

Phase 2 Engagement Summary

Integrated Transport Strategy

Phase 2 Engagement Summary

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

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Contents

Phase 2 Engagement Snapshot	1
1. Background	2
1.1 Project Context.....	2
1.2 Previous Engagement.....	2
2. How We Engaged	3
2.1 Purpose of Engagement	3
2.2 Engagement Undertaken	3
3. What We Heard.....	6
3.1 Community Survey	6
3.2 Youth Survey	21
3.3 Stakeholder Workshop.....	27
3.4 Community Drop-in Sessions.....	45
3.5 Written Submissions	47
4. Next Steps.....	52
Appendix A: Verbatim community survey comments.....	53
Appendix B: Written Submissions Summary	59

Phase 2 Engagement Snapshot

Who we heard from

Community survey:

188 responses

- › 42% aged 25-44
- › 24% CoA residents
- › 7% business owners

Youth survey:

9 responses

- › 56% aged 15-17
- › 56% CoA residents

Stakeholder workshop:

29 attendees

Written submissions:

10 received

Community drop-in sessions:

74 people spoken with

What we heard

The survey revealed divergent views:



Most voiced strong support for reducing car dependency and prioritising active transport.



Some had concerns about loss of car access and increased congestion.

People were interested in implementation:



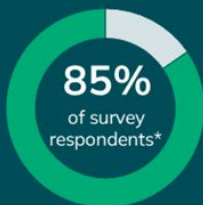
Stakeholders urged that precinct-specific granularity, and proactive leadership are critical to success.



Community members suggested rapid implementation and 'quick wins' such as pilot projects.

Movement & Access

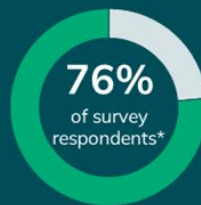
Support for goals:



- › Goal 1.2 was the most widely supported by the community.
- › Feedback suggested reducing car 'use' is more critical than 'ownership'.
- › Stakeholders urged CoA to go beyond advocacy for public transport.

Experience & Place

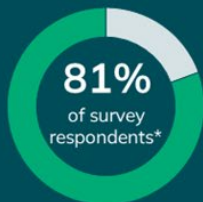
Support for goals:



- › Stakeholders noted the interdependencies with other strategies.
- › Stakeholders suggested a more granular approach to 'place' classifications.
- › Opportunity to improve clarity of Goal 2.2.

Health & Sustainability

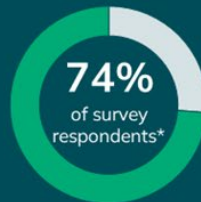
Support for goals:



- › Strong support for increased greening.
- › Commitment for public EV charging was the least supported by community.
- › Stakeholders noted vibrant streets are as important as calm streets.

Safety & Comfort

Support for goals:



- › There was wide-ranging support for implementing the Safe Systems approach.
- › Some stakeholders questioned the link between proactive safety approaches and greener, quieter, cleaner streets.

*Average rate of survey respondent support across goals

1. Background

1.1 Project Context

The City of Adelaide have engaged AECOM to prepare a series of technical reports to inform an Integrated Transport Strategy. Engagement services on this project are being provided by URPS.

The Strategy will set the strategic direction for streets, spaces and movement networks within the City of Adelaide. It will reflect contemporary transport thinking and assessment frameworks, provide a clear policy position for transport and movement within the City, and outline strategic directions and policies to facilitate effective decision-making and ongoing action and evaluation. It will replace the Smart Move Transport and Movement Strategy 2012-2022.

1.2 Previous Engagement

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 this phase of engagement 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 has been carefully analysed by the AECOM team to avoid repetition in the engagement process, and that we don't start engagement from a 'blank slate'.

1.2.1 Phase 1 Engagement

Phase 1 engagement on the Integrated Transport Strategy took place over four weeks from 4 November 2024 to 2 December 2024, with the aim of informing development of the Draft Strategy. Engagement was focused on generating feedback on eight technical discussion papers and seeking input on the issues, opportunities and gaps identified.

The engagement program reached a diverse range of industry stakeholders and community members. Engagement activities included online participation, in-person discussions, and targeted workshops to ensure broad and inclusive input. The outcomes of this engagement are reported in detail in a separate Phase 1 Engagement Summary. This was presented to the City of Adelaide Council on 18 March 2025.

2. How We Engaged

2.1 Purpose of Engagement

The objectives of engagement for this project are to:

- Deliver well-planned, fit for purpose engagement activities that encourage participation from a broad range of transport experiences.
- Ensure engagement is designed to elicit feedback that is targeted to and useful for the development of the Transport Strategy.
- Accurately and faithfully report feedback to the project team and to the public to close the loop.

Engagement on this project has been delivered in two phases. Phase 2 of this engagement program focused on generating feedback on the Draft Integrated Transport Strategy. The purpose of this phase was to verify and ground truth the content of the strategy and seek feedback on the Themes, Goals and Commitments identified. The intention was to check 'have we got it right, have we missed anything, what is important to you and have we captured it'.

2.2 Engagement Undertaken

The engagement was open for a period of 25 days, commencing Thursday, 1 May 2025 and concluding on Sunday, 25 May 2025. The following table outlines the engagement activities undertaken. How the engagement was promoted is outlined in Table 2. The outcomes of each engagement activity are provided in section 3.

Table 1: Engagement undertaken

Details	Target audience
Community Survey	
An online survey was developed to capture feedback on the goals and commitments set out in the Draft Strategy. Acknowledging that the community may not have read the Draft Strategy, the survey was designed to obtain meaningful input without prerequisite understanding.	All audiences who move, or would like to 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. As with the general survey, this survey was available to complete on the Our Adelaide page.	Young people aged 5-17 years.

Details	Target audience
Stakeholder Workshop	
A stakeholder workshop was held to review the Draft Strategy. The workshop included structured activities and discussions to gather feedback and perspectives on the vision, themes, goals and network maps included in the Draft Strategy. The workshop brought together the wide range of stakeholders engaged during Phase 1, including representative groups and subject matter experts.	Key stakeholders mapped and identified with the City of Adelaide in alignment to the discussion paper themes.
Community Drop-in Sessions and Pop-ups	
Two open community drop-in sessions and three pop-ups were held, with key information about the Draft Strategy presented on poster boards. The sessions 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 needed to attend one session).	All audiences who move, or would like to move in the City of Adelaide – residents, businesses, workers, visitors, commuters.
Other Ways to Provide Feedback	
The Our Adelaide page set out how people could provide feedback via email, written submission or by speaking with a staff member.	All audiences who move, or would like to move in the City of Adelaide – residents, businesses, workers, visitors, commuters.

Table 2: Promotion and engagement tools

Details	Target audience
Our Adelaide webpage	
A link to the project page was provided on Council's Our Adelaide page.	Range of stakeholders visiting City of Adelaide website.

Details	Target audience
Promotion through Council social media channels	
Posts across Council's social media channels (Facebook, Instagram and LinkedIn) to promote the engagement.	Range of stakeholders following City of Adelaide on social media.
Electronic Direct Mail (EDM) to Our Adelaide database and other City of Adelaide mailing lists	
Engagement highlighted in EDM, linking to Our Adelaide page.	All stakeholders subscribed to Our Adelaide eNews.
Digital display advertising	
Promotion of engagement on Our Adelaide.	All audiences who move, or would like to move in the City of Adelaide – residents, businesses, workers, visitors, commuters.

3. What We Heard

This section summarises the feedback received across the different engagement techniques.

3.1 Community Survey

A total of 188 responses to the online community survey were received (youth survey is presented in Section 3.2). The response rate for this phase of engagement was lower than in Phase 1.

The survey presented the goals of the Draft Strategy under each theme, followed by the commitments, with a requirement to indicate levels of support for each individual goal and commitment. Respondents were able to provide a comment to explain their answers, however this was not compulsory.

3.1.1 Who we heard from

Respondents were asked what their relationship is to City of Adelaide and could choose more than one option. The most common responses were visiting the city for shopping, leisure or employment. Just under a quarter of responses (24%) were made by city residents, with an additional 7% from those who own a business in the City.

