment from male patrons. Note this isn't the same for arts events, with participants saying they attract a more diverse and inclusive crowd.
- The role of better lighting design and maintenance to enhance feelings of safety.
- The Park Lands are seen as a barrier to access, are considered too dark and dangerous at night and current transport options such as paid e-scooters and trams finish at the edges. There is an opportunity for designated paths of travel through the Park Lands which are lit.

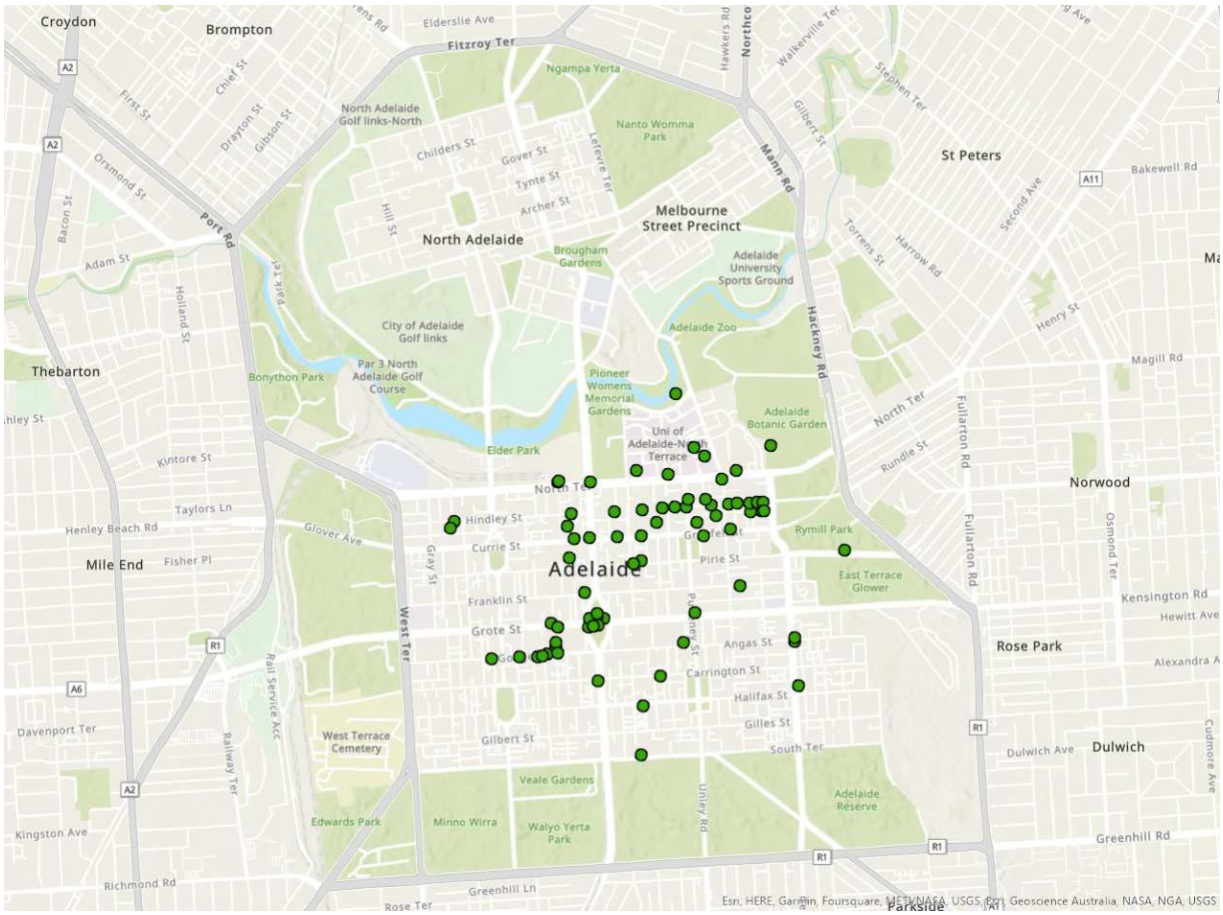

Figure 4-19 Map of Adelaide city square mile with green dots representing places where participants feel safe

Source: City of Adelaide, 2023

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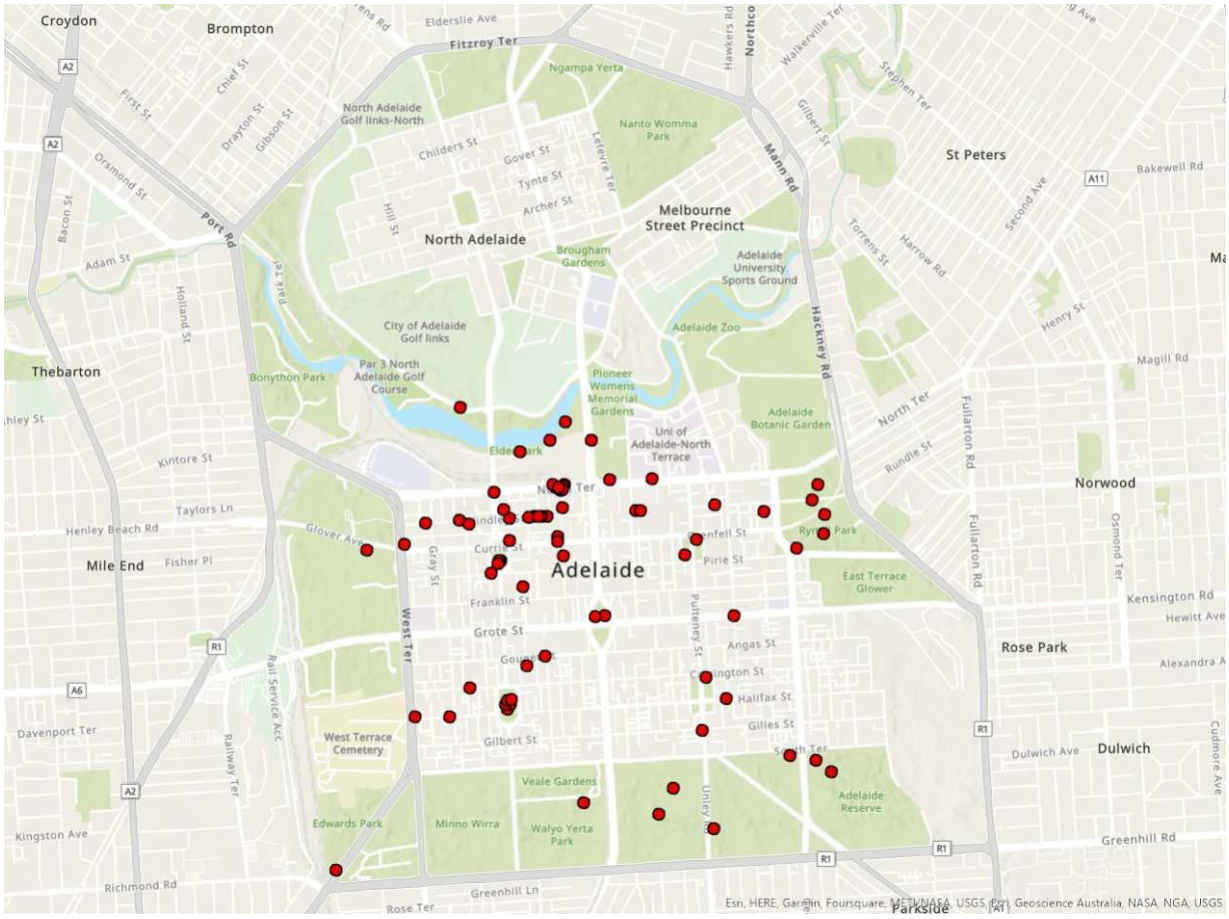

Figure 4-20 Map of Adelaide city square mile with red dots representing places where participants feel unsafe

Source: City of Adelaide, 2023

2021 Census

Table 4-4 outlines key population and demographics data from the 2021 Census for the Adelaide Local Government Area (LGA). The following information has been considered as part of this GIA:

- Just under half of the population in Adelaide LGA identify as female
- Over a third of people residing in the Adelaide LGA were born overseas (45%), with a third of residents speaking a language other than English at home
- A total of 3% of people residing in the Adelaide LGA require a carer for core activities.

Table 4-4 Adelaide LGA demographics data (2021)

Description	Number	Percentage
Population		
Estimated resident population	25,026	-
Estimated resident population - males	12,770	51.0%
Estimated resident population - females	12,259	49.0%
Median age - persons (years)	32	-
People		
Aboriginal and Torres Strait Islander Peoples	341	1.4%
Total born overseas	13,133	52.5%

Description	Number	Percentage
Religious affiliation	-	49.2%
Speaks a language other than English at home	4,311	38.8%
Health & Disability		
Persons who have need for assistance with core activities	850	3.4%

Source: Region Summary: Adelaide. Australian Bureau of Statistics, 2021

4.3.1.2 City User Profile 2023

The City User Profile assesses how, when and by whom the city is used. Most recent data for analysis was collected in 2023 by NewFocus[55]. The survey considers transport, safety and city experience.

The primary reasons that people visit the City of Adelaide is for employment, shopping and education, however the frequency which people visit the city has decreased in recent years. Public transport and private vehicle are the primary mode of travel. Workers and students rely more on public transport for travel, while residents prefer walking.

People generally feel safe in the city during the day (97%) but are concerned at night (83% to 23% dependent on time). This is a consistent pattern by each type of city user. For those who visited the city at night, 64% reported feeling safe between 8pm and 1am, however 46% reported feeling safe between 1am and 8am.

Community safety was noted as the Council service of greatest importance (91%) followed by streets and transportation (90%). However, there was a perception that these did not completely meet the expectations of the community.

4.3.1.3 YourGround Victoria

Although the YourGround Victoria Report[56] is focused on experiences and data from Victoria, there are a number of key learnings from this study by Monash University XYX Lab & CrowdSpot that can be considered for this Strategy. The following findings of the crowd sourced survey and summary report are of note to understand the lived experiences of diverse people and their feelings of safety.

A number of reasons were outlined for places to feel safe and to lack safety. Figure 4-21 outlines the reasons why respondents felt safe and the proportion of survey responses. The top three reasons for safety were that the location was well-maintained, that people could see ahead of where they were travelling, and that the pathway was safe.

[55] City User Profile 2023 Presentation, New Focus, 2024
[56] YourGround Victoria Report, Monash University XYX Lab & CrowdSpot, 2021

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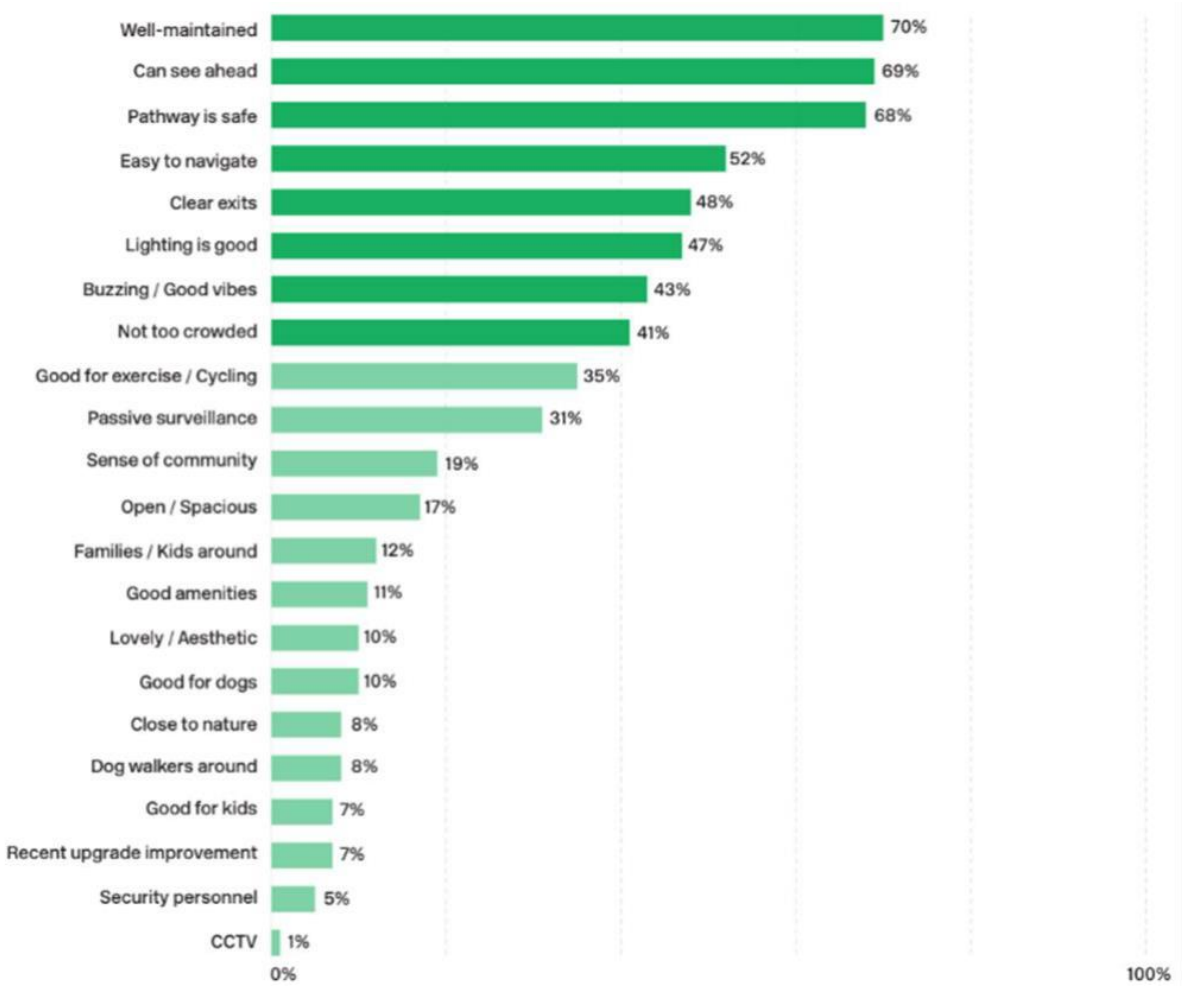

Figure 4-21 Reasons for a place feeling safe

Figure 4-22 outlines the reasons why respondents did not feel safe and the proportion of survey responses. The top four reasons for a lack of safety were poor lighting, the behaviour of others, a lack of people around and difficulty in seeing what and who was ahead.

When assessed by time of day, poor lighting is the top reason for dawn / dusk and after dark times, while the behaviours of others was the primary reason for a lack of safety during daylight.

The YourGround Victoria Report outlines the impact the time of day has on feelings of safety: it may amplify some reasons for a lack of safety with some places changing from safe to unsafe based on the time of day.

With the impact of their experience in a space, 40% of survey respondents now only go with other people to the location and 12% never went back to the location. In addition, 42% of survey respondents reported a behaviour change and provided the following responses outlined in Table 4-5.

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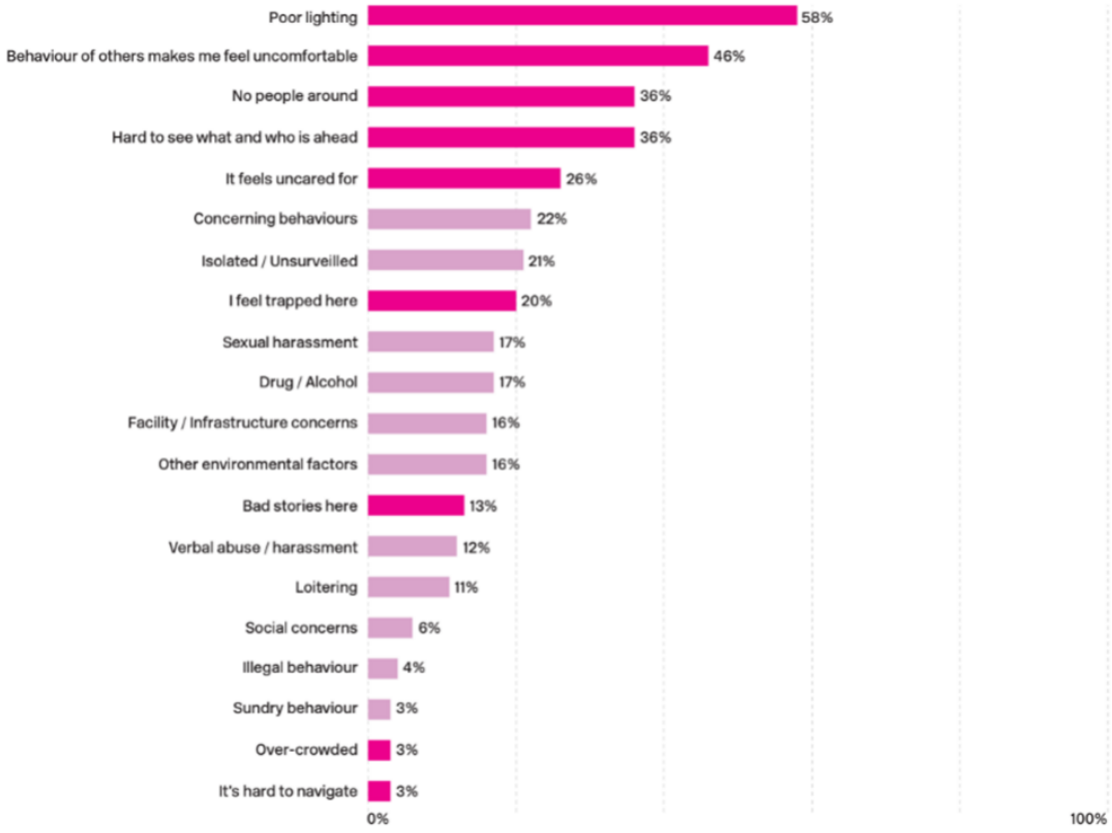

Figure 4-22 Reasons for lack of safety

Table 4-5 Behavioural responses to incidents or conditions

Behavioural change	%	Pins
Avoid after dark	15%	405
Minimise use / Avoid if possible	10%	264
Avoid alone	9%	238
Change journey / mode / route	8%	200
Vigilance / walk fast	6%	151
Change behaviour	2%	60

Behavioural change	%	Pins
Avoid at certain times	1%	31
Go when others are around	1%	26
Call someone / Share location	1%	17
Only with dog	1%	15
Move house	0.3%	8
Avoid if lighting not on	0.2%	6

Figure 4-23 outlines the reasons for why respondents did not feel safe in a public transport context. The top reasons for a lack of safety were the behaviour of others, poor lighting and a lack of people around.

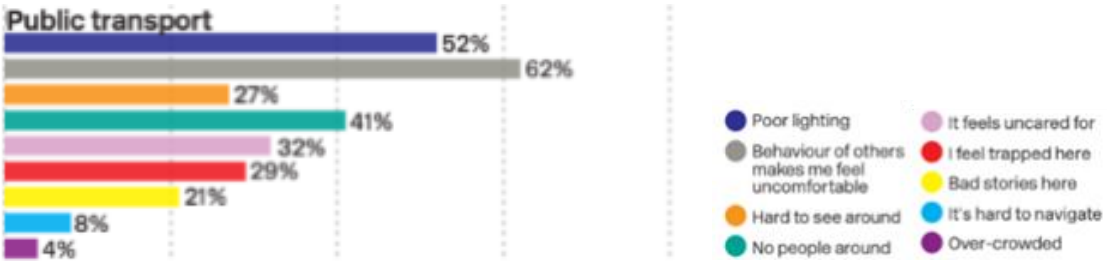

Figure 4-23 Reasons for lack of safety by environment – public transport

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More than any other location, women and gender-diverse people changed their journey plans and routes, and minimised their use at certain times of the day while using or accessing public transport.

Table 4-6 and Table 4-7 outline the reasons for a lack of safety for LGBTIQ+, gender non-conforming and minoritised groups, including First Nations, people living with a disability and migrant / refugees, in comparison to all participants. Lighting and the behaviour of others remain the most common reasons.

Table 4-6 Unsafe pins, reasons for lack of safety for LGBTIQ+ and gender non-confirming participants

Reasons for lack of safety	LGBTIQ+ (n = 381)	Gender non-conforming (n = 58)	LGBTIQ+ &/or GD (n = 390)	All participants (n = 2618)
Poor lighting	55%	41%	56%	58%
Behaviour of others makes me feel uncomfortable	54%	66%	54%	46%
Hard to see what and who is ahead	38%	26%	37%	36%
No people around	36%	33%	36%	36%
It feels uncared for	19%	19%	22%	26%
I feel trapped here	22%	14%	22%	20%
Bad stories here	18%	24%	18%	13%
It's hard to navigate	7%	7%	6%	3%
Over-crowded	5%	10%	5%	3%

Table 4-7 Unsafe pins, reasons for lack of safety by minoritised groups

Reasons for lack of safety	First Nations (n = 52)	Person with a disability (n = 155)	Migrant/Refugee (n = 176)	All participants (n = 2618)
Poor lighting	60%	47%	55%	58%
Behaviour of others makes me feel uncomfortable	62%	45%	49%	46%
Hard to see what and who is ahead	40%	26%	36%	36%
No people around	17%	26%	32%	36%
It feels uncared for	25%	25%	23%	26%
I feel trapped here	21%	20%	11%	20%
Bad stories here	23%	17%	11%	13%
It's hard to navigate	4%	8%	3%	3%
Over-crowded	2%	3%	5%	3%

The YourGround Victoria Report outlines a number of suggestions made by survey participants for public transport locations; focused on lighting and CCTV:

- Participants did not often suggest CCTV as a solution for making a place feel safer.
- Good lighting can improve women's experiences of places and allow them to feel safe when alone after dark. A night-time strategy and considered lighting design are important to improving perceptions of safety, and creating more inclusive experiences whilst balancing environmental and technical requirements.[57]
- Good lighting is not the same as more or brighter lighting, as overlit areas can make women as thought they are hypervisible and therefore more vulnerable.[58] "The analysis showed that

[57] Designing better lighting fact sheet. Community Crime Prevention & Victorian State Government, 2020
[58] Perceptions of Safety Lighting Study. Arup, 2019

consistent and layered lighting – where there are multiple light sources and where surfaces with different reflective values are taken into consideration – makes women feel most safe. This kind of lighting reduces the "floodlit effect", the sharp drop-off of light beyond the path, and the potential for glare and contrast to blind and disorientate." [59]

4.3.1.4 Personal Security Survey: Feelings of General Safety

The ABS Personal Safety Survey[60] in 2016 asked respondents about their feelings of general safety, with a number of questions focused on public transport and travelling during the day and after dark. The following findings from the survey are of note to this Strategy to understand the lived experiences of people:

- 41% of men and only 27% of women reported waiting for and using public transport alone after dark
- 2.8% of men and 14% of women reported not using public transport after dark due to feeling unsafe
- One in thirteen women (7.7%) felt unsafe walking in their local area alone after dark, compared to one in twenty men (5.1%)
- One in four women (26%) did not walk in their local area alone after dark because they felt unsafe compared to one in twenty-four men (4.2%).

4.3.1.5 Transport, Children & Gender Equity

Active school travel is important to children's health, wellbeing and development, and studies suggest it improves children's ability to learn. Creating streets that enable children's independent mobility is an important consideration. This is because parent-accompaniment travel is mostly associated with driving and not active travel to school. Trip-chaining, a series of trips that start and end at home or another origin, and involve multiple destinations and purposes, is often associated with school travel and in vehicles. Active travel to school helps to reduce this.

As a gender stereotype, women are more likely to accompany children to and from school. There are benefits to both children and women by creating environments for children's independent mobility

We also know that there are intersectionality issues associated with children's travel, including that girls are less likely to be allowed independent mobility and that single mothers are less likely to allow CIM[61] .

Starting school is a significant life event, which is often considered a key opportunity for the establishment of new and healthy travel habits, such as active and independent travel to school.

Research by the Department for Infrastructure & Transport Way2Go Program and recent surveys of City of Adelaide school students as part of the School Travel Safety Reviews found that a significant number of children who are currently being driven would like to use active travel or public transport.

Creating better and safer streets that enable children to walk/wheel is key to creating a child friendly city: providing children with an ability to be active participants in public life. When parents/carers do not think that streets are safe, they limit their children's freedom and development. This then impacts parent/carer time and can reduce the available time to work or study.

4.3.1.6 Consultation

As part of the development of this Strategy, the City of Adelaide Gender Equality Streeting Group and Access & Inclusion Advisory Panel have been engaged with to better understand people's lived experience and the diversity of uses of our city. Key outcomes from these sessions have been integrated throughout the transport challenges and opportunities, and responding future actions.

Further stakeholder and community engagement will occur as part of Stage 2 (see Section **Error! Reference source not found.**).

[59] More lighting alone does not create safer cities. Look at what research with young women tells us. Nicole Kalms, 2019
[60] Personal Safety Survey, Australian Bureau of Statistics, 2016
[61] Crawford, Sharinne; Bennetts, Shannon; Cooklin, Amanda; Hackworth, Naomi; Nicholson, Jan; D'Esposito, Fabrizio; et al. (2015). Parental fear as a barrier to children's independent mobility and resultant physical activity: final report 2015. La Trobe. https://doi.org/10.26181/5c3d64c04f071

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Key transport, gender and social impact considerations

- People of different genders, ages, sexuality, disabilities, racial background and socio-economic status have very different experiences and perceptions of safety in public spaces. Lived experiences can influence our behaviour responses and the way / if we travel. Sometimes these experiences can deter people participating in public life or restrict the ways in which they do.
- How our city is designed and managed influences our perception of safety. Elements such as lighting, wayfinding, line of sight, width of footpaths, crossing locations, and passive surveillance can make a space feel safe or their absence can make it feel unsafe.
- People generally feel safe in our city, however they are concerned at night.
- Public transport is a location where women and diverse groups commonly feel unsafe. There are a number of points in a public transport journey where people can feel vulnerable as well as interface with the risk of other people's behaviours. It is common for women and gender-diverse to change their journey plans, and minimise public transport use at certain times of the day.
- A city and transport network that is designed with the needs of women, children and diverse groups in mind, improves the liveability, connectivity and inclusion of all people.

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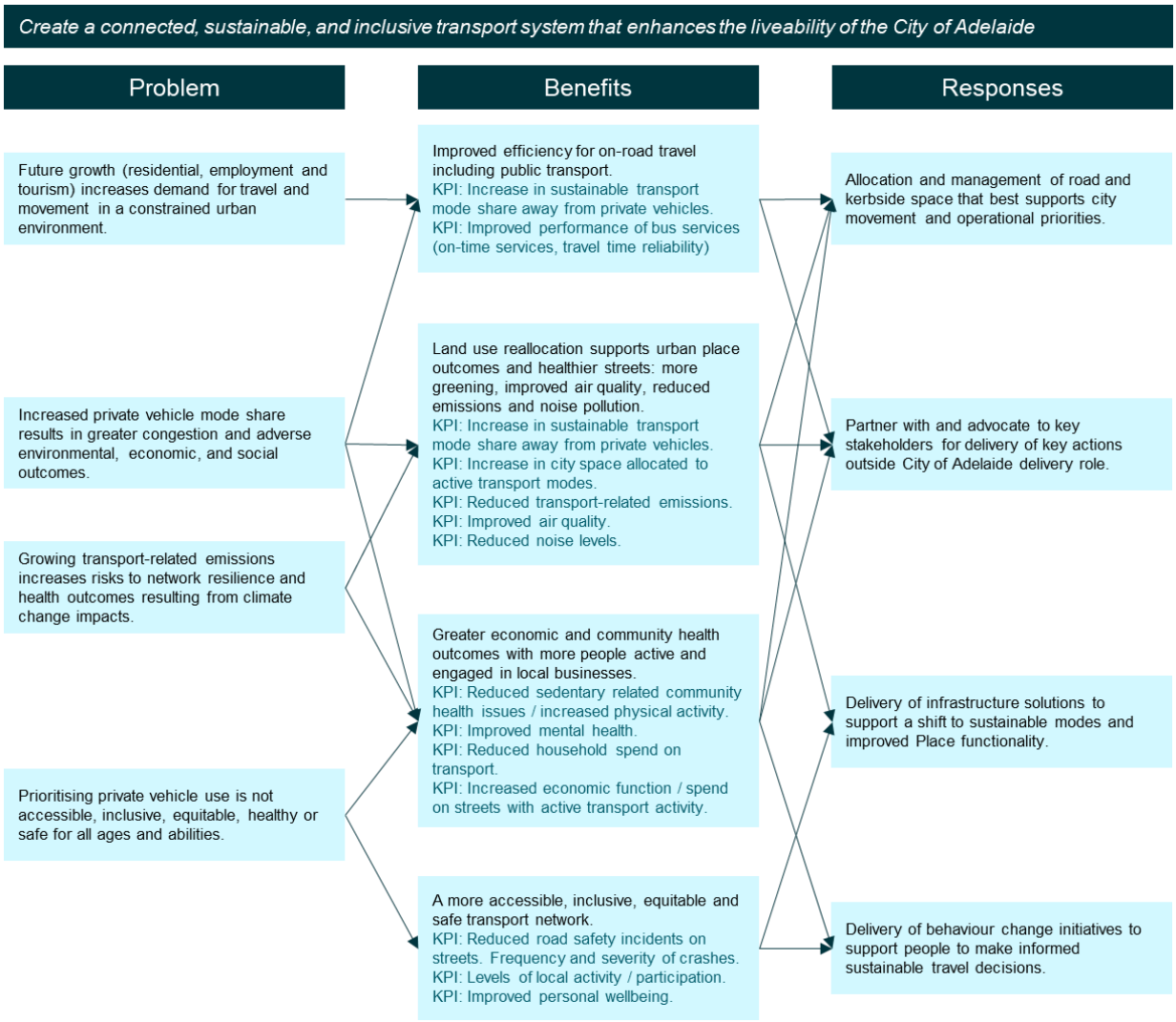
4.4 Investment Logic Mapping

Figure 4-24 presents an overview of the investment logic framework for this Strategy, identifying the key problems, benefits and responses for the future of transport within the City of Adelaide. The map below, a tool to outline the case for investment in a program, has been informed by the Investment Management Standard from the Department of Treasury & Finance (Victoria). This presents the considered approach for this Strategy in achieving the vision outlined:

- The problems identified outline the reasons for the investment in both this Strategy and its delivery
- By responding to the problems, the City of Adelaide and its community will realise the benefits
- The responses are possible strategic interventions that could be delivered to address the problems, and deliver the benefits and associated KPIs.

Refer to Section 8.0 for an overview of the proposed policies and actions for delivery, and supporting implementation and governance arrangements.

Figure 4-24 Investment Logic Map



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5.0 Discussion: City Operations & Transport Modes

The following sections outline the key city operational functions within the City of Adelaide including street space, urban servicing and transport disruptions. The vision, benefits, challenges and opportunities for these operations are noted; informing the actions included within the Implementation Plan for delivery to shape the future of our transport network.

5.1 Land Use

Figure 5-1 below indicates the land development zoning plan for the future of the City of Adelaide. This zoning will guide the future growth of the LGA, and can be primarily characterised as:

- Heritage: North Adelaide and the south-eastern portion of the Adelaide CBD
- Commercial: North of Gouger Street within the Adelaide CBD with pockets
- Residential: South of Gouger Street and east of Hutt Street
- Community Facilities: Between North Terrace and River Torrens
- Environmental Constraint / Recreation: the Park Lands.

Land use factors such as density, accessibility, mix and connectivity affect travel behavior[62]. These factors have modest individual impacts but are cumulative and synergistic. Land use zoning also has an influence on the demand that is generated for these locations both as an origin and as a destination.

The type of land use shapes factors influencing travel behaviour (e.g., time, cost and convenience) and therefore contributes to decisions such as mode choice and time of day. Demographic and economic trends (ageing population, rising fuel prices, increasing health and environmental concerns, changing consumer location preferences, etc.) tend to increase demand for more accessible, multi-modal locations. This then has an influence on the level of activity along a street.

Decisions about land use planning and transport planning must consider current and future needs of the transport system. Alignment between land use and transport planning is critical to providing efficient, safe and sustainable movement for people and goods.

[62] Land Use Impacts on Transport: How Land Use Factors Affect Travel Behavior, 2024, Victoria Transport Policy Institute, Retrieved from https://www.vtpi.org/landtravel.pdf

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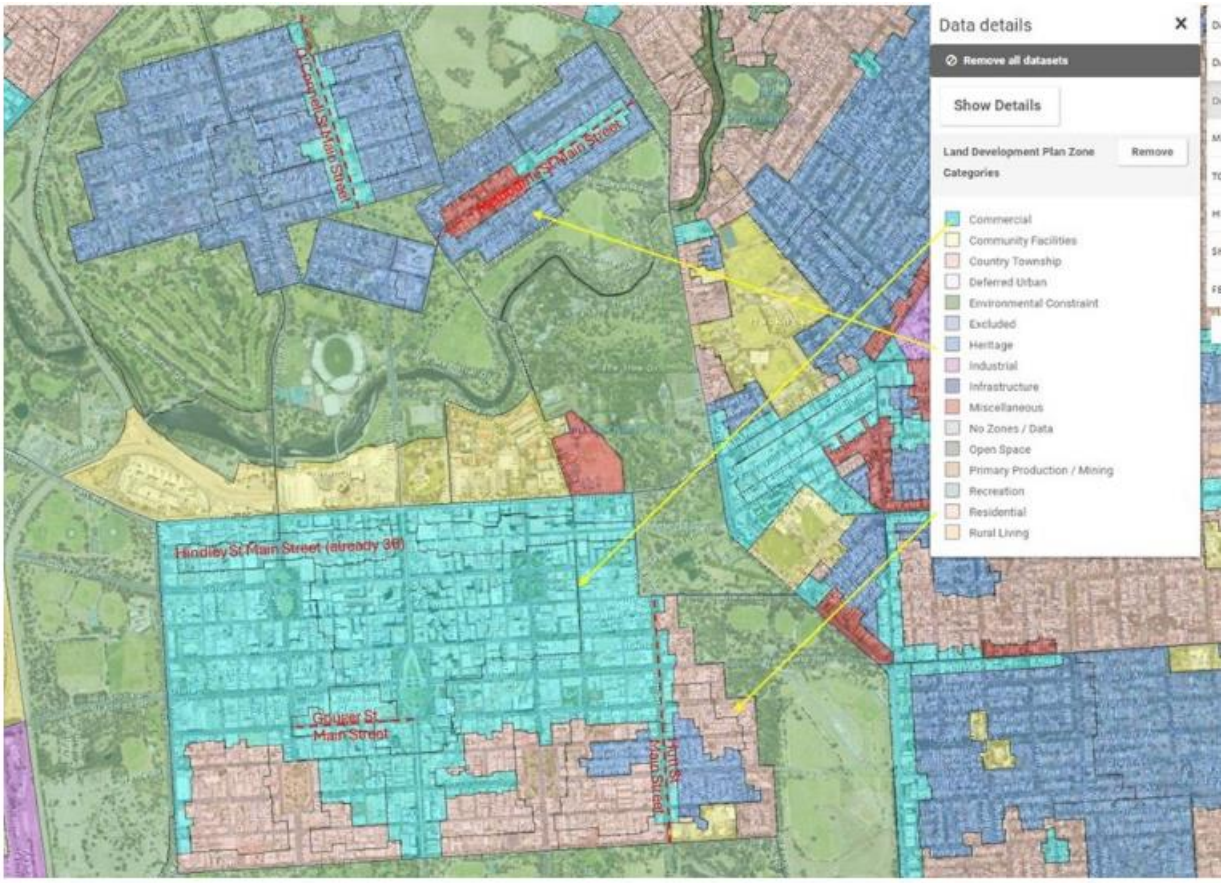

Figure 5-1 Land development zoning within the City of Adelaide

Source: City Wide Speed Limit Review, Stantec, 2024

5.2 City Operations

5.2.1 Street Space and Kerbside Management

The strategic management of this limited space can enhance the efficiency and productivity of our city and bring a number of benefits to residents, businesses and visitors. Providing more space for people:

- Improves the accessibility of our city for people of all ages and abilities, supporting inclusion (leading to better public health and mental wellbeing outcomes), equitable access and independent movement in the city while accommodating the growing demand from an ageing population (which includes a diversity of different physical, sensory, and cognitive abilities that need mobility options)
- Along with a reduction in footpath clutter can create safer, more pleasant streets, encouraging greater use of our streets as places and social interaction / connection.
- Boosts patronage at local businesses, supporting greater economic activity, while street space for outdoor dining, markets, and public activities can stimulate local businesses and create lively neighbourhoods.
- Helps to reduce the amount of travel by private vehicle and associated emissions, contributing to better air quality and less noise pollution. Road space optimisation (including the repurposing of on-road parking spaces) has been shown to be one of most effective methods of increasing walking / wheeling and cycling[63].
- That integrates progressive design principles, such as street greening from the Healthy Streets Framework, contributes to climate resilience and enhances the city's environmental quality,

[63] United Kingdom Chief Medical Officer's Annual Report 2024 Health in Cities

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providing a more comfortable environment for people walking / wheeling, cycling and using public transport services.

- And optimising the amount of space on our roads for vehicles helps to reduce congestion, improve traffic flow and the reliability of on-road transport modes.

While we know that finding the right balance enhances the efficiency and productivity of our city, the City of Adelaide does face a number of key challenges in managing the use of our kerbside and allocation of our street space:

- Kerbside parking is often provided at little or no cost. Space is subsidised by the City of Adelaide and ratepayers, leading to increased car dependency and therefore congestion.
- The true value of kerbside space is not recognised. Kerbside areas are often undervalued and underused, missing opportunities to improve urban mobility, local businesses and city experience.
- Visual and physical clutter on footpaths hinders pedestrian movement, safety and urban aesthetics. This impacts accessibility and inclusion for people of all ages and abilities and the overall walking environment.
- The City of Adelaide heavily depends on parking revenue. About 24% of City income is sourced from parking which is a vital stream for funding municipal services and infrastructure.
- Proposing modifications to existing kerbside arrangements can lead to community concerns, particularly when reallocating parking spaces for other uses is proposed.
- Footpaths are contested spaces. The space on a footpath is required for multiple uses and users, and can result in conflicts between the needs of people, public transport facilities, street greening and businesses.
- Multiple authorities have separate authority over the kerbside space. This can lead to conflicts and inefficiencies in street configuration and management.
- Kerbside space is disproportionately allocated to low-value uses. Extensive on-street parking limits the potential for dynamic public spaces and contributes to congestion.

