

Integrated Transport Strategy

Strategic Alignment - Our Places

Public

Tuesday, 15 July 2025

**Infrastructure and Public
Works Committee**

Program Contact:

Mark Goudge, Associate Director
Infrastructure

Approving Officer:

Mike Philippou, A/Director City
Infrastructure

EXECUTIVE SUMMARY

The purpose of this report is to seek Council endorsement of the Integrated Transport Strategy following the conclusion of the Stage Two Public Engagement.

The City of Adelaide Strategic Plan 2024-2028 has an objective to facilitate and activate our places in a safe and accessible way for our community.

An Integrated Transport Strategy for the City of Adelaide has been developed to supersede the Smart Move, Transport and Movement Strategy 2012-2022. The Integrated Transport Strategy will provide a clear principle position for transport and streets within the City of Adelaide with strategic directions, policies, network maps and an assessment framework to facilitate effective, evidence-based decision-making and ongoing action and evaluation.

On 22 April 2025, Council endorsed the Stage Two Public Engagement process, which was undertaken from 1 May 2025 to 25 May 2025 with feedback received through a stakeholder workshop, community drop-in sessions, Our Adelaide survey responses and written submissions. A total of 188 general and nine youth survey responses were completed through Our Adelaide, 29 individuals attended the stakeholder workshop, and ten written submissions were received.

A Stage Two Engagement Report has been prepared, summarising the feedback received, and the updated Integrated Transport Strategy, amended with consideration of the feedback received, is presented for Council endorsement.

RECOMMENDATION

The following recommendation will be presented to Council on Tuesday 22 July 2025 for consideration

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

1. Notes the Integrated Transport Strategy Stage Two Engagement Report as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 15 July 2025.
 2. Endorses the Integrated Transport Strategy as contained within Attachment B to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 15 July 2025 to supersede Smart Move Transport and Movement Strategy 2012-2022.
 3. Authorises the Chief Executive Officer, or delegate, to make minor syntactical and technical amendments, and graphic design changes to the document contained in Attachment B, for the purposes of finalising the document for publication.
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IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places The Integrated Transport Strategy will provide strategic direction to activate our places in a safe and accessible way for our community.
Policy	Smart Move Transport and Movement Strategy 2012-2022 will be superseded by the Integrated Transport Strategy.
Consultation	This report provides a summary of the Stage 2 consultation process which was undertaken from undertaken from 1 May 2025 to 25 May 2025.
Resource	Not as a result of this report
Risk / Legal / Legislative	The Integrated Transport Strategy includes key projects and services that relate to City of Adelaide responsibilities as road authority. The delivery of many key projects and services within the Integrated Transport Strategy are currently unfunded in the long-term financial plan.
Opportunities	The Integrated Transport Strategy identifies a series of initiatives that will help deliver upon Council's Strategic Plan objectives.
25/26 Budget Allocation	Not as a result of this report
Proposed 26/27 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	The implementation and delivery of the Integrated Transport Strategy will be on-going.
25/26 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	Grant funding opportunities from state and federal government will be sought to support the implementation and delivery components of the Integrated Transport Strategy.

DISCUSSION

1. The purpose of this report is to seek Council endorsement of the Integrated Transport Strategy (ITS) following the conclusion of the Stage Two Public Engagement,