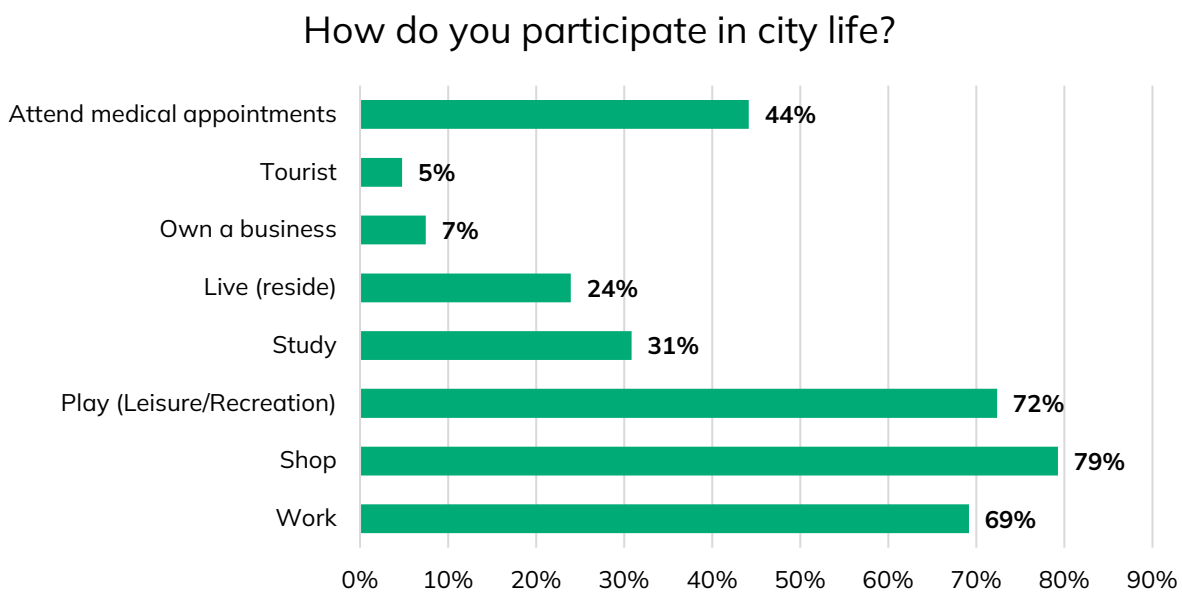


Figure 1: Community Survey - How do you participate in City life?

Over half of all respondents were between 35-54 years of age (51%), with 20-34 being the next most common age cohort representing a quarter (25%) of respondents. This suggests good representation from a working age cohort, who are typically a hard to reach demographic. 10% of respondents were from people over 65 years of age, while just 1% were under 20, which is likely a result of prompts to fill out the youth survey designed for respondents under 18 years of age. Overall, the age profile of respondents was slightly older than in Phase 1.

What age group do you belong to?

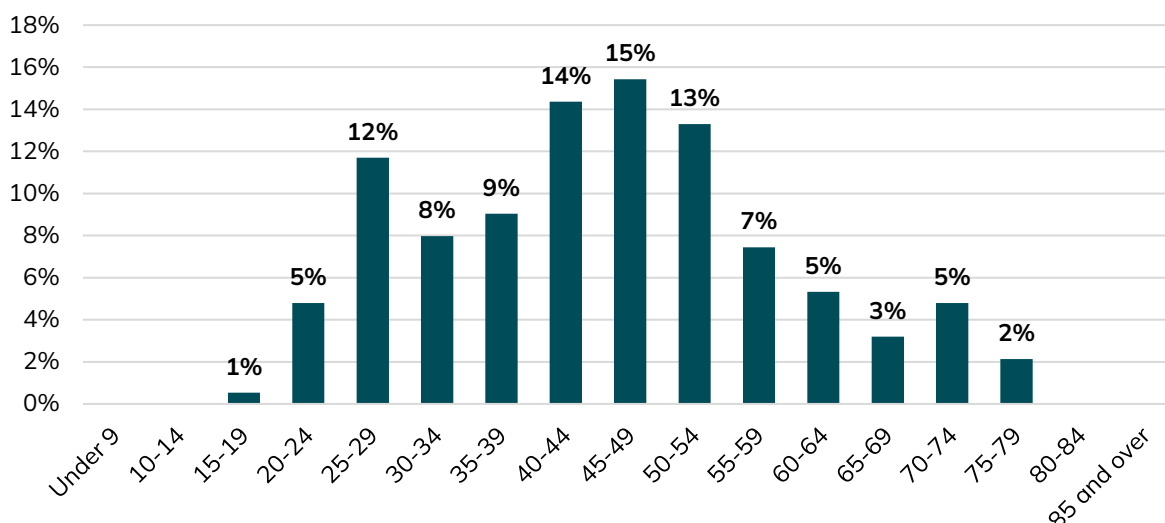


Figure 2: Community Survey - What age group do you belong to?

There were more responses from people who did not pay rates in the City of Adelaide (76%) than those who do (24%). This is in line with the proportion of respondents who indicated they reside or own a business in the city.

Are you a City of Adelaide ratepayer?

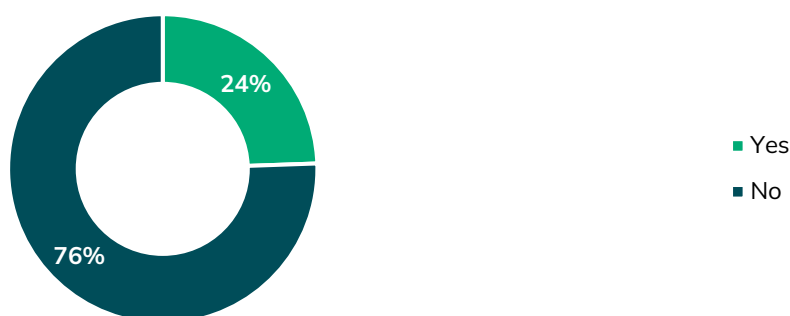


Figure 3: Community Survey – Are you a City of Adelaide ratepayer

Overall, responses were received across a broad area of the Greater Adelaide region as shown in Figure 4. The highest number of respondents who provided postcode information were from Adelaide (postcode 5000), at 16%. Responses from North Adelaide (postcode 5006) accounted for 6.4%. The inner to middle ring suburbs together accounted for over 27% (postcodes 5082, 5007, 5037, 5038, 5066, 5035, 5043 and 5069). It should be noted that there was a relatively high response rate from those in Prospect (postcode

5082), at 7%. There was one response from outside of the Greater Adelaide area, not pictured in Figure 4, from the Yorke Peninsular (postcode 5580).