Street Space & Transport Reliability

In 2009 significant changes were made to Market Street in San Francisco to remove cars and reallocate street and kerb space to public transport services and people.

These changes improved public transport reliability for 75,000 daily users with minimal impact on surrounding car traffic, as nearby roads experienced little or no reductions in travel speeds, and freed up valuable space for pedestrians and the community.

The street is now car-free, but still allowing taxis, paratransit and commercial vehicles. Every day, half a million people use Market Street as a pedestrian with over 650 cyclists an hour during peak hour. Further improvements are being made as part of the Better Market Street Project.[64]

Image Source: Diane Bentley Raymond (Getty Images) and Lauryn Hill via Wired

[64] San Fransisco Department of Public Works

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There was strong support from the community and stakeholders during engagement that these challenges align with their daily experiences when travelling to, from and within the City of Adelaide.

The street space does not meet the needs of different people within our community

The City of Adelaide has heard from our community and know that clutter and obstructions on footpaths are a critical issue and impact people's safety, particularly for people with mobility requirements and low vision. The overprovision of both street and kerbside space to vehicles (and parking) throughout our city means less space for people walking and wheeling, cyclists and public transport. This has resulted in insufficient footpath widths and then footpaths becoming contested; requiring a number of uses to be located in a small space such as space for people to walk / wheel and linger, greening and shade, public transport facilities, street and outdoor dining furniture, signage, and poles.

Kerbside Management Principles

Through integrated planning and collaboration among stakeholders, Adelaide can manage kerbside spaces more effectively. By fostering partnerships between government, industry, and the community, strategies can address deliveries, servicing, waste management, and competing kerbside demands.

City Servicing

Dynamic kerbside management systems allow real-time adjustments to loading zones based on demand, ensuring efficient service vehicle access. Integrating smart parking solutions with features like real-time availability and reservations streamlines operations and reduces traffic impact.

Real-time kerbside management could improve efficiency for CoA maintenance and cleaning teams by ensuring better access to loading zones when needed. However, its implementation would require careful planning, including clear communication strategies, protocols for vehicles already in the space when control changes, and mechanisms to notify users in advance to avoid conflicts.

Technological Innovation

Adopting technological advancements like smart logistics platforms, real-time tracking, and automated delivery systems can transform freight and servicing operations in Adelaide. Cleaner and smaller vehicles, such as micromobility freight options, further enhance efficiency and reduce costs.

Urban Freight Consolidation Hubs

Freight consolidation hubs aggregate goods for distribution using smaller vehicles like electric vans or e-cargo bikes. These hubs reduce city-centre congestion and emissions, particularly when direct deliveries are less viable. Off-peak delivery scheduling can also optimise operations.

Urban freight consolidation hubs could be located on the periphery of the city or within underutilised spaces rather than in roadways, ensuring they do not impact traffic flow. The City of Adelaide's role could involve identifying suitable locations, facilitating partnerships with logistics providers, and supporting policy measures that encourage off-peak deliveries and the use of low-emission vehicles.

Waste Transport

Sustainable waste management involves recycling, composting, and smart collection systems. Smart bins with sensors and compactors reduce the need for frequent collection trips. Electric or hybrid collection vehicles further minimise environmental impacts.

The feasibility of sustainable waste management depends on whether it applies to existing developments or future planning, as each would require different implementation strategies. The City of

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Adelaide may need to assess past trials or initiatives related to smart waste bins and electric or hybrid collection vehicles to determine effectiveness, costs, and potential expansion opportunities.

Emission Delivery Vehicles

Transitioning to low-emission vehicles, including electric and hybrid options, cuts urban logistics emissions. Incentives like grants and tax benefits can encourage adoption. Low-emission zones further promote environmentally friendly technologies, aligning with Adelaide's sustainability goals and improving public health.

The feasibility of low-emission delivery vehicles in Adelaide depends on infrastructure readiness, financial incentives, and regulatory support. The City of Adelaide's role could include advocating for state and federal incentives, supporting charging infrastructure, and exploring low-emission zones, but costs would vary based on the scale of implementation and required infrastructure upgrades.

Greener and More Space-Efficient Deliveries

Adelaide can support greener delivery practices by promoting smart locker systems, electric cargo bikes, and route optimisation software. These initiatives improve delivery efficiency, reduce emissions, and enhance the use of urban space.

Transition to low-emission waste collection vehicles

Reducing the environmental impact of freight and waste management is a significant challenge. The City of Adelaide's Integrated Climate Strategy 2030 sets the goal to halve the City's climate impact by 2030 and make it nil by 2035. This requires a 50% emission reduction from 2020 levels by 2030.

The transport sector is a major contributor to greenhouse gas emissions, and there is a need to adopt cleaner technologies and practices. Initiatives such as electric delivery vehicles, cargo bikes, and low-emission zones are critical to achieving sustainability goals. The City of Adelaide is already doing some of these things.

Adopting low-emission or electric waste collection vehicles is another crucial step towards more sustainable waste management. These vehicles produce fewer pollutants compared to traditional diesel-powered trucks, contributing to improved air quality and reduced greenhouse gas emissions. By transitioning to a fleet of low-emission collection vehicles, Adelaide can minimise the environmental impact of its waste management operations, aligning with broader sustainability goals.

Urban freight and deliveries are vital to the functioning and liveability of Adelaide. To support the growth of the city and our future strategic objectives, key strategic moves have been identified for the City of Adelaide:

- Reallocate kerbside space for high-value uses by ensuring public land is prioritised for community benefits such as active transport infrastructure, public space enhancements, and greening initiatives, rather than private servicing needs.
- Require private developments to accommodate essential functions on-site by strengthening City of Adelaide policies and advocating for Planning and Design Code amendments to ensure waste collection, servicing areas, and freight loading zones are within property boundaries, reducing reliance on public kerbside space. Support the transition to low-emission delivery vehicles by advocating for state-level incentives, integrating Intelligent Transport Systems for efficiency, and exploring the feasibility of local loading zones prioritising low-emission freight. Foster partnerships among local businesses to create collaborative delivery systems that share resources, optimise vehicle / freight hubs use, and enhance stakeholder engagement by organising regular forums and workshops with key stakeholders to foster a collaborative approach towards logistics improvements.
- Implement a traffic circulation plan to maintain access to properties while discouraging through traffic so essential deliveries and servicing are not impacted by vehicle congestion.
- Evaluate the feasibility and cost-benefit of flexible kerbside management systems by assessing infrastructure requirements, technology needs, and operational impacts. This should include pilot programs in high-demand areas to measure congestion reduction, business efficiency, and public benefit before considering wider implementation.

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Melbourne's Swanston Street redevelopment[65], Sydney's George Street pedestrianisation[66], and the redesign of 9th Avenue and Union Square in New York City[67] are projects that have enhanced environments, improved pedestrian safety, boosted economies with fewer vacancies and an increase in retail sales, and created vibrant public spaces.

As Adelaide's population grows, the City of Adelaide must balance the needs of residents, businesses, and visitors. Adelaide faces significant challenges as noted above, but the City also has many opportunities to create a more sustainable, efficient, and equitable transport system:

- Establish a hierarchy of kerbside uses: Prioritise kerbside space allocation for different street types utilising a hierarchy that considers space efficiency and sustainable transport modes as well as CoA's strategic objectives which include greening, activation, accessibility (e.g. accessible car parking) and transport decarbonisation.
- Demand-based kerbside management systems: Manage kerbside space efficiently, adjusting allocation based on day and/or time of day demand.
- Reallocate kerbside space for high-value uses by ensuring public land is preserved for activities that provide broad community benefits for productive activities such as loading, city servicing, public transport, street activation, pedestrian and cycling space. Rather than being occupied by private functions such as waste collection, servicing, or vehicle access, strong and clear direction through City of Adelaide policies and the Planning and Design Code is needed to prevent ad-hoc encroachments that limit future opportunities for better public space use. There are opportunities for street space and kerbside reallocation along key corridors including North Terrace, King William Street, Grote – Wakefield Street and Sturt – Halifax Street to support greater walking / wheeling and cycling while maintaining public transport and low volume local vehicle access.
- Require private developments to accommodate key functions within their sites by allocating space for bike parking, waste and servicing areas, and vehicle crossovers. Without clear policy direction, developments may continue to shift these elements onto public land, reducing CoA's ability to manage kerbside space effectively and limiting future opportunities for sustainable transport, greening, and public amenity improvements.
- Prevent and reduce footpath clutter: Prevent and reduce visual and physical obstacles on footpaths to protect and improve accessibility, user safety, and the overall experience of urban areas.
- Establishing a hierarchy of kerbside uses informed by Level of Service and mapping classifications would provide a structured approach to balancing competing demands while ensuring strategic alignment with transport and planning objectives.
- Ongoing community engagement and collaboration: Undertake regular community and stakeholder engagement such as Neighbourhood Parking Reviews[68] to ensure the kerbside space allocation on our streets considers the evolving needs of residents, businesses and the city visitors.

Refer to Section 8.0 for the Implementation Plan which provides an overview of the governance and delivery mechanisms to implement the recommended policies and actions related to street space and kerbside management within the City of Adelaide.

[65] City of Melbourne. (2012). Swanston Street redevelopment project overview
[66] City of Sydney. (2021, April 12). George Street to become destination boulevard
[67] New York City Department of Transportation. (2014). Measuring the street: New metrics for 21st century streets
[68] City of Melbourne. (2025). Neighbourhood parking reviews. Retrieved from https://participate.melbourne.vic.gov.au/neighbourhood-parking-reviews

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5.2.2 Urban Freight, City Servicing, and Waste Transport and Deliveries

Current Challenges	
Kerbside Management	• Kerbside space is often underutilised or allocated to low-value activities such as parking, limiting its potential for freight and servicing. This leads to inefficiencies and conflicts among different transport users, including pedestrians, cyclists, and public transport.
Congestion and Environmental Impact	• Increasing demand for deliveries, particularly during peak hours, has resulted in significant congestion in Adelaide's streets. Diesel-powered delivery vehicles are a major contributor to greenhouse gas emissions and air pollution, undermining the city's sustainability goals.
Waste Transport Constraints	• Kerbside clutter from traditional waste collection systems reduces accessibility and disrupts pedestrian flow. Service vehicles also face difficulties accessing properties, particularly in dense urban areas, which impacts the efficiency of waste management operations.

Community and stakeholder engagement highlights the importance of mitigating negative impacts of freight activity, such as noise, pollution, and disruption to active transport routes. Urban freight strategies must consider equity by ensuring all areas, including underserved communities, benefit from improved servicing while minimising adverse effects. Sustainable practices, such as electric delivery vehicles and consolidated waste removal, resonate with public concerns about environmental sustainability. Transparent communication and ongoing dialogue are critical in addressing perceived challenges, such as reduced parking availability, while providing evidence-based benefits, like improved air quality and reduced traffic. Such approaches align freight and servicing activities with the evolving priorities of urban communities.

Business and Consumer Needs

Ultimately, the success of urban logistics depends on the collaboration between all stakeholders, including the businesses that rely on timely deliveries and the consumers who benefit from efficient logistics services. Businesses in various sectors, from retail to hospitality, depend on reliable logistics to maintain their operations and meet customer demands. Consumers, on the other hand, expect quick and reliable delivery of goods, particularly in the age of e-commerce. The City of Adelaide can facilitate this by engaging with businesses and consumers to understand their needs and challenges, and by implementing policies that promote efficient and sustainable logistics practices.

There is a significant opportunity to enhance the efficiency of urban freight, city servicing and deliveries at the kerbside through the use of dynamic systems and emerging technologies.

Opportunities	
Dynamic Kerbside Management	Real-time adjustments to loading zones can ensure kerbside space meets the needs of freight, public transport, and pedestrians. By using demand-responsive pricing, Adelaide can prioritise efficient deliveries, reduce congestion, and optimise the use of limited urban space
Sustainable Urban Logistics	Encouraging electric and low-emission vehicles through incentives and designated low-emission zones is key to reducing environmental impacts. Urban consolidation hubs for last-mile deliveries, including the use of micromobility like cargo bikes, will streamline operations and enhance sustainability.
Technological Innovation	Smart lockers and underground waste systems present transformative opportunities for Adelaide's logistics. These innovations reduce failed deliveries and minimise kerbside clutter, improving efficiency and liveability across the city.
Integrated Waste Management	Shifting to low-emission waste vehicles and consolidating bin collections can significantly enhance the efficiency of waste transport. These measures also support Adelaide's broader environmental goals by reducing visual and physical clutter on streets.

Community Feedback Highlights

Residents have expressed concerns over noise, congestion, and inefficient kerbside management caused by delivery and waste vehicles. The lack of infrastructure to support efficient waste transport and accessible kerbside space further complicates daily urban operations.

Stakeholders suggest using smart logistics platforms to optimise delivery routes and implementing consolidated waste collection systems. Transitioning to low-emission delivery and waste vehicles can significantly reduce noise and air pollution, improving quality of life for residents and workers alike.

Refer to Section 8.0 for the Implementation Plan which provides an overview of the governance and delivery mechanisms to implement the recommended policies and actions related to city servicing within the City of Adelaide.

Table 5-1 highlights specific collaboration and implementation opportunities for city servicing, noting the unique nature that stakeholders play with this City of Adelaide function.

Table 5-1 Opportunities for implementation and collaboration to delivery city servicing initiatives

Implementation and Collaboration	
Stakeholder Engagement	Collaboration with logistics providers, waste management companies, and local businesses is essential for creating a shared vision for sustainable logistics. Regular forums can align priorities and foster innovation.
Data and Monitoring	Adopting real-time data collection and analytics will help optimise logistics operations and evaluate the effectiveness of implemented strategies. Periodic reviews ensure continuous improvement and adaptability.
Pilot Projects	Trailing green logistics zones and advanced waste systems in high-demand areas can serve as a model for broader implementation. Partnering with private sectors to test technologies like autonomous vehicles will further advance Adelaide's logistics capabilities.
Stakeholder Engagement	Collaboration with logistics providers, waste management companies, and local businesses is essential for creating a shared vision for sustainable logistics. Regular forums can align priorities and foster innovation.

The City of Adelaide can measure the effectiveness of these initiatives by tracking:

- Kerbside utilisation rates to evaluate the impact of dynamic management systems.
- Emission reductions achieved through the adoption of low-emission vehicles and technologies.
- Efficiency improvements in freight and waste operations, including reduced service delivery times.

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5.2.3 Events, Works, and Transport Disruptions

Community Feedback Highlights

Community engagement highlighted several critical concerns and opportunities:

Challenges Identified:

- Inconsistent detours for active transport users.
- Lack of clear, timely communication about disruptions.
- Limited accessibility during events and works.

Opportunities Proposed:

- Develop safe and legible detours for walking/wheeling and cycling routes.
- Use events to promote public and active transport options.
- Prioritise sustainable transport infrastructure improvements during prolonged road closures.

To support sustainable transport outcomes during events and disruptions, the City of Adelaide can implement strategic measures that address immediate challenges while fostering long-term benefits for the community. These measures focus on improving communication, prioritising pedestrian and cycling safety, leveraging opportunities for sustainable travel promotion, and enhancing urban planning through street redesigns. Establishing clear permit guidelines and creating a resilient active travel network are also key components to effectively managing disruptions and supporting accessible, liveable streets. By adopting these strategies, the city can minimise the negative impacts of disruptions while promoting a shift towards more sustainable and inclusive transport options.

- Increasing the use of technology to optimise traffic and disruption management.
- Developing strategies to improve coordination between events and essential works.
- Promoting active transport and public transport alternatives during disruptions.

Disruptions as travel behaviour change opportunities

Many of the City of Adelaide strategies seek higher levels of active and public transport. However, people can often get into the habit of driving. Major life events, like moving house or job, and disruptions in travel patterns through, for example, construction activity, can help people to reconsider how they travel. Major events and prolonged road closures present an opportunity to promote and support sustainable travel behaviour choices. Research indicates that 'responses to planned major disruptions show that significant shifts in behaviour can be managed and are not as painful or problematic to travellers as is often feared.' [69]

There is an opportunity to change the way the City of Adelaide meets our strategies and targets for decarbonisation, public health and wellbeing, and visitor and employment growth, and to be a more inclusive and accessible city. Disruptions demonstrate that change is possible, and that the City needs a more resilient transport system that supports change.

This behaviour change principle can be carried through to efforts to reduce car ownership and increase active and public transport use within residential populations in the City of Adelaide. Moving house, and perhaps into the city, can be a key point of time to engage with community members to support journey planning; highlighting the walking/wheeling, cycling and public transport choices.

The City of Adelaide can adopt strategies to improve the management of events, works, and transport disruptions. A key proposal is to enhance planning and coordination across stakeholders, including event organisers, contractors, and transport planners, to better align activities and minimise conflicts. Improved scheduling practices and the use of real-time traffic management technologies are also

[69] Marsden, G., Docherty, I. (2013). Insights on disruptions as opportunities for transport policy change. Transportation Research Part A: Policy and Practice**,** 51, 46-55. https://doi.org/10.1016/j.tra.2013.03.004

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suggested to help maintain the efficiency and adaptability of the transport network during times of increased demand.

A key principle is to place greater emphasis on supporting walking, cycling, and public transport as part of a broader commitment to sustainable urban mobility. This includes maintaining connected networks, ensuring safe and accessible detours, and incorporating active transport needs into planning processes. These measures will reduce the impact of disruptions on people walking, cycling, and using public transport. Clear communication with the community is also an important aspect of these proposals, helping to build understanding and support for the changes while ensuring transport remains accessible for all.

Events and construction works are critical to Adelaide's economic growth and cultural vibrancy, but they also present challenges to the city's transport network. The Draft Integrated Transport Strategy seeks to address these disruptions by identifying opportunities to enhance coordination, minimise negative impacts, and leverage disruptions as a chance to promote sustainable transport behaviours. This section focuses on understanding the issues, barriers, and opportunities associated with managing events, works, and transport disruptions.

The City of Adelaide can transform the challenges posed by events and works into opportunities to strengthen its transport network. By adopting resilient infrastructure, improving communication, and promoting sustainable travel behaviours, Adelaide can balance the economic and cultural benefits of events with a seamless and inclusive transport experience. The strategy highlights the need for collaborative planning, leveraging disruptions to drive long-term improvements for a connected and liveable city.

Implement Comprehensive Communication Strategies

- Develop extensive communication plans for major events and construction activities, including early dissemination of detailed information and real-time updates via social media and apps. Include detailed information provided well in advance, real-time updates through social media and apps, and public awareness campaigns.
- Strengthen engagement by establishing **Community Liaison Panels**, in coordination with City of Adelaide place managers and the events team, to provide regular updates, address public concerns, and ensure timely communication during major events and disruptions. These panels can complement existing engagement such as "Your transport guide to Fringe 2025[70]" by offering a more structured platform for feedback and issue resolution.
- Develop a **centralised, real-time public map** of roadworks, events, and temporary traffic impacts, integrated with DIT messaging. This would improve accessibility to up-to-date transport information and build on initiatives like the online Fringe transport guide.
- Travel behaviour change messaging already occurs as per the Sustainable Event Guidelines, however this should be enhanced and regularly reviewed to further encourage sustainable transport options during disruptions.

Develop and Enforce Tailored Detour Guidelines Focusing on Pedestrian and Cycling Safety and Access

- Create detailed detour guidelines that prioritise pedestrian and cycling safety with clear signage and accessible routes for people with disabilities.
- Ensure detours are well-signposted, with clear signage. Conduct regular reviews and incorporate feedback to ensure detours remain effective and safe throughout the disruption period.

Leverage Major Events and Disruptions for Sustainable Transport Promotion

- Use events as an opportunity to promote sustainable transport options by increasing public transport services, enhancing cycling infrastructure, and creating pedestrian-friendly zones.
- Implement community engagement and education campaigns to encourage long-term shifts towards sustainable travel behaviour.

[70] **City of Adelaide.** (2025). *Your transport guide to Fringe 2025*. Retrieved from https://www.cityofadelaide.com.au/your-transport-guide-to-fringe/

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Redesign Streets Post-Closure for Improved Urban Planning

- Transform prolonged road closures into opportunities to redesign streetscapes, focusing on pedestrian and cyclist safety while reducing car dominance.
- Introduce wider sidewalks, dedicated bike lanes, and enhanced public transport access to create more liveable and resilient urban spaces.

Establish Clear Guidelines and Revenue Structures for Permits and Fees

- Review and standardise permit processes and fee structures for public space use by developers and event organisers, ensuring fairness and transparency.
- Align fees, such as construction occupation fees and development contributions, with the goal of maintaining and improving public spaces.

Develop a Resilient Network for Active Travel

- Build a permanent network of high-quality walking/wheeling and cycling paths, lanes, and crossing points to ensure active travel remains accessible year-round.
- Enhance resilience by ensuring continuity of these networks during major events and disruptions, reducing reliance on inaccessible areas like the Park Lands during such periods.
- Design the network to provide reliable alternatives during disruptions, addressing the impact of detours on key areas such as the Park Lands and associated trails.

Refer to Section 8.0 for the Implementation Plan which provides an overview of the governance and delivery mechanisms to implement the recommended policies and actions related to events, works and transport disruptions within the City of Adelaide.

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5.3 Transport Modes

People use multiple modes of transport and for different purposes across Adelaide each day. This represents travel to/from, within, and through the city.

An integrated transport network is important for meeting the diverse needs of the community, with different modes of transport playing specific roles in ensuring accessibility for everyone. People rely on various forms of transport across each day, week or year. People's use of different transport modes is influenced by factors such as weather, life stages, and major life events like moving or economic changes.

5.3.1 Transport Choice

People's choice to travel and their mode of transport depends on a range of considerations. This can vary across the day, week or year. Similarly, people's transport needs vary with life circumstances. It is important that the role of vehicle traffic and the relative car driving proposition (including user needs or level of service / costs) is considered as it has a significant impact on the choices available to people.

With system thinking, strategies to increase choices like walking will need to manage car use, while creating conditions for walking, plus cycling and public transport to be modes of choice. This means that as the quality of these modes increase, people will prefer to use a range of transport modes, and reduce their dependence on the private car.

This highlights the need for a transport system that provides real choice. Feedback from community engagement showed that while some people in Adelaide see driving as a necessity, they often have limited awareness or access to other options. Studies and community input indicate that many trips, particularly in city centres, are short and could be easily undertaken by walking, cycling, or public transport if viable alternatives were more available and convenient.

To support this shift, a structured approach such as green travel plans for new developments should be considered. While not currently a requirement of the Planning and Design Code, integrating this into future planning frameworks could help ensure that new developments prioritise active and public transport from the outset. Requiring green travel plans for developments above a certain size or resident threshold would assist in reducing car dependency, improving accessibility, and supporting sustainable transport outcomes. Addressing misconceptions about driving and promoting viable alternatives through policy and infrastructure improvements will help create a more efficient and accessible transport network for all.

As noted in Section 4.1.7, currently, the primary mode of travel by City of Adelaide residents to their workplace is by private vehicle.

The following sections outline the key transport modes within the City of Adelaide. The vision, benefits, challenges and opportunities are noted; informing the actions included within the Implementation Plan.

5.3.2 Walking & Wheeling

As the city grows, health, sustainability and liveability become more critical. Creating a more walkable city through providing improved pedestrian facilities will give people safer and more equitable choices about how they travel to, from, and within Adelaide. It will contribute to improving the overall liveability of the city for everyone.

This is reflected in both what the City of Adelaide's strategies includes and what has been heard from the community: creating walkable environments in Adelaide is important because it is an easy, enjoyable, fast and flexible way to travel, with lifestyle, physical and mental wellbeing benefits.

More people walking and wheeling in Adelaide will create numerous benefits for us as a city:

Public health and wellbeing

The *South Australian Walking Strategy* identifies that South Australians are not sufficiently active to meet the Australian Physical Activity and Sedentary Behaviour Guidelines[71]. Initial estimates suggest that during an adult's lifetime, insufficient physical activity has the potential to cost the South Australian

[71] Department of Health | Australia's Physical Activity and Sedentary Behaviour Guidelines and the Australian 24-Hour Movement Guidelines, 2021

public health system an additional $86,366[72]. In Australia, physical inactivity is a leading preventable cause of ill health and premature death. In 2024, physical inactivity contributed to 4.5% of total deaths in Australia[73]. Walking and wheeling support better physical health outcomes and reduces the risk of serious illnesses by encouraging greater physical activity day to day. By increasing walkability and providing safe and accessible areas for pedestrians, the City of Adelaide can contribute to improving opportunities for people to be more physically active[74].

How individuals travel also contributes to social connectedness and mental wellbeing. Walking and wheeling offer us more opportunity to connect with others. This can improve the mental health of people of all ages by boosting happiness and self-esteem, and reducing stress levels and the risk of anxiety and depression[75].

South Australia's *Road Safety Strategy to 2031* and the *Road Safety Action Plan 2023-2025* seek to reduce the number of people killed and seriously injured on South Australian Roads. These documents identify actions to improve the safety of road users including people walking and wheeling through changes to intersections, reduced speed zones, and separated crossing facilities.

Liveability and sustainable growth

Noting the growth expected for Adelaide in the coming years, walking and wheeling will be an essential form of transport to ensure that the City maintains the liveability as a city. Walking and wheeling are space efficient transport modes which help to reduce the congestion on the transport network, creating safer and more walkable streets.

Environmental

Transport is a major source of carbon emissions and noise pollution. By increasing the number of people walking and wheeling, the City of Adelaide can reduce the emissions and the level of noise pollution within our city. The reduction of these two environmental impacts also significantly improves the place value of our city; people are more likely to then walk / wheel and spend time on the street, creating comfortable and liveable neighbourhoods that support social interaction and connection. Our *Integrated Climate Strategy* supports this need to reduce emissions.

Economic

Walking encourages people to linger for longer, adding vibrancy to our places and boosting productivity throughout our city. Research has shown that people staying, means people spending. And more people walking on our streets means more customers for local businesses. Walkability is valued by visitors to our city and is good for business[76]. High levels of 'foot traffic' are key to successful main streets and creating walkable/wheelable neighbourhoods, as outlined in City Plan, will help achieve successful growth.

Transport for London highlights the economic benefits to main streets and town centres, reporting an increased retail spend by up to 30% with walking and cycling improvements[77]. Businesses can overestimate their customers' car use, thinking that the majority drive. Customer surveys instead found that most people walked and used public transport. Surveys in Australia have found this over-estimation of driving and under-estimation of the role of walking and the issue that walking is often, 'invisible'[78].

For each kilometre travelled by a person walking, there is a $6.52 benefit to the economy[79]. This accounts for, for example, the reduction in costs operating vehicles, maintaining infrastructure, to the public health care system, emissions and noise pollution and congestion / productivity. The *South Australian Walking Strategy 2022-2032* identifies that there is a need to invest in walking for economic benefits, a stronger local economy and city attractiveness for tourism and visitation.

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[72] Eckermann S, Crisp M and Willan AR (2020) Active Lives South Australia Health Economic Analysis – an evidence base for potential of health promotion strategies to reduced public health costs with meeting of adult physical activity guidelines. A report prepared for SA Office of Recreation, Sport and Racing and SA Health. Centre for Health Service Development, Australian Health Services Research Institute, University of Wollongong
[73] Australian Institute of Health and Welfare, 2024
[74] Population Health Data, Local Government Association of South Australia, 2021
[75] Healthy Minds, Walking for Health, 2018
[76] Good for Busine$$ discussion paper. National Heart Foundation of Australia, R. Tolley, 2011
[77] Economic benefits of walking and cycling, Transport for London, 2013
[78] The economic case for investment in walking, Victoria Walks, 2018
[79] Active Transport Strategy, Transport for NSW, 2022

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Equity, access and inclusion

Walking and wheeling are most accessible transport mode to people. Creating streets which support more walking and wheeling improves the equity of our city and enables greater transport choice for people of all ages and abilities. It has been found that more walking and wheeling within a city leads to improved community connection and cohesion.

Active travel to school supports improved health, wellbeing and development of children. Streets which enable the independent mobility of children supports more walking and wheeling within a community reducing travel to school by private vehicle.

The City of Adelaide know that mobility isn't a one size fits all approach for people walking and wheeling. Travelling between two points varies by age and gender, as noted in Figure 5-2. By understanding these differences in how people walk / wheel, our network and spaces can be truly inclusive that consider everyone's pace.

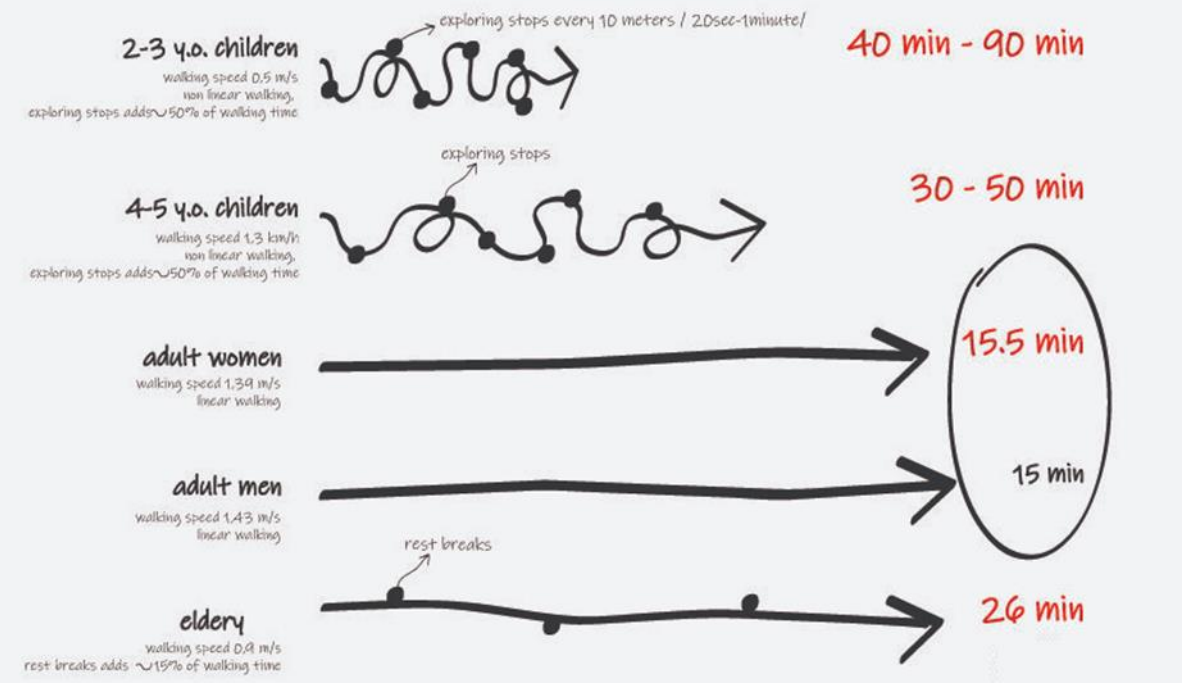

Figure 5-2 Assessment of average time to walk approx. 1.2km by age and gender [80]

Open Streets & Active Travel to School

Open streets, or school streets, are streets adjacent to schools which have times at the start and end of the day where motor vehicle traffic cannot use them or where streets are permanently pedestrianised. This is being used in Melbourne and internationally to address the risks that motor vehicles present to children's safety, physical and mental health, and to create public spaces which encourage active travel to school. During the Open Streets trial in Merri-bek City Council, on average, 63% of students travelled actively to school.[81]

Image Source: Bicycle Network

[80] Architectresses and Honorata Grzesikowska, 2025
[81] Open Streets Trials 2022, Bicycle Network & Merri-bek City Council

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Figure 5-3 Pedestrians walking / wheeling at a signalised crossing point

Although every trip involves walking and wheeling, it is clear that people walking or wheeling are not always prioritised in a transport network. The current conditions vary greatly across the City of Adelaide. The following key challenges were supported by the community through Phase 1 of our engagement:

- Some streets do not have enough space for comfortable walking/wheeling with obstructions and potential hazards including light poles, outdoor dining, bins, poles, A-frames and e-scooters left on footpaths. Lack of infrastructure for wheelchair users including a lack of ramps, narrow and uneven footpaths and inaccessible crossings. Lack of shade and rest amenities like seats can detract from user experience.
- It can be uncomfortable, especially for people with disability, mixing with people cycling/scootering on footpaths and shared paths.
- Long waits at intersections and crossings cause delay and discomfort. There are often large distances between crossings, uncoordinated signal times for people walking and wheeling, and a lack of direct crossings to some bus stops. Busy roads create severance: they are barriers to movement and access as they are difficult to cross.
- The presence of motor vehicles including noise, emissions and speeds, and associated safety concerns are a key barrier to walking/wheeling, especially for children, older adults and people with disability.
- Some people, especially women and gender diverse people, feel unsafe walking at night on some streets and within the Park Lands, and during male sports events, with low-levels of light.

These factors contribute to how individuals experience walking or wheeling in the city, and how likely they are to continue choosing walking and wheeling as a transport mode for other trips.

The City of Adelaide have heard from our community and know that the provision of seats, trees, safer crossings and more space for people are key factors that would encourage people to visit more frequently and for longer. By widening footpaths, the City can create comfortable space for people walking and wheeling, and allow space for amenities like these.

This strategy provides a blueprint for achieving safer, healthier and greener streets supporting more walking and wheeling in our city through implementation of the following key enablers:

- Optimise our streets to create more comfortable spaces for people walking/wheeling. Establish principles for prioritising the use of our street space for different purposes, including walking, cycling, parking, greening, on-street dining, street amenities such as seating, and shared micromobility parking. Improve the maintenance of footpaths.

- Implement safer speed limits with Safe System alignment to make streets are more comfortable and enjoyable for people walking/wheeling as well as quieter with reduced vehicle emissions.
- Reduce vehicle priority over people walking and wheeling by introducing more traffic calming measures and trailing car-free zones during events / in high-activity areas.
- Create safer pedestrian crossings which aim to slow down motor vehicles, reduce pedestrian wait times at new and existing sites, and align sequencing; prioritising people walking and wheeling.
- Establish walking/wheeling networks that outline associated infrastructure requirements, based on place value and proximity to destinations such as schools, supermarkets and public transport.
- Enhance and promote walking/wheeling routes to increase tourist and visitor potential and community enjoyment of our streets and places. Increase greening, wayfinding and points of interest/public art. Increase pedestrian-only streets to enable vibrant public spaces.
- Create healthier, child-friendly streets around schools and adjacent residential areas to support local walkability and active travel to school.
- Develop travel behaviour change programs for schools and for new residents, to establish and maintain active travel habits.

There is strong support from both the community and stakeholders for these opportunities to support more people to walk and wheel to, from and within the City of Adelaide.

Refer to Section 8.0 for the Implementation Plan which provides an overview of the governance and delivery mechanisms to implement the recommended policies and actions related to walking and wheeling within the City of Adelaide.

5.3.3 Cycling & Cycle Parking

A city where people choose to cycle has numerous benefits, including reduced traffic congestion, lower greenhouse gas emissions, and decreased demand for car parking. Public health is improved through increased physical activity and transport costs are reduced for individuals. This results in a more liveable city for all.

As noted in Section 4.1.3, the current environment for cycling is comfortable for confident cyclists, but existing conditions and the connectivity of the network mean that people who are interested in cycling do not feel like they can safely. This results in people defaulting to driving because it is perceived to be more comfortable for them. The city's current cycle network has the following characteristics:

- Most on road cycle lanes are unprotected, creating safety issues on high speed and volume roads.
- Minimal CBD cycle routes resulting in a disconnected network.
- Higher-quality shared paths in surrounding parkland.

These result in a challenging and unsafe environment for people who cycle and deters people who would otherwise be interested in cycling to/from and within the City of Adelaide.

The City's current cycle network includes on-road cycle lanes as well as off-road trails and paths within the Adelaide Park Lands. These routes are somewhat interconnected and offer a variety of route options for confident cyclists. However, there are gaps in this network and the infrastructure type and quality varies. This reduces the appeal and accessibility of routes for most users, and influences cycling take-up (modal shift).

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Figure 5-4 Park Lands pathways for both walking / wheeling and cycling

Melbourne Pop-up Bike Lanes

As part of the COVID-19 response, the City of Melbourne and associated inner-city councils reallocated on-road parking space to deliver 94.6km of pop-up bicycle lanes. This resulted in an increase in rider diversity, bike volumes, and safer routes for cyclists. The program also found that reductions in vehicle speeds created safer environments for cyclists, and improvements to local networks resulted in more short trips (for groceries, errands etc.).[82]

Image Source: City of Melbourne

The quality of the city's current cycle network was a key issue highlighted by the community, with 65% of respondents selecting to provide feedback on cycling and cycle parking. Respondents highlighted the need for a safe, convenient and interconnected cycling network. There was a particular focus on:

- Safer and easier east-west connections across the city.
- The lack of interconnected cycle routes within the city.
- Most cycle lanes within the city are on-road, which makes people feel unsafe.

When asked if there were any other cycling and cycle parking challenges that should be considered, respondents raised the following:

- Lack of connected and continuous cycling infrastructure, including disappearing bike lanes, abrupt transitions to regular roads, and poorly integrated cycle paths, forcing people on bikes to navigate unsafe conditions, such as sharing lanes with vehicles or narrow lanes alongside parked cars.
- Poor driver behaviour, with vehicles cutting into bike lanes or failing to yield at intersections.
- Painted bike lanes were criticised for providing insufficient protection, with calls for more separated, protected cycling paths.
- Inadequate secure bike parking, resulting in concerns and experiences with theft.
- The broader cultural challenge, with negative perceptions of cyclists and cycling, hostile attitudes from other road users, and a lack of public education about cyclist safety and rights, creating an unsafe and unwelcoming environment for people on bikes.
- A lack of end-of-trip facilities, such as secure bike parking, shower facilities, and storage options discourage cycling as a primary mode of transport, particularly for commuters.