Background

2. The ITS has been developed to supersede the Smart Move, Transport and Movement Strategy 2012-2022 and reflects contemporary transport thinking and evidence-based frameworks, including Healthy Streets and the Safe System approach.
3. The ITS will provide a clear principle position for our transport network and streets within the City of Adelaide (CoA). Goals, commitments (targets), network maps and an assessment framework will facilitate effective, evidence-based decision-making and ongoing action and evaluation.
4. The ITS will sit under the CoA's suite of Strategic Management Plans (i.e. Strategic Plan, Long Term Financial Plan, Asset Management Plans and City Plan 2036) and will provide line-of-sight for new and existing transport related initiatives that support delivery of our Strategic Plan's objective to facilitate and activate our places in a safe and accessible way for our community, and inform a wide range of projects such as the Main Street Revitalisation projects and Square Master Plans.
5. The ITS has been developed in alignment with key CoA strategies and planning documents, including the City Plan 2036 and Integrated Climate Strategy as well as several key strategic transport initiatives (Citywide Speed Limit Review, Traffic Signal Optimisation Review and School Zone Safety Review) and design principles for our Main Street Revitalisation projects.
6. The ITS vision statement is, 'Our Streets: Full of Life' reflecting CoA's ongoing commitment to creating a transport network that prioritises people, safety, and sustainability and ensures the city is accessible for all as CoA moves towards growing our resident population to 50,000 by 2036, achieving net zero by 2035, and increasing visitor numbers to 2.5 million by 2028.
7. The ITS has four themes: Movement and Access, Experience and Place, Health and Sustainability, and Safety and Comfort. Under each theme, there are goals and commitments, with key projects and services to help deliver the desired outcomes.
8. The project has been developed in two key stages as shown in [\(Link 1\)](#) which included the following key steps:
 - 8.1. The Infrastructure and Public Works (IPW) Committee was presented a high-level overview of the ITS on 17 September 2024 [\(Link 2\)](#).
 - 8.2. At the IPW Committee on 15 October 2024, the eight discussions papers and associated discussion paper summary documents were presented as the primary engagement materials for the Stage One Public Engagement [\(Link 3\)](#) which were subsequently endorsed by Council on the 22 October 2024 [\(Link 4\)](#).
 - 8.3. The IPW Committee was presented with the outcomes of the Integrated Transport Strategy Stage One Public Engagement on 18 March 2025 [\(Link 5\)](#).
 - 8.4. The IPW Committee was presented with the draft ITS on the 15 April 2025 [\(Link 6\)](#) which was subsequently endorsed by Council for the purpose of public consultation on Tuesday 22 April 2025 [\(Link 7\)](#).

Stage Two Public Engagement - Background

9. The purpose of Stage Two engagement was to provide an update to our community on what we heard during the Stage One Public Engagement and receive the community's feedback on the draft ITS.
10. Stage Two Public Engagement was undertaken over a three-week period, from 1 May 2025 and closed on 25 May 2025 and included:
 - 10.1. An online engagement campaign including a general community survey and youth survey (for those under 18) via Our Adelaide.
 - 10.2. A stakeholder workshop.
 - 10.3. Two community drop-in sessions and three pop-ups, at different times and locations, to increase accessibility and opportunity for participation.
 - 10.4. Hard copy submission forms available inside Consultation Packs from CoA's Customer Service Centre, libraries and community centres.
 - 10.5. Opportunity for feedback via email, written submission or by speaking with a staff member.

11. Notification of community engagement was provided through the following avenues:
 - 11.1. Council social media channels (noting posts were shared via individuals and groups, including Bike Adelaide and RAA), with a reach of 35,420 people (seeing content).
 - 11.2. Electronic Direct Mail and other CoA mailing lists.
 - 11.3. Digital display advertising.
 - 11.4. Promotion of engagement on Our Adelaide
 - 11.5. Paper Consultation Packs distributed to CoA's Customer Service Centre, libraries and community centres.

Stage Two Public Engagement – What we heard

12. A summary of the responses received for the various engagement activities is as follows:
 - 12.1. Our Adelaide Surveys: 188 general surveys and nine youth surveys were completed.
 - 12.2. Stakeholder Workshop: 29 attendees representing State Government Agencies, Neighbouring Councils, Industry Associations, Advocacy Groups and User Groups. Details of attendees are shown in [Link 8](#).
 - 12.3. Community drop-in sessions and three pop-ups: 74 community members spoken to.
 - 12.4. Written Submissions: Ten written submissions were made, seven from organisations: Access and Inclusion Advisory Panel, Bike Adelaide, City of Unley, Kidical Mass Adelaide, People for Public Transport, SECRA, Walking SA, and three from individuals.
 - 12.5. Social media (Facebook, LinkedIn and Instagram): Informal feedback received via comments to posts.
13. Key feedback from the Stage Two Public Engagement included:
 - 13.1. Strong levels of support for goals across the four strategy themes, ranging from 74% support for the Safety and Comfort goals, up to 85% for the Movement and Access goals based on survey responses.
 - 13.2. Majority support for reducing car reliance and dominance on our streets and prioritising active travel and public transport. Some raised concerns about impacts of congestion and loss of car access to the city, including to some city schools.
 - 13.3. There was a strong interest in implementation, with a clear pipeline of projects with precinct-specific outcomes, proactive leadership and ongoing monitoring and evaluation being seen as critical to success.
 - 13.4. Community members would like to see 'quick wins' such as traffic signal changes for more green time for people walking/wheeling and automation of crossings.
 - 13.5. Some people questioned whether reducing car 'use' is more important and/or feasible than reducing car 'ownership'.
 - 13.6. There were calls for Council to go beyond advocacy for public transport, and to advocate for further tram extensions across the network.
 - 13.7. Stakeholders and respondents sought clarification about the intention and meeting of 'Goal 2.2: Integrated transport and land use planning. Connect social infrastructure with street improvements, more efficient developments, lower car ownership and higher use of shared mobility'.
 - 13.8. There was strong support for increased greening.
 - 13.9. Low support for public EV charging, with numerous respondents expressing caution that EVs are still cars (impacting street space and safety, and other strategic goals).
 - 13.10. Stakeholders raised the importance of greenery and public space improvements with a balance between transport infrastructure and place-making.
 - 13.11. Stakeholders disliked the wording under the Health and Sustainability goal, namely the phrase 'cool, calm and connected streets and paths' and noted that vibrant streets are as important as calm streets.
 - 13.12. There was strong support for implementing the Safe System approach. Some stakeholders queried the link between proactive safety approaches and greener, quieter and cleaner streets.
 - 13.13. Social media comment themes were similar to those in Stage One, including strong demand for better-connected and safer cycling infrastructure, frustration regarding delays and perceived barriers, public transport users seeking better shelter and seating, concerns raised about parking costs around health care facilities and e-scooter parking management.