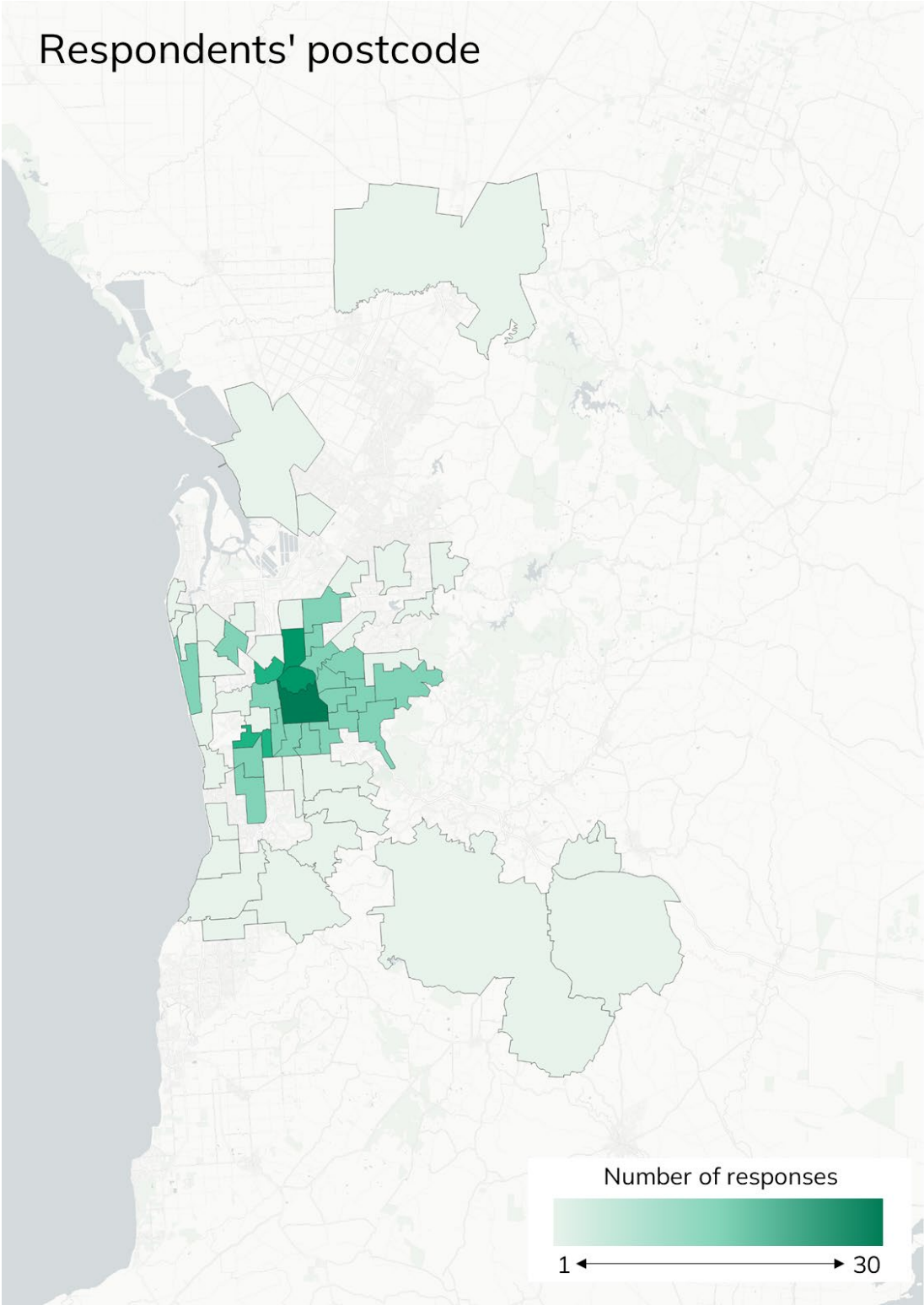


Figure 4: Community Survey – Respondents postcode

Respondents were asked to indicate whether they had read the Draft Integrated Transport Strategy prior to providing feedback. A majority of respondents (77%) indicated that they had read the Draft Strategy.

Have you read the Draft Integrated Transport Strategy?



Figure 5: Community Survey – Have you read the Draft Integrated Transport Strategy

3.1.2 Movement and Access responses

Respondents were asked to indicate whether they agree with the Draft Strategy's Movement and Access goals (refer Figure 6). There were high levels of support across all four goals, with between 80% and 88% of respondents indicating they agree or strongly agree. *Goal 1.2: Efficient mass movement of people* had the highest level of respondents strongly agreeing across all Draft Strategy goals, at 71%. *Goal 1.4: Better travel choices for a more liveable city*, had the highest levels of respondents that did not agree or were neutral, at 20%.

To what extent do you agree with our goals for Movement and Access?

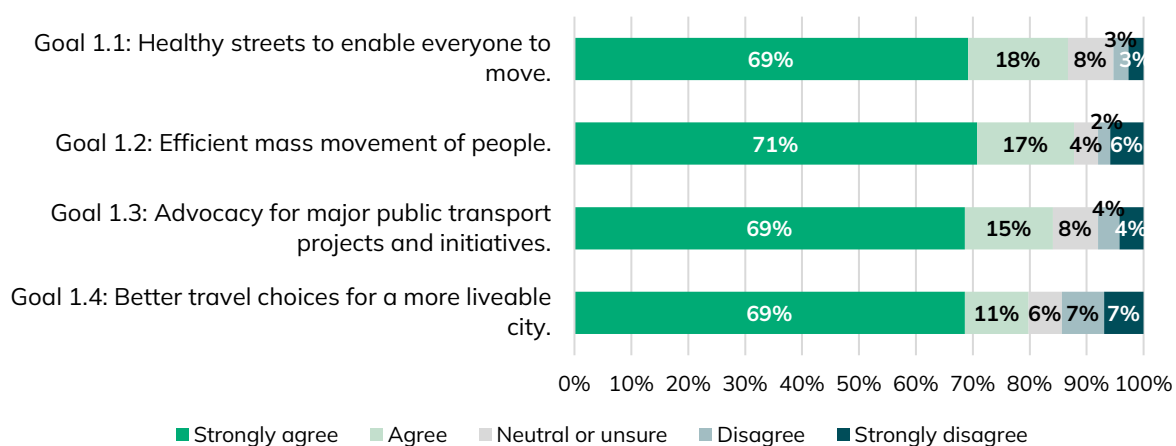


Figure 6: Community Survey – Movement and Access goals

Respondents were also asked to indicate how well the Draft Strategy's commitments for Movement and Access reflect their priorities (refer Figure 7). There was greater variance in levels of support for the five commitments compared to the goals, with the proportion of respondents indicating they felt completely to very aligned ranging from 50% to 82%.

Overall, the highest levels of support were related to commitments specifically referencing pedestrian infrastructure and public transport services. 'Reduce the proportion of city households that own a car' had the lowest levels of support across Movement and Access commitments with 29% suggesting this does not reflect their priorities. This was followed by 'Improve gender parity in cycling participation' with 17% indicating a lack of alignment.

How well do our **Movement and Access** commitments reflect your priorities?

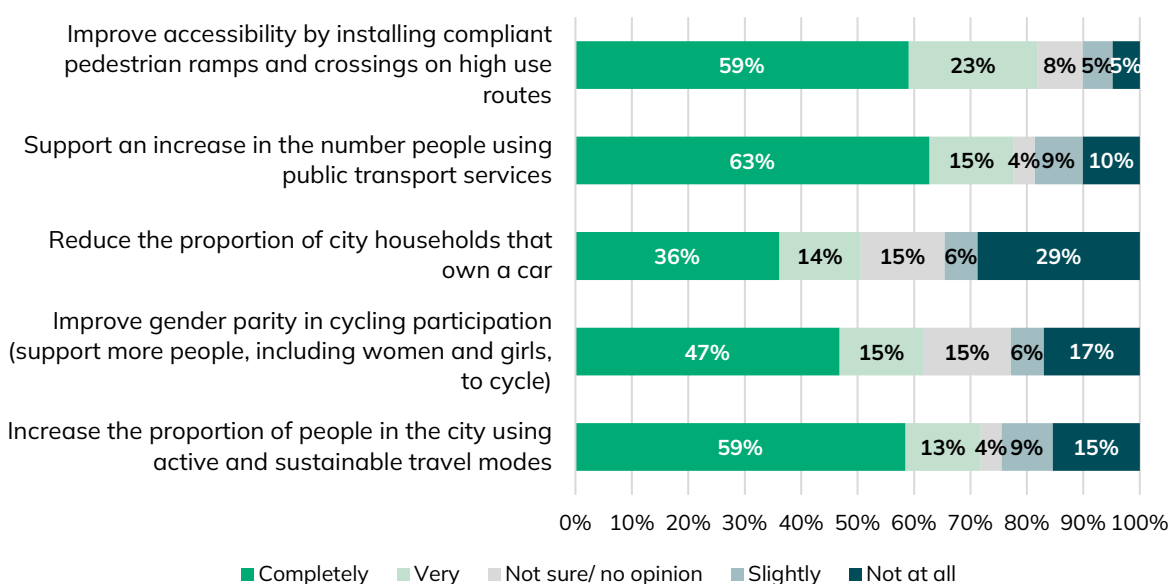


Figure 7: Community Survey – Movement and Access commitments

When asked to provide a comment, 127 respondents (or 68%) explained their levels of support for the Movement and Access goals and commitments. A significant amount of feedback was received relating to general issues and opportunities for various modes of transport. The following summary focuses on comments provided that directly relate to the Draft Strategy.

- Many respondents expressed strong support for the overarching goals, especially those promoting active and public transport, reducing car dependency and enhancing equity and accessibility for all users, including children, people with disabilities, and the elderly. Comments included:
 - “These are fantastic goals and commitments. If walking can be made attractive, cycling made safe, and the tram extended up O’Connell Street and out to Prospect Rd we’ll be seriously considering getting rid of our car”

- *“I think the movement and access goals and commitments are likely the most important area of goals outlined in this report. As a young person with no chance of regularly parking in the city for work and uni, it is crucial alternative methods of transport are prioritised.”*
- Some respondents agreed with the goals in principle but emphasised the need for balanced implementation. These respondents suggested acknowledging that not everyone can switch to active or public transport (e.g. parents, people with disabilities, outer suburb residents) and ensuring car access and parking remain available for those who need it. Comments included:
 - *“A healthy city finds balance.”*
 - *“These commitments are good, but not at the cost of reducing access for families and businesses.”*
 - *“While I think less car use is good, I think the goal should be 'Reduce amount of cars owned in city households'. Most households are still going to need 1 car for various reasons...”*
- A smaller number of responses were critical of the goals, viewing them as unrealistic for Adelaide's context, and too focused on reducing car use, neglecting the needs of motorists and businesses. Comments included:
 - *“This plan is completely wrong and seeks to destroy Adelaide as an effective city.”*
 - *“Stop trying to get people out of cars. It's their choice.”*
- Respondents also offered ideas to strengthen the commitments, such as setting clear project priorities and timelines, including freight and delivery needs in planning, and consulting with diverse user groups, especially those with lived experience of disability. Other feedback related to:
 - Reducing car dominance, particularly through-traffic.
 - Supporting inclusive outcomes for all ages and abilities.
 - Safety, including for parents and older adults.
 - Desire for vehicle access and parking for travel to and from schools.
 - Supporting change and desire to see Council take action
 - How transport can contribute to liveability
 - Impacts of and opportunities for transport on physical and mental health

Additional verbatim comments related to the above feedback points can be found in Appendix A.