[82] Pop-up bike lanes program reflections and lessons learned. (2023) Department of Transport and Planning Victoria

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When prompted to raise suggestions for cycling and cycle parking opportunities that should be considered, suggestions included:

- Creating dedicated East-West routes, integrating cycling paths with Park Lands and train lines, and enhancing and expanding the existing high-quality routes along Frome Road. Using this model as a blueprint for future works was well received.
- Reducing vehicle dominance by converting road space into protected bike lanes and implementing city wide speed limits of 30 or 40 km/h.
- Improved end-of-trip facilities including secure bike parking, shaded parking areas with CCTV, and bike cages near public transport hubs.
- Improved signage, water stations, and lighting along cycling routes.
- Driver education campaigns to improve respect and safety for cyclists.
- Public education campaigns to humanise cyclists and promote shared road responsibilities to improve relationships between cyclists, drivers, and pedestrians.

This strategy provides a blueprint for achieving a more sustainable mode split in our city through implementation of the following key enablers:

Street optimisation

Safe, efficient movement of all users is critical to enable the uptake of cycling. By optimising street space within the city, the City of Adelaide will be able to support safe, separated and free movements for all users. Ensuring legibility of movements, reducing conflicts between modes, and providing opportunities for rest are all critical considerations.

Our stakeholders have told us that the existing grid-based street network in the city, combined with wide streets and flat topography is a strength. If street spaces are optimised to support separated movements, this is likely to significantly increase the appeal of cycling for recreation or commuting.

Infrastructure upgrades

High quality infrastructure is key to incentivise cycling in the city by creating spaces and corridors where people feel confident.

Cycle lanes: The city lacks a continuous network of low stress (protected or off-road) cycle lanes, particularly along east-west routes. By mapping the desired cycle network to support uninterrupted movements, the City of Adelaide will create a blueprint that leverages existing high-quality connections and programs, and separates modes. The Frome Street Bikeway and West Terrace Shared Use Path were noted during engagement as high-quality connections that are valued by the community.

Cycle parking: As cycling demand is created from other enabling projects (bike lane upgrades etc), additional cycle parking must be constructed to support uptake. Parking must be convenient, secure, and accessible for all users.

Intersection priority and safety: Conflicts between vehicles and bicycles are most prominent. Key intersections within and around the city, mapped to align with strategic corridors, must be upgraded to prioritise bicycle movements, particularly in peak periods.

The City of **Christchurch, New Zealand** has invested significantly in cycling infrastructure, resulting in a significant increase in popularity. Investment in cycleways began in the aftermath of the 2011 earthquakes, with the City promising to build 13 arterial cycleways connecting the city's central suburbs. Cycleways are high-quality, separated, and direct. The council undertook significant engagement with stakeholders to:

- Mitigate reductions in car parking for local businesses,
- Ensure legibility of interfaces with other modes (pedestrians, vehicles etc.), and;
- Add seats/cycle repair kits to enable socialisation and provide opportunities to repair kits.

This has created a cycling environment that enables users who traditionally didn't cycle to feel comfortable on the high-quality cycleways.[83]

Photo Source: Christchurch City Council

Culture and education

Trip integration: Opportunities exist to enhance connectivity between modes in Adelaide, by providing trip integration options for users. This will support mode shift and climate related targets, and enable mode choice for users.

Travel behaviour change: Encouraging mode shift through enhancing existing City of Adelaide travel behaviour change programs, supported by infrastructure and parking initiatives, will support an increase in cycle mode share within the city.

Public education: Engagement told us that poor driver behaviour and negative perceptions around cyclists are a significant deterrent to people wanting to cycle. Changing driver perceptions.

Refer to Section 8.0 for the Implementation Plan which provides an overview of the governance and delivery mechanisms to implement the recommended policies and actions related to cycling within the City of Adelaide.

5.3.4 Public Transport

Cities with high public transport mode share are inclusive, accessible and reduce barriers for all residents. These cities are more likely to have improved access to employment, services and entertainment. Similarly, higher public transport usage also means less private motor vehicles on our roads, with lower noise and travel time lost to congestion.

Public transport is vital for social inclusion and accessibility. The public transport system needs to cater for an ageing population, people with disability, and for children to get to and from school, and for recreation and social purposes.

The public transport network was the most popular topic during community consultation, with 68% of all participants responding to the public transport section. The community told us that service frequency, reliability challenges, and transfer times/distances between services were the most challenging barriers to use of the network, along with the following challenges:

- High cost of public transport, with the price of a round trip often comparable to or more expensive than driving and parking.
- Poor stop and station infrastructure, including a lack of shade and shelter, unsafe and poorly lit footpaths near stops, and limited accessibility for mobility-impaired users.

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- Safety on public transport, particularly on buses, because of antisocial behaviour, overcrowding, and insufficient security presence.
- Limited tram and train networks that are unable to serve key areas effectively.
- Slow speed of trams within the city, insufficient peak-time capacity, and a lack of coverage from the train and tram network for most suburbs.

When asked about opportunities identified, advocating for improvements to existing routes and creating new light-rail or tram connections was the most popular option, with 90% agreement. 80% of respondents also supported making public transport faster and more reliable. Respondents also raised the following additional opportunities for the Adelaide Public transport network:

- More frequent, reliable services, particularly during peak times, late evenings, and weekends.
- Enhancing cross-city routes, creating ring networks, and expanding services to under-served suburbs.
- Ensuring short wait times and predictable schedules.
- Reduced or free fares to encourage greater use, such as free travel within the CBD, low-cost flat fares (such as 50 cents per trip), and concessions for families and low-income users.
- Improvements to infrastructure, such as shaded stops, better lighting, and accessible facilities for mobility-impaired users.

Greater priority for buses and trams through measures such as dedicated lanes, priority at intersections, and reducing private vehicle access on key corridors like Currie, Grenfell, and King William Streets.

Many of the opportunities suggested above require a nuanced approach to achieve change, as the city must consider the breadth and coverage of the network into other jurisdictions, the requirements of operators, and strategic planning undertaken by the State Government. As a result, this strategy proposes the following key strategic moves to support the City of Adelaide vision. They are a mix of direct change for opportunities controllable by the city, and advocacy by the city for opportunities that require significant collaboration or are outside of the city's jurisdiction.

Priority corridor assessment

More people using public transport means fewer private vehicles on our roads. This results in lower congestion, emissions, and better place, environmental and economic outcomes for our city. To support an increasing public transport mode share within the city, it is essential to undertake a priority corridor assessment within the CBD to determine:

- Opportunities for dedicated public transport routes.
- Modal (bus, motorbike, bicycle) priority on selected routes.
- Opportunities for efficiency gains.

Undertaking a priority corridor assessment will support the below key moves:

Improve public transport infrastructure

Upgrade infrastructure to prioritise public transport efficiency, interchange experience and pedestrian amenity along key public transport corridors within the City. This may include provision of more comfortable and weather protected stops and interchanges, formalised and safer crossings and prioritisation of public transport movements over general traffic (e.g. dedicated bus lanes and traffic signal priority).

Wellington, New Zealand has very similar characteristics to Adelaide's bus network – high accessibility, but low uptake. About 97% of Wellingtonians live within easy walking distance of a bus stop, but only 37% of people use the bus when travelling to the central city in the morning peak. This results in around 70,000 bus trips per day, with nearly a third for education.

It was identified that travel time reliability within the city centre was becoming less predictable and that improving travel time reliability would support uptake, and make buses more attractive than

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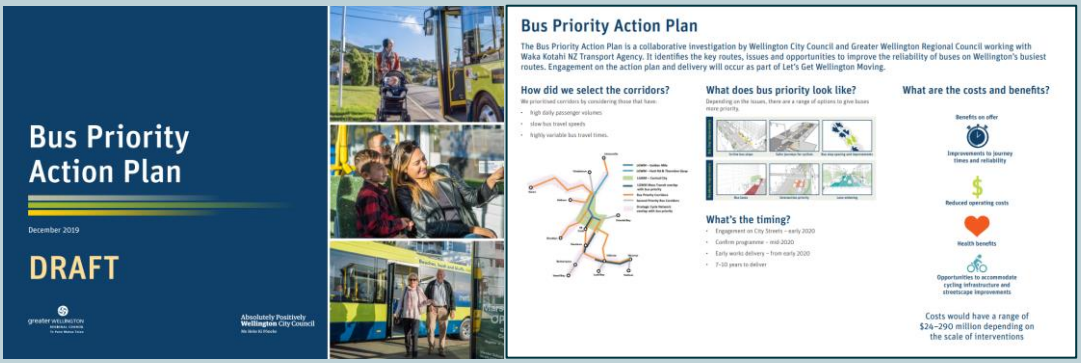
driving. The Bus Priority Action Plan[84] will make bus trips more reliable and faster on the busiest routes in Wellington. A range of measures were recommended in the Plan including:

- Bus lanes, clearways and transit lanes
- Traffic light timing changes to prioritise buses
- In-lane bus stops (the bus stops in the traffic lane to pick up/drop off passengers, rather than pulling off to the side)
- On-street car parking adjustments
- The spacing and quantity of bus stops.



Source: Wellington City Council

Enhance public transport customer experience

Create safe, comfortable and attractive urban environments along key public transport corridors and better integrate active transport and micro mobility trips with public transport to support a multi-modal network with great door-to-door user experience.

Personal safety on public transport is a key consideration of the public. The city will work with the State government and operators to improve perceptions of public safety through targeted changes. In addition, by investigating and implementing infrastructure improvements at stops and upgrades to lighting around key transport precincts, the appeal of public transport will improve for all users.

Improve public transport frequencies

Travel time reliability was a consistent topic of feedback during consultation. The city will work with state government, surrounding councils and operators to improve frequencies of existing high-demand services, and support reliability upgrades for all. This includes consideration of night-time frequencies, and an expansion of night-buses to Friday nights and special events (such as Adelaide Fringe Festival).

Advocacy and partnerships with State Government

Working collaboratively with the state government is critical to the success of this strategy, and for the success of the above improvements to the Public Transport network. Opportunities exist for the city to advocate for and partner with State Government to:

- Investigate improving existing public transport corridors (e.g. Currie-Grenfell bus corridor).
- Support a reduction in public transport fares to improve appeal.
- Create new public transport connections within the City and adjoining inner suburbs
- Improve network-wide integration between transport modes (e.g. Bus to train, bus to bike).

Refer to Section 8.0 for the Implementation Plan which provides an overview of the governance and delivery mechanisms to implement the recommended policies and actions related to public transport within the City of Adelaide.

[84] City of Wellington (2019) Bus Priority Action Plan https://wellington.govt.nz/-/media/parking-roads-and-transport/parking-and-roads/bus-priority/files/wellington-bus-priority-action-plan-draft.pdf

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5.3.5 Motor Vehicles & Parking

The City of Adelaide faces significant challenges related to high levels of car use, including traffic congestion, car dependency, and the health and environmental impacts of vehicle emissions. Many of our streets are dominated by cars, making people less likely to walk/wheel, cycle, or spend time enjoying public spaces.

Motor vehicle and parking policies in Adelaide need to address the city's overreliance on private cars, focusing on reducing congestion, lowering emissions, and optimising the use of urban space. Key strategies include encouraging the transition to low-emission vehicles, enhancing parking management through dynamic kerbside allocation, and promoting shared mobility solutions. These initiatives aim to ensure that parking spaces are used efficiently while accommodating freight, public transport, and active travel. Aligning transport policy with the city's climate goals is vital for reducing emissions and improving liveability. The City of Adelaide Integrated Climate Strategy emphasises the need for sustainable transport options to support emissions reduction targets. Additionally, reports from Engineers Australia[85] and Austroads[86] highlight the importance of reducing car dependency and implementing demand management strategies, such as parking pricing and vehicle access restrictions, to achieve sustainable outcomes.

As cities around the world adapt to modern transport challenges, it has become increasingly clear that Adelaide must move beyond its historical focus on car-centric infrastructure. The reliance on private vehicles has contributed to not only congestion and environmental degradation but also to a diminished quality of life for those who walk/wheel or cycle. Reliance on private cars contributes also to increased living costs. In addition, as other transport choices are limited by the amount of network capacity allocated to car traffic and parking, the necessity of car ownership grows, further intensifying cost of living pressures. To create a more sustainable, liveable, and equitable city, it is important to prioritise a broader range of transport options that reduce car dependency and promote healthier, more efficient modes of travel.

A shift towards greater use of public and active transport would help alleviate the significant impact of road congestion across the metropolitan network, particularly in the Adelaide Central Business District (CBD), thereby enhancing liveability[87]. According to Infrastructure Australia, the cost of road congestion in Adelaide is projected to rise to $7.6 million per weekday by 2031, highlighting the importance of encouraging active and public transport modes to mitigate future congestion.

Adelaide’s transport policies have evolved over the decades. Historically policies have focused on expanding road networks and providing ample parking to accommodate the increasing number of private vehicles. This approach led to significant congestion, environmental concerns, and inefficient land use. Recently this has started shifting to an integrated mode approach.

Adelaide faces ongoing challenges in road safety related to motor vehicles and parking. The high reliance on private vehicles has not only contributed to congestion but also led to an increased risk of road accidents and fatalities. Road fatalities in Australia remain significantly higher than in other comparable countries[88], with a stagnation in improvements despite national road safety strategies. The City of Adelaide has experienced a similar plateau, with motor vehicles being a dominant factor in road crashes. Vulnerable road users, such as pedestrians and cyclists, are particularly at risk in car-dominated environments, especially in areas with inadequate parking management and infrastructure that prioritises vehicles over active transport modes.

Furthermore, poorly managed parking can contribute to unsafe conditions for all road users. When parking is not efficiently planned or monitored, it can result in dangerous behaviours such as illegal parking in pedestrian zones or at crossings, creating additional hazards for pedestrians and cyclists. Efforts to improve road safety in Adelaide need to address these factors, emphasising better parking management, speed reductions in critical areas, and improvements in infrastructure to protect vulnerable road users.

In Adelaide, high car dependency leads to significant traffic congestion and greenhouse gas emissions, particularly during peak hours. Barriers include the entrenched use of private vehicles, which are often more convenient than other transport options, leading to persistent congestion and environmental

[85] Engineers Australia. (2023). *Urban transport systems: Policy and planning advice*. Engineers Australia.
[86] Austroads. (2024). *Prioritising active transport*. Austroads.
[87] Infrastructure SA. (n.d.). *South Australia’s 20-year State Infrastructure Strategy: Discussion paper* (p. 24).
[88] Engineers Australia. (2024). *Road safety: Policy advice paper*. Transport Australia Society.

impacts. Additionally, existing infrastructure heavily favours car use, making it challenging to shift towards more sustainable modes of transport.

Motor vehicle use and car dependency present a range of interconnected challenges that impact the liveability, accessibility, and sustainability of Adelaide. High rates of car ownership contribute to significant traffic congestion, particularly during peak hours, and are a major source of greenhouse gas emissions. Limited transport options exacerbate dependency on private vehicles, excluding vulnerable populations and reducing equitable access to the city. Issues such as traffic congestion, through traffic, and parking inefficiencies further strain the transport network, creating barriers to active and public transport options. Urban heat islands, emissions, and noise pollution from vehicles negatively affect the environment and public health, while the increasing size and mass of vehicles pose additional risks to pedestrians and cyclists. Addressing these issues requires a shift towards a more balanced transport system that prioritises sustainable options, integrates new technologies responsibly, and ensures accessibility and equity for all residents and visitors.

Community Engagement outcomes

Community concerns around congestion, parking accessibility, and the dominance of motor vehicles in the city include balancing parking supply and demand, discouraging through traffic, and prioritising sustainable transport options. Feedback from the community strongly supports a shift towards a more liveable, accessible, and environmentally sustainable city. Stakeholders also highlighted challenges related to equity in transport options, the environmental impacts of car dependency, and the need for innovative parking management strategies. By addressing these shared concerns, the framework provides a pathway to respond to community aspirations while navigating stakeholder challenges, ensuring that transport and parking strategies support a more equitable and liveable urban environment.

Issue	Summary
Motor Vehicle Usage	• High car ownership. • Significant traffic congestion during peak hours. • Major source of greenhouse gas emissions.
Transport Choice	
Mode Shift	• Reduce incentives for driving. • Improve public and active transport options. • Reallocate road space and adjust parking fees.
Unequal Transport Choices	• Limited transport options lead to higher car dependency. • Vulnerable populations excluded. • Diverse transport modes increase accessibility.
Equity	• Lack of equitable transport options excludes vulnerable groups. • Policies must ensure inclusivity for all residents.
Vehicle Access & Equity	• Balance car access and multi-modal transport fairly. • Avoid subsidising driving disproportionately. • Support vulnerable groups effectively.
Environmental Impacts	
Climate Change Risk	• Transport contributes 45% of emissions. • Urban heat islands worsen liveability. • Promote electric vehicles and sustainable transport.
Traffic Noise	• High traffic noise impacts health and liveability. • Northern CBD experiences the highest discomfort.
Traffic Congestion	• Increasing vehicle numbers exacerbate congestion. • Induced demand worsens traffic. • Vision-led planning can improve accessibility.
Through Traffic	• Passing vehicles add to congestion. • Reduces liveability. • Detracts from central city economy.
Traffic Signals	• Long delays deter sustainable travel. • Optimising signal timing improves walkability, safety, and public transport efficiency. • Poor understanding about how traffic signal operate on a strategic level in the general community.
Road Safety	
Road Safety	• Safe System approach ensures safer roads, vehicles, speeds, and behaviours. • Responsibility lies with road authorities and designers.
Speed Limits	• Urban speed limits exceed international standards. • Lowering to 30 km/h improves safety and liveability.
Vehicle Size & Mass	• Larger vehicles transfer the safety burden to other road users especially non car-occupants such as pedestrians and bicycle riders. • Speed management and road design can mitigate risks.
Parking	
Parking Supply & Demand	• Misaligned parking supply causes inefficiency. • Cheap parking incentivises driving and congestion.
Parking Infrastructure	• Imbalances in parking availability waste land use. • U-Park invests in parking technology to improve management.
Accessible Parking	• Accessible parking bays must be strategically located. • Community consultation and data-driven processes improve compliance and accessibility.
Car Parking & Congestion	• Excessive parking availability encourages car use. • Pricing and management strategies promote transport choice.

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Issue	Summary
Parking User Experience	• Frustration with parking costs and availability. • Better education on fees and fines can improve user experiences.
Other motor vehicles	
Taxi & Rideshare Services	• Rideshare decentralisation changes vehicle access patterns. • Opportunity to optimise pick-up/drop-off zones.
Transport Technology	• Electric/autonomous vehicles must align with sustainable goals. • Avoid congestion and prioritise public and active transport.
Motorcycles & Scooters	• Support efficient transport but need safer road surfaces and visibility. • Electric options require charging infrastructure development.

Through traffic contributes to congestion and pollution levels in the City, offers limited economic benefits, and reduces the overall performance of the transport network.

Impacts of through traffic on urban transport

Through traffic affects multiple aspects of city transport, contributing to congestion and conflicts with freight deliveries, public transport, people walking, wheeling or riding bicycles. High levels of through traffic consume city network capacity and increase emissions and noise pollution while reducing the efficiency of key logistics and public transport routes. It also presents challenges for managing kerbside spaces, particularly in areas with dynamic demand for loading bays, cycle lanes, and parking.

Effectively addressing through traffic involves optimising road use and encouraging through trips to use bypass arterial roads. Measures such as mandated off-peak delivery times, promoting micromobility for last-mile deliveries, and dynamic signal timing adjustments, can also reduce levels of through traffic while supporting local accessibility.

Through traffic is a significant concern for cities seeking to balance efficient vehicle movement with liveability, sustainability, and safety.

Potential solutions to reduce through traffic in the City of Adelaide are outlined in the table below.

Table 5-2 Through traffic solutions

Solution	Explanation
Integrated Land Use & Transport Planning	Integrating transport planning with higher-density developments near public transport hubs can reduce dependency on cars and through traffic. Adelaide's strategy focuses on reducing car reliance by promoting public transport and active modes.
Dynamic Kerbside Management	Allocating kerbside spaces based on time-of-day requirements (e.g., delivery zones during off-peak hours) can optimise freight and reduce conflicts with through traffic, improving overall transport efficiency.
Bypass Infrastructure and Strategic Network Planning	Bypass projects divert traffic from the central city, accompanied by road design changes within bypassed areas to prevent increased vehicle capacity from being reabsorbed.
Traffic Calming and Restrictions	Traffic calming measures, such as narrower lanes and shared zones, can reduce vehicle speeds and increase pedestrian priority, making the city more attractive for walking, cycling, and public transport users.
Speed Limit Reductions	Reducing speed limits on key through-traffic routes can discourage drivers from using inner-city streets as shortcuts. This reduces the travel time benefit of through traffic while still allowing local trips to access destinations.
Reduced Traffic Capacity	Limiting vehicle capacity on major roads within the LGA, reallocating space to space-efficient modes such as bus and cycle lanes, can reduce car dominance and encourage sustainable transport modes.

Solution	Explanation
A Traffic Circulation Plan	Designing a comprehensive traffic circulation plan involves planning traffic routes to ensure through traffic is directed away from the central city while preserving access for local trips, deliveries, and public transport. Strategies may include: • Creating vehicle-restricted zones within key areas of the city. • Designating specific streets for local access only and bypass routes for through traffic. • Incorporating one-way systems or road closures to limit non-essential vehicle movement. • Implementing modal filters that allow only space-efficient modes of transport such as pedestrians, bicycles, and public transport to pass through while restricting private motor vehicle movements to reduce the appeal of certain routes.

Traffic Signals

Traffic signals in Australian cities are designed to manage the movement of different transport modes, balancing efficiency, safety, and accessibility. While they play a key role in controlling vehicle flow, they are not simply about maximising the number of cars that pass through an intersection. Signals can be adjusted to prioritise different users—pedestrians can be given longer crossing times, public transport can be given priority to reduce delays, and cyclists can be accommodated with dedicated phases. These decisions shape how people move through the city and influence transport choices.

Traffic signals in the City of Adelaide are primarily operated by the Department for Infrastructure and Transport (DIT), which is responsible for the planning, installation, and maintenance of traffic signals across South Australia, including those within the Adelaide CBD. The City of Adelaide owns all the roads within its boundaries. This means that while DIT manages the broader road network, the city has unique needs that must be considered. A central capital city area functions differently from suburban or regional road networks—it has high pedestrian activity, more public transport, and greater demand for safe, efficient street space for all users. Traffic signals in Adelaide should not only focus on throughput but also on minimising delay for all modes and supporting the city's transport objectives.

Consideration	Description
Balancing Different Users	Traffic signals are not just about vehicle throughput. Pedestrian crossing times, public transport priority, and local access can all be adjusted through signal timing.
Impact on Through Traffic	Signal priority can either attract or discourage through traffic. Longer green phases for vehicles encourage through movement, while priority for pedestrians and local access discourages unnecessary car trips in the city centre.
Integration with a Traffic Circulation Plan	Signal timing plays a key role in directing traffic flow according to the city's strategic transport objectives, influencing where vehicles travel and how different modes interact.
Network Coordination	Achieving the right balance between movement efficiency and city accessibility requires close coordination between the City of Adelaide and DIT.
Supporting Liveability and Access	Traffic signals can be optimised not just for efficiency but also to enhance safety, improve public transport reliability, and create a more walkable city.

The way signals are timed and prioritised can also play a role in encouraging or discouraging through traffic. Longer green phases for vehicles can attract more through traffic, increasing congestion and reducing the city's walkability, while signal timing that prioritises local access and pedestrian movements can discourage through traffic and improve conditions for active and public transport users. Managing this balance is an important tool in supporting broader transport goals, including reducing congestion and improving safety in the city centre.

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The City of Adelaide Council has a role in advocating for changes, requesting modifications, or coordinating signal timings to align with local transport strategies, particularly in collaboration with DIT and SAPTA (South Australian Public Transport Authority) for public transport priority at intersections. Traffic signals are also closely linked to a traffic circulation plan, which defines how vehicles move through the city and where priority should be given to different transport modes. Well-planned signal timing can reinforce circulation objectives by directing through traffic to preferred routes while enhancing access to key destinations for local users.

Achieving the right balance requires ongoing coordination between the City of Adelaide and DIT. Signals can be optimised not just for vehicle efficiency but to enhance safety, improve public transport reliability, and create a more walkable city. This means that adjustments to signal timing and priority should reflect the city's broader strategic goals, ensuring that Adelaide's streets remain accessible and liveable while still allowing necessary vehicle movement.

High traffic volumes passing through the City of Adelaide affects the overall city experience.

Through traffic—vehicles that pass through a city without stopping or contributing to the local economy—is a recognised concern raised during community engagement. This issue significantly impacts the City of Adelaide by exacerbating congestion, increasing travel times, and detracting from the liveability and vibrancy of the central city. Community feedback highlights the need to limit or discourage through traffic to prioritise accessibility for transport that directly benefits the city, while reducing its negative effects on urban quality of life. Discouraging through traffic through strategic interventions, such as traffic circulation plans and modal filters, can create safer, more accessible spaces for walking, cycling, and public transport, aligning with the community's vision for a more liveable and sustainable city.

Adelaide's vehicle and parking policies can evolve to address the growing challenges of traffic congestion, environmental impact, and a frustrating user experience. By exploring new approaches, Adelaide can reduce car dependency and improve liveability. Learning from global best practices, will be fundamental to develop a transport system that meets the needs of all residents and supports Adelaide's growth and development.

In addressing motor vehicle and car parking challenges in the City of Adelaide, several key directions can be drawn from existing policies and frameworks. A central theme across various cities, including Melbourne and Hobart, is the increasing emphasis on reducing car dependency and promoting more sustainable forms of transport. The City of Melbourne has adopted a Strategy including policy[89] that advocates prioritising reducing traffic congestion through road pricing and investing in public and active transport options. Engineers Australia has highlighted the need for less focus on road expansion and more on integrating different modes of transport to reduce congestion[90]. These directions point towards a balanced approach where cars remain part of the transport mix but are managed more effectively in conjunction with active transport and public transit.

Austroads' supports this shift, advocating for more walkable and cycle-friendly cities. In Adelaide, active transport can be prioritised through the development of cycling infrastructure and safer pedestrian routes, especially in areas of high vehicle congestion[91]. This approach aligns with Engineers Australia's call for a sustainable mobility management system that encourages walking and cycling over car use, thereby reducing emissions and improving public health. In implementing such strategies, Adelaide could consider reallocating road space to create dedicated bike lanes and pedestrian-friendly streets, as seen in cities like Portland and London[92].

Adelaide's motor vehicle and parking strategy approach could focus on managing car use through pricing mechanisms, reallocating road space for sustainable transport modes, and improving public transport connectivity. Drawing on successful examples from Melbourne, Hobart, and international cities, these strategies can deliver long-term economic, environmental, and social benefits.

Enhancing Parking Data for Informed Transport Planning

While there is a wealth of parking data available, significant gaps remain, particularly in private off-street parking, which is likely the largest single category of parking supply within the City of Adelaide. A more

[89] City of Melbourne. (2019). *Transport strategy 2030*. City of Melbourne.
[90] Engineers Australia. (2023). *Urban transport systems: Policy and planning advice*. Engineers Australia.
[91] Austroads. (2024). *Prioritising active transport*. Austroads.
[92] City of Melbourne. (2018). *Reducing traffic for better streets: Transport strategy discussion paper*. City of Melbourne.

comprehensive understanding of the entire parking network, including private facilities, is essential for future planning. Without accurate data on private off-street parking, it is difficult to assess overall capacity, demand patterns, and the potential for optimising parking supply. Improving data collection and organisation will allow for a more robust evaluation of the Integrated Transport Strategy's implementation and effectiveness. Although this requires an initial investment of effort and resources, the long-term benefits—such as more efficient parking management, better integration with sustainable transport initiatives, and improved decision-making—make it a valuable and necessary undertaking.

Table 5-3 Parking and Vehicle Management Opportunities

Opportunity	Summary
Demonstrations, Trials, and Pilots	• Small-scale implementations to test and showcase city changes like cycling lanes or pedestrian zones. • Build public and political support with tangible evidence. • Adjust initiatives based on feedback for informed long-term investments.
Carshare	• Short-term car rental services reduce car ownership and driving. • Shared cars can replace up to 10 private cars, decreasing congestion and environmental impacts. • City's role includes providing parking spaces, regulatory frameworks, and integration into behaviour change programs.
Performance-Based Fees	• Differential pricing based on emissions, vehicle size, or safety ratings. • Examples include emissions-based parking fees, congestion taxes, and low-emission zones. • Aligns pricing mechanisms with environmental and policy objectives.
Parking reform to improve parking efficiency	• Reducing parking duration by 10-20% can have the same effect as creating hundreds of new parking spaces in a neighbourhood, while improving traffic flow.[93] • Increased parking fees during peak demand periods can result in 20% decrease in average parking duration, 18% more unique visitors found parking and 7% reduction in traffic volumes which means less time spent searching for parking[93].
Electric Vehicle Charging Infrastructure	• Electric vehicle (EV): Electric vehicle is often used to refer to an electric private car exclusively. However there are many types of electric vehicles including buses, trucks, trams, vans, bicycles and scooters. • Establish a comprehensive EV charging network for on-street and off-street solutions. Noted that the City of Adelaide recently endorsed the roadmap to support the transition to EVs, which identified priority charging locations across the city as shown in Figure 5-5 and immediate actions for delivery in the short-term (three years). • Focus on public-private partnerships and key locations. • Support infrastructure for non-private EVs, including buses and scooters.
Traffic Circulation Plan	• Strategic framework to manage traffic flow, reduce through traffic, and enhance liveability. • Promotes walking, cycling, and public transport with pedestrian zones and dedicated bike lanes. • Reduces congestion and pollution, improving urban quality of life.
Modal Filters	• Restrict access for motor vehicles while allowing pedestrians and bicycles. • Create low-traffic neighbourhoods using barriers like bollards or planters. • Enhance active transport safety and attractiveness.
Car Parking Policy in Planning and Design Code	• Address parking challenges with guidelines for residential, scooter, bicycle parking, and car stacking. • Promote accessibility and active transport infrastructure. • Integrate parking policies into broader strategic transport plans.

[93] New York City Department of Transportation. (2012). *Measuring the street: New metrics for 21st century streets*.

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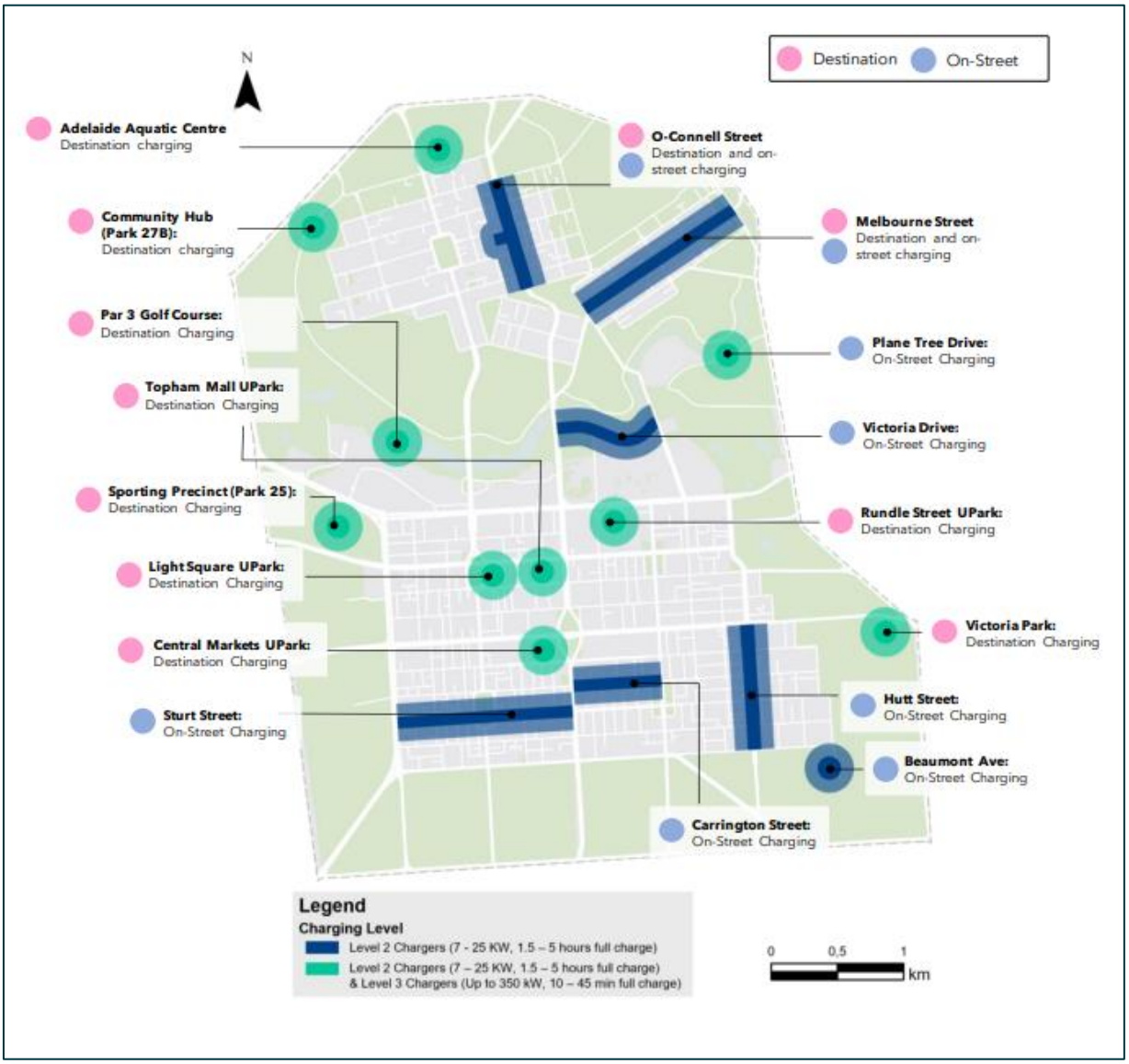

Figure 5-5 Recommended priority locations for EV charging infrastructure in Adelaide

Source: Arup, CoA EV charging infrastructure transition roadmap, 2023

Key strategic moves for the City of Adelaide to implement to support sustainable future growth of the city include adopting the Healthy Streets approach, implementing innovative policies like dynamic parking pricing and considering a shift towards road pricing, expanding electric vehicle charging infrastructure, creating low emission zones, and investing in extensive cycling and pedestrian infrastructure.

Despite objectives to increase the number of people walking, wheeling, and cycling, transport data shows that mode shift has not been occurring as desired.

To increase levels of walking, wheeling and cycling and public transport use, in line with strategic objectives of the City of Adelaide and other levels of government, it is vital to consider both stronger incentives related to those modes, and disincentives for car use. Governments globally have implemented or started to consider measures such as car parking management and road use pricing.

The following three key strategic moves have been identified based on the objectives for our city:

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Consider the environmental impact of transport

- Considering the environmental impact of transport modes and prioritising space efficient and low-emission transport, by expanding electric vehicle charging infrastructure, creating low emission zones, and investing in connected cycling and pedestrian networks.

Strategic parking and traffic circulation

- Being strategic about how we manage our parking and traffic circulation through dynamic parking pricing, parking management and permits, developing a comprehensive traffic circulation plan, implementing modal filters, reducing speed limits, and enhancing road safety measures.

Healthy Streets

- Optimising the road space of our streets to create appealing corridors for movement, rest, and to improve safety for all users using Healthy Streets principles.

Refer to Section 8.0 for the Implementation Plan which provides an overview of the governance and delivery mechanisms to implement the recommended policies and actions related to motor vehicles and parking within the City of Adelaide.

San Francisco, USA

San Fransisco has introduced dynamic parking pricing through its SF Park program. This system adjusts parking prices based on demand, ensuring that one or two spaces are always available on each block. The approach helps reduce the time drivers spend searching for parking; lowering congestion and emissions.

Figure 5-6 San Francisco Smart Parking meter

Source: SFTMA

Ghent, Belgium

Ghent's Traffic Circulation Plan divides the city into six sectors, including the city centre, to restrict motorised vehicles from crossing between them, thereby directing through traffic to the inner ring road. Several streets have been closed to motorised traffic, with changes to travel directions in 77 streets, allowing only vehicles with special permits, such as emergency services, public transport, and taxis, in restricted areas. The plan also creates extensive pedestrian zones and significantly expands cycling infrastructure, including dedicated bike lanes and secure bike parking. Additionally, it promotes the use of public transport by prioritising buses and trams in the city centre.[94]

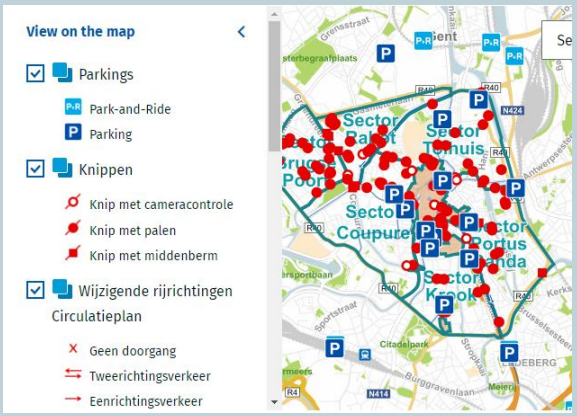

Figure 5-7 Interactive digital map of the circulation plan

Source: City of Ghent

[94] European Commission. "Gent's Traffic Circulation Plan (Belgium)." EU Urban Mobility Observatory, 19 Oct. 2017

Melbourne, Australia

In some newer Australian car-free developments, such as Nightingale Housing projects in Melbourne[95], new residents are required to certify that they do not own a car and agree not to use on-street parking spaces. These developments focus on sustainable living, with excellent access to public transport and cycling infrastructure, encouraging residents to adopt car-free lifestyles. This approach is part of a broader trend in cities aimed at reducing car dependency and promoting sustainable urban transport options.

Sydney, Australia

The City of Sydney has implemented a differential residential parking permit fee structure based on vehicle emissions to encourage the use of greener vehicles[96]. This scheme divides vehicles into categories based on their CO2 emissions, with lower emissions vehicles paying less for their permits. For instance, vehicles emitting less CO2 per kilometre pay lower fees than those with higher emissions, which are subject to higher charges. The scaled annual permit fees are based on the star rating of the vehicle in the federal government's green vehicle guide. This approach aims to reduce the environmental impact of vehicle use to demonstrate environmental leadership and to address climate change by encouraging residents to choose more sustainable transportation options.