13.14. Various stakeholder feedback was provided on the network maps.

14. The Integrated Transport Strategy Stage 2 Engagement Report prepared by consultants URPS is contained in **Attachment A**.

Stage Two Public Engagement – Amendments to the ITS

15. Following the Stage Two Public Engagement the ITS has been amended with consideration of the feedback received ([Link 9](#)).
16. Changes to the ITS include:
- 16.1. Simplification of strategy theme tag lines.
 - 16.2. Relocation of the definitions of Healthy Streets and Safe System approaches to earlier in the document.
 - 16.3. Clarification of meaning of through traffic within Our Opportunity section.
 - 16.4. Refining the strategy commitments based on community and stakeholder responses.
 - 16.5. Inclusion of Stage Two Public Engagement summary.
 - 16.6. Clarification and update to measures of success.
 - 16.7. Additional details added to Goal 1.2 Key Project and Service related to the Currie/Grenfell corridor feasibility study to reflect strength of community feedback.
 - 16.8. Incorporating consideration of e-scooters into cycle network planning and implementation under Goal 1.4 Key Project and Services.
 - 16.9. Rewording Goal 2.2 and Goal 4.2 tag lines for clarity.
 - 16.10. Relocate Key Project and Service related to CoA management of off-street car parking to Goal 2.3 and re-worded for clarity.
 - 16.11. Updated Network Maps to reflect community and stakeholder feedback.
 - 16.12. Additional figure included in Safety and Comfort theme to provide more clarity of the benefits of 30km/hr speed limits that has been demonstrated through research.
 - 16.13. Update to text under Planning Approach for consistency with text in recent Business Plan and Budget.
 - 16.14. Amendments to references page.
17. The ITS for Council endorsement is contained in **Attachment B** with supporting AECOM Integrated Transport Network Report (ITNR) is included in [Link 10](#).

Next Steps

18. Subject to Council endorsement, the implementation and delivery of the ITS will commence including the following:
- 18.1. Prepare and submit Business Plan and Budget submissions for 2026/27 for the delivery of the ITS and seek external funding opportunities.
 - 18.2. Further develop the investment prioritisation framework and implementation table within the ITNR to inform future Business Plan and Budget submissions and the CoA Long Term Financial Plan.

DATA AND SUPPORTING INFORMATION

Link 1 - ITS Project Process Flow Chart

Link 2 - Infrastructure and Public Works Committee Agenda and Minutes, Tuesday, 17 September, 2024

Link 3 - Agenda and minutes Infrastructure and Public Works Committee - Tuesday, 15th October, 2024

Link 4 - Council Minutes for the Meeting on Tuesday, 22 October 2024

Link 5 - Agenda and minutes Infrastructure and Public Works Committee - Tuesday, 18th March, 2025

Link 6 - Agenda and minutes Infrastructure and Public Works Committee - Tuesday, 15th April, 2025

Link 7 - City of Adelaide Council Meeting Minutes, Tuesday, 22 April 2025

Link 8 - Stage 2 Stakeholder Session Attendees

Link 9 – Integrated Transport Strategy – Document with tracked changes

Infrastructure and Public Works Committee – Agenda – Tuesday, 15 July 2025

ATTACHMENTS

Attachment A – URPS Stage Two Engagement Report

Attachment B – City of Adelaide Integrated Transport Strategy

- END OF REPORT -