3.1.3 Experience and Place responses

When asked to indicate levels of agreement with the Draft Strategy's Experience and Place goals (refer Figure 8) there was broad levels of support across all four, with between 71% and 85% of respondents indicating they agree or strongly agree.

Goal 2.1: City growth with increased liveability and safe, creative and joyful spaces for people of all ages had the highest level of support, with 88% of respondents agreeing or strongly agreeing. *Goal 2.2:*

Integrated transport and land use planning had the highest levels of respondents that did not agree or were neutral, at 30%, this was the least supported goal across all goals in the Draft Strategy.

To what extent do you agree with our goals for **Experience and Place**?

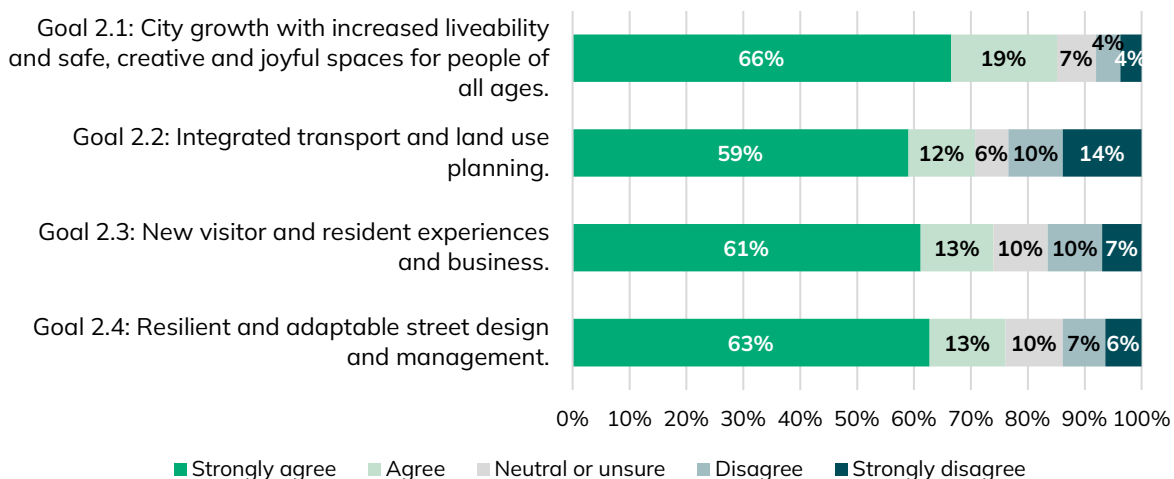


Figure 8: Community Survey – Experience and Place Goals

Respondents were also asked to indicate how well the Draft Strategy's commitments (refer Figure 9) for Experience and Place reflect their priorities. There were varying levels of alignment across the five commitments, with the proportion of respondents indicating they felt completely to very aligned ranging from 57% to 74%.

'Provide more accessible on-street car parking spaces across the city' had the lowest level of respondents indicating this commitment completely reflects their priorities, at 29%. It should be noted that this commitment also has a high level of neutral responses, with comments indicating some levels of support but noting this may not apply to them. 'Reduce car through traffic' had the highest level of opposition across Experience and Place commitments with 23% suggesting this does not reflect their priorities.

While 'Reduce car through traffic' had the most respondents (23%) stating that the commitment does not reflect their priorities, there were 63% stating alignment with their priorities. It is noted that respondents who did not agree with this commitment raised concerns not about trips to and from the city, rather than through, suggesting there may be some misunderstanding about the intention of the commitment.

How well do our **Experience and Place** commitments reflect your priorities?

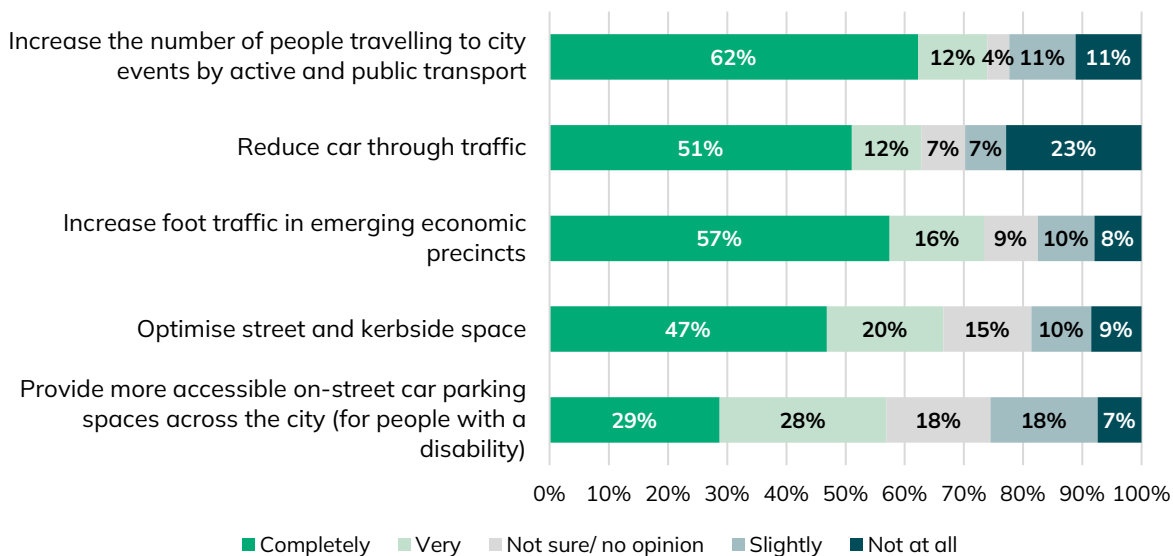


Figure 9: Community Survey – Experience and Place commitments

When asked to provide a comment, 101 respondents (or 54%) explained their levels of support for the Experience and Place goals and commitments. A significant amount of feedback was received relating to general issues and opportunities for various modes of transport. The following summary focuses on comments provided that directly relate to the Draft Strategy.

- Most respondents expressed strong support for goals that aim to create a more vibrant, inclusive, and people-focused city. Respondents expressed enthusiasm for reclaiming street space for people, enhancing green, walkable, and vibrant public spaces and improving liveability for residents, workers, and visitors. Comments included
 - “Green, walkable spaces are so much more attractive, inviting and useable, than hard, unfriendly, paved road-curb-footpath-building settings.”
 - “Our city will be thriving when the streets are active like Copenhagen or Amsterdam, you have to weave through outdoor dining not car traffic.”
 - “Encouraging foot traffic provides a safer and more comfortable city.”
- While many supported the goals and commitments, others stressed the need to balance place-making goals with practical realities, especially for those who rely on cars for access. Some felt that the strategy underestimates the importance of car access for certain groups, while others noted that without better public transport, reducing car access could harm the city’s accessibility functionality. There were calls to ensure that changes to kerbside space and parking do not undermine accessibility or economic activity. Comments included:
 - “Reducing car traffic is an excellent goal, but this must be replaced with accessible alternatives.”

- *“I absolutely see the importance of more accessible carparks and loading zones as required. These should come out of existing car parking or road space, not from footpath or bike lane area.”*
- *“The city can’t just be for walking/cycling when it is multi-use.”*
- Some respondents were critical of the goals and commitments, particularly where they felt the strategy overemphasised car reduction without viable alternatives, risking making the city less accessible or attractive to visitors and businesses. Some also suggested the Draft Strategy lacked clarity or practical implementation pathways. Comments included:
 - *“It sounds like there is a strong push to make visiting the city more difficult.”*
 - *“I used to exclusively shop in the city, now it's harder to get a quick park, I don't.”*
 - *“Goal 2.2 is not presented very well, it's confusing, and difficult to understand what it means.”*
- Respondents offered a range of suggestions to improve the Experience and Place goals and commitments. This included more visible recognition and celebration of Kaurua heritage, providing better wayfinding and tourist information and ensuring that changes to kerbside use to support greenery and vibrancy. Other feedback related to:
 - Space for wider footpaths and cycle lanes/paths for safety and place outcomes.
 - Public transport improvements, as public transport reliability.
 - Reducing car dominance to make the city safer, more comfortable and attractive.
 - Economic benefits and disbenefits of active transport infrastructure on businesses.
 - Accessible car parks and alternative modes for people living with a disability.
 - Travel to/from school and environment around schools.