5.3.6 Shared Micromobility

Shared micromobility is a key mode that people can move around within the City of Adelaide and between adjacent suburbs by. The need for shared micromobility in the future is likely to grow as more people live and work within the City of Adelaide[97] [98] and we focus on efficient and sustainable development. Shared micromobility provides people with greater transport choice: offering a sustainable, space efficient and active alternative to driving. It has a role to play in supporting the reduction of use of private motor vehicles to help maintain liveability of our city in the future[99].

What is shared micromobility? Shared micromobility includes rentable small, fully or partially human powered or electric devices, including e-bikes, bikes and e-scooters. The vehicles can be rented through a mobile phone app and are collected and dropped off in the public realm.

What benefits does shared micromobility bring to our city?

The provision of and effective management of shared micromobility allows more people to have greater choice in how they travel and reduces the dependence on motor vehicles for journeys. Shared micromobility improves the accessibility of our city; increasing the choices available to people for first and last mile travel and expands the catchments of connectivity to key destinations. There is a strong relationship between shared micromobility and public transport, with the integration of these two modes enabling efficient and convenient door-to-door experiences.

A note on terminology: first and last mile access is the first and final leg of a journey. It is often the connection between your origin / destination and public transport. For example, the walk from home to the bus stop and then the walk from the bus stop to your office.

By improving connectivity, shared scooters and cycles contribute to social connection and community cohesion, greater physical activity and wellbeing through the use of active travel modes (improving public health), and increasing urban liveability.

[95] The Fifth Estate. (2015, June 4). *No car parking: The hot new trend*. The Fifth Estate.
[96] City of Sydney. (n.d.). *How to apply for a residential parking permit*. City of Sydney. https://www.cityofsydney.nsw.gov.au
[97] Greater Adelaide Regional Plan (Draft), SA Department for Housing and Urban Development, 2024
[98] City Plan, City of Adelaide, 2024
[99] Kailai Wang, Xiaodong Qian, Dillon Taylor Fitch, Yongsung Lee, Jai Malik & Giovanni Circella (2023) What travel modes do shared e-scooters displace? A review of recent research findings, Transport Reviews, 43:1, 5-31, DOI: 10.1080/01441647.2021.2015639

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Ultimately, shared micromobility supports the benefits a city experiences through shifting travel away from private motor vehicles: improvement in places and amenity, reduced emissions and noise pollution, better health and wellbeing outcomes, and economic return.

Data from Melbourne indicates that e-scooters assist in the growth of active transport mode share, offering a gateway to using shared cycles and undertaking more trips by riding[100].

Shared micromobility, especially e-scooters, remains a dynamic space with ongoing changes to optimise the management of the programs. A number of challenges can be noted within the City of Adelaide context for balancing the success of shared mobility with other city users.

With existing speed limits within the City of Adelaide, current legislation prohibits e-scooters from travelling on roads, resulting in majority of e-scooter use being on footpaths. This can make people walking or wheeling feel uncomfortable. The State Government may change legislation allowing e-scooters on roads with speed limits up to and including 50km/h, however this would not be considered a safe outcome and research suggests many people would still choose to use the footpath because they would be too scared on-road[101]. Research indicates that mixing driving and scootering at 50km/h will increase serious injuries on our streets[102].

The appeal of using cycle share is limited by the quality of supporting infrastructure. With few protected cycle lanes / cycle paths, people are often required to cycle on road, mixing with motor vehicles travelling at relatively high speeds. Without a comfortable environment for cycling, few people may choose to use cycle share, and it may not be financially viable.

While some streets have designated parking spaces allocated for shared micromobility or restrict them entirely, on most streets parking is ‘free floating’ or unrestricted. This results in shared micromobility devices being left on footpaths, taking up valuable walking / wheeling space in busy urban environments. Poorly parked devices can also become trip hazards, especially for older adults and people with disability.

However, there is a need to balance the management of parking with maintaining flexibility of the mode. The appeal of shared micromobility has often been the convenience and flexibility that ‘free floating’ parking allows for. That is, being able to book a device via the app on your phone and use one in close proximity to your current location. These locations are therefore dispersed throughout the trial areas and are not fixed, such as a bus stop or train station. They allow you to get closer to a destination.

Footpath clutter and unsafe perception it generates was a key concern for the community.

Investing in a micromobility network and better parking management will mean more people can choose to cycle and use shared micromobility, while creating better outcomes for people walking and wheeling. This strategy provides a blueprint for achieving this through the following key enablers:

- Optimise our streets to create safe corridors for people to use micromobility devices (shared and personal) with managed parking provisions on busy streets to ensure there are comfortable spaces for people walking and wheeling.
- Manage parking through designated parking bays or docks in busier areas. Provide some designated parking in quieter residential areas but have allowances for ‘free floating’ parking for safety and inclusion.
- Establish micromobility networks to improve connections with key destinations (including public transport). Identify ‘no go zones’ (streets and paths where scootering and/or cycling are to be excluded).
- Lower speed limits to promote and enable safer on-road micromobility conditions and minimise potential conflicts on footpaths with people walking and wheeling.

[100] City of Melbourne Shared E-Scooter Trial Scheme Advice, AECOM, 2023
[101] The e-scooter gender gap – Jennifer Dill, Ph.D.
[102] Cloud, C., Heß S. & Kasinger, J. (2023). Shared e-scooter services and road safety: Evidence from six European countries, European Economic Review, 160

- Integrate shared micromobility with public transport through creating micromobility hubs at public transport interchanges and stations. Joint promotion and pricing structures could also be explored with State Government and micromobility operators.
- Have operators deploy more inclusive devices such as e-scooters with seats to improve accessibility and enable longer journeys for more people. Investigate schemes for different pricing models to promote shared micromobility as a viable transport option for people with limited existing transport means.
- Make improvements to recreational trails within the Park Lands to promote shared micromobility as a tourism activity that enables visitors to explore the Park Lands and adjacent city destinations.

Shared Micromobility Parking in London

Wandsworth Council in South London supports shared e-bikes as a 'convenient travel option', recognising them as a clean and sustainable way of getting around. However, they do acknowledge the importance of managing end-of-trip parking, as devices left on footpaths in busier areas can significant impact people walking or wheeling.

The Council utilise a hybrid system for shared e-bike parking, with it being mandatory to park devices in a designated bay in busier town centre areas. In quieter parts of the council area, there will be designated parking bays which people are encouraged to use but 'free floating' parking is still allowed. One of the reasons cited for this decision is to enable people, especially women, to feel safer and park close to home at night. The Council have installed over 100 parking bats for shared micromobility across the 34km2 council area.

Image Source: Wandsworth Council

Refer to Section 8.0 for the Implementation Plan which provides an overview of the governance and delivery mechanisms to implement the recommended policies and actions related to shared micromobility within the City of Adelaide.

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6.0 Integrated Transport Framework

Three key transport planning frameworks have been adopted throughout this Strategy: Movement and Place, Safe Systems Approach and Healthy Streets. Each of these frameworks bring a specific lens to understanding how people use our city and transport network and help to inform our aspirations. The following sections provide an overview of the respective frameworks.

We have subsequently integrated the principles of these three frameworks to develop a City of Adelaide specific framework for the assessment of our streets (see Section 6.4). This framework has also been used to inform the mapping of our future transport networks (see Section 7.2).

6.1 Movement and Place Framework

Movement and Place is a framework for planning, designing and managing transport networks. The approach recognises that streets are not just for moving people and goods, but that they are also places for people to live, work and spend time. Streets are key areas of people's activity and support economic, social and cultural value.

The framework highlights the importance of 'Place' in the decision-making process and the need for a collaborative planning, design and engineering approach. The delivery of a high-quality transport network provides a great opportunity to not only improve conditions for people travelling, but to create more liveable streets that deliver better outcomes for all.

Movement and Place provides a cohesive approach to aligning integrated and efficient movement of people and goods with amenity and quality of places. It can be utilised to get the right mix of transport in the right locations.

There are varying approaches to Movement and Place that are being implemented around the world, with no one framework in place for Australia. They all include the recognition of different road or street environments typologies depending on the combination of movement function and place value.

The approach adopted by the South Australian Department for Infrastructure and Transport is outlined in the SA Active Travel Design Guide; utilising a 5x5 matrix where a number '1' on each axis indicates that the Movement or Place function is of strategic priority, and '5' is of local priority. Each cell in the matrix represents one of 25 street types, labelled from M1P1 in the top left corner and M5P5 in the bottom right corner.

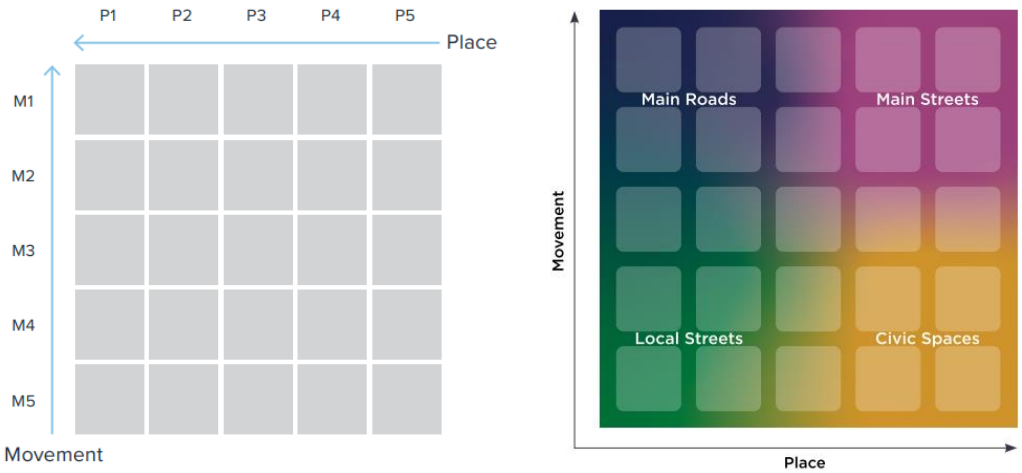

Figure 6-1 Movement and Place frameworks utilised in Australia: left – South Australia and right – New South Wales

Source: SA Department for Infrastructure & Transport, 2024 and Transport for NSW, 2020

By recognising the different types of street environments that arise from the combination of Movement and Place functions, we can make more informed decisions to support a variety of users and uses of a particular section of road or street. We can identify corridors that have a high movement function and cater for private and freight vehicle movement. We can identify places where lingering should be encouraged to support the economic, social and cultural function of our city. We acknowledge that not every street can serve every function for every user.

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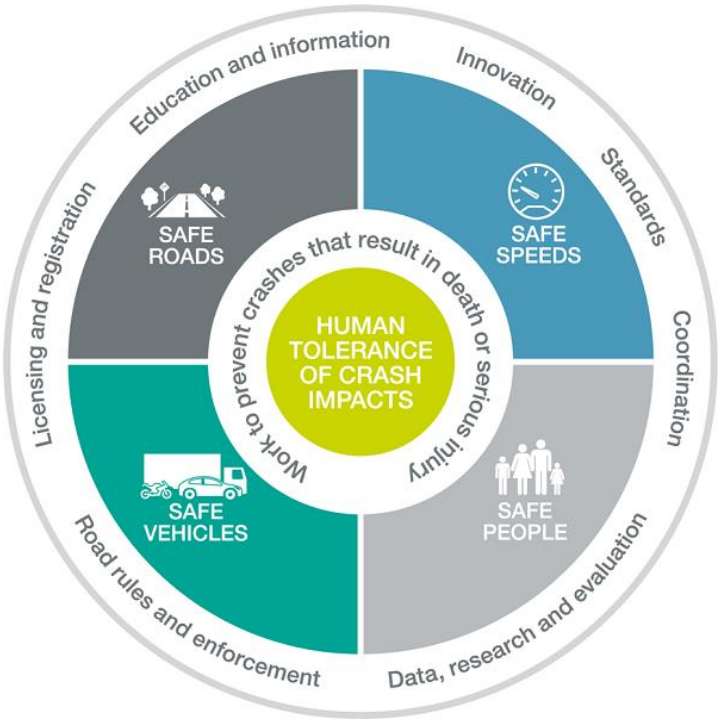
6.2 Safe System Approach

The City of Adelaide supports South Australia's Road Safety Strategy to 2031[103]. The strategy outlines a short-term target of reducing the number of annual fatalities on South Australian roads to fewer than 43 by the year 2031 (50% reduction) and serious injuries to fewer than 474 (30% reduction). To achieve this goal and to move towards the ultimate vision of zero serious injuries and fatalities on South Australian roads by 2050, the Safe Systems Approach to road safety is used.

The Safe Systems Approach is a belief that all road related serious injuries and deaths are preventable and therefore no loss of life is acceptable. It views human life and health paramount to all else and is the first and foremost consideration when designing a road network. People are at the centre of this approach, so that mistakes don't cost lives.

The following principles underpin Safe Systems: we will make mistakes, our bodies are fragile, we need to create a more forgiving road system and road safety is everybody's responsibility.

The Safe System Approach has four essential and intersecting elements:



- Safe road user behaviour
- Safe road infrastructure
- Safe speeds at which people travel
- Safe vehicles.
-

The approach views human life and health as paramount to all else and should be the first and foremost consideration when designing a transport network

How can we implement the Safe Systems Approach?

The key role that the Safe Systems Approach brings to the planning of our streets as part of this Strategy is the reallocation of space to people walking / wheeling and cycling. Returning more space to people supports the reduction of speeds and introduction of traffic calming measures to lower likelihood. The adjustment of space and speeds improves accessibility for people of all ages and abilities in our city.

Figure 6-2 Overview of the Safe Systems Approach

Source: National Road Safety Strategy 2021-30, 2021

[103] South Australia's Road Safety Strategy to 2031, Government of South Australia

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6.3 Healthy Streets

Healthy Streets is a framework developed by Lucy Saunders which is not just about changing the whole street but the whole system. A healthy street is one where people feel welcome, relaxed and safe, where people can choose to walk and ride their bike and spend time.

There are ten Healthy Street Indicators to assess streets as being inclusive and healthy environments (refer to diagram). The key principles around healthy streets are:

- Address the big health impacts of urban transport by striving for 'clean air', 'not too noisy' and safety by making it 'easy to cross' and 'people feel safe'.
- Everyone needs an accessible environment to be active every day by designing our streets so 'everyone feels welcome' and 'people choose to walk and cycle'.
- The environment needs to be pleasant by addressing the indicators of 'people feel relaxed', 'things to see and do', 'shade and shelter' and 'places to stop and rest'.

How can we implement Healthy Streets?

Street space optimisation

Street space within the City of Adelaide is limited, and therefore requires strategic management. One strategy for this is reallocating street space to provide more space for walking / wheeling and cycling infrastructure and street greening. Both of these land uses bring a number of benefits to the city for residents, businesses and visitors, as outlined in the following sections.

Street greening

Street greening is a way to deliver Healthy Streets in Adelaide. Street greening aligns with the opportunities identified in the City of Adelaide Integrated Climate Strategy 2023, 2020-2024 Strategic Plan and City Plan. We know that there are a number of benefits in strategically placing trees and vegetation along streets throughout the city:

- Improved amenity of streets creates more enjoyable environments for people to spend time in
- Enhanced plant diversity, urban biodiversity and air quality within the City of Adelaide
- Increased shade and shelter from street trees supports the cooling of the environment
- Reallocating space to urban greening contributes to climate resilience and enhances the city's environmental quality; helping to mitigate the effects of climate change.

More walking / wheeling and cycling infrastructure

A key component to delivering healthy streets is providing more space for people to walk, wheel and cycle, with the type of active transport infrastructure corresponding to how safe people feel[104][105]. Feelings of confidence and safety contributes to more people walking, wheeling and cycling, and we know that there are a number of benefits to that:

- Greater amenity calms traffic and leads to increased walking and cycling activity along streets generating greater economic activity and a safer space
- Increased walking and cycling supports improved physical and mental wellbeing
- Improve accessibility for people of all ages and abilities, for inclusion and independent movement
- Prioritising active transport reduces vehicle emissions and noise, contributing to better air quality
- More space for people creates lively neighbourhoods, helping to stimulate local businesses and create lively neighbourhoods.

[104] City of Melbourne (2017), *Bicycle User Confidence Study*
[105] Department of Infrastructure & Transport (2022), *Cycling Strategy for South Australia*

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6.4 City of Adelaide Framework

A transport framework has been developed for the City of Adelaide to guide integrated and sustainable transport planning efforts. This framework draws on recognised principles and established approaches from three key sources: the Movement and Place Framework, the Safe System Approach, and Healthy Streets.

By combining elements from these influential frameworks, Adelaide seeks to balance the safe movement of people and goods with the quality and liveability of its public spaces. This process involves understanding the diverse functions of streets, prioritising safety and accessibility, and fostering healthy, sustainable environments for residents, workers, and visitors.

This new framework is intended to bring together key components of each of the above frameworks in a manner that allows the City to effectively asses and make decisions regarding what interventions or changes are most appropriate for a given location as part of a particular project. This can be based on key metrics and indicators of how a street or road is currently functioning compared to what function is needs to serve in the future as guided by the network maps, considering four themes:

1. Accessibility
2. Experience and Place
3. Health and Sustainability
4. Safety and Comfort.

Within the framework, each theme itself includes a set of key indicators and metrics informed by existing data or site observations. In this way we will quantify how a particular location should function, look, or feel, based on these discrete metrics when developing options for a project. A series of metric scores have been developed in line with network classifications and resulting street typologies.

Table 6-1 Themes and metrics for assessment as part of the framework

Movement and Access	Experience and Place
Motorised traffic impacts	Responding to population growth
Quality cycling conditions	Social infrastructure and elements for street activity and experience
Walking is comfortable and accessible	Human scale built form
Public Transport Service Quality	Improved economic activity (optional)

Health and Sustainability	Safety and Comfort
Clean air to breathe	Physical crash safety
Access to nature	People feel comfortable on the street
Heat and climate resilient places and networks	Gender inclusive places and networks

By assessing current performance of the street against these same metrics, we can understand what and where the shortfall may be between the street as it currently stands, and it needs to be to meet our vision. This is the performance gap. This in turn, allows for a more targeted approach to future upgrades to ensure that treatments to the street meet our vision – the network mapping and design guidance.

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Our City of Adelaide practitioners will utilise this framework in the development of project options.

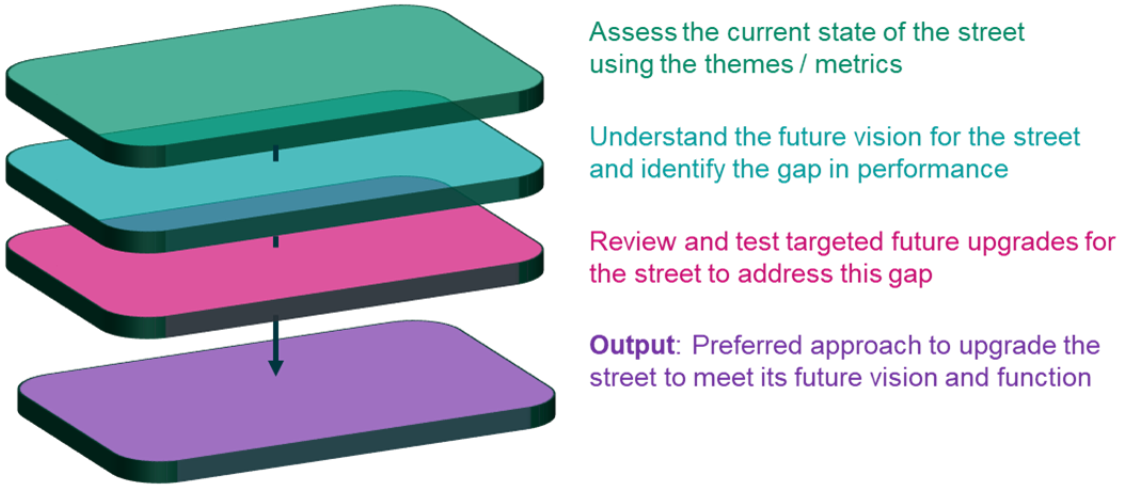

Figure 6-3 Layers to the framework assessment to support achieving the vision for streets in this Strategy

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7.0 Network Integration and Mapping

This section outlines the approach taken to identify the proposed future-state of the City of Adelaide's street network as captured in the network mapping. A series of principles were developed to guide the direction of the network, then supported by classifications and associated mapping rules to inform the design response for infrastructure solutions with a particular focus on walking / wheeling and cycling.

A note on terminology: This Strategy uses the terms 'walking' which includes all people moving on the footpath including walking, running or jogging, people using a cane / walker or pram / pusher; and 'wheeling' which includes all people using wheelchairs and motorised scooters. It is noted that the SA Active Travel Design Guide refers to 'wheeling' in a cycling context.

This section has been informed by the Movement & Place framework (Victoria and New South Wales), Healthy Streets and Safe System approaches, Adelaide Design Manual Street Types, best practice documentation as well as key findings from the discussion papers and community / stakeholder engagement process.

7.1 Mapping Principles

Four overarching themes and corresponding mapping principles have been developed to inform the future direction of the City of Adelaide transport network. The principles align to the overarching Strategy vision and objectives, key opportunities noted during engagement, the integrated transport frameworks including Healthy Streets and best practice guidance.

Refer to the table below for the overarching themes and mapping principles.

Table 7-1 Themes and mapping principles for the overarching City of Adelaide network

Overarching Themes & Mapping Principles
Movement & Access
• An inclusive and accessible network for people of all ages and abilities • Reducing the impact of motorised traffic to the city (e.g. through traffic) • Prioritising movement of people rather than vehicles • Improving the quality of cycling conditions (safe, convenient and connected infrastructure with resilient route options) • Making walking and wheeling comfortable and accessible for all people • Supporting improved public transport service quality • Managing and balancing the provision of parking to support ongoing access to businesses, and maintaining access to off-street parking • Managing traffic circulation with modal filters and one-way streets
Experience & Place
• Responding to future population growth in the city • Supporting social infrastructure elements for greater street activity and community experience • Supporting safe, creative and joyful spaces for use by people of all ages
Health & Sustainability
• Making streets heat and climate resilient places • Supporting improved physical and mental health outcomes through active transport use
Safety & Comfort
• Creating a network where people feel comfortable on the street: safe, healthy and connected streets for all users • Making networks gender accessible and inclusive

7.1.1 Classifications

To support the assessment of streets within the City of Adelaide, a series of practical network classifications have been developed. Classifications have been used to understand the strategic function of a connection by respective mode: what purpose the street serves for different users.

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Noting the need for alignment with the Department for Infrastructure & Transport and their ongoing State Transport Strategy development process, the existing classifications from the SA Active Travel Design Guide were used as a starting point. Some changes were made to ensure classifications were applicable to the City of Adelaide context. These include:

- Adding walking and wheeling classifications as the SA Active Travel Design Guide does not separate these uses from Place.
- Adding a Capital City classification for cycling to denote primary cycling routes within the City of Adelaide that connect to places of significance.
- Adding a Capital City classification for general traffic to denote routes that serve a strategic function within the Greater Adelaide network, however, are not declared arterial roads.
- Bringing in elements of Healthy Streets and Safe Systems Approach for this classification update for use within the City of Adelaide.
- Adding locations which are of strategic value to City of Adelaide including community facilities, open space and schools to Place classifications, to ensure alignment with walking and wheeling classifications.
- Expanding public transport corridors to include light rail services.

No changes were made to the classifications for freight.

7.1.1.1 Movement Classifications

The following tables denote the Movement classifications for respective modes active transport and vehicle-based modes. The considerations for these transport modes are diverse, and so too are the needs of the people using them. The following tables provides guidance on establishing hierarchy status for streets for perspectives of all modes of travel. This has been used to inform the development of the network mapping (Section 7.2). It is noted that the relative priority for Movement along streets can be conflict with other modes. Therefore, the network maps present a strategic approach across the City of Adelaide by balancing these considerations and identifying key corridors t support such functions.

Active Transport

Table 7-2 Movement classifications for walking / wheeling modes

#	Walking / Wheeling
A	**Capital city street / square** Primary pedestrian areas of the City of Adelaide with a high concentration of activity; areas which are of State significance.
1	**Main street – very high activity** Regionally significant walking links near key high street and transport node activity generators with existing and/or potential demand.
2	**Main street – high activity** Regionally significant walking links near key activity generators such as education facilities with existing and/or potential demand.
3	**Village street / local street** Municipal level significance to support pedestrian movements to and around activity generators such as activity centres, schools and transport interchanges. These routes support ‘local living’ principles.
4	**Local footpath / neighbourhood connections** Providing connections to the key walking / wheeling locations (W-A to W-3), supporting the complete walking journey. These links are mainly residential streets, providing connections to local destinations like parks, shops and bus stops.
R	**Recreational paths** Routes usually located beside rivers, creeks and rail lines – often shared facilities with cycling. These routes can serve a health / recreational purpose for use by people running / jogging. Example: Park Lands.

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Table 7-3 Movement classifications for cycling / micromobility modes

#	Cycling & Micromobility
A	**Capital city cycling routes** Primary routes within the capital city area. Provide a core network of highest use routes that connect places of State significance, such as public transport interchanges, the Adelaide Oval and the CBD. Generally designed for first / last mile access to key destinations, connected via C-1 routes for longer cycling journeys.
1	**Regional cycling routes** High priority cycling routes that connect the capital city with Urban Activity Centres and other significant destinations.
2	**District cycling routes** Routes that connect major activity centres with each other and with C-1 routes, creating a comprehensive high-quality network linking important destinations. Recreational trails of district significance are also part of C-2 level route network.
3	**Local cycling routes** Routes that connect local activity centres and residential areas with each other and link to the C-1 and C-2 networks. Designated trails of mainly local or recreational significance are also included in the C-3 network.
R	**Recreational paths** Provide a quieter cycling environment for recreation and tourism. Routes usually run beside rivers, creeks and rail lines. Often shared with people walking / wheeling. Noted that some routes such as the Park Lands and River Torrens Linear Trail also serve a dual purpose for commuting and other transport tasks.

Vehicles

Table 7-4 Movement classifications for vehicle based modes: public transport

#	Public Transport (PT)
1	**Priority PT corridors** Core backbone corridors with dedicated infrastructure that connect major hubs of activity along primary corridors of demand at higher frequency. Minimum infrastructure requirement is a dedicated corridor or lane from 7am to 7pm. Additional improvements for priority PT corridors include signal priority at key intersections to reduce delays, upgraded station and stop facilities with real-time information and accessibility features, stricter enforcement of dedicated lanes, improved active transport connections for first and last-mile access, increased service frequency and operating hours, and the introduction of express services or enhanced bus rapid transit where demand supports it.
2	**Frequent PT corridors** Secondary backbone corridors that connect major hubs of activity with high frequency along corridors of strong demand. Strong integration with the priority network. Frequent PT corridors should include seamless transfers between transport modes, improved reliability through transit signal priority at key intersections, enhanced stop facilities with shelters and real-time service information, and expanded off-peak and weekend services to support travel demand beyond traditional commuting hours.
3	**Connector PT corridors** Connector corridors that connect residential areas and secondary centres to the priority or frequent networks.

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Table 7-5 Movement classifications for vehicle based modes: general traffic

#	General Traffic (GT) [106]
A	**Capital city strategic streets** Streets that provide for localised movement within the City of Adelaide on strategic corridors. Multi-modal movement (balanced with active transport and public transport) is at low speeds and volumes, supporting place intensity. Streets do not cater for an arterial road function but allow for access within the LGA. They are not State roads. Includes street typologies of Boulevard and Terrace.
4	**Collector streets** Streets that collect and channel traffic from local streets to higher-order streets. Movement is at low speeds and volumes and allows access between precincts of the City of Adelaide. Typically includes street typologies of Terrace, Park Lands and Street.
5	**Local streets / access streets** Streets used only for local movements. These streets usually have low traffic volumes and mainly provide first and last-mile connections. Typically includes street typologies of Street, Retail Street and Small Streets & Laneways.

Table 7-6 Movement classifications for vehicle based modes: freight

#	Freight (F)
1	**Principal freight routes** Roads that offer high connectivity and efficiency for nationally significant freight movements between the capital, major cities, strategic economic regions, and major logistics centres.
2	**Major freight routes** Roads that support the movement of high productivity freight to and from principal freight routes and between them. These routes are well-established and handle regular daily freight movements.
3	**Local freight routes** Roads that facilitate the movement of high productivity freight to and from key nodes, depots and delivery destinations, and connect to higher-order (F1 and F2) freight roads.

[106] The GT-1 to GT-3 classifications do not apply to the City of Adelaide as there are no arterial roads within the LGA. Streets within LGA are owned and operated / managed by the Council, and not DIT.

7.1.1.2 Place Classifications

The following table outlines the guidance to be used to determine the Place function of a street within the City of Adelaide. Five levels of Place have been identified, with the hierarchy aligned with the level of pedestrian activity along the street network, generated by local destinations. Place status ranges from P-1 (strategic: places of State significance) to P-5 (local).

When evaluating the Place function of a street, a number of factors need to be considered including the type of activation of frontages (for example, commercial shopfronts, eateries and cultural venues that attract significant pedestrian traffic will have a higher Place status), the land use designation and the relative significance of the destination / attraction to visitors. The Place function can vary throughout a network and even along a street, with different classifications for residential areas, centres, mixed-use or commercial zones, and sometimes by time of day or year. This variability in activation can result in distinct Place-based considerations along the same road.

The classification components below have been informed by the SA Active Travel Design Guide.

Table 7-7 Guidance to determine Place classifications

Place (P)	
1	**Places of National or State significance** • Street frontages (extending over 750 metres on both sides) that form part of state significant tourist precincts or are premier destinations for dining, entertainment, and/or high-density retail activities. Street frontages are visible and permeable • Cultural, entertainment or concert venues with a capacity of 1,500+ people, and sporting venues that host national games
2	**Places of metropolitan or city/town significance** • Street frontages (extending over 500 metres on any side of a street) that are popular and well-known destinations with visitors from metropolitan-wide or city/town-wide catchments including locations such as dining (on-street dining), entertainment and/or high-density retail, tertiary education activities. Street frontages are visible and permeable • City squares • Cultural, entertainment or concert venues with for 500-1,500 people
3	**Places of local government (council) significance** • Street frontages (extending over 500 metres on any side of a street) that are popular and well-known destinations with visitors from immediate and adjoining council catchments including locations such as commercial, dining (on-street dining), entertainment and/ or high-density retail, secondary education activities. Street frontages are visible and permeable • Community and civic uses such as libraries, town halls, and open spaces / parks / local sporting grounds • Cultural, entertainment or concert venues with a capacity
4	**Places of neighbourhood significance** • Street frontages (extending over 200 metres on any side of a street) that act as neighbourhood activity precincts with commercial, education, dining, entertainment and/or retail activities. Street frontages are visible and permeable • Presence of large schools with 300+ student enrolments with frontages or key active travel access routes along the street

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Place (P)	
5	**Places of local significance** • Local places of residence • Commercial destinations with small numbers of customers arriving mainly by appointment • Presence of schools with more localised school catchments

7.1.2 Mapping Rules: Active Transport

The following tables denote the mapping rules for active transport modes to support the identification of connections within the City of Adelaide and then the corresponding classifications. The elements noted within these tables help to determine which classification a street best sits within. For example, being within 100m of Adelaide Railway Station indicates that the street best aligns with the W-1 classification.

Should there be two locations of the same classification separated by less than 200m, then the entire length will be classified the same.

Table 7-8 Mapping rules for walking and wheeling classifications

Walking / Wheeling (W)	
A	• Paths within an area assigned as P-1 – state significance
1	• Paths within a block of P-1 and P-2 – state and metropolitan significance • Public transport function with routes located within 200m radius of railway stations, tram stops and bus interchanges.
2	• Paths within two blocks of P-1 and P-2 – state / metropolitan significance where linked by active frontages and AT / PT infrastructure / services • Paths adjacent to retail (active frontages) • Paths within 100m of a significant public transport node • Paths within 200m of educational facilities
3	• Paths within a block of P-3 and P-4 – local government and neighbourhood significance • Paths within 1km of educational facilities • Paths within 400m of community and civic land uses including parks, health facilities, public transport nodes
4	• Paths within two blocks of P-3 and P-4 – local government and neighbourhood significance • Paths within a block of P-5 – local significance • Streets with public transport access via a bus stop • Streets assigned as local roads / GT-5 and located within 2km of P-1 to P-5 classifications (if not assigned otherwise).
R	• Only W-R if it is not another W classification with higher LoS requirements.

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Table 7-9 Mapping rules for cycling classifications

Cycling (C)	
A	• Routes for access to key City of Adelaide land uses / destinations – regional significance • Routes form the core network of the City of Adelaide (north-south and east-west corridors)
1	• Routes for access to key district-level destinations • Strategic cycling network (C-1 and C-2) routes should be spaced at maximum 500m (preferred) to 750m
2	• Routes for access to educational facilities (secondary and tertiary), public transport nodes, health and community / civic facilities • Strategic cycling network (C-1 and C-2) routes should be spaced at maximum 500m (preferred) to 750m
3	• Routes for access to neighbourhood destinations • A route which has been identified as GT-4 / GT-5 (if not already assigned a C classification)
R	• Routes which are primarily for use for recreation / tourism

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7.1.3 Design Guidance: Active Transport

Everyone should be able to travel safely. But our perceptions of safety also influence where, when, and how we travel, and can impact the amount of time a journey will take and our enjoyment of place.

Improving the design of our streets will encourage greater use of sustainable transport by people of all abilities; a key vision for this Strategy. Street space will be allocated fairly and safely to create safe streets and intersections and to prioritise walking / wheeling, cycling and public transport.

With the aspirational network both classified and mapped as per the earlier sections, design guidance can be used to understand the respective typologies of the infrastructure provided. This guidance should be used to inform the allocation of existing space to support the strategic aims and objectives of the City of Adelaide.

Noting the City of Adelaide's strategic role within Greater Adelaide and the greater demand for and use of pedestrian facilities, best practice documentation has been referred to for the design width guidance for walking / wheeling paths. The table below has been informed by the Transport for NSW Walking Space Guide. The Guide outlines an assessment of minimum target of Level of Service (LoS) for footpaths by function to ensure pedestrian comfort within the space allocated for walking / wheeling. The design width guidance for walking / wheeling classifications has been informed by considerations for walking space.

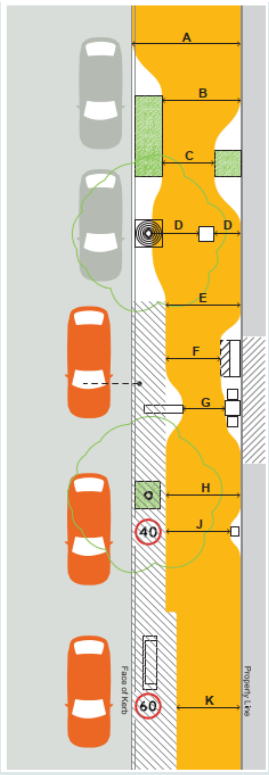

Figure 7-1 Walking space [107]

What is walking space?

Walking space is the area available on a footpath for people walking / wheeling to use. We know that there's a number of obstructions on footpaths, with many of these needed to support people and city operations. The walking space on a footpath is the area minus such street elements. These include:

- Kerbside buffer – the space adjacent to the street and moving vehicles which people walking and wheeling do not feel comfortable to use. This buffer increases in width as the speed of travel for vehicles increases. For example, a street with a speed limit of 40km/h has a kerbside buffer zone of 1.2m.
- Street elements like poles, outdoor dining / street furniture, street greening like trees, bus stops, on-street advertising boards,

This is shown in yellow in Figure 7-1, indicating the space available for people walking / wheeling to use comfortably on a street between street elements.

The inclusion of street elements such as greening, facilities for people walking / wheeling like street furniture, and wayfinding help to support a greater volume and diversity of users noting the strategic function of the street. The recommended street elements from the SA Active Travel Design Guide can be applied by practitioners to the local design response for the highest LoS (appropriate to the context of the street).

[107] Transport for NSW Walking Space Guide, 2020

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Table 7-10 Walking and wheeling design width guidance

Walking / Wheeling Classification	Design Width Guidance: Walking Space [108]	
	Desirable Width (m)	Minimum Width (m)
A	4.5	4
1	4	3.7
2	3.2	3
3	3	2.7
4	2.3	2
R	3	2

The table below outlines the possible infrastructure typologies which can be utilised in the design response to respective streets with classifications from A to R. There are a number of typologies identified for classifications as the design considerations for cycling infrastructure needs to be tailored to best suit the context of the street while ensuring that it is safe, direct, connected, comfortable and adaptable. This includes the Movement (general traffic) and Place classifications.

The cycling link types noted in the table below have been informed by the SA Active Travel Design Guide.

Table 7-11 Cycling design typology guidance

Cycling Classification	Cycling Link Types [109]
A	• One-way or two-way protected cycle lanes
1	• One-way protected cycle lanes, one-way cycle paths • Two-way cycle paths, two-way on-road cycle paths
2	• One-way protected cycle lanes, one-way cycle paths • Two-way cycle paths, two-way on-road cycle paths
3	• One-way protected cycle lanes, one-way cycle paths • Two-way cycle paths, two-way on-road cycle paths • Shared paths • One-way cycle lanes • Two-way local streets with sharrow marking • One-way local streets with contra-flow cycle movement
R	• Shared paths

The SA Active Travel Design Guide guidance is to be used on the mapping of movement corridors (public transport, general traffic and freight) and supported by the DIT Functional Hierarchy, and to inform the desirable / minimum width and connection types. However, it does not provide design guidance for infrastructure solutions.

[108] Informed by the Transport for NSW Walking Space Guide. Refer to Page 24 for the suggested kerbside buffer widths informed by speed limit of adjacent streets.
[109] Informed by Section 8.2 to Section 8.5 (Cycling Facilities: Cycling Link Types, Page 44 – 65) of the South Australia Active Travel Design Guide. Best practice protection space available in Figure 4.1 of the UK's Department of Transport Cycle Infrastructure Design.