Additional verbatim comments related to the above feedback points can be found in Appendix A.

3.1.4 Health and Sustainability responses

When asked to indicate levels of agreement with the Draft Strategy's Health and Sustainability goals (refer Figure 10), there were high levels of support across both, with 80-81% of respondents indicating they agree or strongly agree. There were higher levels of respondents who did not agree with *Goal 3.1: Cool calm and connected streets and paths*, at 16%, however the reception of the Health and Sustainability goals were broadly aligned.

To what extent do you agree with our goals for **Health and Sustainability**?

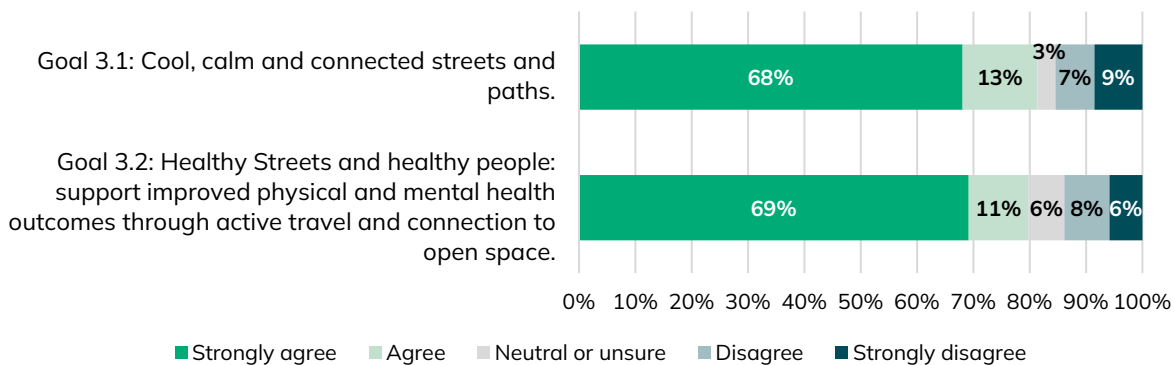


Figure 10: Community Survey – Health and Sustainability goals

Respondents were also asked to indicate how well the Draft Strategy's commitments (refer Figure 11) for Health and Sustainability reflect their priorities. There were varying levels of support for the four commitments, with the proportion of respondents indicating they felt these reflected their priorities ranging from 44% to 76%.

'Increase availability of public EV charging stations' had the lowest level of respondents indicating this commitment completely reflects their priorities, at 20%, the lowest across all of the Draft Strategy's commitments. Respondents showed strong levels of alignment for 'Improve access to nature', with 76% suggesting this reflects their priorities.

How well do our **Health and Sustainability** commitments reflect your priorities?

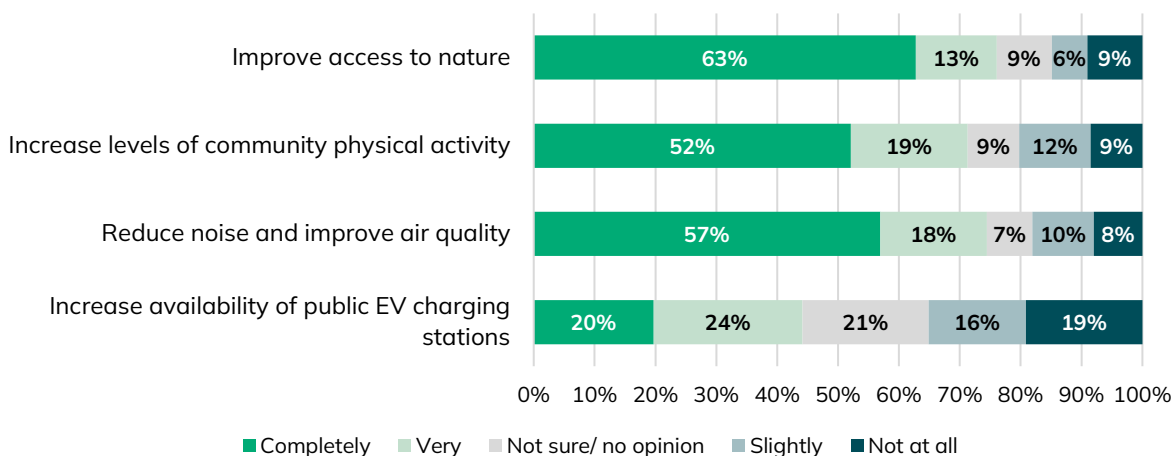


Figure 11: Community Survey – Health and Sustainability commitments

When asked to provide a comment, 84 respondents (or 45%) explained their levels of support for the Health and Sustainability goals and commitments. A significant amount of feedback was received relating to general issues and opportunities for various modes of transport. The following summary focuses on comments provided that directly relate to the Draft Strategy.

- Many respondents expressed strong support for the City's goals to create a healthier, greener, and more sustainable urban environment. There was support for reducing car dependency and subsequent improvements to air quality, safety, and public health. Expanding green infrastructure, promoting active transport and public transport over private vehicle use, and designing streets that support physical activity and mental wellbeing were all highly valued. Comments included:
 - *"Healthy streets makes (sic) for a healthy city, which makes for healthy residents and visitors alike."*
 - *"Health and sustainability are huge priorities. Encouraging healthy lifestyles, reducing car traffic, and increasing greening are key next steps."*
 - *"These are all important goals. More green space and integration of nature supports mental and physical health."*
 - *"The fastest way to make city streets safer, healthier, and improve sustainability more generally is to get cars off them."*
- Some respondents supported the goals but emphasised the need for practical, inclusive implementation. They highlighted the importance of accommodating people with disabilities, including the need for rest stops, toilets, and accessible infrastructure. Some raised concerns that electric vehicle charging infrastructure may conflict with broader sustainability goals by encouraging car use. Comments included:
 - *"Pls don't assume that everyone is already fit and healthy when moving around the city."*
 - *"Don't prioritise fit active people at the expense of people with low mobility."*
 - *"EV charging stations are useful but not paramount. An EV is after all just another car."*
- Some respondents were critical of aspects of the strategy, particularly the emphasis on electric vehicles, which many saw as insufficient or contradictory to sustainability goals. Some respondents also raised the potential for increased congestion, safety risks, or loss of access due to reduced car infrastructure. Comments included:
 - *"EVs are not the answer."*
 - *"This plan does not ensure businesses thrive by prioritising convenience."*
- Respondents offered a wide range of ideas to strengthen the health and sustainability commitments, including prioritising native tree planting, improving lighting and safety in Park Lands and green spaces and at night. There were also suggestions for innovative ideas like community garden streets, solar lighting, and underground car parks outside the CBD. Comments included:
 - *"Please plant native trees. Gum trees are iconic to South Australia."*

- “Activate the parklands and inner city squares. Can we replicate the success of the Victoria Park wetlands elsewhere?”
- “Designated community streets where single lane, wide footpath, restricted speed limit to create community boxed garden spaces.”
- “All the busses (sic) in the city should be electric and get the smelly trucks off the city streets.”
- Other feedback related to:
 - EV charging and use of public space
 - Supporting physical and mental health, and community cohesion
 - Less noise and cleaner air

Additional verbatim comments related to the above feedback points can be found in Appendix A.

3.1.5 Safety and Comfort responses

When asked to indicate levels of agreement with the Draft Strategy's Safety and Comfort goals (refer Figure 12), there was broad support across all three, with 68-77% of respondents indicating they agree or strongly agree. 21% of respondents did not agree with *Goal 4.2 Reduce risks and negative impacts from motor vehicles*.

To what extent do you agree with our goals for **Safety and Comfort**?

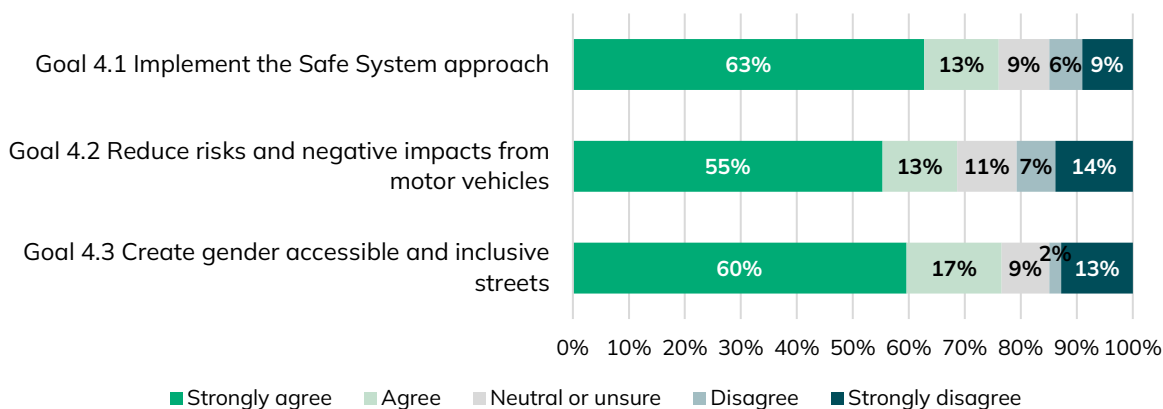


Figure 12: Community Survey – Safety and Comfort goals

Respondents were asked to indicate how well the Draft Strategy's commitments (refer Figure 13) for Safety and Comfort reflect their priorities. There was broad support for the four commitments, with the proportion of respondents indicating they felt complete to very aligned ranging from 73% to 78%.

'Reduce lives lost and serious injuries on city streets' had the highest level of respondents indicating this commitment completely reflects their priorities, at 66%, the highest across all of the Draft Strategy's commitments.

How well do our **Safety and Comfort** commitments reflect your priorities?

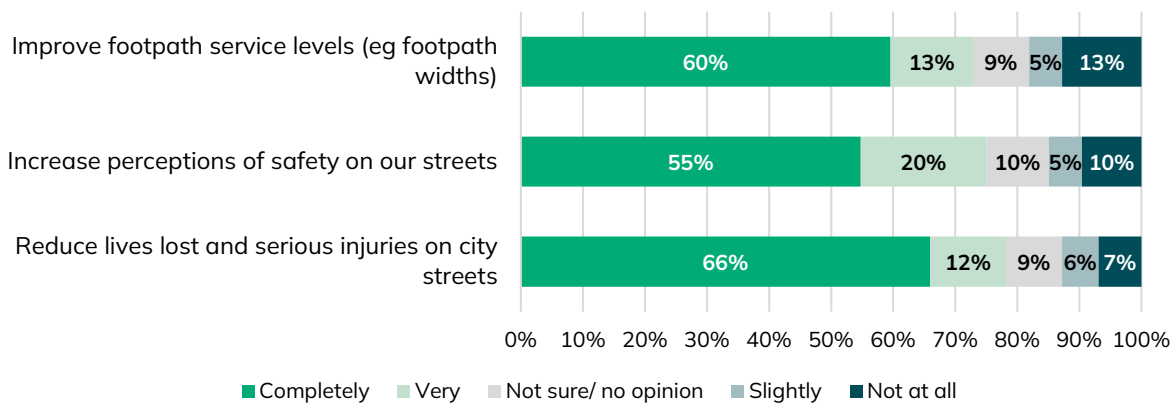


Figure 13: Community Survey – Safety and Comfort commitments

When asked to provide a comment, 95 respondents (or 51%) explained their levels of support for the Safety and Comfort goals and commitments, raising the following:

- Most respondents expressed support for the City's goals to improve safety and comfort for all users, especially pedestrians and cyclists. There was enthusiasm for lower speed limits and traffic calming, wider, well-maintained footpaths, separated bike lanes and safer intersections, and a "Safe Systems" approach that prioritises people over cars. Comments included:
 - "Fully support: lower speeds, protected bike + walk infrastructure, wider footpaths, and safe crossings to eliminate deaths and serious injuries."
 - "Safe streets encourage residents, workers and visitors to come to and move around the City."
 - "Healthy streets make healthy people. Widen the walking and cycling paths and narrow the vehicle path."
 - "I completely support safe streets approach."
- Some respondents supported the goals but highlighted the importance of accommodating people with disabilities, families, and those who rely on cars, with concerns about removing parking or reducing access near schools and workplaces. Some noted the need for actual safety improvements, not just actions to improve perceptions of safety. Comments included:
 - "As a person with a disability, safety and accessibility mean a great deal to me and my carers."
 - "All good things. Just don't limit our ability to drive our kids to school or for parents and teachers to drive to work."
 - "I don't care about the perception of safety, I want actual and demonstrable safety."
- Some respondents were critical of aspects of the strategy, particularly the use of terms like "gender inclusive streets," which some found confusing. There was some concern about ongoing convenience

of access for motorists , with the potential for congestion or inconvenience from reduced speed limits and road space. Comments included:

- *“Gender inclusive street???? What part of the streets we currently have are not gender inclusive? What a joke.”*
- *“Do not reduce the speed limit in the city any further. It worsens congestion.”*
- *“Less cars does not equal safer city!!!”*
- Respondents offered a wide range of ideas to strengthen the safety and comfort commitments, including improved lighting, especially in dimly lit areas, maintaining footpaths to reduce trip hazards, providing safe drop-off zones near schools, and expanding car-free zones and shared streets where appropriate. Comments included:
 - *“Levelling footpaths please!! So many dangers for people using wheels on those!”*
 - *“Make pedestrians feel safer when crossing streets and waiting to cross streets.”*
 - *“Improve quality of paving!”*
 - *“Adopt speed limits in line with UN resolution of 30 km/h speed limits anywhere where pedestrians, cyclists, and cars mix.”*
- Other feedback related to:
 - Reduction in motor vehicle volumes
 - Prioritising active and sustainable modes
 - Data collection and vulnerable road users
 - Concern about safety as a person walking/wheeling or cycling

Additional verbatim comments related to the above feedback points can be found in Appendix A.

3.1.6 Phase 1 integration and other feedback

Respondents were asked to indicate whether they participated in the Phase 1 Engagement for the Integrated Transport Strategy. Just under 30% of respondents indicated that they did provide feedback in Phase 1, while 44% did not. The remainder were unsure.

Did you provide feedback in Phase 1?

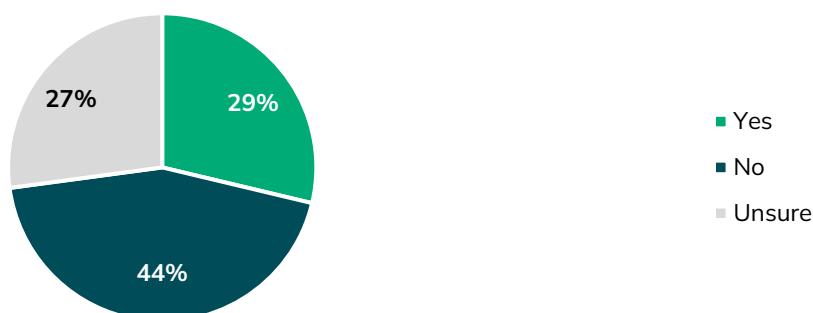


Figure 14: Community Survey – Phase 1 participation

Respondents were also asked to indicate whether they felt the feedback provided during Phase 1 Engagement has been captured in the Draft Strategy. Overall 87% of respondents who participated in Phase 1 felt that the Draft Strategy responds to the issues and opportunities raised, while 13% did not.

Do you feel like the Draft Strategy responds to the challenges and opportunities raised during Phase 1 Engagement?

(people who responded 'yes' to providing feedback in Phase 1 only)

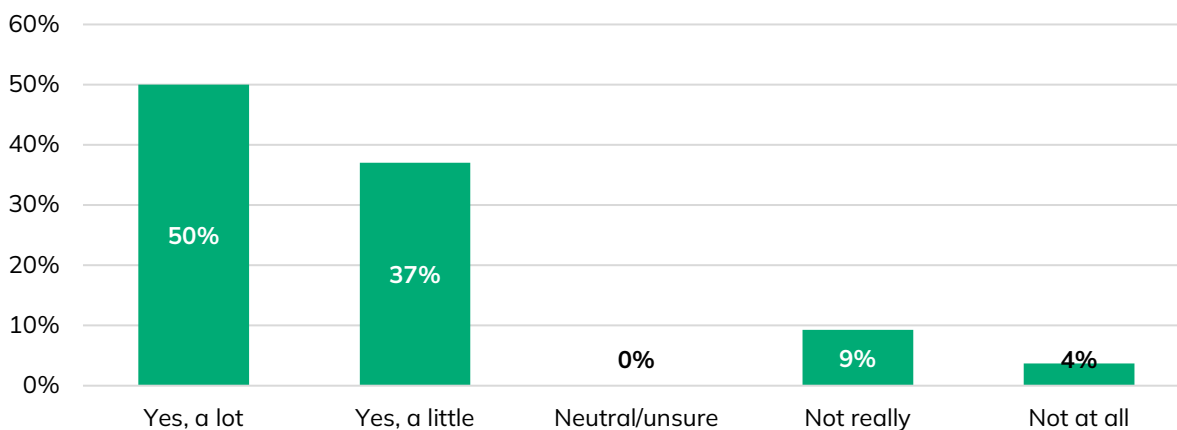


Figure 15: Community Survey – Phase 1 feedback integration

There was an opportunity for respondents to provide any other feedback they may have on the Draft Strategy. Many people reiterated issues raised under the four themes. Numerous people requested further detail in the Strategy's implementation, with desires for a project pipeline, timeframe, and budget. Many would like to see commitment and Council leadership to implement the Strategy.