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7.2 Future Transport Network Maps

This section of the Strategy presents the network maps that have been developed for the aspirational future-state of the City of Adelaide transport network.

Throughout the development of the network maps the following questions were considered:

- What do we want our city to look like in the future? What do we need to change to get there?
- What function do our streets need to perform to meet our vision and objectives of this Strategy?
- What did the community and stakeholders tell us is important to them during engagement?
- What opportunities have been identified for the City of Adelaide and how do they integrate with our transport network? What challenges do we need to address in our future network?
- What do our streets, and ultimately our transport network, need to look like in the future to support informing strategies and targets from both the City of Adelaide and State Government?
- How do the themes of this Strategy inform what the future of our city looks like?

The mapping principles outlined in Section 7.1 formed the foundation of the network mapping. They have informed what type of transport system we want to see for the future of the City of Adelaide.

The transport network was then assessed by mode to understand what each street needs to support in the future and the strategic importance of the connection by mode. This then informed the classification; guided by the mapping rules.

Locations of current Place functionality were identified, with the City of Adelaide's City Plan informing the areas with likely uplift in Place value; aligned to the proposed development and growth of the city.

Vision: *Create a connected, sustainable, and inclusive transport system that enhances the liveability of the City of Adelaide.*

Objectives:

- Reduce car dependency and promote the adoption of sustainable transport modes, such as public transport, walking, and cycling.
- Create safe, efficient, and connected networks for active transport, ensuring that all users—regardless of age or ability—can move freely and comfortably throughout the city.
- Integrate transport with urban development to enhance the liveability of the city and support its economic and cultural vitality.
- Optimise the use of public space, focusing on shared mobility and multifunctional streets that serve both transport and community needs.
- Reduce transport-related greenhouse gas emissions and mitigate climate change impacts through the promotion of low-emission vehicles and sustainable transport infrastructure.
- Improve road safety, particularly for vulnerable road users, and ensure that public transport, cycling, and pedestrian infrastructure are safe and accessible.
- Enhance transport resilience, especially in light of growing city demand and ongoing construction and events, ensuring that Adelaide's transport system can adapt to changing needs.

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7.3 Cycling

7.3.1 Future Cycling Network

There are five internationally recognised design principles[110] that cycle-friendly networks need to meet:

Connected: Routes meet with other strategic and local routes to form a resilient cycling network that allows people cycling to access their destinations across the City of Adelaide and neighbouring suburbs

Safe: Ensure people cycling and other street users are provided with safe facilities

Direct: Provide people cycling the most efficient route that is easy to navigate

Attractive: Cycleway surroundings help to deliver well designed public spaces

Comfortable: Designed to be accessible for use by people of all ages and abilities

The future cycling network for the City of Adelaide, shown in Figure 7-3, has been designed to consider these principles, ensuring resilience with multiple north-south and east-west routes. Outcomes from the community and stakeholder engagement process has also been captured.

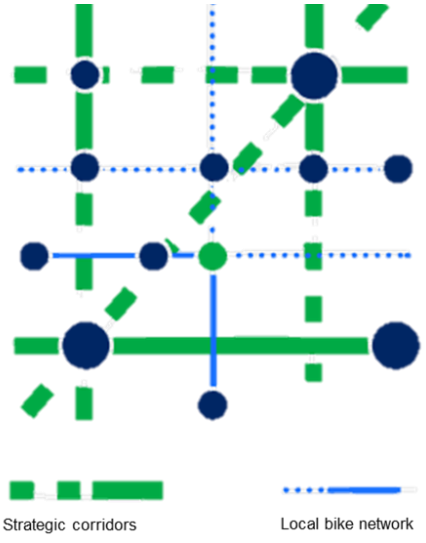

Figure 7-2 Cycling network route types

The map identifies streets by their future classification, noting the different types of routes required within a network. Strategic corridors serve the capital city and regional function (C-A to C-1) while the local bike network supports access to this and neighbourhood destinations (C-2 to C-R). This is connected network approach is represented in the figure adjacent. [111]

The strategic cycling corridors within the City of Adelaide are proposed to be:

- North – south routes: Morphett Street, King William Street, Pulteney Street, Montefiore Road, Jeffcott Street
- East – west routes: Finniss Street / MacKinnon Parade, Glover Avenue / Waymouth Street, Grote – Wakefield Street, Sturt – Halifax Street

Some of these connections have already been established. Filling the gaps to connect the cycling network is a key action from this Strategy.

The network has been developed to consider the role of emerging mobility and how it can support the growth of micromobility within Greater Adelaide. The cycling network has the potential to be well suited for micromobility to share safe and connected networks with cycling.

The Park Lands are a unique part of the City of Adelaide and have been captured as key cycling routes. These connections serve as key access routes both to and from the City of Adelaide with neighbouring suburbs. More broadly, cycling networks have an influence on the walking / wheeling and Healthy Streets networks and the Place function of our streets.

How will we deliver this network? Street space reallocation is a key strategy to support the delivery of more cycleways across the City of Adelaide. We know that street space is limited, and that our city

[110] These principles were first identified by the Dutch Design Manual for Bicycle Traffic (CROW, 2006). They have since been updated and/or incorporated in many other cycling infrastructure design standards and guidance publications throughout the world.
[111] Active Transport Strategy, Transport for NSW, 2022

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benefits most when this space is allocated to people. The use of space for people to cycle supports the liveability of our city and directly aligns with the vision of this Strategy.

7.3.2 Future Cycling Network Map

Figure 7-3 Future cycling network map

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7.3.3 Existing Level of Service Map

Figure 7-4 presents the existing cycling network for the City of Adelaide, informed by Figure 4-2 and an analysis of the infrastructure compared to the classifications and design guidance in Section 7.1.1.

Figure 7-4 Existing cycling network map

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7.3.4 Operating Gap Analysis Map

Figure 7-5 presents the gap analysis for the cycling network: comparing the existing infrastructure to the future network in line with the classifications from Section 7.1.1. The map identifies locations where infrastructure it to be upgraded in order to deliver the future cycling network and meet the goals of the Strategy.

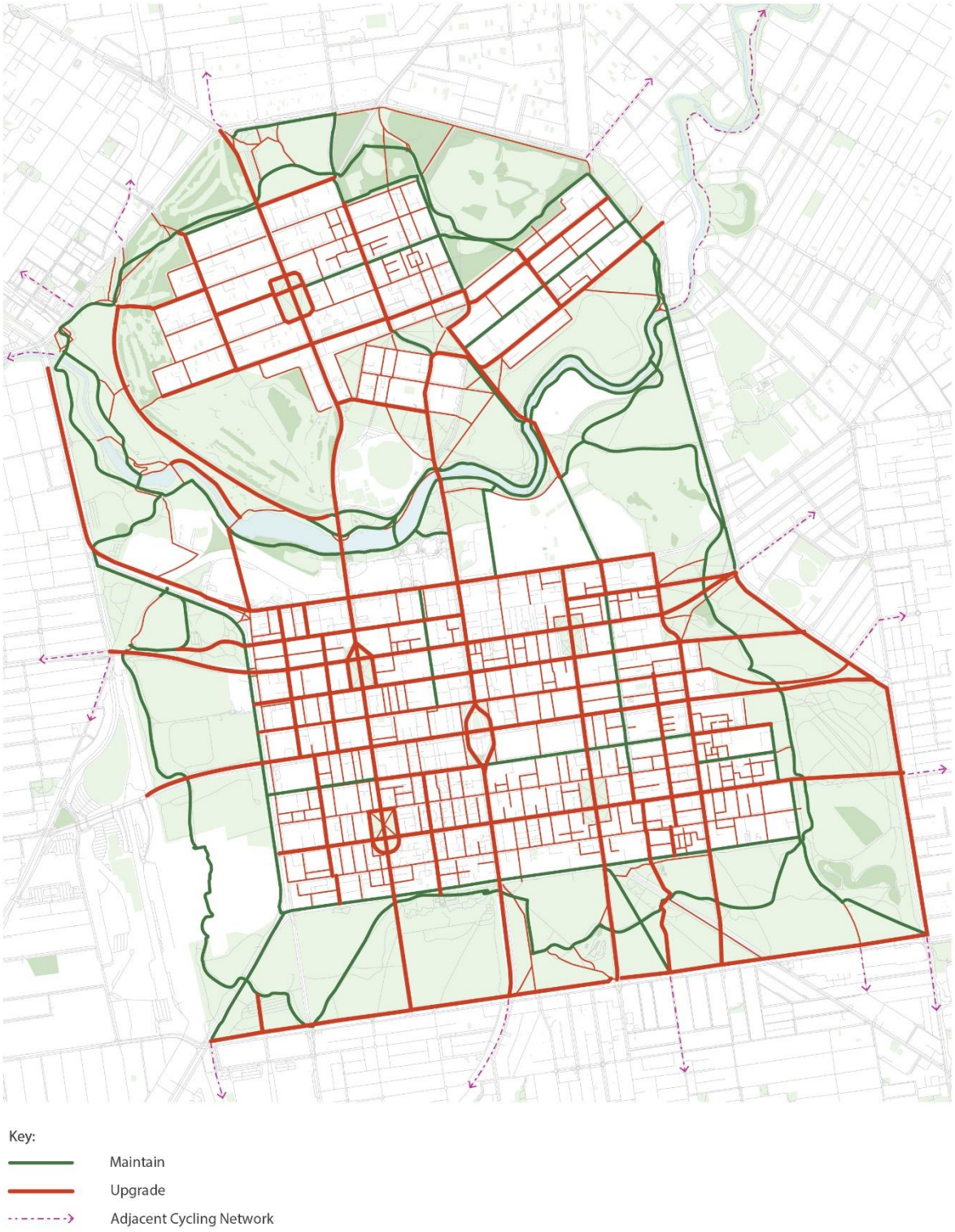

Figure 7-5 Review of existing cycling infrastructure against future classifications: operating gap map

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7.4 Walking & Wheeling

7.4.1 Future Walking and Wheeling Network

Best practice principles for pedestrian network design[112] were considered in the development of the future walking / wheeling network map for the City of Adelaide, shown in Figure 7-6.

Safe: The public realm should be safe to use at all times of day and for people to feel safe to spend time in.

Inclusive: All walking environments should adhere to the principles of inclusive design by ensuring that they are accessible to, and useable by, as many people as reasonably possible without the need for special adaptation of specialised design.

Comfortable: Designated walking areas should allow unhindered movement for pedestrians by providing sufficient space.

Direct: Facilities should be positioned to provide convenient links between major walking trip attractors.

Legible: Features should be consistent and east to understand for all pedestrians to know intuitively how to navigate within a space.

Connected: Walking networks should have a high density of route options to suit pedestrians' needs.

Attractive: Walking environments should be inviting for pedestrians to pass through or spend time in.

The network map for walking / wheeling aims to:

- Connect people to key destinations within the City of Adelaide. It is important that our places and destinations within are well connected.

  When creating Healthy Neighbourhoods, the Heart Foundation surveyed people across Australia including Adelaide and found that more than 50% of people indicated that having a footpath on every street is extremely important, and 64% of people said that being within easy walking distance to a range of local services would be extremely or very important when finding a place to live.

- Walking is the primary means of accessing public transport, therefore providing high quality walking environments can support walking and increase use of public transport services.

- Build on Adelaide's grid network. It is important to provide density of routes so people can get to their varied destination as fast as possible, as well as provide route choice for resilience.

- Respond to people's differing needs. For example, walking / wheeling from public transport to work may be fast and direct but the walk at lunch time to get food may be longer and more interesting for relaxation.

- Create attractive and interesting routes so people will walk longer distances to more places. By interesting places, more stickiness is created in our city.[113] This means that people walking / wheeling will stay longer in places that are more attractive, have lots to see and do and are varied.

- Boost the economy. We know that more people walking / wheeling brings increased business and vitality to our city. Various studies see Section 4.1.7) found that more people spend money when they come via active transport modes compared to travelling by car.

- Take advantage of links through green spaces such as our unique Park Lands and Squares and laneways for shorter mid block connections.

[112] Planning for Walking Toolkit Transport for London, 2020
[113] Brent Toderian, *Let's make sticky streets for people,* 2014: https://www.planetizen.com/node/69454

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7.4.2 Future Walking and Wheeling Network Map

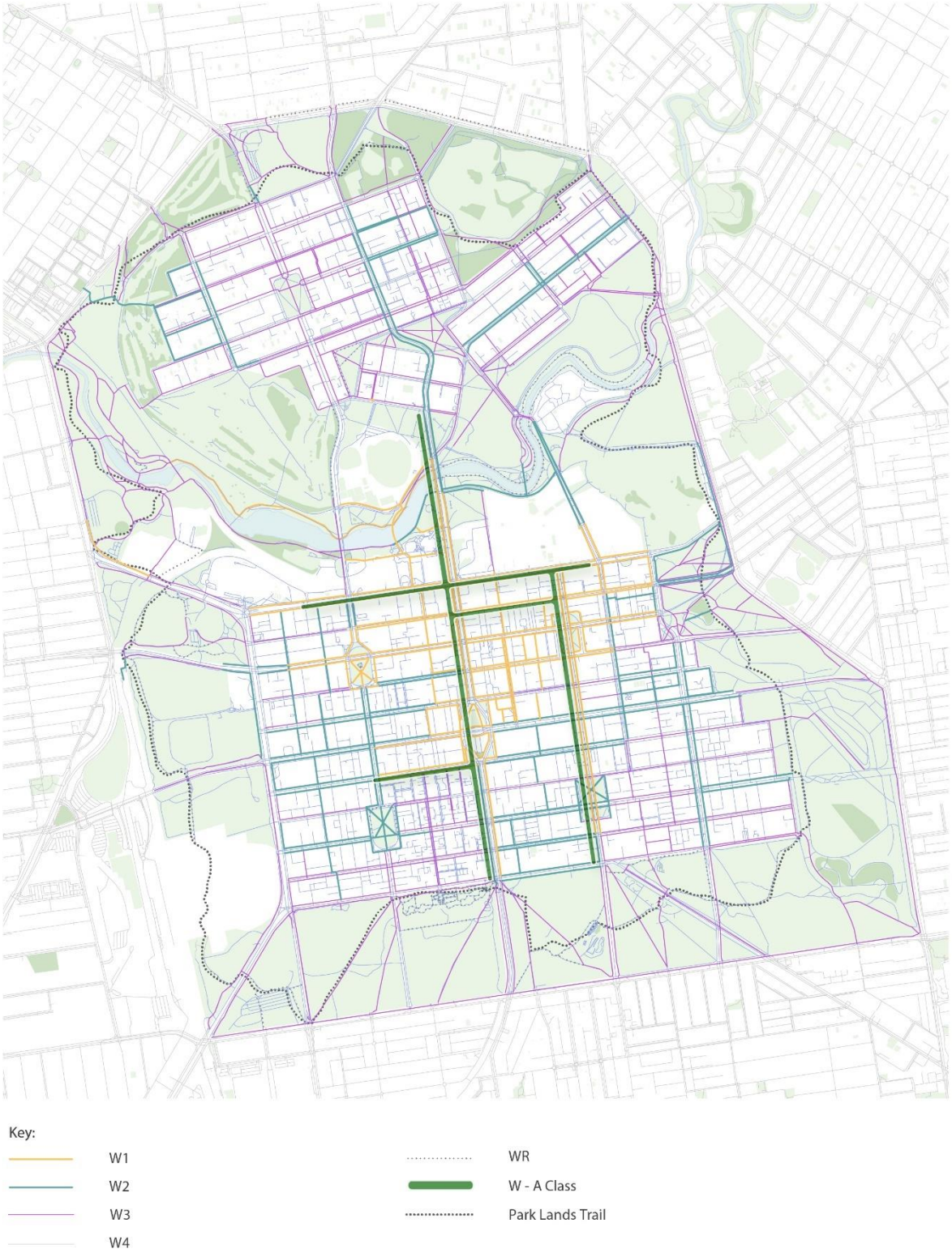

Figure 7-6 Future walking / wheeling network map

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7.4.3 Existing Level of Service Map

Figure 7-7 presents the existing walking / wheeling network for the City of Adelaide, informed a desktop assessment of the current infrastructure, priority and demand / activity, by the classifications and design guidance in Section 7.1.1.

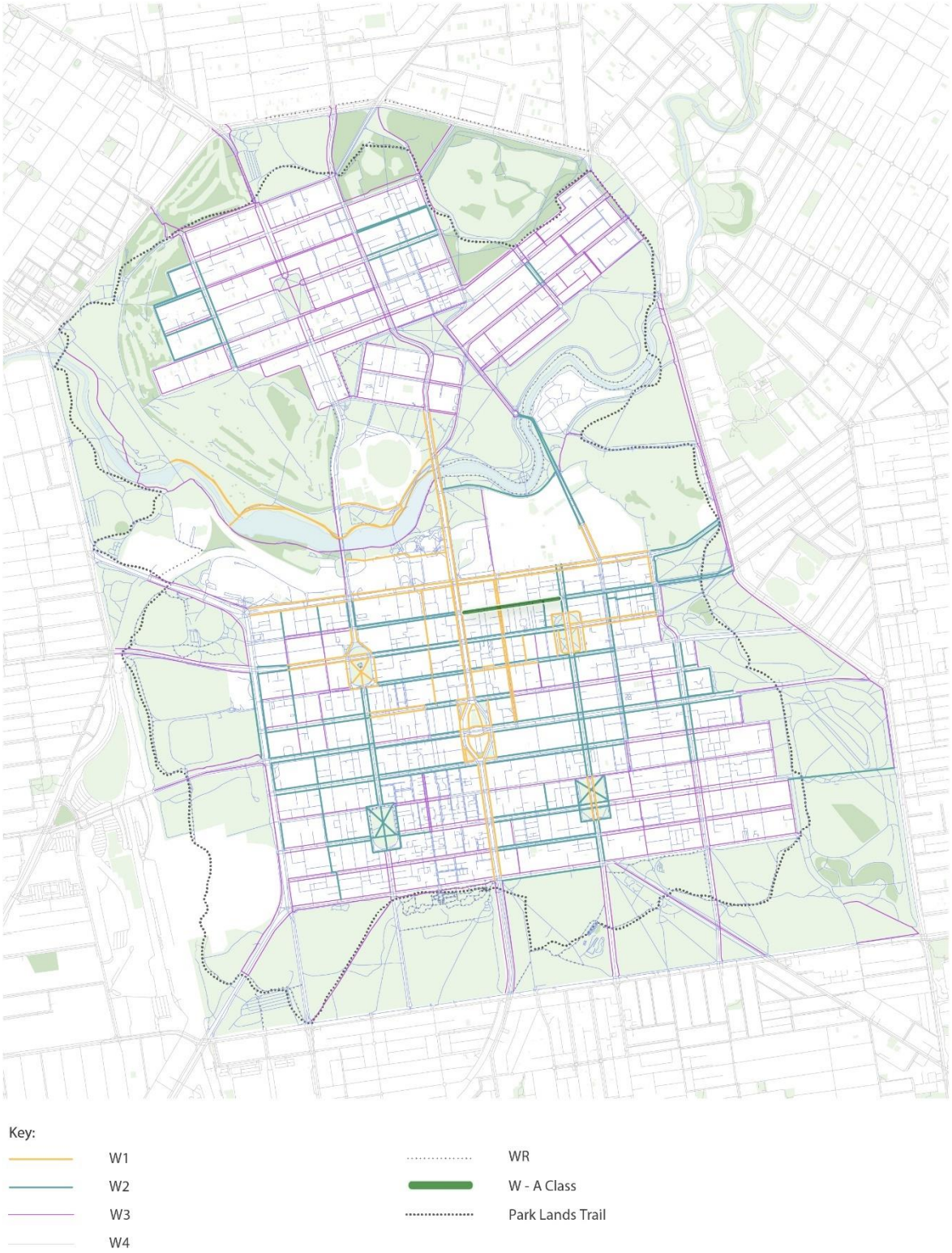

Figure 7-7 Existing walking / wheeling network map

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7.4.4 Operating Gap Analysis Map

Figure 7-8 presents the gap analysis for the walking / wheeling network: comparing the existing infrastructure to the future network in line with the classifications from Section 7.1.1.

The map identifies locations where streetscapes and pedestrian upgrades are to be upgraded in order to meet the vision of the Strategy and deliver the future network for people walking / wheeling. Street space optimisation is going to be a key approach to allow for the return of space to people as proposed.

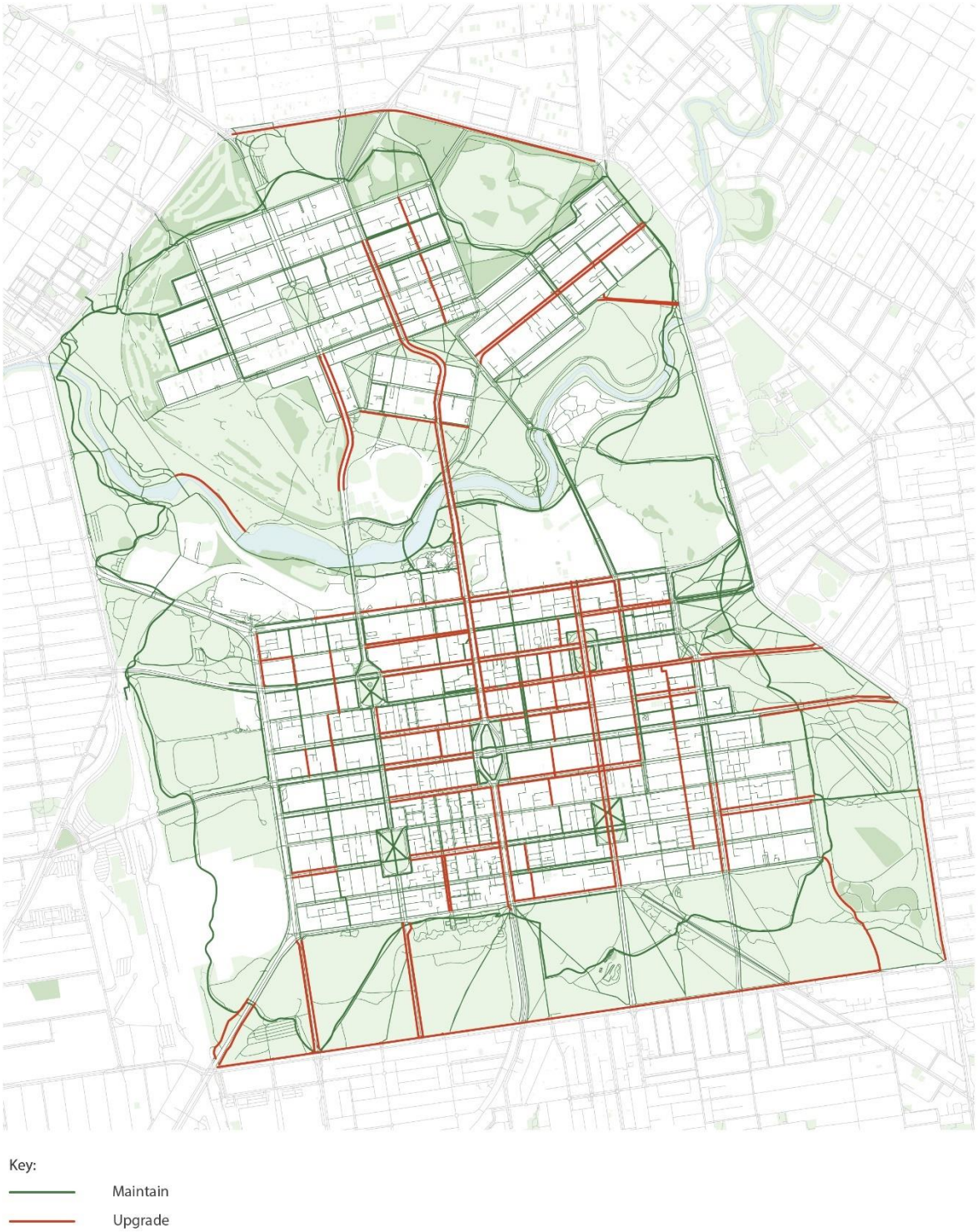

Figure 7-8 Review of existing walking / wheeling infrastructure against future classifications: operating gap map

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7.5 Public Transport

7.5.1 Future Public Transport Network

The public transport network map has been developed to consider the alignment to the Department for Infrastructure & Transport's State Transport Strategy and the vision for the future of services. Improved connectivity of public transport to and within the CBD is a key opportunity, to be realised through:

- An underground rail connection
- The growth of high capacity on-road public transport to connect with neighbouring suburbs.

A focus for the future of public transport within the City of Adelaide is integrating walking / wheeling and cycling with services. The journey to a public transport stop must be safe, comfortable, convenient, and reliable for people to choose to walk / wheel or ride. By improving the connections to public transport stop, the effective reach of the public transport network expands.

Figure 7-9 presents the future public transport network map for the City of Adelaide. The map shows which public transport corridors, and therefore streets within the City of Adelaide, are of the highest strategic priority for both buses and light rail. These include Glover Avenue / Currie – Grenfell Street, West Terrace, North Terrace / Botanic Road / Port Road, King William Street / O'Connell Street, Anzac Highway, Goodwood Road and Glen Osmond Road and Pulteney Street.

While these corridors may also support general traffic movement, the priority is for public transport. As such, street space will be allocated towards on road public transport as well as walking / wheeling and cycling to support access to these services.

An assessment has been undertaken of the current public transport network in the City of Adelaide against the classifications noted in Section 7.1.1. Elements such as on-road and signal priority, stop facilities, active transport connections, service frequency and operating hours, and operations such as travel speeds were considered. This is presented in Figure 7-10.

Figure 7-11 illustrates gaps in the aspirational classification of public transport corridors. Many of the streets identified do not yet operate to the level defined in the corresponding framework. In some cases, trams may operate in a dedicated right-of-way but still lack signal priority, limiting service efficiency. Similarly, bus services on designated corridors may not meet expectations for service frequency, reliability, stop quality, or operational hours. This map reflects locations where the aspirational network design is not being met, highlighting opportunities for improvements to align existing services and infrastructure with the proposed public transport corridor hierarchy.

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7.5.2 Future Public Transport Network Map

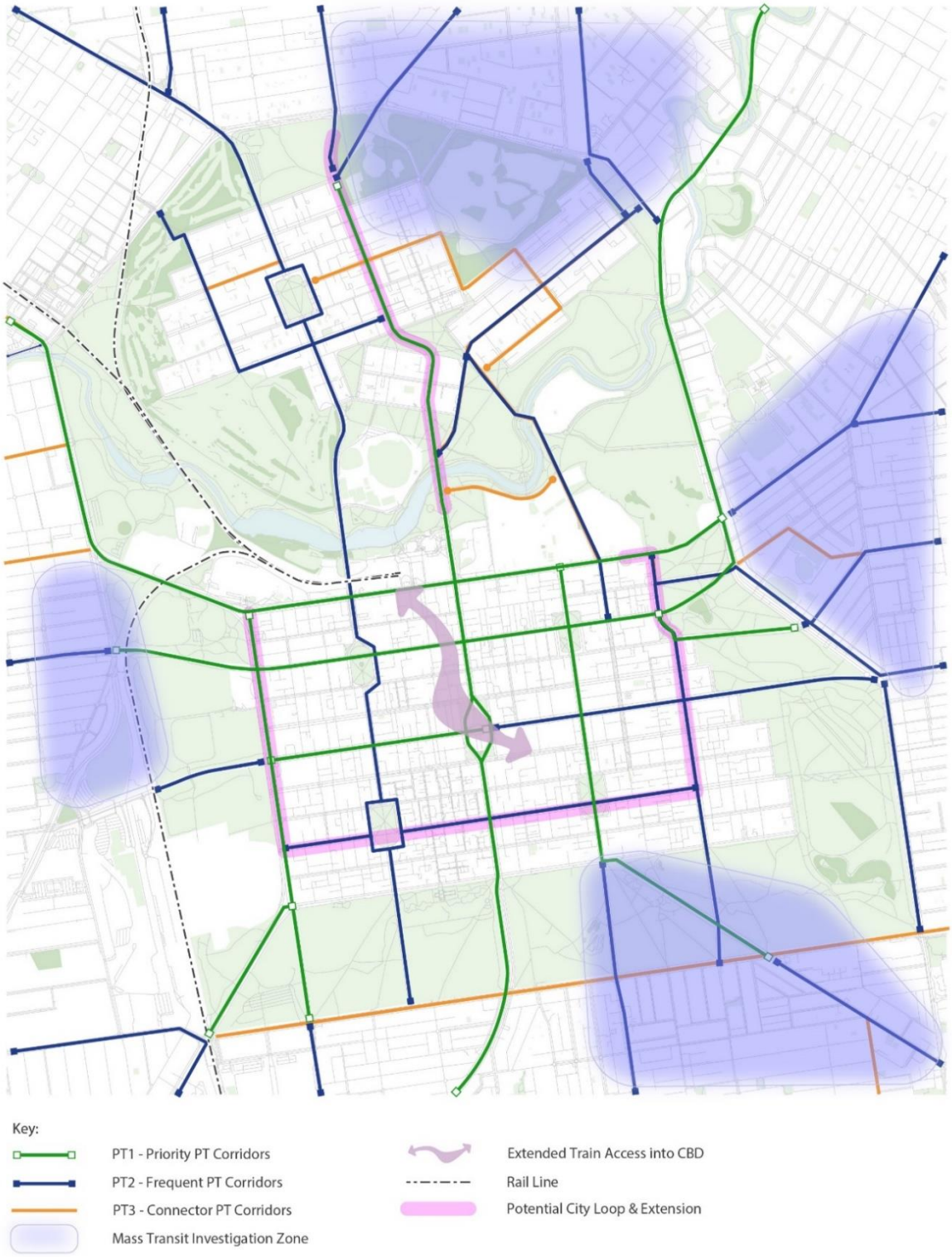

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Figure 7-9 Future public transport network map

[114] Note that City Connector buses are listed as PT1

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7.5.3 Existing Level of Service Map

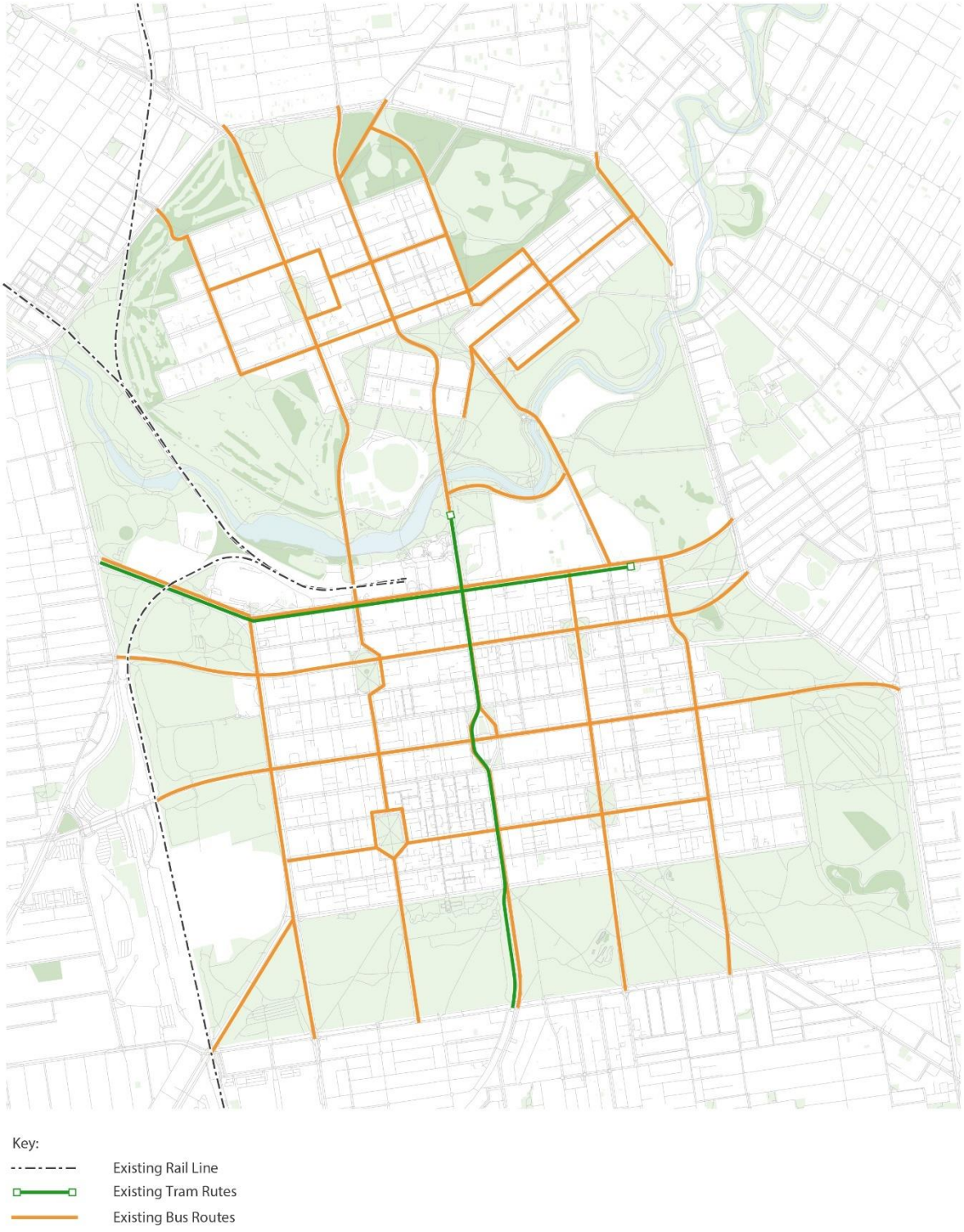

Figure 7-10 Existing public transport network map

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7.5.4 Operating Gap Analysis Map

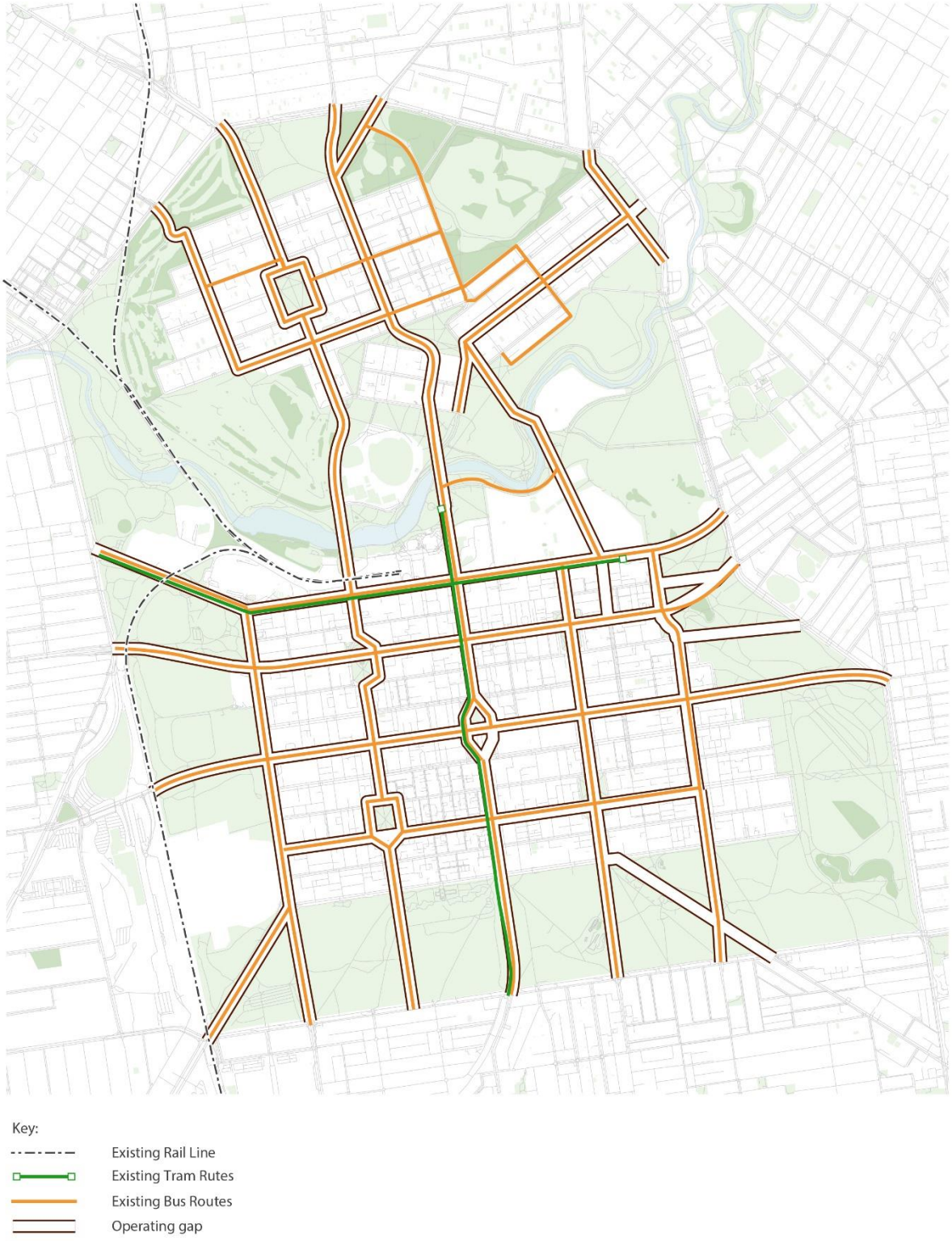

Figure 7-11 Review of existing public transport network against future classifications: operating gap map

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7.6 General Traffic

7.6.1 Future GT Network

Informed by the assessment of priority vehicle routes within the City of Adelaide and through traffic travel, this network map (Figure 7-12) has been developed to identify future corridors for access by general traffic.

Corridors including Port Road / North Terrace, Anzac Highway / West Terrace, Grote – Wakefield Street, King William Street / O'Connell Street, Jeffcott Street / Montefiore Road and Pulteney Street serve a strategic function to our city. In most instances, these routes need to consider the needs of walking / wheeling, cycling, public transport, place and the role of general traffic. Section 10.0 presents an overview of what this Boulevard type street may look like in the future.