3.2 Youth Survey

A total of 9 responses to the online youth survey were received. The response rate for this phase of engagement was lower than in Phase 1.

The Youth Survey was designed to present the ideas within the Draft Strategy more simply and use more straightforward language. Respondents were asked to indicate their level of support for the 'ideas' identified under each theme. The 'ideas' presented are the goals of the Draft Strategy paraphrased and simplified for a younger audience.

3.2.1 Who we heard from

Responses were received in small numbers across all age groups from 5-17, with over half of respondents between 15 and 17 years of age (56%).

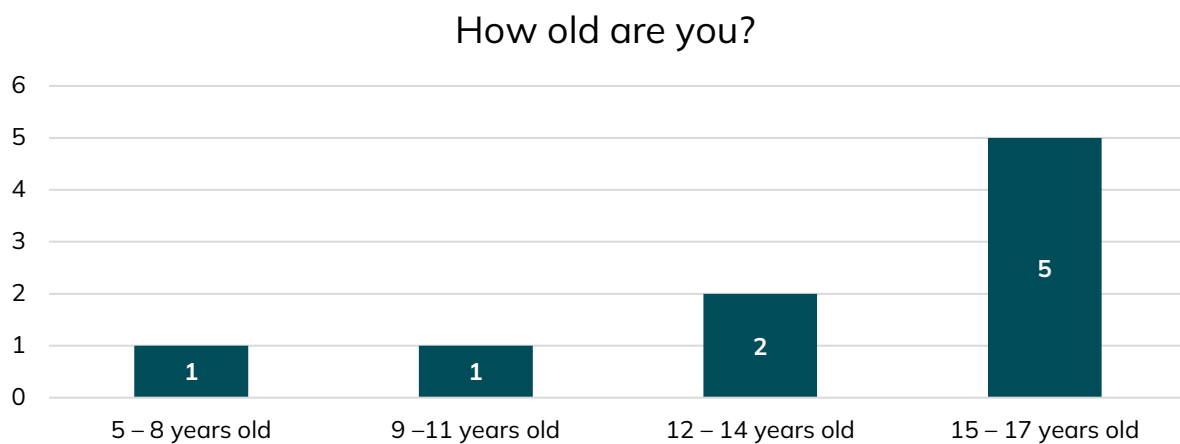


Figure 16: Youth Survey – How old are you?

Five of the nine respondents indicated that they live in the City of Adelaide (56%), while the other four did not. No respondents indicated that they were unsure if they lived within the Council area.

Do you live in the City of Adelaide?

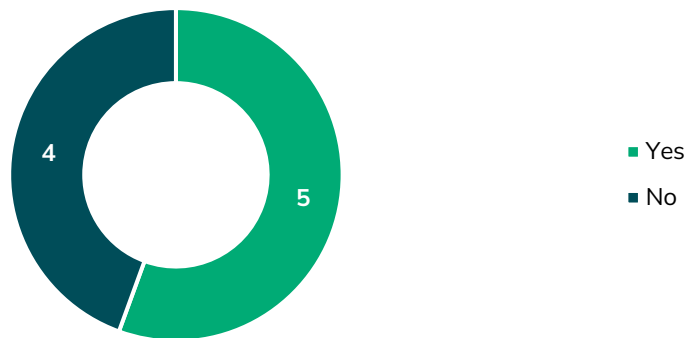


Figure 17: Youth Survey – Do you live in the City of Adelaide

3.2.2 Movement and Access responses

Most respondents liked the 'ideas' presented for Movement and Access, with eight out of nine supporting the ideas for *'The city should make it easier for people to be able to walk, cycle or use public transport instead of being driven or driving'* and *'Streets should be designed so that people of all ages can get around easily'*. Two respondents were unsure about the idea of improving public transport for higher usage. One respondent indicated they did not like the idea of *'The city should make it easier for people to be able to walk, cycle or use public transport instead of being driven or driving'*, with comments indicating that they do not feel safe on public transport.

Let us know how you feel about our ideas for Movement and Access

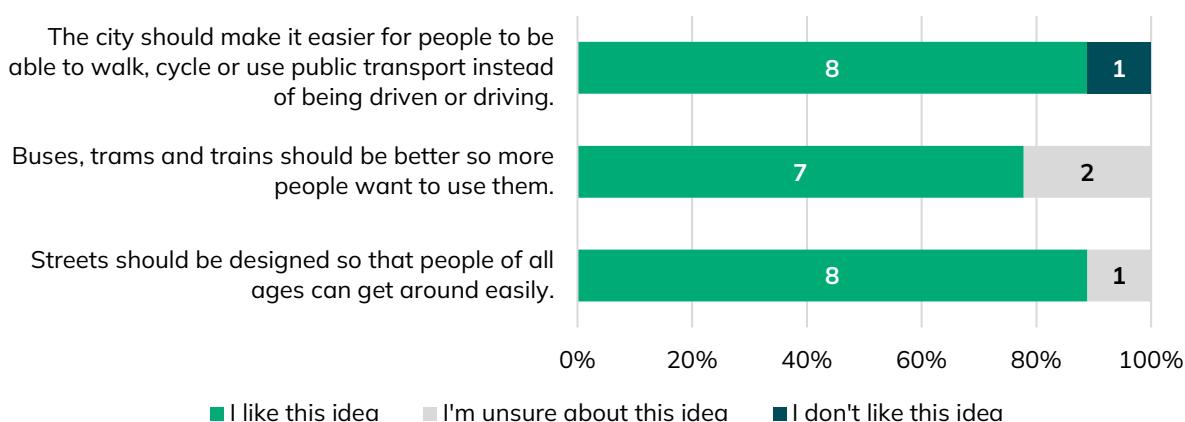


Figure 18: Youth Survey – Movement and Access goals

Respondents were asked to share why they selected the options. Overall, comments highlighted the importance of safety, accessibility, and environmentally sustainable transport. Some expressed a desire for more frequent and reliable public transport, safer road crossings, and alternatives to car transport. Comments included:

- “Buses and walking are much better options than driving for the environment. I also take the bus to school, and it takes quite a while would like more buses than accidentally missing one and having to wait 15-30 minutes. This deters people from taking the bus as it isn't very convenient.”
- “I feel unsafe when big trucks move around the city. Sometimes it's hard to cross the road at certain places because there's no traffic stop sign.”
- “Because everything should be easy and accessible”
- “I want more safe crossing areas and mirrors on corners so we can see crossing where visual of car is hard. My brother is deaf and cannot hear street noise.”
- “need more alternate transport options.”
- “I don't feel safe on public transport so having cars in the city so I can safely get dropped and picked up is really important”
- “Cars are expensive, loud, and bad for the environment, plus, many people cannot drive. better public Transport would be good for the disabled or anyone without a car.”

3.2.3 Experience and Place responses

Most respondents liked the ‘ideas’ presented for Experience and Place, with eight out of nine supporting the ideas for ‘It should be easy to get to places like parks, schools and shops without needing a car’. Two respondents were unsure about the idea of ‘Streets should feel safe, fun and welcoming for everyone’.

One respondent indicated they did not like the idea of ‘Streets and paths in the Park Lands should be more interesting for visitors and people who live here, with more art, planting and information signs’.