Travelling along these corridors by private motor vehicle through our city does not support the vision and objectives of this Strategy. As a result, the future general traffic network has been focused on catering for **localised access to the CBD and North Adelaide** and key off-street parking locations. A number of delivery strategies support this including the use of modal filters, traffic calming design and speed limit reduction. Instead, roads such as Princes Highway, Greenhill Road and South Road serve the function to cross Greater Adelaide without travelling through the Adelaide CBD / North Adelaide.

Access by freight vehicles supporting city servicing and economic functions will be maintained.

To meet the goals of this Strategy and the City of Adelaide and ensure the liveability of our city, street space will need to be optimised. This means that some of this space will be reallocated to people walking / wheeling, cycling and using public transport.

Vehicle volumes and through traffic analysis have been used to support an assessment of the existing general traffic conditions on the network. This is represented in Figure 7-14.

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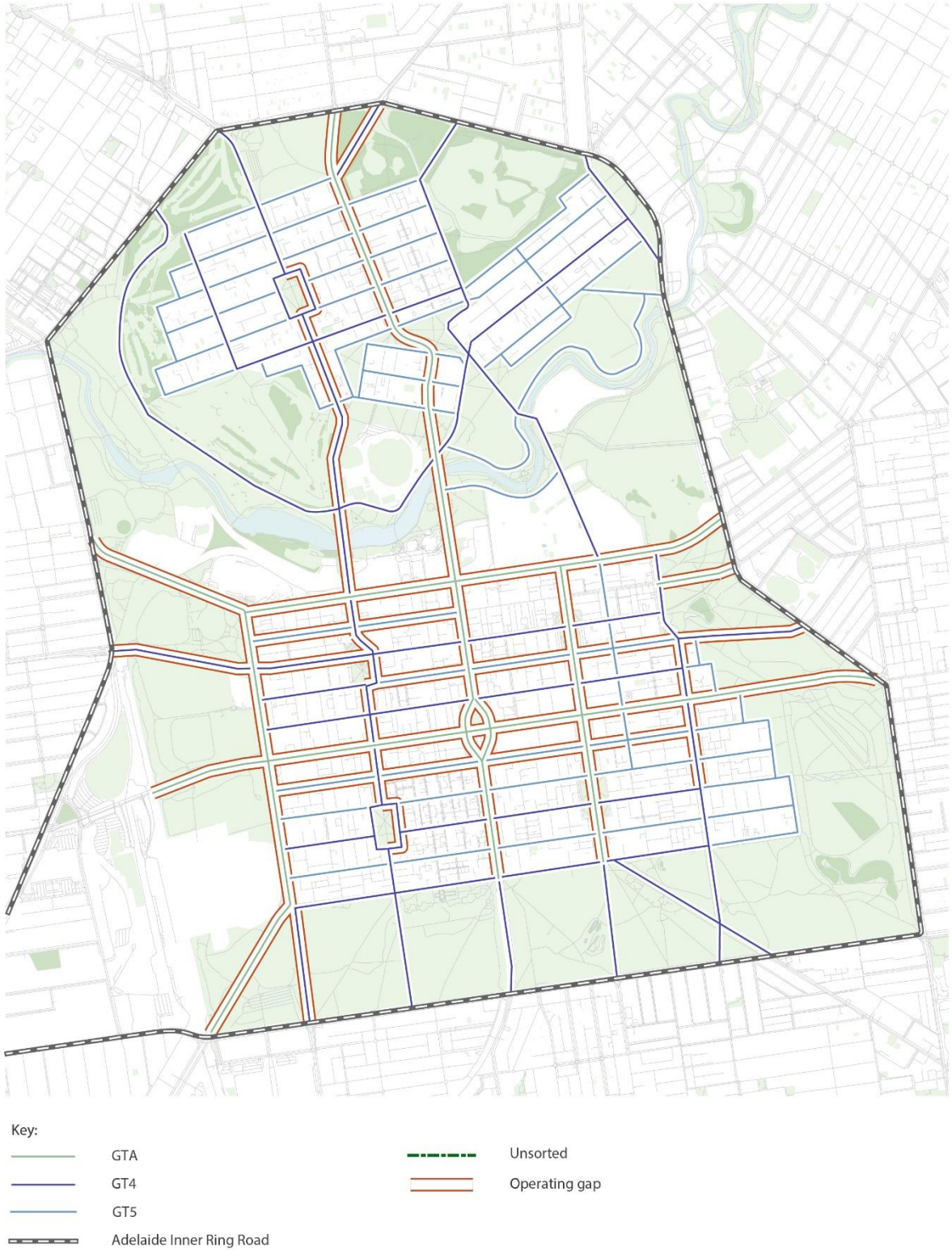

Figure 7-15 presents the gap analysis showing the existing network compared to the future network. It is noted that on some corridors, the network is performing above the classifications noted for the future of general traffic; more in line with arterial roads than City of Adelaide roads. A key approach to deliver the vision of the Strategy is to apply street space optimisation and return space to people. Such corridors noted as performing above the future network classifications present an opportunity to be optimised, allowing for greater space for people walking / wheeling and cycling, public transport, Place and street operations like greening and outdoor economic activity.

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7.6.2 Future GT Network Map

Figure 7-12 General traffic network map

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7.6.3 Traffic Circulation

Traffic circulation plans are a strategy used for cities to manage vehicle traffic and associated congestion, particularly to limit the negative impacts of through traffic. Such plans look to manage vehicles travelling through the city centre in order to create more space for pedestrians, cyclists, buses, trams, and green space. They maintain access to properties and help to ensure that essential deliveries and servicing are not impacted by vehicle congestion.

As noted in Section 5.3.5, the city of Ghent in Belgium has implemented a traffic circulation plan to address the pressure of motorised traffic and to ensure Ghent's accessibility and liveability in the future.

A traffic circulation plan has been developed to outline the future approach to the management of streets within the City of Adelaide, understanding the limitations of street space and the need to balance respective users and uses in line with the future growth of the city and its population.

Implementing the interventions from the traffic circulation plan ensures that pedestrians, cyclists and public transport will benefit from improved access and connectivity through greater space and reduced congestion, while vehicles that need to access the city centre can still reach key destinations. Essential vehicle movements (such as deliveries, health care providers), or people with mobility restrictions will also be able to access and find car parking and loading spaces more easily.

The plan overleaf has been informed by a suite of information from this report including:

- The future network maps for walking/wheeling, cycling, public transport and general traffic understanding which locations support street space reallocation
- The through traffic analysis for the City of Adelaide street network and UPark locations
- Opportunities for locations to increase in Place function and Healthy Streets characteristics supporting key interfacing land uses such as schools and community facilities
- Outcomes of the community and stakeholder engagement process in Stage 1
- Best practice approaches to balancing users within a network and making streets safe and sustainable places for people.

The map denotes locations where one-way streets can be implemented (black dashed line), as well as interventions to reprioritise the function of the street for people (yellow lines / dots) to deliver better transport, environmental, health, equity and economic outcomes for the people of Adelaide.

One-way streets

One-way streets can be a valuable tool in supporting a well-structured traffic circulation plan, particularly when implemented at a finer grain within a city's transport network. Small, narrow one-way streets—such as Melbourne's "Little Streets"—can create safer and more efficient environments by reducing conflicts between vehicles, cyclists, and pedestrians. These streets can enhance public transport reliability by minimising congestion, improve pedestrian safety by reallocating space for walking / wheeling, and support modal hierarchy by prioritising active and public transport modes. Additionally, they allow for modal filters or contraflow cycling, ensuring that the street remains accessible for people on bikes. When carefully planned, one-way streets can improve permeability and accessibility while maintaining a balanced and people-friendly urban environment.[115]

However, large, high-speed one-way street networks, as seen in cities like Brisbane, Sydney, and Hobart[116], can have unintended consequences. Wide, multi-lane one-way streets encourage fast-moving traffic, often making them hostile environments for pedestrians and cyclists, limiting local accessibility, and increasing the risk of collisions. Such configurations can also lengthen travel distances, leading to increased vehicle kilometres travelled and reducing urban permeability. Instead of prioritising car throughput, an effective traffic circulation plan should use a combination of small-scale and one-way streets strategically to create safer, more liveable urban spaces. The focus should be on

[115] Austroads. (2016). *Guide to Traffic Management Part 8: Local Area Traffic Management*. Retrieved from https://austroads.gov.au/publications/traffic-management/agtm22/media/AGTM08-16_Guide-to-Traffic-Management-Part-8-Local-Area_Traffic_Management.pdf
[116] MRCagney Pty Ltd. (2017). *Greater Hobart Traffic Congestion: Submission to Legislative Council Government Administration Committee 'A' Inquiry*. Retrieved from https://www.parliament.tas.gov.au/__data/assets/pdf_file/0024/51297/3620mrcagney.pdf

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integrating them within a broader network that prioritises public transport, walking, and cycling, ensuring that street space serves a diverse range of users rather than simply facilitating vehicle movement.[117] [118]

The traffic circulation plan identifies opportunities for Gilbert Street / Gilles Street, Wright Street / Carrington Street, Angas Street, Franklin Street / Flinders Street, Waymouth Street / Pirie Street and Hindley Street to be converted to one-way streets, in conjunction with street space reallocation to return space to people walking/wheeling, cycling and using public transport as well as key city functions.

Access to education: encouraging active travel

As noted in Section 5.3.2, open streets present an opportunity to manage access to and from school locations in order to improve safety, mental and physical health of children and to create public spaces which encourage active travel to school.

The location of schools have been considered in the traffic circulation plan, with opportunities denoted for the introduction of open streets during the start and end of the school day where motor vehicle traffic cannot use them, and where some streets are permanently pedestrianised. This includes:

- Grover Street – North Adelaide Primary School
- Molesworth Street – St Dominic's Priory College
- Gray Street – St Mary's College Adelaide
- Chancery Lane – St Aloysius College and Chancery Lane Montessori Preschool.

Merri-bek City Council in Victoria ran trials for their respective open streets program[119]. There is an opportunity for the City of Adelaide to adopt a similar tactic in the delivery of this intervention. A trial or pilot location allows for the focused implementation at one location and to understand both the successes and any learnings / areas for improvement. Through a pilot, changes to the program can be made based on this feedback prior to a broader roll out within the LGA.

Noting that a number of schools are located on key public transport and general traffic streets which present challenges for closures, there is an opportunity to change the signal timings at signalised intersections on the approach to schools during the morning / afternoon travel times. The changes to the signalisation can increase the time allocated to pedestrians to walk / wheel across the road on a red light for general traffic (catering for various walking / wheeling abilities) and to shorten the cycles for general traffic. Such changes help to improve the permeability of the street for pedestrians.

Access to car parking locations

The location of the UPark off-street car parking locations have been considered in this traffic circulation plan. The plan and interventions allows for access to these car parks, with some changes to approach for locations such as Topham and Pirie Flinders via Waymouth Street / Pirie Street.

This has been assessed noting that a key strategy to meet the future vision for transport in the City of Adelaide is street space reallocation – optimising efficiency of city space from general traffic to people walking / wheeling, cycling and using public transport as well as Place, city functions and greening.

Traffic calming interventions

A series of traffic calming interventions can be introduced across the City of Adelaide as part of this traffic circulation plan. Locations have been identified in this map for further review as to the most appropriate infrastructure treatment to prioritise people walking / wheeling, cycling and public transport.

The locations identified consist of two types with different preferred interventions:

- Intersections (signalised and unsignalised) – modal filters (allowing only space-efficient modes such as pedestrians, bicycles, and public transport to pass through while restricting private) and signal phasing changes to prioritise active transport and public transport
- Streets – lower speed limits, quiet streets, traffic calming measures through road space reallocation, open streets at school access locations.

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[117] Spooner, R. (2024, August 2). *New transport plan for Hobart aims to improve cycling infrastructure and reduce car use*. ABC News. Retrieved from https://www.abc.net.au/news/2024-08-02/hobart-council-bicycle-city-plans-reducing-car-transport/104135502

[118] Viney, L. (2024, September 17). *Collins Street plan gets green light from council*. The Mercury.

[119] Open Streets Trials 2022, Bicycle Network & Merri-bek City Council

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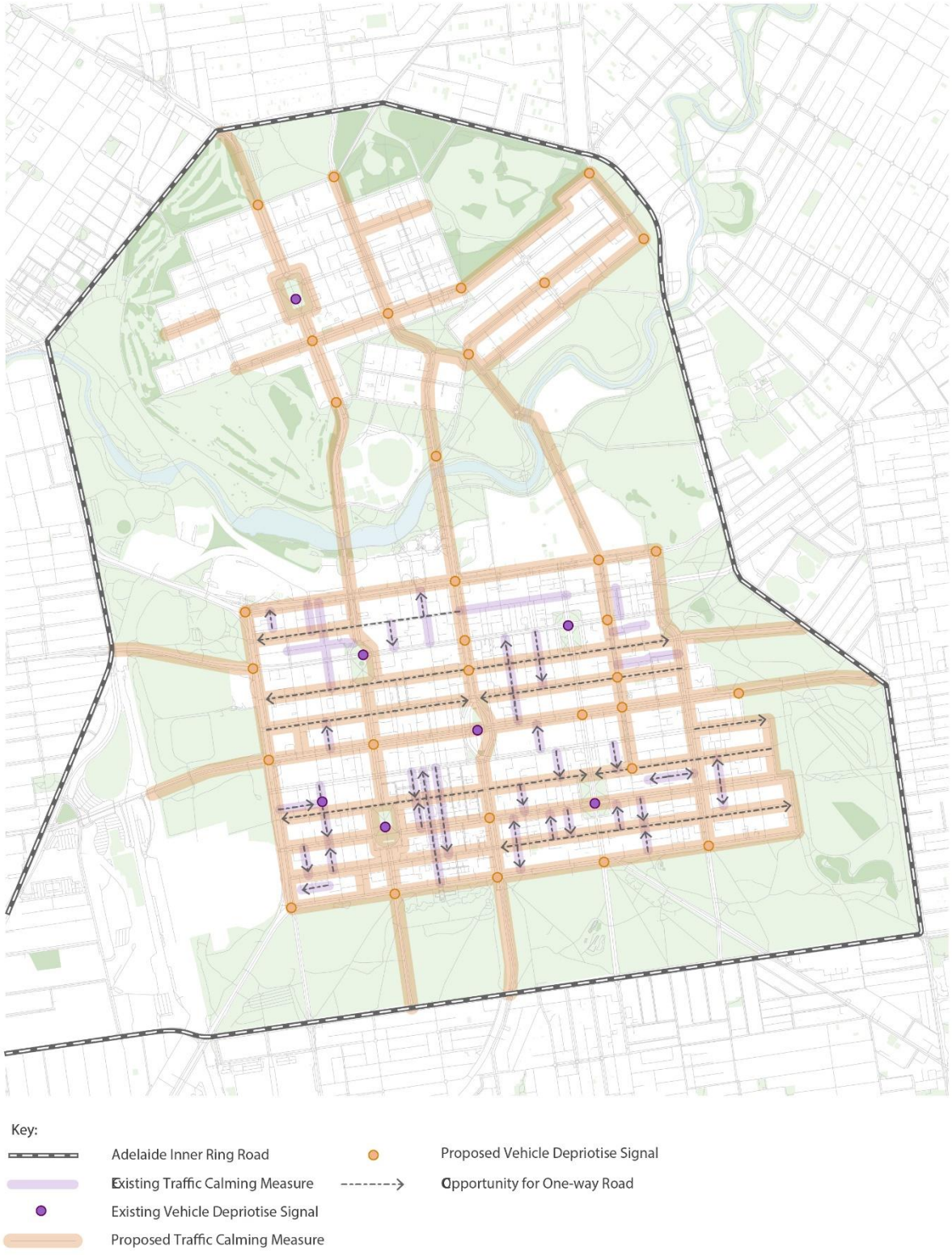

Figure 7-13 Traffic circulation plan

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7.6.4 Existing Level of Service Map

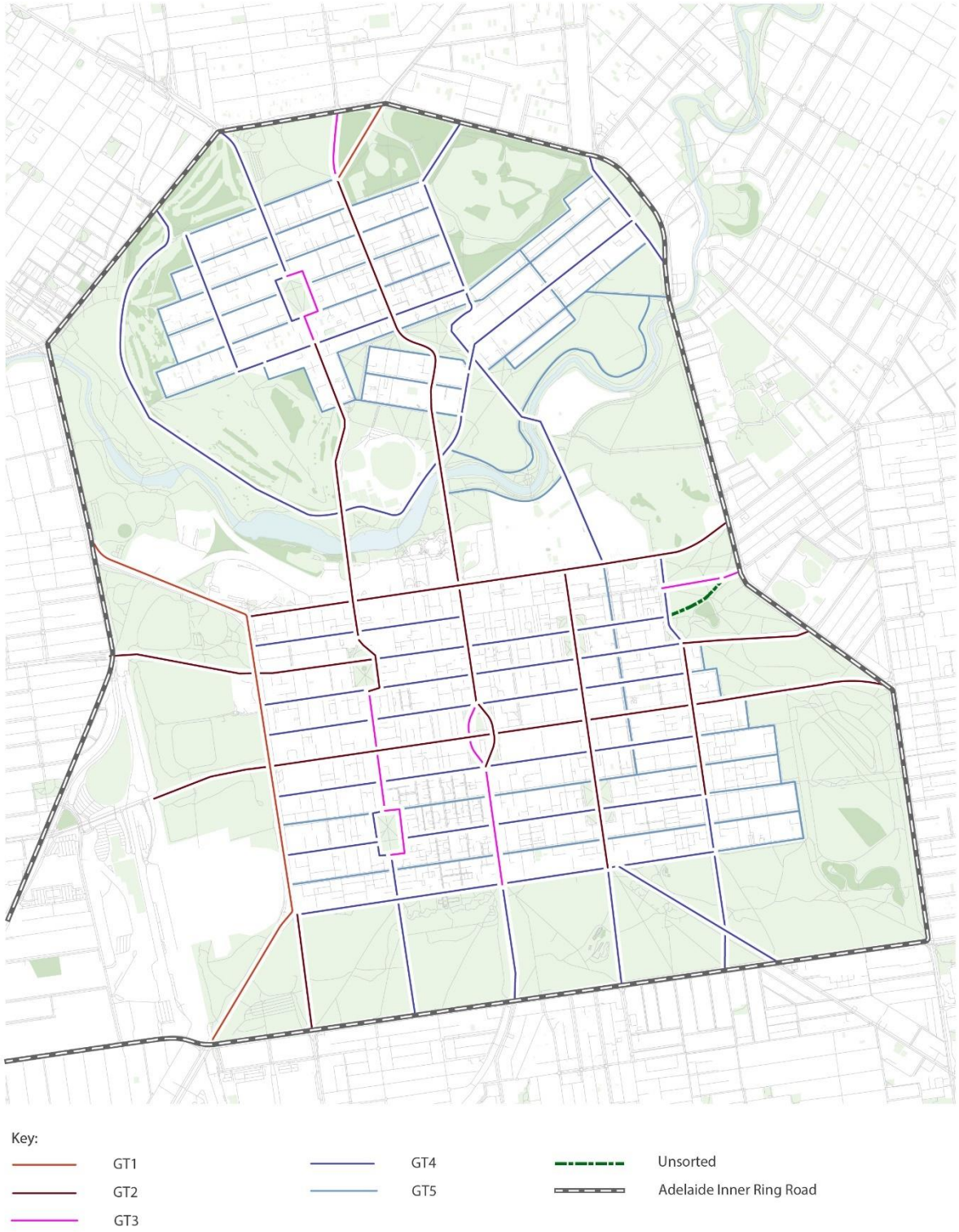

Figure 7-14 Existing general traffic network map

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7.6.5 Gap Analysis Map

Figure 7-15 Review of existing general traffic network against future classifications: operating gap map

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7.7 Place

7.7.1 Place Classifications

City Plan's City Wide Strategies and Local Area Zones mapping has been used to inform the Places network map for the City of Adelaide. City Plan responds to the future residential and employment population growth within the LGA and considers the role that Place plays within this including locations such as "strategic sites and places" and "place anchors" at both a city-wide and a neighbourhood scale.

The classifications of Place from Section 7.1 have been utilised to identify locations of high significance and activity. This includes locations like Rundle Mall, King William Street, the Squares and the West and East Ends. The role that both events and the night-time economy play in defining Places has been considered.

This directly interfaces with the Healthy Streets principles and mapping of the healthy corridors within our city (Figure 7-19). Locations with more street greening, higher active transport use, closer proximity to amenities such as community facilities, retail and local services leads to higher Place function. But also, areas of higher Place function then supports more people walking / wheeling and cycling, higher activity and the activation of frontages.

A qualitative review of the existing Place values across the City of Adelaide (Figure 7-17) has informed gap analysis mapping in Figure 7-18. This map denotes the locations where there is an opportunity to introduce such amenities as outlined above to support the creation of Place functions.

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7.7.2 Place Classification Map

Figure 7-16 Place network map

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7.7.3 Existing Level of Service Map

Figure 7-17 Existing Place network map

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7.7.4 Gap Analysis Map

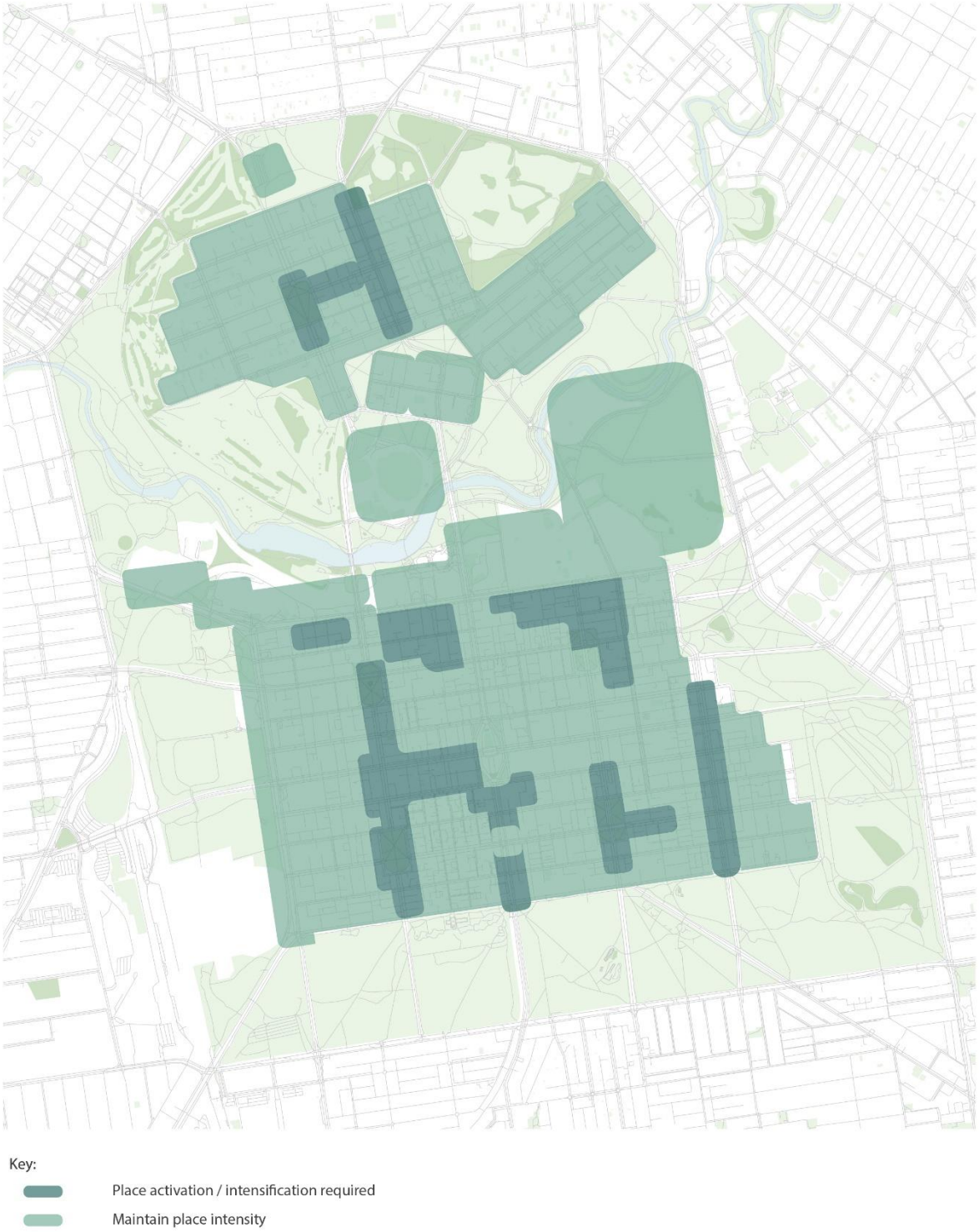

Figure 7-18 Review of existing Place value against future classifications: operating gap map

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7.8 Healthy Corridors

A Healthy Corridor network map has been developed by incorporating City Plan principles and priorities. City Plan has a vision to create a sustainable, liveable, and connected city, and in doing so has identified a number of actions for implementation, which align with Healthy Streets principles.

The Healthy Streets map has incorporated the relevant City Plan maps that achieve key Healthy Streets principles and combined the priority links to define high priority healthy corridors.

The high priority healthy corridors combined the following:

- City Plan's Green City Grid map– high priority greening corridors and City-wide green infrastructure and open space map – green connections to achieve Healthy Streets principles of shade and shelter, clean air, and people feel relaxed. Links through Park Lands into surrounding suburbs and interfaces with educational facilities have also been included, aligning with the strategic cycle network.
- City Plan's east west street enhancement corridors map to achieve Healthy Streets principles of people choose to walk and cycle.
- City Plan's neighbourhood index (high-medium) which considers proximity to services such as community facilities, retail amenity and local services to achieve Healthy Streets principles of things to see and do and people feel safe.
- City Plan's proposed overall proximity to amenity (high-medium) to achieve Healthy Streets principles of everyone feels welcome and people feel relaxed.

To achieve the aspirations of Healthy Streets on these corridors, in addition to the above actions, Council should aim to implement other complementary actions:

- Reducing overall street reserve allocation to traffic and making it easier and safer to cross to achieve principles of clean air, not too noisy, easy to cross, people feel relaxed, people feel safe and people choose to walk / wheel and cycle
- Increasing active frontages and density to achieve principles of everyone feels welcome, and things to see and do and people feel safe
- Improve connectivity to achieve principles of people choose to walk / wheel and cycle
- Upgrade walk / wheel and cycle facilities including incorporating universal design principles and improved crossings to achieve principles of people choose to walk / wheel and cycle, easy to cross and everyone feels welcome and safe
- Low traffic speeds to achieve principles of everyone feels safe, easy to cross, clean air and not too noisy.

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7.8.1 Healthy Corridors Map

Figure 7-19 Healthy corridors network map

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8.0 Implementation Plan

A well-defined Implementation Plan is essential for guiding the City of Adelaide toward a sustainable and efficient transport. The Plan includes a delivery framework to align objectives, resources, and decision-making across council and stakeholders. This framework enhances efforts to enhance transport infrastructure and ensures they are coordinated and efficient, enabling long-term progress.

The Implementation Plan will guide transport decision-making and investment to 2036.

The framework structure to support successful implementation of the Strategy recommendations includes:

- Supporting governance structures
- Aligned funding strategies and delivery timelines
- Clear policy directions
- Defined delivery approaches and mechanisms
- Tested project assessment tools

8.1 Governance Structures

An established governance structure and supporting processes ensure that the Strategy is implemented effectively by defining clear accountability, transparency, and oversight. It ensures decisions are well-coordinated and data-driven, fostering collaboration between the city, businesses, transport operators, and the community. Effective governance will translate the vision into measurable outcomes.

Strong governance structures to support successful action implementation include:

- Clear oversight: Assign leadership to track milestones and address challenges.
- Targeted resource allocation: Assign financial, human, and technical resources strategically.
- Accountable responsibilities: Linked to allocated funding and timelines.
- Stakeholder collaboration: Align with businesses, transport operators, and residents.
- Milestone tracking: Define measurable objectives, such as mode shifts or reduced congestion.
- Risk management: Embed mitigation plans for potential obstacles.
- Continuous refinement: Improve initiatives based on community feedback and monitoring.

Integration of these key components will ensure the Strategy outcomes foster long-term, sustainable improvements while maintaining flexibility to address evolving challenges.

Without structured governance, projects risk delays, inefficiencies, and misalignment with strategic goals. The City of Adelaide will establish internal leadership roles for the ongoing development and delivery of each action, assigning responsibility to a relevant council officer or department. This ensures that every action has a designated leader overseeing progress, coordination, and stakeholder engagement. Leadership roles can be transitioned across departments as actions progress through the delivery process.

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8.2 Funding Strategies and Delivery Timelines

Effective implementation planning requires clear alignment of responsibilities, funding and delivery timelines to ensure that strategic goals are translated into actionable outcomes.

Successful strategies link project funding and responsibilities back to broader council corporate plans, ensuring that strategic initiatives are embedded within the city's long-term objectives. This alignment supports continuity across annual budgets, departmental plans, and community outcomes. Implementation planning should differentiate between operational funding (used for day-to-day activities, maintenance, and service delivery) and capital funding cycles (allocated to infrastructure investments, long-term assets, and major upgrades).

Timeframes for Implementation

Effective transport action implementation requires defined timeframes to ensure accountability and timely delivery. To support efficient implementation, the City will adopt defined timeframes for short-, medium-, and long-term initiative delivery (Table 8-1).

Aligning these timeframes within the council's corporate planning cycles ensures projects remain linked with funding allocations and broader city objectives. Regular performance monitoring through internal review processes and cross-departmental coordination meetings will help track progress, address risks, and ensure timely delivery of transport initiatives (see Section 9.0).

Table 8-1 Implementation Timeframes

Timeframe	Description
Short-term (0-3 years)	Quick wins and pilot programs that can demonstrate immediate benefits, such as trialling dynamic kerbside management or revising parking revenue reinvestment policies.
Medium-term (4-7 years)	Larger infrastructure projects and policy shifts, such as implementing shared mobility cost recovery frameworks or integrating freight consolidation hubs.
Long-term (8+ years)	Strategic city-wide transformations, including major public transport infrastructure upgrades and comprehensive sustainable transport plans.

Capital projects typically span multiple budget periods, requiring robust coordination across departments to secure resources and track progress. Shared responsibilities between council units, project teams, and external stakeholders further enable accountability, while linking funding allocations to performance metrics helps monitor the effectiveness of investments. By embedding transport projects within corporate planning cycles and ensuring balanced use of operational and capital funds, cities can enhance project sustainability and long-term strategic success.

Funding

The successful delivery of projects, programs, policies, and trials requires a clear understanding of their implementation timeframes and interdependencies. The Plan will outline priority actions and the steps required to progress them, acknowledging that some initiatives will require longer-term commitment due to funding constraints or coordination with other agencies. Where projects or policies are delayed, the pace of change in the transport network may be affected, and some strategic objectives may take longer to achieve. By providing a structured approach to implementation, the Plan will support decision-making that balances short-term practicalities with the long-term vision for a connected, accessible, and sustainable city.

Funding

The Integrated Transport Strategy provides a framework to guide budget allocation, ensuring that investment is directed towards prioritised transport projects that align with strategic goals. A coordinated funding approach will be essential to delivering an integrated and sustainable transport network. Opportunities exist to secure funding through partnerships with local, state, and federal government agencies, as well as Infrastructure Australia and other national funding bodies. Collaboration with neighbouring councils can also support cross-boundary transport initiatives, ensuring a seamless and effective transport network.

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Many of the implementation actions outlined in this strategy are affordable and can be undertaken within the Council's normal operating budget. However, some initiatives, particularly those involving significant infrastructure upgrades, policy changes, and network improvements, require substantial investment. Where actions exceed the available operating budget, capital funding will be required. Identifying external funding opportunities and aligning with state and federal investment priorities will be essential to delivering these projects at scale.

Table 8-2 Funding prioritisation criteria

Prioritisation Criteria	Description
City of Adelaide Budget	Allocating funding within Council's capital works and operational budgets.
State Government Grants	Securing funding from agencies such as the Department for Infrastructure and Transport (DIT) for infrastructure projects that align with state priorities.
Federal Government Programs	Applying for Commonwealth transport funding, including grants under initiatives like the Urban Congestion Fund and the National Road Safety Strategy.
Infrastructure Australia	Seeking support for projects identified as national infrastructure priorities, ensuring alignment with broader economic and transport outcomes.
Public-Private Partnerships (PPPs)	Exploring investment from private sector stakeholders for high-impact projects, particularly in precinct development and smart mobility.
Neighbouring Councils	Partnering on transport improvements that benefit multiple local government areas, including cycling and pedestrian connections and shared mobility initiatives.

8.3 Policy Directions

Policy integration is essential to ensure transport initiatives align with existing legislative and planning frameworks. The Integrated Transport Strategy will reference and align with the Planning and Design Code, which sets out land-use regulations that influence street design and movement priorities. Additionally, the Planning, Development and Infrastructure Act will be leveraged to facilitate developer contributions to public realm and transport infrastructure improvements. The integration of spatial data, including network gap assessments, will provide an evidence-based approach to track performance and inform policy adjustments over time.

The prioritisation of policy recommendations is essential to ensure the effective allocation of resources and the achievement of strategic objectives, particularly in the context of transport planning.

According to Austroads, policy recommendations should be prioritised based on their ability to deliver measurable outcomes across key dimensions, including economic benefits, environmental sustainability, social equity, and safety improvements. By weighting these criteria according to stakeholder input and strategic goals, decision-makers can assess the relative importance of each policy and its potential impact.

High-priority recommendations typically address urgent issues, such as reducing emissions, improving safety for vulnerable road users, and enhancing transport reliability that are objectives of existing policy. Where supporting policy does not exist, development of policy becomes a priority Strategy action.

This evidence-based approach ensures that recommended projects contributing to broader policy outcomes, such as accessibility and decarbonisation, are given precedence, supporting the long-term liveability and resilience of the City of Adelaide.

Key policy recommendations are included in the Recommended Action list in Section 8.8.

8.4 Delivery Approaches

To successfully implement the Strategy, the City of Adelaide will take three key approaches: **Deliver, Partner**, and **Advocate**.

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These approaches ensure that transport projects, programs, and policies are effectively implemented, whether through direct action, collaboration with other stakeholders, or advocacy for broader changes.

Deliver

The City of Adelaide will take direct responsibility for delivering key transport initiatives. This includes infrastructure projects, ongoing programs, policy development, and strategic planning to enhance the city's transport network.

Actions under this category involve planning, funding, and execution of transport improvements.

Partner

The City of Adelaide will work with state government agencies, businesses, and key stakeholders to deliver transport initiatives that require shared responsibility. These actions often rely on external funding, cross-agency coordination, or collaboration with industry groups.

Examples:

- State partnerships: Collaborating with the Department for Infrastructure and Transport (DIT) on major public transport projects.
- Industry collaboration: Partnering with freight and logistics providers to trial sustainable last-mile delivery solutions.
- Local government coordination: Aligning transport policies with neighbouring councils to ensure consistency across the region.

Advocate

The City of Adelaide will advocate for policies and funding from higher levels of government and industry to align with its transport objectives. Advocacy is essential for transport initiatives that fall outside the City's direct control but impact its transport system.

Examples:

- Funding advocacy: Lobbying for state and federal investment in public transport improvements.
- Regulatory change: Advocating for legislative changes to improve e-scooter regulation and safety measures.
- Community representation: Supporting residents and businesses in voicing transport concerns to higher government levels.

8.5 Delivery Mechanisms

The successful delivery of recommended Strategy actions requires a mix of delivery mechanisms, each serving a different function in shaping a liveable, sustainable, and efficient transport network depending on the recommended action.

To ensure cost-effective and efficient implementation, the selection of delivery mechanisms will consider the scale, urgency, and long-term viability of proposed transport initiatives. The Implementation Plan will distinguish between quick-build interventions—such as temporary street changes and tactical urbanism trials—and permanent infrastructure upgrades. Quick-build projects will use adaptable materials and lower-cost treatments to test concepts before committing to full-scale investment, while permanent projects will be designed with durable materials that provide long-term benefits. This approach ensures that the City of Adelaide maximises value for investment while maintaining flexibility to refine projects based on community feedback and observed outcomes.

Mechanisms to deliver actions are: **projects, programs, policies, plans, and pilots**.

Table 8-3 Types of delivery mechanisms

Mechanism	Description	Examples in the City of Adelaide Context
Projects	Projects are typically one-time investments with defined scopes and timeframes. They can include physical infrastructure upgrades, new construction, or technology	• Expanding the city's walking/wheeling and cycling network with new protected bikeways and widened footpaths.

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Mechanism	Description	Examples in the City of Adelaide Context
	implementations that result in tangible improvements to the transport network.	• Implementing dynamic kerbside management to optimise freight and parking space allocation. • Constructing a new public transport interchange to improve network efficiency.
Programs	Programs are ongoing initiatives that occur regularly over a more prolonged period of time, often over multiple years, or indefinitely. Programs can drive behavioural change, capacity building, or operational improvements. Programs can also support infrastructure by ensuring that people know how to use it or that it is maintained effectively.	• Running safe cycling and public transport awareness programs to encourage sustainable travel choices. • Delivering a freight consolidation pilot to reduce vehicle congestion in the city centre. • Implementing real-time disruption communication strategies to assist commuters during events and works.
Policies	Policies are regulatory and procedural frameworks that establish rules or a council position that can apply to future scenarios or situations. Policies can set standards and expectations for how transport infrastructure and services should operate.	• Establishing lower speed limits in high-pedestrian areas to improve safety. • Updating event road closure and detour policies to ensure active travel networks remain functional during disruptions. • Introducing sustainable freight delivery incentives, such as promoting cargo bikes for last-mile deliveries.
Plans	Plans are more specific or documents. They can sit underneath strategies and provide more attention or detail to specific geographic areas or subjects such as a mode of transport. They can be more specific and targeted than strategies but should always align with the broader objectives of the overarching strategy.	• Developing a City of Adelaide Parking and Kerbside Management Plan to guide the allocation of street space. • Creating a Green Transport Action Plan that integrates climate change objectives with transport priorities. • Preparing a Public Transport Service Improvement Strategy to advocate for better frequency, reliability, and accessibility.
Pilots (Trials)	Pilots are short-term experimental projects designed to test new ideas, policies, or technologies before wider implementation. These initiatives allow for real-world evaluation, stakeholder feedback, and refinement before committing to full-scale investments.	• Trialling temporary pedestrian-only streets in high-activity areas to assess feasibility and impact. • Testing dynamic kerbside allocation using real-time data to prioritise different uses throughout the day. • Running an e-bike trial to evaluate their role in first- and last-mile transport solutions. • Adjusting traffic signals to give greater priority to improve public transport efficiency and pedestrian prioritisation. • Pop-up projects which introduce an infrastructure solution through a quick and perhaps temporary build to trial the treatment / tailor final and permanent design based on any initial learnings.

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Case Studies

PROGRAM: Behaviour Change Initiatives in Transport Strategy Implementation

Behaviour change initiatives can play an important role in shaping how people interact with the transport network, influencing travel choices, and encouraging sustainable and efficient mobility. Rather than relying solely on infrastructure improvements, these initiatives target the social and psychological aspects of transport behaviour, making it easier and more appealing for individuals to walk, cycle, use public transport, or adopt shared mobility options. By promoting independent mobility for children, integrating sustainable transport into major events, and encouraging businesses to develop Green Travel Plans, behaviour change programs help shift ingrained travel habits towards more sustainable choices. These initiatives also support broader transport objectives, such as reducing congestion, improving safety, and making streets more people-friendly. Importantly, they require collaboration between councils, businesses, schools, and event organisers to create an environment where sustainable transport is the preferred and most convenient option.

PILOT: Quick-Build and Pop-Up Transport Projects

Quick-build and pop-up transport projects offer a flexible, low-cost way to test transport improvements and evaluate their effectiveness before making permanent changes. Quick-build pilot projects help cities align transport infrastructure with strategic goals, such as improving safety, reducing vehicle dominance, and enhancing public space. In Adelaide, these projects can support broader transport objectives by reimagining how streets function, testing new mobility options, and ensuring that changes are effective before committing to permanent investment. These initiatives, which include temporary car-free street pilots, protected bike lanes, and pop-up public spaces, allow cities to trial new ideas with minimal disruption while gathering real-world data on their impact. By implementing these trials on a short-term basis, decision-makers can assess community response, refine designs, and determine whether long-term adoption is feasible.

8.6 Project Assessment Tools

Project investment assessment and prioritisation is essential for ensuring that the City of Adelaide's transport strategy is implemented efficiently, with projects selected based on their alignment with strategic goals and community needs.

Project Assessment, Prioritisation and Planning

To support consistent and evidence-based decision-making, an assessment and prioritisation framework has been developed including key criteria. Prioritisation reflects the hierarchy of modes and streets established within the Strategy, identifying gaps between current service levels and target outcomes.

Strategic outcomes, such as social equity, gender impact, decarbonisation, greening initiatives, and climate resilience, must be embedded in project evaluation. Additionally, alignment with other State and local strategies will help ensure coherence and maximise the broader benefits of transport investments.

The process will consider the Infrastructure South Australia multi-criteria analysis as a reference, which evaluates projects based on their economic, environmental, and social impacts. This will allow for a balanced and comprehensive assessment of proposed initiatives, ensuring that investment decisions contribute to reducing emissions, promoting accessibility, and supporting equity. By embedding this structure, the City of Adelaide can deliver on its vision for a sustainable and connected transport network.

Investment Logic Mapping

Investment logic mapping and needs assessments is central to this process. This enables the Council to evaluate the benefits of both renewal and capital projects objectively. This approach ensures that funding is allocated to projects that deliver the greatest value to the city's residents, businesses, and visitors while contributing to long-term sustainability and liveability.

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Multi Criteria Analysis

The multi-criteria analysis (MCA) method is a decision-making tool designed to evaluate complex projects, policies, or alternatives based on multiple criteria. It is commonly applied when trade-offs between different objectives need to be assessed, particularly when quantifiable outcomes are insufficient to capture the overall impact. The method integrates qualitative and quantitative data, allowing decision-makers to systematically compare alternatives by assigning scores or weights to criteria, ensuring balanced evaluation. This structured approach ensures transparency and consistency in the decision-making process, and is utilised by agencies like Infrastructure South Australia[120].

MCA typically involves several key steps, beginning with the identification of objectives and the criteria that will be used to measure success. Criteria should reflect both the desired outcomes and any constraints or considerations related to the project. These criteria can include factors such as economic, environmental, and social impacts as well as deliverability and strategic considerations, depending on the nature of the project. After defining the criteria, alternatives are identified and assessed relative to each criterion using scoring systems or performance measures.

Table 8-4 Multi-Criteria Analysis (MCA) decision-making process

Step	Description
Define Objectives	Identify the goals or outcomes the decision seeks to achieve.
Establish Criteria	Develop criteria that reflect performance measures (e.g., strategic, economic, environmental, social and deliverability[121]).
Weight Criteria	Assign relative importance to each criterion based on priorities.
Evaluate Alternatives	Score each option relative to the criteria using quantitative/qualitative methods.
Aggregate Scores	Combine weighted scores to determine overall performance of each alternative.
Conduct Sensitivity Analysis	Assess how changes in weights or assumptions affect results.

Weighting is another critical component of MCA, where relative importance is assigned to each criterion to reflect its significance in the context of the decision. Weighting can be derived from expert judgment, stakeholder input, or mathematical models. This step is essential in ensuring that more important factors have a proportionate influence on the overall evaluation, thus reflecting the priorities of the organization or community involved. Sensitivity analysis may also be applied to test how changes in weights affect the decision outcomes.

Once the alternatives have been evaluated and weighted, an aggregate score is calculated for each option. Aggregation methods involve summing the weighted scores across all criteria, providing an overall performance measure for each alternative. This step simplifies complex information into a single metric, allowing easy comparison of options. However, results should be interpreted carefully, considering qualitative insights and contextual factors beyond the raw scores.

A key strength of the MCA approach is its flexibility, as it can be tailored to different contexts and stakeholder preferences. It facilitates stakeholder engagement by providing a clear framework for discussion, where diverse perspectives can be integrated into the decision-making process. Moreover, its systematic nature enhances transparency and accountability, making it suitable for large-scale infrastructure, urban planning, or environmental management projects where competing interests and complex trade-offs are common.

Prioritisation Framework

The City of Adelaide Integrated Transport Strategy sets out a vision for a connected, sustainable, and accessible transport network that prioritises active and public transport while supporting economic vibrancy and liveability. To ensure that investments in transport infrastructure and policy changes deliver maximum benefits, a prioritisation framework has been developed. This framework guides

[120] Infrastructure SA (2022). Impact Analysis Guide. Retrieved from https://www.infrastructure.sa.gov.au/our-work/project-assurance/business-case-templates/Impact-Analysis-Guide.pdf
[121] Infrastructure SA (2022). Capital Intentions Statement: Framework. Retrieved from https://www.infrastructure.sa.gov.au/resources/CIS-Framework-2022.pdf

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decision-making by assessing transport projects and initiatives against key strategic goals and measurable criteria.

1. Objectives of the Prioritisation Framework

The framework assesses projects against the strategic objectives of the Transport Strategy to ensure alignment with:

Objective	Description
Mode shift goals	Supporting walking, wheeling, cycling, and public transport to reduce car dependency.
Sustainability targets	Reducing transport emissions and supporting climate resilience.
Safety outcomes	Applying the Safe System approach to minimise road trauma.
Equity and accessibility	Ensuring transport solutions serve all users, including vulnerable groups.
Network efficiency	Supporting street space allocation based on high-value uses.
Economic and social benefits	Enhancing business access, city vibrancy, and freight efficiency.

2. Prioritisation Criteria

Each transport intervention was scored out of 100 based on weighted criteria outlined below.

Prioritisation Criteria	Description	Weighting
Alignment with Strategic Goals	Does the project contribute to achieving the Integrated Transport Strategy's objectives?	10%
Impact on Mode Shift	How effectively does the project reduce car dependency and increase walking, wheeling, cycling, or public transport use?	25%
Safety and Risk Reduction	Does the project address high-risk locations and contribute to reducing serious injuries and fatalities?	15%
Economic Benefits	Will the project support business activity, retail access, and freight movement?	15%
Environmental Benefits	Does the project contribute to emissions reduction and green infrastructure improvements?	10%
Community Support and Equity	Has the project received strong support through community engagement, and does it serve a diverse range of users?	15%
Network Integration & Mapping	How well does the project support a connected transport system that enhances multimodal integration and aligns with broader citywide and regional transport networks?	10%

3. Implementation Considerations

Governance for the Integrated Transport Strategy will be overseen by a cross-disciplinary internal group coordinated by the City of Adelaide. This group will include representatives from relevant teams such as transport planning, sustainability, operations, urban design, economic development, and community engagement. The group will meet regularly to coordinate project delivery, monitor progress against strategic objectives, and ensure alignment with broader city priorities. Formal collaboration channels will be maintained with the Department for Infrastructure and Transport and other external partners to support integrated planning and co-investment opportunities.

Decisions on project priorities and funding allocation will be made using the Strategy's prioritisation framework and performance criteria. Each proposed action or project will be assessed based on its contribution to mode shift, safety, equity, environmental sustainability, and place outcomes. Progress will be tracked through regular reporting and evaluation using measurable indicators. Transport decisions will be coordinated with land use planning and public realm initiatives to ensure that all city projects contribute to a more accessible, liveable, and sustainable Adelaide.

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8.7 Performance Measures and Targets

To measure the success of the Strategy's action plan in achieving the overall Strategy objectives, a series of performance measures have been developed. The performance measures are aligned to one or more Strategy themes and have been developed from the current network challenges, network performance analysis, and other aligned strategic documents.

Baseline data has been defined (where possible) and improvement targets set for +5 and +10 years in line with the lifespan of the Strategy. Where baseline data does not exist, data collection is identified as a priority recommended action of the implementation plan.

Table 8-5 Performance measures and targets

Theme				Performance measure	Baseline	Targets	Data source
M&A	E&P	H&S	S&C				
✓	✓	✓	✓	Reduction in through car travel on key identified CBD routes	2025 levels See Table 4-1	-10% (2030) -20% (2035)	Compass IoT data analysis
✓				Improved overall public transport mode share (peak and non-peak)	2025 levels	+10% (2030) +20% (2035)	Data collection required. e.g. VISTA
✓		✓		Improved overall active travel mode share (peak and non-peak)	2025 levels	+5% (2030) +8% (2035)	Data collection required. e.g. VISTA
✓		✓		Increase in residents usually walking to work	24% (2022)	48% (2030) 60% (2035)	Integrated Change Strategy 2030 Wellbeing Dashboard
✓		✓		Increase in residents usually cycling to work	2.6% (2022)	10% (2030) 20% (2035)	Integrated Change Strategy 2030 Wellbeing Dashboard
✓			✓	Increased proportion of cycling gender diversity	8.6% female (2023)	+20% female (2030) +40% female (2035)	South Australia | National Walking and Cycling Participation Survey
✓		✓		Increased number of children walking and cycling to school	Current*	+10% (2030) +20% (2035)	Data collection required
✓			✓	Increase in protected on road cycling network	Current*	+7 km (2030) - 1 x E-W & N-S +15 km (2035) - 2 x E-W & N-S	GIS assess management data
✓	✓	✓	✓	Increase in street space allocated to public use in P1-P3 places	Current*	+5% (2030) +10% (2035)	GIS data collection required. Economic Development Strategy

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Theme				Performance measure	Baseline	Targets	Data source
M&A	E&P	H&S	S&C				
	✓		✓	Decrease in average peak hour wait times for pedestrians at traffic lights	60+sec LoS E (2025)	40sec (2030) LoS D 30sec (2035) LoS C	Traffic Signal Review 2025
	✓		✓	Decrease in average wait times for public transport services	12mins (2022)	10mins (2030) 8mins (2035)	Global Public Transport Report (Moovit)
	✓	✓		Increase street tree canopy coverage	33% (2025)	+36% (2030) +40% (2035)	Wellbeing Dashboard
	✓	✓	✓	Decrease in overall vehicle emissions	2025 levels	75% reduction (2030) 100% reduction (2035)	
		✓		Transition City corporate fleet vehicles to ZEVs	65% (2022)	100% (2030)	Integrated Change Strategy 2030
✓		✓		Increase in public low emission vehicle charging infrastructure	54 electric car charging stations (2025)	+150 (2030) +300 (2035)	Integrated Change Strategy 2030
	✓	✓	✓	Decrease in road crash rates	2025 levels	50% reduction lives lost = <43 (2031) 30% reduction serious injuries = <474 (2031)	SA National Road Safety Strategy 2021-2030 (DIT)
	✓		✓	Increase in lighting to standard on Park Lands active transport routes	Current*	+50% (2030) +100% (2035)	Data collection required.
	✓		✓	Increase in life satisfaction	73% (2022)	+5% (2030) +10% (2035)	Wellbeing Dashboard
	✓		✓	Decrease in psychological distress	17% (2022)	-5% (2030) -10% (2035)	Wellbeing Dashboard
	✓	✓	✓	Increase in Park Lands usage	79% (2022)	+3% (2030) +5% (2035)	Wellbeing Dashboard
✓	✓	✓	✓	Increase in residents meeting the recommended weekly physical activity requirements	49% (2022)	+10% (2030) +15% (2035)	Wellbeing Dashboard
✓	✓		✓	Increase in the perception of safety in public spaces	82% (2022)	+5% (2030) +7% (2035)	Wellbeing Dashboard

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Theme				Performance measure	Baseline	Targets	Data source
M&A	E&P	H&S	S&C				
✓	✓		✓	Council-led public space and streetscape upgrades incorporate universal design principles.	Current*	100% (2028)	Disability Access and Inclusion Plan 2024-2028
✓	✓		✓	Improve lighting for paths of travel, transport and parking areas.	Current*	+50% (2028)	Disability Access and Inclusion Plan 2024-2028
✓	✓		✓	Increase paths leading to bus stops and in the Adelaide Park Lands that meet accessibility standards.	Current*	50% (2028)	Disability Access and Inclusion Plan 2024-2028
✓	✓	✓	✓	Improve the accessibility of the Adelaide Park Lands through the installation of rest stops and accessible crossings.	Current*	+20 rest stops (2028) +20 accessible crossings (2028)	Disability Access and Inclusion Plan 2024-2028
✓	✓		✓	Increase accessible car parking bays and the proportion of existing bays that meet accessibility standards.	47# (2025) Current*	+10 accessible car parking bays (2028) +40% (2028)	Disability Access and Inclusion Plan 2024-2028

* Baseline and ongoing data collection required

City of Adelaide data indicates 47 on-street accessible parking spaces in locations which have both controls and sensors

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8.8 Recommended Actions

The table below highlights the suite of actions for implementation to achieve the vision and objectives of this Report, informed by the earlier sections of this report and ongoing engagement with stakeholders and the community.

The actions have been tabulated below and outline the delivery approach, mechanism, timeframes for delivery, and indicative cost estimates based on the following scale: X = as part of internal business processes, $ = <$50K, $$ = $50K-$250K, $$$ = $250K-$1M, $$$$ = $1M+.

Table 8-6 Recommended Action Plan

ID	Action	Approach	Mechanism	Timeframe	Cost	Addresses
1. Movement and Access						
1.1	**Multi-Modal Transport**					
1.1.1	Work with state government to undertake a priority corridor assessment within the CBD to determine: • Opportunities for dedicated public transport routes. • Modal (bus, motorbike, bicycle) priority on selected routes. • Opportunities for efficiency gains. • Improve network-wide integration between transport modes (e.g. Bus to train, bus to bike).	Partner	Plan	Medium	$$	S4.1.4, 7.2
1.1.2	Implement a network of multimodal transport hubs to improve seamless connections between public transport, walking, wheeling, and micromobility, and encourage mode shift.	Deliver	Program	Long	$$	S4.1.4
1.2	**Walkable City**					
1.2.1	Implement pedestrian-priority signal timing, reducing wait times and prioritising pedestrian crossings at major intersections as identified in the Traffic Signal Review 2025.	Advocate	Policy	Ongoing	$$	S4.1.2
1.2.2	Trial temporary closures and pop-up pedestrian zones on selected streets to evaluate feasibility of permanent closure.	Deliver	Pilot	Short	$	S4.1.2
1.2.3	Create safe, connected and inclusive walking and wheeling environments by:	Deliver	Projects	Long	$$	S4.1.2

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ID	Action	Approach	Mechanism	Timeframe	Cost	Addresses
	• Implementing the walking/wheeling networks and their associated infrastructure requirements, based on place value and proximity to destinations such as schools, supermarkets and public transport. • Create safer pedestrian crossings which aim to slow down motor vehicles, reduce pedestrian wait times at new and existing sites, and align sequencing; prioritising people walking and wheeling. • Improve the maintenance of footpaths. • Enhance and promote walking/wheeling routes to increase tourist and visitor potential and community enjoyment of our streets and places. • Increase greening, wayfinding and points of interest/public art. • Increase pedestrian-only streets to enable vibrant public space					
1.3	**Cycling and Micromobility Friendly City**					
1.3.1	Implement temporary, low-cost protected bike lanes using bollards, planters, and barriers along priority corridors	Deliver	Pilot	Short	$	S4.1.3, 4.2.8
1.3.2	Create pop-up micromobility hubs integrating shared e-scooters, e-bikes, and public transport facilities. Locations should be based on proximity to key destinations, transport hubs, and high demand areas.	Deliver	Pilot	Short	$	S4.1.3, 4.2.8
1.3.3	Implement protected intersections for intersecting protected cycling routes as part of overall streetscape improvements.	Deliver	Projects	Medium	$$	S4.1.3, 4.2.8
1.3.4	Create safe corridors for people to use micromobility devices (shared and personal) with managed parking provisions on busy streets to ensure there are comfortable spaces for people walking and wheeling by: • Manage parking through designated parking bays or docks in busier areas. Provide some designated parking in quieter residential areas but have allowances for ‘free floating’ parking for safety and inclusion.	Deliver	Plan	Medium	$$	S4.1.6

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ID	Action	Approach	Mechanism	Timeframe	Cost	Addresses
	• Implement micromobility networks to improve connections with key destinations (including public transport). Identify 'no go zones' (streets and paths where scootering and/or cycling are to be excluded). • Integrate shared micromobility with public transport through creating micromobility hubs at public transport interchanges and stations. Joint promotion and pricing structures could also be explored with State Government and micromobility operators. • Have operators deploy more inclusive devices such as e-scooters with seats to improve accessibility and enable longer journeys for more people. Investigate schemes for different pricing models to promote shared micromobility as a viable transport option for people with limited existing transport means. • Make improvements to recreational trails within the Park Lands to promote shared micromobility as a tourism activity that enables visitors to explore the Park Lands and adjacent city destinations. • Ensure e-scooter fee structures and permit charges are linked to mutually beneficial aims for the City and Operators to support micromobility services that meet the objectives of this strategy. Including ensuring cost recovery for public realm management and community needs.					
1.3.5	Create dedicated East-West cycle routes, integrating cycling paths with Park Lands and train lines, and enhancing and expanding the existing high-quality routes along Frome Road by: • Reduce vehicle dominance by converting road space into protected bike lanes • Improved end-of-trip facilities including secure bike parking, shaded parking areas with CCTV, and bike cages near public transport hubs.	Deliver	Plan and Projects	Long	$$$	S4.1.3, 4.2.6

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ID	Action	Approach	Mechanism	Timeframe	Cost	Addresses
	• Improved signage, water stations, and lighting along cycling routes.					
1.4	**Public Transport Experience**					
1.4.1	Advocate for and partner with State Government to: • Investigate improving existing public transport corridors (e.g. Currie-Grenfell bus corridor). • Support a reduction in public transport fares to improve appeal. • Create new light-rail connections within the City and to adjoining inner suburbs (e.g. Prospect, inner East and the Airport) • Improve network-wide integration between transport modes (e.g. Bus to train, bus to bike).	Advocate	Policy	Ongoing	$	S4.1.4
1.4.2	Work with the State government and operators to improve perceptions of public safety at PT stops through targeted changes. This should include investigating and implementing infrastructure improvements at stops and upgrades to lighting around key transport precincts so the appeal of public transport will improve for all users.	Partner	Projects	Medium	$$	S4.1.4
1.4.3	Implement a program of targeted upgrades along key public transport corridors to create safe, comfortable and attractive urban environments and better integrate active transport and micro mobility trips with public transport	Partner	Programs	Medium	$$	S4.1.4
1.4.4	Improve public transport frequencies by working with state government, surrounding councils and operators to improve frequencies of existing high-demand services, and support reliability upgrades for all. This includes consideration of night-time frequencies, and an expansion of night-buses to Friday nights and during special events (such as Adelaide Fringe Festival)	Partner	Plan	Long	$$$	S4.1.4
1.5	**Vehicles and Parking**					

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ID	Action	Approach	Mechanism	Timeframe	Cost	Addresses
1.5.1	Undertake regular community and stakeholder engagement to ensure the kerbside space allocation on our streets considers the evolving needs of residents, businesses and the city visitors.	Deliver	Program	Ongoing	$	S4.1.5
1.5.2	Implement a comprehensive traffic circulation plan, implementing modal filters, reducing speed limits, and enhancing road safety measures. Maintain access to properties while discouraging through traffic so that through traffic is discouraged and essential deliveries and servicing are not impacted by vehicle congestion.	Deliver	Plan	Short	$$$	S4.1.5, S4.2.3, S4.2.7
1.5.3	Develop a City of Adelaide Parking and Kerbside Management Plan and guidelines to define the allocation of kerb space. The plan should: • Establish a hierarchy of kerbside uses based on key outcomes (accessibility, decarbonisation, greening) using multi-criteria assessment (MCA): Prioritise kerbside space allocation for different street types utilising a hierarchy that considers space efficiency and sustainable transport modes as well as CoA's strategic objectives which include greening, activation, accessibility (e.g. accessible car parking) and transport decarbonisation • Demand-based flexible kerbside management systems: Manage kerbside space efficiently, adjusting allocation in real time based on day and/or time of day demand. • Reallocate kerbside space for high-value uses: Shift kerbside space from low-value uses, like free or low-cost parking, to more productive activities such as loading, city servicing, public transport, street activation, pedestrian and cycling space • Prevent and reduce footpath clutter: Prevent and reduce visual and physical obstacles on footpaths to protect and improve accessibility, user safety, and the overall experience of urban areas.	Deliver	Plan	Short	$$$	S4.1.5
1.5.4	Increase the adoption of carshare services by encouraging residents and business to join services, and growing the footprint of carshare	Deliver	Project	Short	$	S4.1.5

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ID	Action	Approach	Mechanism	Timeframe	Cost	Addresses
	networks including in a small number of highly visible locations to enhance awareness.					
1.5.5	Deploy pilot of real-time adjustments to kerbside zones (e.g., loading/unloading zones) based on user demand using MCA for site selection. Identify pilot sites based on user demand using MCA, demand analysis, pedestrian/bicycle flow, and community feedback.	Deliver	Pilot	Medium	$$	S4.1.5
1.5.6	Foster partnerships among local businesses to create collaborative delivery systems that share resources, optimise vehicle / freight hubs use, and enhance stakeholder engagement by organising regular forums and workshops with key stakeholders to foster a collaborative approach towards logistics improvements. This could include: • Develop and apply flexible kerbside management systems that adjust loading zones and parking based on real-time demand to optimise space usage and reduce congestion. • Trailing green logistics zones and advanced waste systems in high-demand areas can serve as a model for broader implementation. Partnering with private sectors to test technologies like autonomous vehicles will further advance Adelaide's logistics capabilities.	Partner	Project	Medium	$	S4.1.5, S4.1.8
1.6	**Travel Behaviour Change**					
1.6.1	Develop and roll out travel behaviour change programs for schools and for new residents, and business to establish and maintain active and sustainable travel habits. Plan and design a targeted program of campaigns around transport hubs, schools, and high-potential modal shift areas.	Partner	Program	Ongoing	$	S4.2.11
1.6.2	Deliver a walking campaign through media, signage, and community events focusing on benefits of walking Partner with schools, local businesses, and event organisers to maximise reach.	Partner	Program	Ongoing	$$	S4.1.2

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ID	Action	Approach	Mechanism	Timeframe	Cost	Addresses
1.6.3	Partner and support business districts and employment hubs to reduce car dependency, improve accessibility, and encourage active and public transport use by: • Develop sustainable transport strategies for workplace commuting and travel. • Promoting end-of-trip facilities, including bike parking and showers, to support cycling uptake. • Encouraging flexible work arrangements and remote work policies to reduce peak-hour congestion. • Support with behavioural insights to design workplace travel incentives. • Financial incentives such as subsidised public transport or shared mobility schemes. • Employee engagement programs promoting carpooling, cycling, and telecommuting options.	Advocate / Partner	Program	Medium	$	S4.2.3
1.6.4	Deliver a cycling campaign through media, signage, and community events focusing to promote cycling and humanise people who cycle. Promote shared road responsibilities and improving relationships between riders, drivers, and pedestrians.	Deliver	Programs	Medium	$$	S4.1.3
2. Safety and Comfort						
2.1	Conduct local area Accessibility Audits across the transport network, identifying barriers to mobility.	Deliver	Program	Ongoing	$	S4.3
2.2	Establish a tactile wayfinding network for visually impaired users in key city streets.	Deliver	Project	Short	$$	S4.3
2.3	Create a more gender-responsive and age-inclusive transport system by:	Deliver	Projects	Medium	$$	S4.3, S0

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ID	Action	Approach	Mechanism	Timeframe	Cost	Addresses
	• Implementing lighting and security measures along frequently used active and public transport routes, particularly in areas identified as higher risk for harassment • Undertake a disability assessment to identify improvements to ensure access for those of all abilities and families with young children • Undertake a gender assessment to identify improvements, including lighting on the walking and cycling map links proposed through the Park Lands.					
2.4	Implement safer speed limits throughout the city with Safe System alignment to make streets more comfortable and enjoyable for people walking/wheeling, riding and catching public transport as well as quieter with reduced vehicle emissions.	Deliver	Project	Medium	$$	S4.2.7
3. Health and Sustainability						
3.1	Consider the environmental impact of transport modes and prioritise space efficient and low-emission transport by expanding off-street electric vehicle charging infrastructure, creating low emission zones, and investing in connected cycling and pedestrian networks.	Deliver	Projects	Short	$	S4.2.4
3.2	Create healthier, child-friendly streets around schools and adjacent residential areas to support local walkability and active travel to school by improving local infrastructure including: • Optimising the road space to create appealing corridors for movement, rest, and improved safety for all users • Implement City Plan strategies to increasing active frontages and density, increase city greening, and improve neighbourhood proximity to services and amenity.	Deliver	Program	Medium	$$	S4.2.11S
3.3	Implement transport oriented urban heat island heat mitigation measures, integrating green roofs, street trees, and permeable	Deliver	Program	Medium	$$$	S4.2.12

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ID	Action	Approach	Mechanism	Timeframe	Cost	Addresses
	surfaces. Expand the network of shade trees and pedestrian shelters along key walking routes.					
4. Place and Experience						
4.1	Convert underutilised parking spaces into temporary public spaces or parklets. Focus on high-footfall areas like retail districts and markets.	Deliver	Pilot	Short	$	S4.1.5
4.2	Redesign streets post-closure for improved urban planning: • Use prolonged road closures as opportunities to reimagine streetscapes. • Focus on designs that prioritise pedestrian and cycling safety, reduce car dominance, and improve public spaces with street improvements like more trees, wider sidewalks and protected cycling lanes. • Establish clear guidelines and revenue structures for permits and fees: • Review and standardise permit processes and fee structures for occupying public spaces. • Ensure fees are fair and contribute to public space maintenance and improvement, inspired by New York City's "Street Works Manual." • Coordinate with the delivery of the permanent, high-quality network of walking, wheeling, and cycling routes.	Deliver	Plan	Long	$$$	S4.2.5, S4.2.6
5. City Operations						
5.1	**Managing Freight**					
5.1.1	Introduce sustainable freight delivery incentives, such as promoting cargo bikes for last-mile deliveries.	Deliver	Program	Short	$	S4.2.4

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ID	Action	Approach	Mechanism	Timeframe	Cost	Addresses
5.1.2	Promote the adoption of low-emission delivery vehicles within the urban logistics network and integrate Intelligent Transport Systems (ITS) to enhance the efficiency and coordination of urban freight movements.	Advocate	Policy	Medium	$	S4.2.4
5.1.3	Plan for the development of Freight and Delivery Hubs • Evaluate location-based logistics needs for establishing freight hubs near major business areas and corridors. • Locations identified based on proximity to retail/commercial zones and e-commerce density hotspots.	Deliver	Plan	Medum	$$	S4.1.8
5.1.4	Pilot the establishment of micro-freight hubs near major business areas and corridors. Locations identified should be based on proximity to retail/commercial zones and e-commerce density hotspots.	Deliver	Pilot	Medium	$$	S4.1.8
5.2	**Managing Disruptions**					
5.2.1	Leverage major events and disruptions for sustainable transport promotion: • Use events to encourage public transport use, enhance cycling infrastructure, and create pedestrian-friendly zones. • Implement community engagement and education campaigns to foster long-term shifts toward sustainable travel.	Deliver	Program	Ongoing	$$	S0
5.2.2	Implement comprehensive Communication Strategies for major events and transport disruptions including: • Develop extensive communication plans for all major events and construction activities. • Include detailed information provided well in advance, real-time updates through social media and apps, and public awareness campaigns. • Establish Community Liaison Panels to engage with the public, address concerns, and provide timely information.	Deliver	Program	Ongoing	$$	S0

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ID	Action	Approach	Mechanism	Timeframe	Cost	Addresses

	• Use communication materials to promote travel behaviour change during disruptions.
	• Collaborate with event organisers, venue managers, and public transport operators to ensure:
	  ○ Integrated public transport and event ticketing to encourage uptake.
	  ○ Expanded shuttle bus and bicycle parking facilities for large-scale events.
	  ○ Clear communication on temporary road closures and alternative transport options for event attendees.					

5.2.3	Partner with Adelaide Fringe, Tour Down Under, and other major events to promote active and public transport use during disruptions. Pilot shuttle services, free bicycle rentals, and expanded public transport schedules during these large events.	Advocate / Partner	Program	Short	$$	S0
5.2.4	Develop and enforce tailored Detour Guidelines: • Create guidelines that prioritise pedestrian and cycling safety and maintain accessibility for people with disabilities • Ensure detours are well-signposted, with clear signage and regular reviews to adapt and improve based on feedback. • Enhance resilience by ensuring continuity of these networks during major events and disruptions, reducing reliance on inaccessible areas like the Park Lands during such periods.	Deliver	Plan	Medium	$$	S4.1.9
6. Ongoing Strategy Implementation and Organisational Alignment						
6.1	Redirect dynamic parking revenue toward sustainable transport infrastructure projects. Establish annual reinvestment goals to fund pedestrian/cycling upgrades and transport enhancements.	Deliver	Policy	Ongoing	$$	S4.2.10

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ID	Action	Approach	Mechanism	Timeframe	Cost	Addresses
6.2	Ensure the Implementation of the Integrated Transport Strategy remains aligned with delivery of supporting actions in City of Adelaide's City Plan, Strategic Plan, Integrated Climate Strategy	Deliver	Plan	Ongoing	$	
6.3	Implement and align relevant Council supporting plans and policies in line with this strategy's objectives and recommendations.	Deliver	Policy	Short	$	
6.4	Adopt the modal maps, classifications, applicable standards for delivery of the Integrated Transport Strategy	Deliver	Policy	Short	$	
6.5	Apply for federal/state funding related to decarbonisation, gender equity, and cycling infrastructure development. Map available grants and align projects with eligibility criteria.	Deliver	Plan	Short	$	
6.6	Investment logic mapping: Develop investment proposals incorporating strategic goals of the ITS and Infrastructure SA recommendations, including criteria for gender impact, emissions reduction, and equity for street upgrades and transport interventions and extend to Project assessment.	Deliver	Plan	Medium	$$	S4.4
6.7	Undertake planning and feasibility of infrastructure treatments of a program of works to deliver modal maps	Deliver	Plan	Medium	$$	S7.2
6.8	Develop an integrated transport data system to monitor congestion, accessibility, and network efficiency. This will also inform future evaluation and planning.	Deliver	Plan	Medium	$$	
6.9	Develop public-private partnerships for shared micromobility hubs, EV charging stations, and freight consolidation. Define funding mechanisms and private sector contributions through memorandums of understanding (MoUs).	Partner	Plan	Medium	$	S4.1.6, S4.1.8, S4.2.4
6.10	Ensure e-scooter fee structures and permit charges are linked to mutually beneficial aims for the City and Operators to support micromobility services that meet the objectives of this strategy. Including ensuring cost recovery for public realm management and community needs.	Deliver	Policy	Medium	$	S4.1.6

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8.9 Prioritising Actions

While each of the actions outlined in Section 8.8 are important to deliver on the key findings of this strategy, additional work has been done to prioritise these actions to allow for an understanding of which actions should ideally be pursued first. This has been based on an assessment of each action against the Prioritisation Framework outlined in Section 8.6.

Additionally, actions have been categorised based on their deliverability as either category one (standalone) or two (packages of works) as outlined below.

Table 8-7 Categorisation of actions based on deliverability

Category 1	Key standalone transport initiatives to be delivered as unique projects
Category 2 [122]	Interventions which could be delivered at appropriate intervention points such as existing asset renewals, planning processes, or management processes.

Table 8-8 Summary of prioritised actions for implementation

Priority	Theme	ID	Action
1	Strategy Implementation	6.3	Implement and align relevant Council supporting plans and policies in line with this strategy's objectives and recommendations.
2		6.8	Develop an integrated transport data system to monitor congestion, accessibility, and network efficiency. This will also inform future evaluation and planning.
3		6.4	Adopt the modal maps, classifications, applicable standards for delivery of the Integrated Transport Strategy
4	Movement and Access - Cycling	1.3.5	Create dedicated East-West cycle routes, integrating cycling paths with Park Lands and train lines, and enhancing and expanding the existing high-quality routes along Frome Road by: • Reduce vehicle dominance by converting road space into protected bike lanes • Improved end-of-trip facilities including secure bike parking, shaded parking areas with CCTV, and bike cages near public transport hubs. • Improved signage, water stations, and lighting along cycling routes.
5	Strategy Implementation	6.7	Undertake planning and feasibility of infrastructure treatments of a program of works to deliver modal maps

[122] The above categorisation is indicative only and represents an initial assessment of deliverability. As there are a variety of ways for projects to be delivered – as either stand alone or as part of future renewals / packaged together. The City of Adelaide will need to assess these actions against their broader asset management pipeline of works, procurement processes,and management approaches.

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Priority	Theme	ID	Action
6	Movement and Access - Public Transport	1.4.4	Improve public transport frequencies by working with state government, surrounding councils and operators to improve frequencies of existing high-demand services, and support reliability upgrades for all. This includes consideration of night-time frequencies, and an expansion of night-buses to Friday nights and during special events (such as Adelaide Fringe Festival)
7	Safety and Comfort	2.4	Implement safer speed limits throughout the city with Safe System alignment to make streets more comfortable and enjoyable for people walking/wheeling, riding and catching public transport as well as quieter with reduced vehicle emissions.
8	Movement and Access - Walking / Wheeling	1.2.3	Create safe, connected and inclusive walking and wheeling environments by: • Implementing the walking/wheeling networks and their associated infrastructure requirements, based on place value and proximity to destinations such as schools, supermarkets and public transport. • Create safer pedestrian crossings which aim to slow down motor vehicles, reduce pedestrian wait times at new and existing sites, and align sequencing; prioritising people walking and wheeling. • Improve the maintenance of footpaths. • Enhance and promote walking/wheeling routes to increase tourist and visitor potential and community enjoyment of our streets and places. • Increase greening, wayfinding and points of interest/public art. • Increase pedestrian-only streets to enable vibrant public space
9	Health and Sustainability	3.3	Implement transport oriented urban heat island heat mitigation measures, integrating green roofs, street trees, and permeable surfaces. Expand the network of shade trees and pedestrian shelters along key walking routes.
10	Strategy Implementation	6.1	Redirect dynamic parking revenue toward sustainable transport infrastructure projects. Establish annual reinvestment goals to fund pedestrian/cycling upgrades and transport enhancements.
11	Movement and Access - Travel Behaviour	1.6.1	Develop and roll out travel behaviour change programs for schools and for new residents, and business to establish and maintain active and sustainable travel habits. Plan and design a targeted program of campaigns around transport hubs, schools, and high-potential modal shift areas.
12	Movement and Access - Public Transport	1.4.1	Advocate for and partner with State Government to: • Investigate improving existing public transport corridors (e.g. Currie-Grenfell bus corridor). • Support a reduction in public transport fares to improve appeal.

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Priority	Theme	ID	Action
			• Create new light-rail connections within the City and to adjoining inner suburbs (e.g. Prospect, inner East and the Airport) • Improve network-wide integration between transport modes (e.g. Bus to train, bus to bike).
13	Movement and Access - Travel Behaviour	1.6.3	Partner and support business districts and employment hubs to reduce car dependency, improve accessibility, and encourage active and public transport use by: • Develop sustainable transport strategies for workplace commuting and travel. • Promoting end-of-trip facilities, including bike parking and showers, to support cycling uptake. • Encouraging flexible work arrangements and remote work policies to reduce peak-hour congestion. • Support with behavioural insights to design workplace travel incentives. • Financial incentives such as subsidised public transport or shared mobility schemes. • Employee engagement programs promoting carpooling, cycling, and telecommuting options..
14	Movement and Access - Vehicles and Parking	1.5.4	Increase the adoption of carshare services by encouraging residents and business to join services, and growing the footprint of carshare networks including in a small number of highly visible locations to enhance awareness.
15	Movement and Access - Multi-Modal	1.1.2	Implement a network of multimodal transport hubs to improve seamless connections between public transport, walking, wheeling, and micromobility, and encourage mode shift.
16		1.1.1	Work with state government to undertake a priority corridor assessment within the CBD to determine: • Opportunities for dedicated public transport routes. • Modal (bus, motorbike, bicycle) priority on selected routes. • Opportunities for efficiency gains. • Improve network-wide integration between transport modes (e.g. Bus to train, bus to bike).
17	Movement and Access - Vehicles and Parking	1.5.3	Develop a City of Adelaide Parking and Kerbside Management Plan and guidelines to define the allocation of kerb space. The plan should: • Establish a hierarchy of kerbside uses based on key outcomes (accessibility, decarbonisation, greening) using multi-criteria assessment (MCA): Prioritise kerbside space allocation for different street types utilising a hierarchy that considers space efficiency and sustainable transport modes as well as CoA's strategic

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Priority	Theme	ID	Action
			objectives which include greening, activation, accessibility (e.g. accessible car parking) and transport decarbonisation • Demand-based flexible kerbside management systems: Manage kerbside space efficiently, adjusting allocation in real time based on day and/or time of day demand. • Reallocate kerbside space for high-value uses: Shift kerbside space from low-value uses, like free or low-cost parking, to more productive activities such as loading, city servicing, public transport, street activation, pedestrian and cycling space • Prevent and reduce footpath clutter: Prevent and reduce visual and physical obstacles on footpaths to protect and improve accessibility, user safety, and the overall experience of urban areas.
18	Movement and Access - Cycling	1.3.3	Implement protected intersections for intersecting protected cycling routes as part of overall streetscape improvements.
19	Movement and Access - Walking / Wheeling	1.2.1	Implement pedestrian-priority signal timing, reducing wait times and prioritising pedestrian crossings at major intersections as identified in the Traffic Signal Review 2025.
20	Place and Experience	4.2	Redesign streets post-closure for improved urban planning: • Use prolonged road closures as opportunities to reimagine streetscapes. • Focus on designs that prioritise pedestrian and cycling safety, reduce car dominance, and improve public spaces with street improvements like more trees, wider sidewalks and protected cycling lanes. • Establish clear guidelines and revenue structures for permits and fees: • Review and standardise permit processes and fee structures for occupying public spaces. • Ensure fees are fair and contribute to public space maintenance and improvement, inspired by New York City's "Street Works Manual." Coordinate with the delivery of the permanent, high-quality network of walking, wheeling, and cycling routes.
21	Movement and Access - Cycling	1.3.1	Implement temporary, low-cost protected bike lanes using bollards, planters, and barriers along priority corridors
22	Movement and Access - Public Transport	1.4.2	Work with the State government and operators to improve perceptions of public safety at PT stops through targeted changes. This should include investigating and implementing infrastructure improvements at stops and upgrades to lighting around key transport precincts so the appeal of public transport will improve for all users.

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Priority	Theme	ID	Action
23	Movement and Access - Freight	5.1.1	Introduce sustainable freight delivery incentives, such as promoting cargo bikes for last-mile deliveries.
24	Movement and Access - Walking / Wheeling	1.2.2	Trial temporary closures and pop-up pedestrian zones on selected streets to evaluate feasibility of permanent closure.
25	Movement and Access - Cycling	1.3.4	Create safe corridors for people to use micromobility devices (shared and personal) with managed parking provisions on busy streets to ensure there are comfortable spaces for people walking and wheeling by: • Manage parking through designated parking bays or docks in busier areas. Provide some designated parking in quieter residential areas but have allowances for 'free floating' parking for safety and inclusion. • Implement micromobility networks to improve connections with key destinations (including public transport). Identify 'no go zones' (streets and paths where scootering and/or cycling are to be excluded). • Integrate shared micromobility with public transport through creating micromobility hubs at public transport interchanges and stations. Joint promotion and pricing structures could also be explored with State Government and micromobility operators. • Have operators deploy more inclusive devices such as e-scooters with seats to improve accessibility and enable longer journeys for more people. Investigate schemes for different pricing models to promote shared micromobility as a viable transport option for people with limited existing transport means. • Make improvements to recreational trails within the Park Lands to promote shared micromobility as a tourism activity that enables visitors to explore the Park Lands and adjacent city destinations. • Ensure e-scooter fee structures and permit charges are linked to mutually beneficial aims for the City and Operators to support micromobility services that meet the objectives of this strategy. Including ensuring cost recovery for public realm management and community needs.
26	Movement and Access - Disruptions	5.2.2	Implement comprehensive Communication Strategies for major events and transport disruptions including: • Develop extensive communication plans for all major events and construction activities. • Include detailed information provided well in advance, real-time updates through social media and apps, and public awareness campaigns. • Establish Community Liaison Panels to engage with the public, address concerns, and provide timely information.

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Priority	Theme	ID	Action

			• Use communication materials to promote travel behaviour change during disruptions.
			• Collaborate with event organisers, venue managers, and public transport operators to ensure:
			  ○ Integrated public transport and event ticketing to encourage uptake.
			  ○ Expanded shuttle bus and bicycle parking facilities for large-scale events.
			  ○ Clear communication on temporary road closures and alternative transport options for event attendees.

27	Place and Experience	4.1	Convert underutilised parking spaces into temporary public spaces or parklets. Focus on high-footfall areas like retail districts and markets.
28	Movement and Access - Disruptions	5.2.4	Develop and enforce tailored Detour Guidelines: • Create guidelines that prioritise pedestrian and cycling safety and maintain accessibility for people with disabilities • Ensure detours are well-signposted, with clear signage and regular reviews to adapt and improve based on feedback. • Enhance resilience by ensuring continuity of these networks during major events and disruptions, reducing reliance on inaccessible areas like the Park Lands during such periods.
29	Strategy Implementation	6.9	Develop public-private partnerships for shared micromobility hubs, EV charging stations, and freight consolidation. Define funding mechanisms and private sector contributions through memorandums of understanding (MoUs).
30	Movement and Access - Cycling	1.3.2	Create pop-up micromobility hubs integrating shared e-scooters, e-bikes, and public transport facilities. Locations should be based on proximity to key destinations, transport hubs, and high demand areas.
31	Health and Sustainability	3.2	Create healthier, child-friendly streets around schools and adjacent residential areas to support local walkability and active travel to school by improving local infrastructure including: • Optimising the road space to create appealing corridors for movement, rest, and improved safety for all users • Implement City Plan strategies to increasing active frontages and density, increase city greening, and improve neighbourhood proximity to services and amenity.
32	Movement and Access - Travel Behaviour	1.6.2	Deliver a walking campaign through media, signage, and community events focusing on benefits of walking Partner with schools, local businesses, and event organisers to maximise reach.

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Priority	Theme	ID	Action
33	Movement and Access - Public Transport	1.4.3	Implement a program of targeted upgrades along key public transport corridors to create safe, comfortable and attractive urban environments and better integrate active transport and micro mobility trips with public transport
34	Safety and Comfort	2.1	Conduct local area Accessibility Audits across the transport network, identifying barriers to mobility.
35	Movement and Access - Disruptions	5.2.1	Leverage major events and disruptions for sustainable transport promotion: • Use events to encourage public transport use, enhance cycling infrastructure, and create pedestrian-friendly zones. • Implement community engagement and education campaigns to foster long-term shifts toward sustainable travel.
36	Safety and Comfort	2.3	Create a more gender-responsive and age-inclusive transport system by: • Implementing lighting and security measures along frequently used active and public transport routes, particularly in areas identified as higher risk for harassment • Undertake a disability assessment to identify improvements to ensure access for those of all abilities and families with young children • Undertake a gender assessment to identify improvements, including lighting on the walking and cycling map links proposed through the Park Lands.
37	Movement and Access - Freight	5.1.2	Promote the adoption of low-emission delivery vehicles within the urban logistics network, and integrate Intelligent Transport Systems (ITS) to enhance the efficiency and coordination of urban freight movements.
38	Movement and Access - Travel Behaviour	1.6.4	Deliver a cycling campaign through media, signage, and community events focusing to promote cycling and humanise people who cycle. Promote shared road responsibilities and improving relationships between riders, drivers, and pedestrians.
39	Movement and Access - Disruptions	5.2.3	Partner with Adelaide Fringe, Tour Down Under, and other major events to promote active and public transport use during disruptions. Pilot shuttle services, free bicycle rentals, and expanded public transport schedules during these large events.
40	Strategy Implementation	6.5	Apply for federal/state funding related to decarbonisation, gender equity, and cycling infrastructure development. Map available grants and align projects with eligibility criteria.

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Priority	Theme	ID	Action
41	Movement and Access - Vehicles and Parking	1.5.1	Undertake regular community and stakeholder engagement to ensure the kerbside space allocation on our streets considers the evolving needs of residents, businesses and the city visitors.
42	Health and Sustainability	3.1	Consider the environmental impact of transport modes and prioritise space efficient and low-emission transport by expanding off-street electric vehicle charging infrastructure, creating low emission zones, and investing in connected cycling and pedestrian networks.
43	Safety and Comfort	2.2	Establish a tactile wayfinding network for visually impaired users in key city streets.
44	Movement and Access - Freight	5.1.3	Plan for the development of Freight and Delivery Hubs • Evaluate location-based logistics needs for establishing freight hubs near major business areas and corridors. • Locations identified based on proximity to retail/commercial zones and e-commerce density hotspots.
45	Movement and Access - Vehicles and Parking	1.5.6	Foster partnerships among local businesses to create collaborative delivery systems that share resources, optimise vehicle / freight hubs use, and enhance stakeholder engagement by organising regular forums and workshops with key stakeholders to foster a collaborative approach towards logistics improvements. This could include: • Develop and apply flexible kerbside management systems that adjust loading zones and parking based on real-time demand to optimise space usage and reduce congestion. • Trailing green logistics zones and advanced waste systems in high-demand areas can serve as a model for broader implementation. Partnering with private sectors to test technologies like autonomous vehicles will further advance Adelaide's logistics capabilities.
46	Strategy Implementation	6.2	Ensure the Implementation of the Integrated Transport Strategy remains aligned with delivery of supporting actions in City of Adelaide's City Plan, Strategic Plan, Integrated Climate Strategy
47	Movement and Access - Freight	5.1.4	Pilot the establishment of micro-freight hubs near major business areas and corridors. Locations identified should be based on proximity to retail/commercial zones and e-commerce density hotspots.
48	Strategy Implementation	6.6	Investment logic mapping: Develop investment proposals incorporating strategic goals of the ITS and Infrastructure SA recommendations, including criteria for gender impact, emissions reduction, and equity for street upgrades and transport interventions and extend to Project assessment.

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Priority	Theme	ID	Action
49	Movement and Access - Vehicles and Parking	1.5.5	Deploy pilot of real-time adjustments to kerbside zones (e.g., loading/unloading zones) based on user demand using MCA for site selection. Identify pilot sites based on user demand using MCA, demand analysis, pedestrian/bicycle flow, and community feedback.
50		1.5.2	Implement a comprehensive traffic circulation plan, implementing modal filters, reducing speed limits, and enhancing road safety measures. Maintain access to properties while discouraging through traffic so that through traffic is discouraged and essential deliveries and servicing are not impacted by vehicle congestion.
51	Strategy Implementation	6.1	Ensure e-scooter fee structures and permit charges are linked to mutually beneficial aims for the City and Operators to support micromobility services that meet the objectives of this strategy. Including ensuring cost recovery for public realm management and community needs.

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8.9.1 Recommended Projects Map

Figure 8-1 below outlines the locations of prioritised actions proposed for implementation to achieve the vision and objectives of this Report/

It is noted that not all actions captured in Section 8.8 and Section 8.9 can be plotted on a map, as some are for city-wide delivery while others are, for example, policy focused. This map should be used in conjunction with the maps from Sections 7.3 to 7.8 to understand the future network for transport modes and Place within the City of Adelaide.

Figure 8-1 Map of prioritised actions

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9.0 Monitoring, Evaluation, Reporting and Review

9.1 Monitoring and Evaluation

Monitoring the success and delivery of the Strategy will enable the City of Adelaide and the community to be confident that it is delivering the intended outcomes. Performance monitoring requires the City of Adelaide to track and measure progress against the strategy performance measure targets outlined in Table 8-5.

The collection of data is crucial to support this process. The City of Adelaide will be required to gather baseline data where not currently available, and complete regular data collection to track performance against target objectives. This will provide insight as to whether the defined actions and investment are working effectively or if changes should be made. Tracking performance enables City of Adelaide to be confident they are spending budgets and resources in the most useful way for the community.

The progress of the Strategy and its actions will require internal governance mechanisms to be put in place to track the implementation of the strategy.

Data for monitoring and evaluation

Existing data sources, such as the Census journey to work dataset, have significant limitations when assessing active transport modes like walking and wheeling. The Census only captures work-based trips and omits education, recreational, or other non-work travel purposes. It also records only the mode used for the longest distance travelled, ignoring multi-modal trips, and is conducted in winter, which typically under-represents walking and cycling activity. As a result, the Census does not provide an accurate or complete picture of integrated transport behaviour in the City of Adelaide.

There are other supplementary data sources that can support a more detailed understanding of transport trends in Adelaide. These include Council-led initiatives such as bicycle and pedestrian cordon counts, Super Tuesday bicycle counts, and parking sensor data. These datasets can provide valuable annual trend information and geographic coverage where household surveys may not be feasible. There is currently a gap in understanding off-street parking supply and utilisation, particularly in private facilities. Investment in expanding parking data collection would help the City of Adelaide assess the true spatial demands of vehicle storage and better prioritise public space in line with the goals of the Integrated Transport Strategy.

South Australia currently does not undertake a regular, state-wide household travel survey that would provide a comprehensive understanding of all household travel across trip purposes and modes. In contrast, other jurisdictions have established robust survey methods to support strategic planning. The Greater Hobart Household Travel Survey collects detailed data on daily travel patterns across all trip types and transport modes, offering a valuable evidence base for transport investment and behaviour change initiatives. Victoria's Integrated Survey of Travel and Activity (VISTA) is conducted annually and captures data across weekdays and seasons, helping to monitor travel behaviours over time and inform the development of infrastructure and services that meet user needs.

To strengthen transport planning in Adelaide, the City User Survey should continue but be reviewed to ensure it captures trip frequency and a balanced representation of mode choice. Previous surveys that sample metropolitan visitation to the CBD have been found to over-represent car travel, in part due to the frequency and method of sampling. Establishing a modern household travel survey, aligned with national best practice and inclusive of walking, wheeling, and multi-modal trips, would fill key data gaps and support evidence-based monitoring and evaluation. This improved data would also enhance the City of Adelaide's ability to build business cases and secure funding by demonstrating clear, measurable needs and benefits.

Table 9-1 Overview of key data sources

Data Source	Description
Census Journey to Work	National dataset recording primary mode of travel to work; excludes education and non-work trips, underrepresents walking/wheeling, and only captures one mode per journey.
City User Survey	City of Adelaide survey of visitors and commuters; may over-represent car trips and should be reviewed to align with the Integrated Transport Strategy and better capture mode share and trip frequency.

Data Source	Description
Super Tuesday Bicycle Counts	Annual volunteer-based counts of cyclists at intersections during morning peak; provides trend data for cycling activity, including gender.
Bicycle and Pedestrian Cordon Counts	Manual or automated counts across screen lines into and within the city, used to monitor walking and cycling volumes.
Parking Sensor Data	Real-time occupancy data from on-street sensors, used to analyse parking behaviour and duration.
Compass IoT Data (Through Traffic)	Telematics data from connected vehicles used to estimate through trips via GPS trace analysis across the city; skewed to newer / commercial vehicles.
Off-Street Parking Supply Estimates	Currently incomplete; additional data collection needed to quantify public and private parking supply and use.

9.2 Reporting

Reporting of progress against the performance measure targets should occur annually to the Executive Management Team by the responsible Council divisions. This reporting should occur before the annual budget review process so funding for the following year's actions can be incorporated/confirmed in the budget process.

Reporting should outline the impacts to achieving performance targets if key recommendations in the action plan are not delivered within the prescribed timeframes. Likely consequences could include: ongoing poor transport network performance, damaging road safety outcomes, continued sub-standard heath and sustainability outcomes, and community dissatisfaction with performance.

9.3 Review and Update Mechanism

The Implementation Plan will include a structured process for reviewing policies and other components of the Integrated Transport Strategy to ensure ongoing relevance and alignment with evolving transport needs and strategic priorities. The Strategy will be updated every four years, allowing for a refresh that:

- Reviews strategic objectives and directions
- Reviews / updates priorities based on planning updates, emerging trends, and budget availability
- Assesses progress against actions
- Assesses progress against benchmark outcomes
- Reviews pilot projects or trials to inform permanent implementation
- Identifies barriers and opportunities for ongoing implementation.

Table 9-2 Proposed processes for reviews

Review Component	Process
Periodic Policy Review	Policies will be assessed against performance data, legislative changes, and emerging transport trends to determine if updates or refinements are required.
Council Transition Review	Each time a new Council is elected, a briefing on the Integrated Transport Strategy and its implementation progress will be conducted to inform decision-making and maintain strategic continuity.
Stakeholder and Community Feedback Integration	Ongoing engagement with residents, businesses, and transport stakeholders will ensure that the strategy remains responsive to community needs.
Alignment with External Strategies	Reviews will consider broader government policies and funding opportunities at the state and federal levels, ensuring that transport priorities align with available resources and regulatory frameworks.

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10.0 Street Type Case Studies

Indicative illustrations have been prepared for three street typologies to demonstrate the scale of change needed to improve movement, place and Healthy Street outcomes within the City of Adelaide, and to support desirable network performance outcomes as part of Strategy implementation.

The three street types selected are:

- **Local Activity Retail Streets** – Places to shop
- **City Streets** – Places for business
- **Transit Boulevards** – Places to stroll

Before and after sketches of each street type showcase the potential changes and highlight the design treatments that would improve the movement, place and Healthy Street outcomes for each scenario. Corresponding cross-sections show indicative land use allocations.

The future state illustrations demonstrate the potential to achieve the vision and objectives of this Strategy, enabled by the delivery of actions in the Implementation Plan. They show the redistribution of land required to allow for greater space for walking / wheeling, cycling, and public transport, while also supporting improved place outcomes through street greening, safety interventions, and on-street activation.

The case studies present an indicative interface with future land uses. Additional higher-density and mixed-use land use is needed to cater for the growing population of the City of Adelaide, as guided by *City Plan*. While the case studies below present active frontages and higher density buildings, it is understood that this won't be the reality for every street within the City of Adelaide. Therefore, this is only indicative and the interfacing land use will differ site to site, street to street being dependent on what plans are proposed and approved for future development by the City of Adelaide.

Importantly, a variety of trade-offs need to be considered regarding how the on-road and kerbside space is allocated to align with the vision for each street type:

- Allocation of more street space to walking and wheeling, cycling, dedicated public transport and street greening means less space for on-street parking and, in some cases, general traffic lanes. However, in practice localised decisions will require an assessment of the availability and proximity of off-street parking, and the provision of nearby general traffic routes.
- Allocation of more kerb space to high value operations including public transport, cycling, loading / city servicing, street dining, and street greening, rather than on-street parking.
- Allocation of more space for people walking / wheeling and associated amenities like street greening, furniture, wayfinding to support higher order places.
- What does servicing look like for this part of the street. On-street loading zones will be maintained, however there may be less on-street parking available through street space reallocation. Are there off-street locations available for servicing within close proximity? Could there be an opportunity for the use of distribution hubs and last mile via active transport within this precinct? Can servicing occur during specific hours such as the arrangements for locations like Rundle Mall, Pitt Street Mall and Bourke Street Mall across Australian cities?
- Noting that modes such as buses and trams require different space allocations, what type of public transport mode is best suited or required for the corridor and the broader network? The allocation of space along the corridor would then need to respond to this and required amenities such as stops.

  Not all of the streets which will have public transport services in the future are as wide as the case study shown below for the transit boulevard. As such, there is likely to be more significant challenges to manage during the project development and optioneering phase regarding street space and required trade-offs.
- The case studies below present street greening within flexi-zones, however this space can be used for other city functions such as bus stops, cycle parking and outdoor dining.

The frameworks and mapping noted in Section 6.4 and Section 7.0 can guide this consideration of necessary trade-offs and support localised decision-making for relevant projects. For instance, while the

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below drawings are indicative, they represent a potential outcome of the utilisation of the City of Adelaide Framework and processes.

While this process is intended to be reflective of localised visions and expectations for an area, commonalities for key street typologies exist such as the importance of improving pedestrian space and crossings along retail streets, or greater shade along transit boulevards. As such the existing conditions of these examples would have scored relatively low on key indicators, suggesting key areas for improvements in footpath widths, crossing conditions, and street trees, which are incorporated into the updated street layouts.

Street layouts such as these prioritise ongoing liveability and sustainability for the City of Adelaide, noting future growth expectations. The illustrations reflect changes to the indicative Movement and Place classifications for each typology, and demonstrate necessary greening improvements required for a street to meet Healthy Street objectives (Section 7.2).

As outlined in the Implementation Plan (Section 8.0), there is the opportunity for the City of Adelaide to undertake street upgrades across the LGA, utilising strategies such as street space reallocation to deliver better outcomes for people and meet the objectives of this Strategy.

The illustrations provided are only concept examples of possible change. Localised assessments for upgrades are required during respective project design and optioneering, along with the application of detailed design principle.

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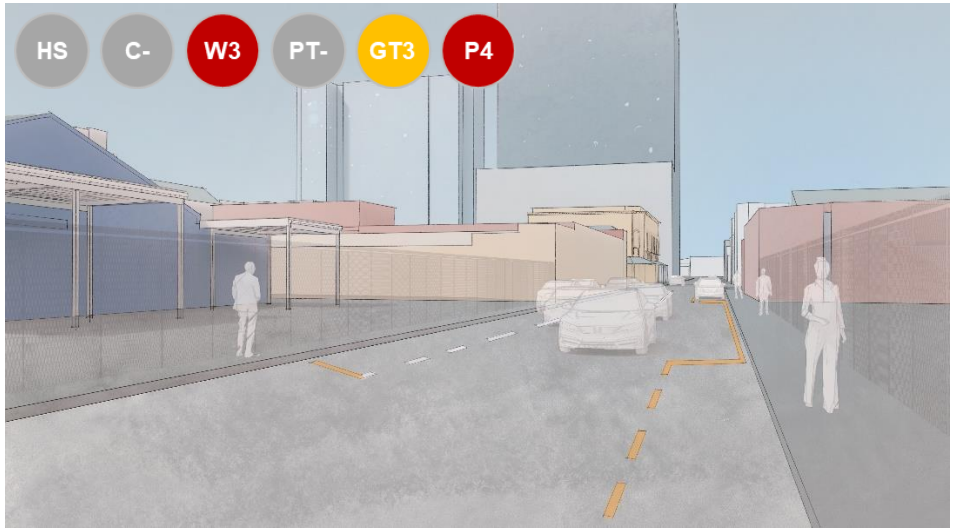
Local Activity Retail Streets



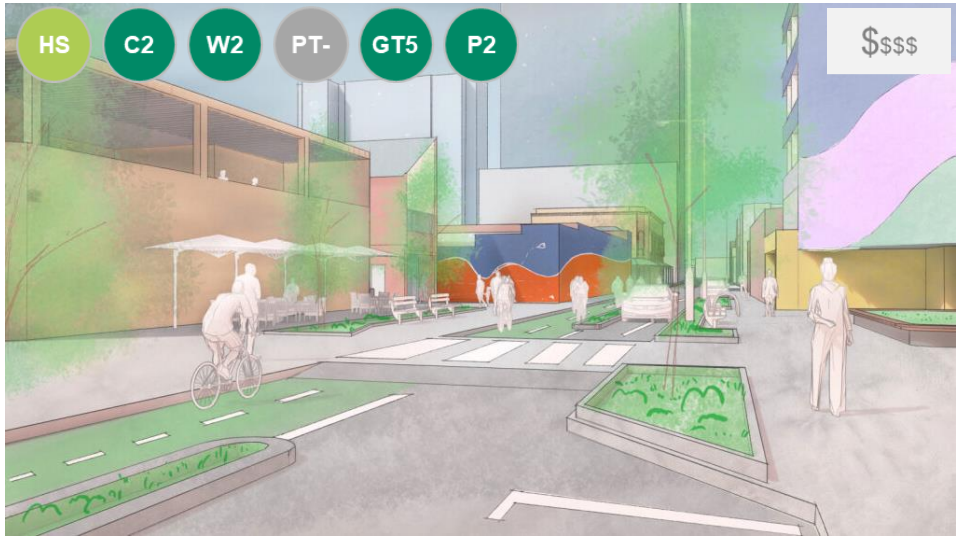
Retail Streets provide a direct connection to diverse street uses such modern retail and hospitality. These connections make them dynamic in nature with various types of social and commercial exchange, but they can also be intimate in scale, varied, busy and active.

Retail Streets provide a low-speed environment to support greater place function through lower emissions and noise pollution, and a reduced kerbside traffic buffer zone.

Traffic calming interventions, street greening and furniture make them attractive and inclusive places for people and economically successful.

A variety of transport modes are accommodated including separated bike lanes, however, pedestrian movement and comfort is a priority. Safe, convenient and easy crossing points bring the two sides of the street together catering for the variety of functions / land uses which retail Streets support.

Flexi zones cater for kerbside uses including load zones and bike parking.



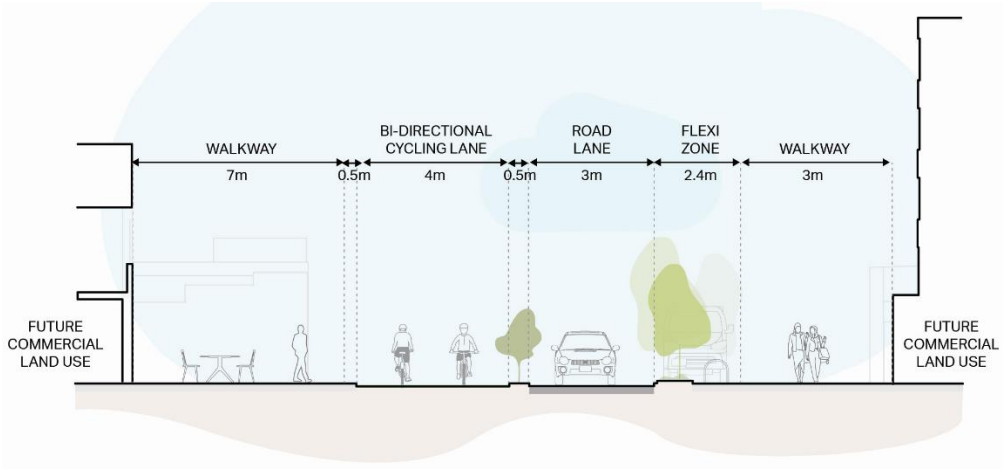


Figure 10-1 Artist's impression and accompanying cross section of an existing retail street within the City of Adelaide and future state with interventions

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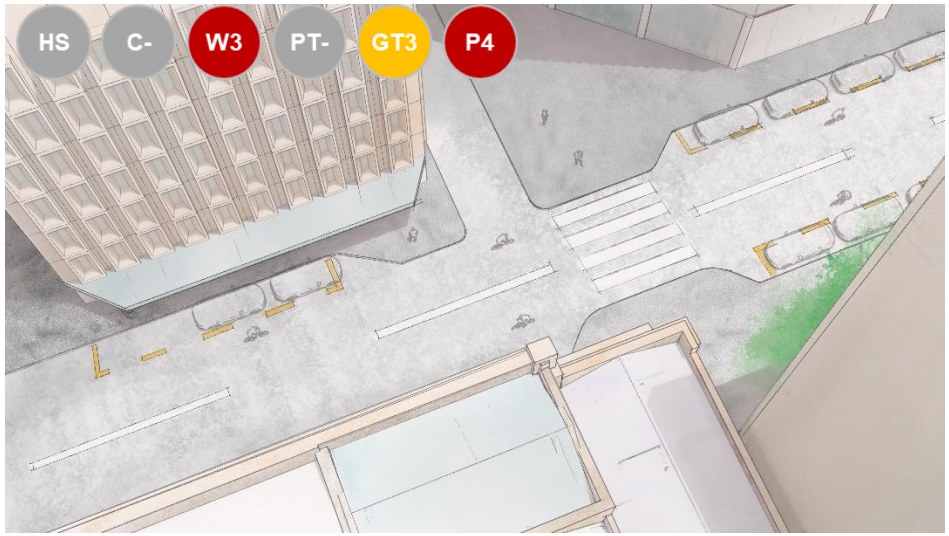
City Streets



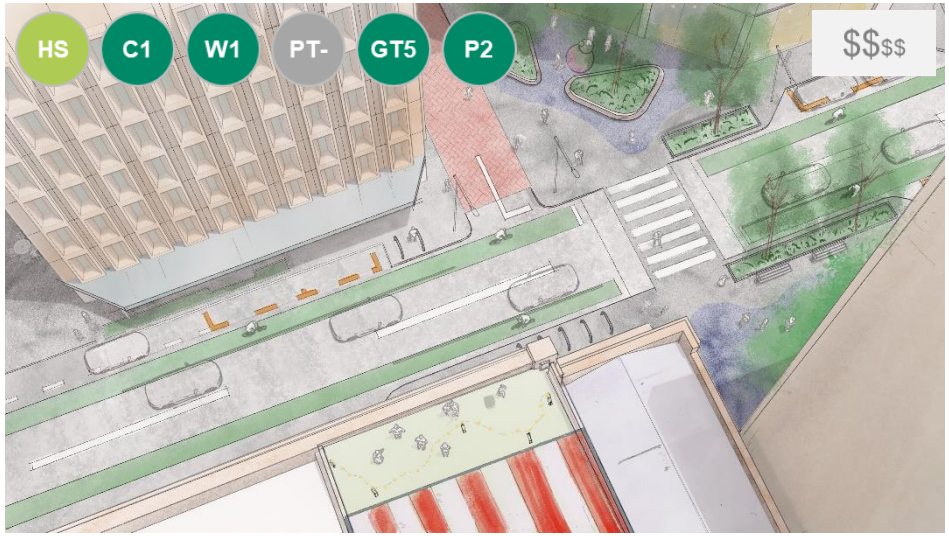
Streets form the primary typology within the City of Adelaide, making up most of the movement network.

A variety of transport modes are accommodated along Streets. There is a high to moderate movement function for pedestrians and cyclists, however the movement function for vehicles is lower through strategies such as reduced speeds and traffic calming interventions. They cater for localised traffic circulation but do not serve a through traffic function.

City Street design strategies support a variety of place functions and cater to the adjacent land uses which can vary from commercial, retail to residential.

Limited parking is provided to allow for localised access, however the majority of the flexi-use kerbside is dedicated to people (pedestrians / cyclists), including dedicated pedestrian infrastructure and bike parking, and street greening.

City Streets should create a welcoming space for people to interact and participate in the street experience.



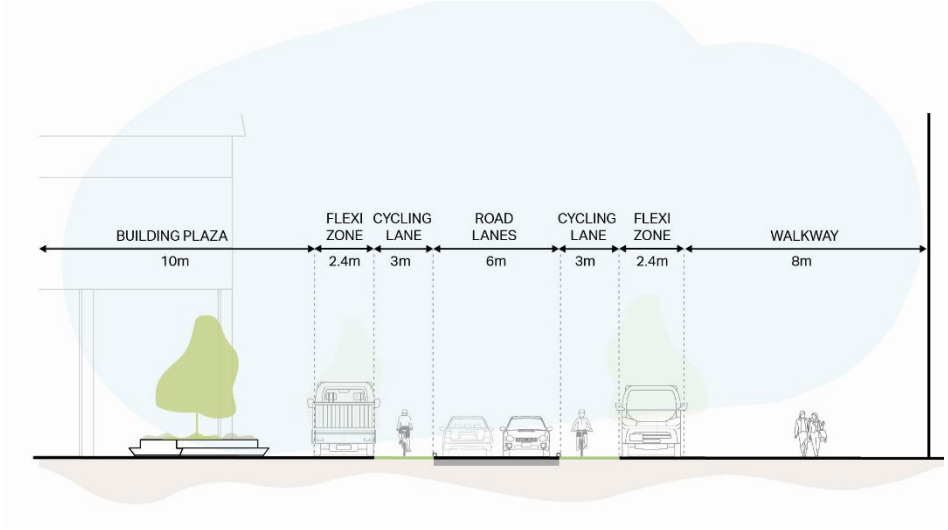


Figure 10-2 Artist's impression and accompanying cross section of an existing street within the City of Adelaide and future state interventions

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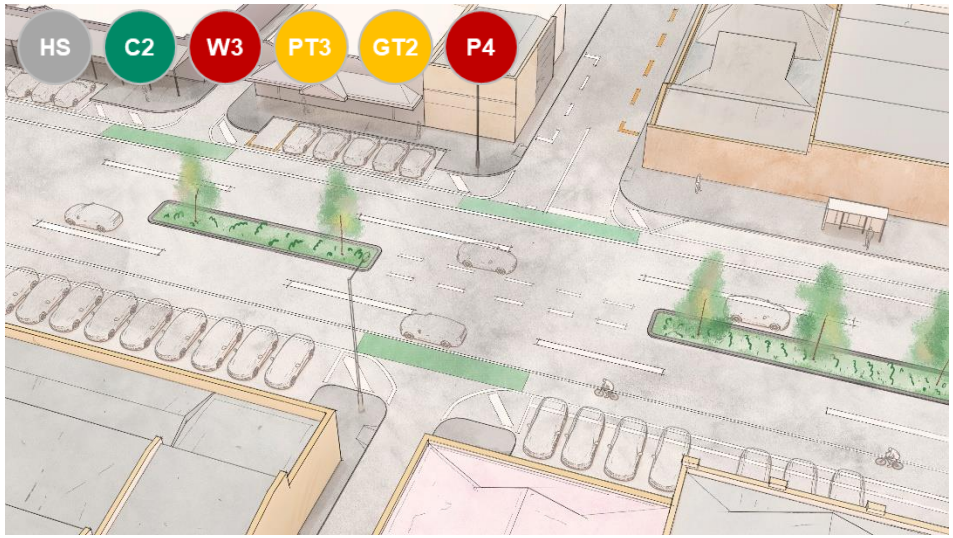
Transit Boulevards



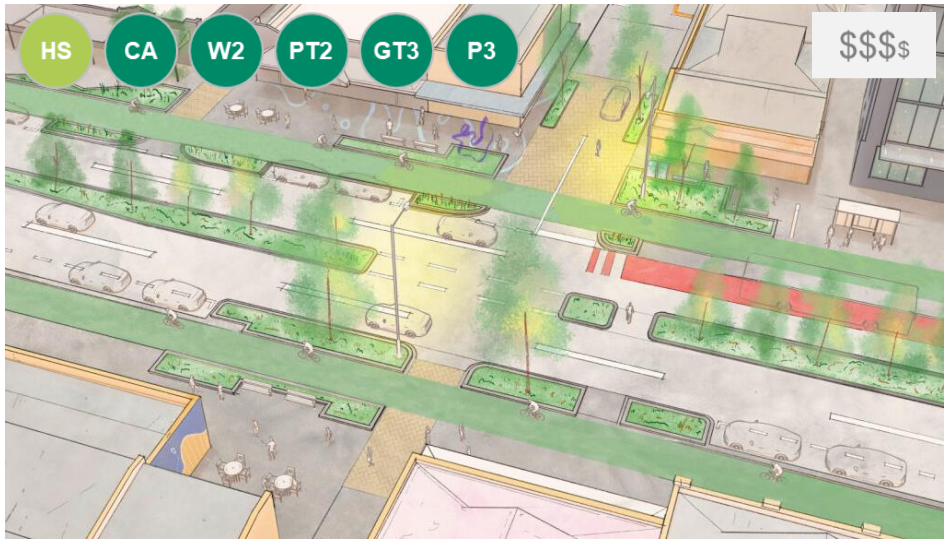
Boulevards are key gateways to the City of Adelaide. They are corridors that cater for both high functions of movement and place; balancing the needs of various users within and functions that support our city.

Transit Boulevards within our City include greater space for movement of people by all modes. Street space for public transport is optimised with priority measures included. They cater for localised traffic circulation but do not serve a through traffic function.

Transit Boulevards provide convenient connections between cultural and educational institutions, shopping destinations and businesses.

Street greening and footpath activity are encouraged to increase the place function and associated environmental, health and economic outcomes.

Kerbside use is flexible and varies across the street, with it being allocated for city functions such as bus stops and aligned to local land use priorities.



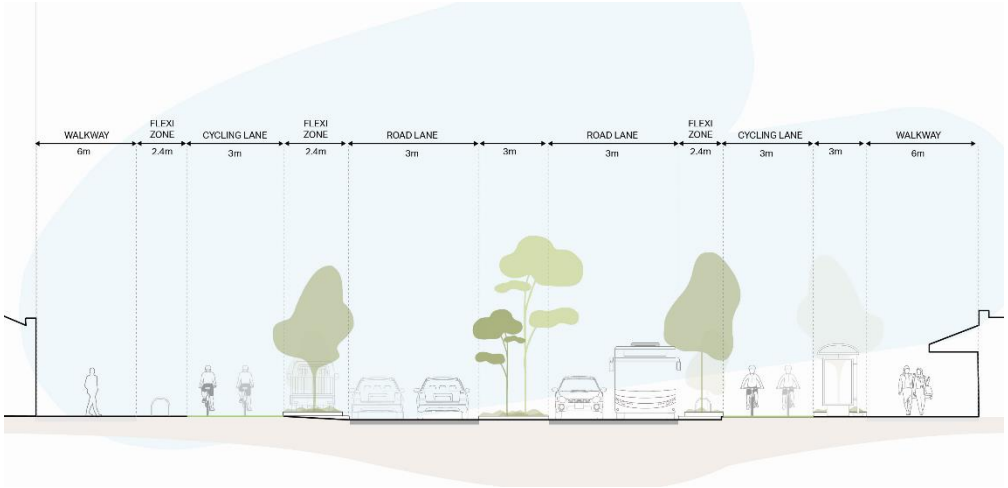


Figure 10-3 Artist's impression and accompanying cross section of an existing boulevard within the City of Adelaide and future state with intervention