Let us know how you feel about our ideas for Experience and Place

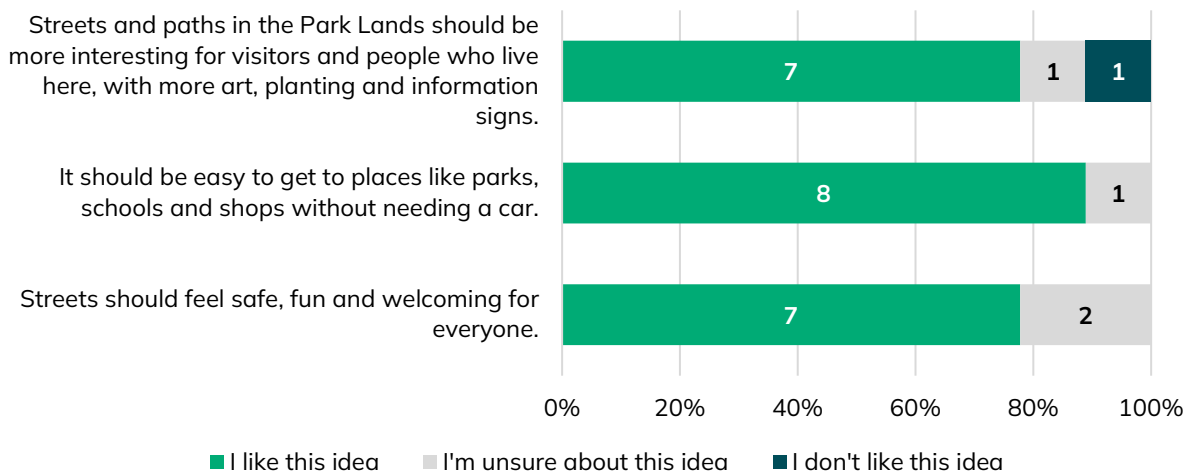


Figure 19: Youth Survey – Experience and Place goals

Respondents were asked to share why they selected the options. The feedback received expressed a desire to walk safely to destinations like playgrounds, learn more about the Park Lands, and see their schools involved in public art projects. Comments included:

- “I like it very much if I could walk to wherever I need to get to in the city easily especially to the playgrounds. There’s a lot of traffic in after school which makes me afraid to walk to the playground.”
- “I would like to know more about the parklands”
- “Because everything and everyone should be safe”
- “I want local schools to be involved with the art projects and tell the story of our schools from when they started to now”
- “It’s great if things look nice but they need to work!”
- “walking is good”

3.2.4 Health and Sustainability responses

Most respondents liked the ‘ideas’ presented for Health and Sustainability, with eight out of nine supporting both ideas, and one unsure.

Let us know how you feel about our ideas for **Health and Sustainability**

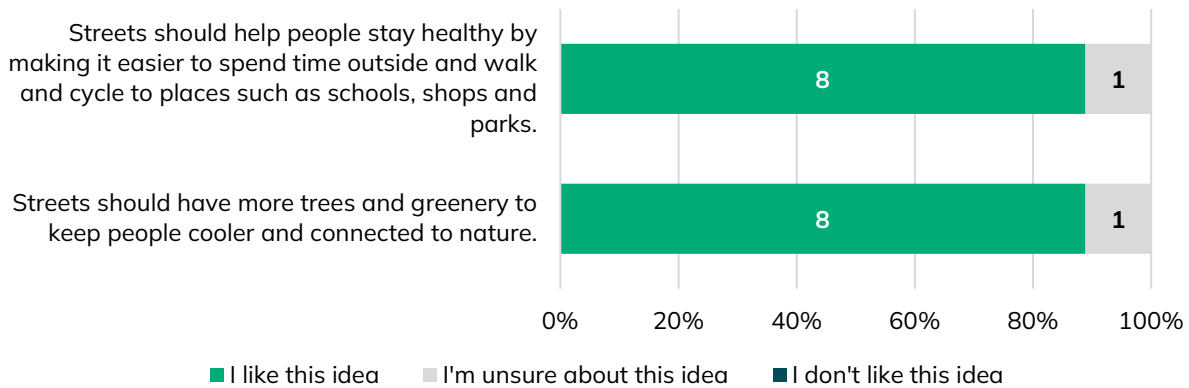


Figure 20: Youth Survey – Health and Sustainability goals

Respondents were asked to share why they selected the options. Feedback highlighted the importance of trees and green spaces for both environmental and personal wellbeing. Comments included:

- “I like to have more trees. They give a lot of shade which is very nice in summer. They also give birds a home to live in. More trees are better for everyone - not just people.”
- “We need more trees to consume the carbon dioxide and the city is feeling bare”
- “Because everyone should stay healthy”
- “I love koalas and want to see more green spaces in all parts of the city. Trees give me shade when waiting to cross at traffic lights”
- “tree roots can damage concrete which can make it hard for someone with limited mobility to travel, also lack of light makes walking dangerous”

3.2.5 Safety and Comfort responses

Most respondents liked the ‘ideas’ presented for Safety and Comfort, however these had the least support across all of the ideas presented, with six out of nine supporting the ideas ‘Speed limits should be lower, so it is safer, more comfortable and easier to walk and cycle along and cross streets’ and ‘City streets should have fewer cars, so streets are safer, cleaner and quieter’. There was one response indicating they did not like these ideas.

Let us know how you feel about our ideas for **Safety and Comfort**

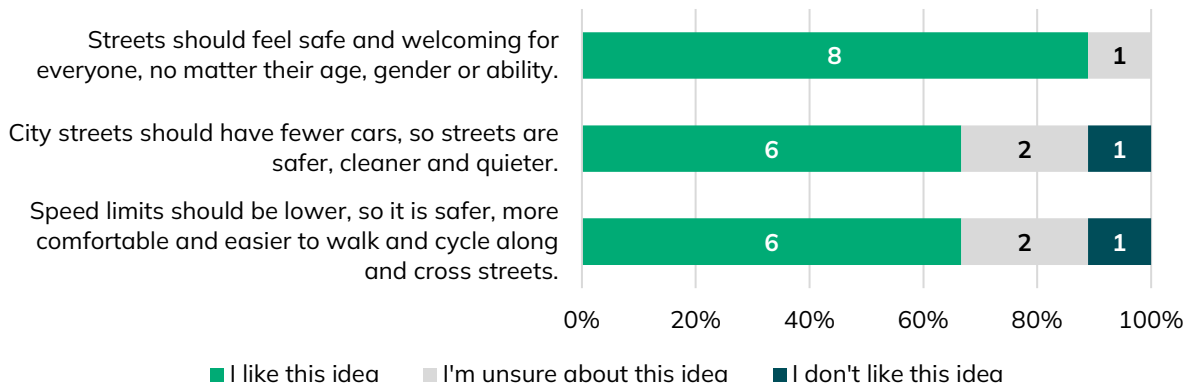


Figure 21: Youth Survey – Safety and Comfort goals

Respondents were asked to share why they selected the options. Feedback shared mixed views about reducing car use in the city. Some supported car-free zones near schools to improve safety and encourage walking, while others expressed concerns about practicality, especially for families who live far away or are in a rush. Comments included:

- “If there are more places that cars are not allowed to go, that would be very nice. I think areas near my school, St Aloysius College should be a car free zone like Rundle Mall. It’s scary at pick up and drop off when there are a lot of cars. My mother picks me up and we walk home which I like. I don’t like the traffic. Maybe parents can park further away from school and walk to pick their kids up like my mom. It’s good exercise for everyone.”
- “Slowing down cars in the city will cause even more traffic issues”
- “Not sure about less cars, we are always in a rush to school and I live a long way from School”
- “Having less cars and more art doesn’t mean that streets will be safer.”
- “And I don’t feel safe on public transport”
- “I like people”

3.3 Stakeholder Workshop

A three-hour workshop was held on Tuesday 6 May to review refine the Draft Strategy. The workshop included structured activities and discussions to gather feedback and perspectives on the vision, themes, goals and network maps included in the Draft Strategy. The workshop was attended by 29 stakeholders, bringing together the wide range of stakeholders engaged during Phase 1, including representative groups and subject matter experts. Organisations represented included:

- State Government agencies: Department for Infrastructure and Transport, Renewal SA, Preventative Health SA, Office for Women, SA Tourism Commission, and Green Adelaide.
- All neighbouring Councils invited, with attendance from: City of Burnside, City of Charles Sturt, City of Unley and City of Port Adelaide Enfield.
- Industry associations: Taxi Council, RAA, Council of the Aging SA, Engineers Australia, and Australian Institute of Landscape Architects.
- Advocacy groups: Active Living Coalition, Adelaide Economic Development Agency, Bike Adelaide, Walking SA, Transport Action Network and the Heart Foundation.
- User groups: The North Adelaide Society Inc., Guide Dogs, Hutt Street Centre, City South Association.



Figure 22: Photos of stakeholder workshop

3.3.1 Strategy vision

Stakeholders were asked to comment on what the Draft Strategy's vision 'Our Streets: Full of Life' means to them. Participants were able to provide up to three key words via interactive survey platform, Mentimeter. Results are displayed in a word cloud in Figure 23. Larger words indicate that they were suggested by participants more frequently.

3.3.2 Movement and Access

Overall, 89% of stakeholders support or strongly support the Movement and Access theme and statement. Comments from discussion highlighted the need to consider changes to commuting patterns and traffic forecasts over the next 20-years, and additional consideration of how this will work in practice.

A bar chart showing the level of support for the statement 'The government should do more to protect the environment'. The y-axis represents the number of respondents, ranging from 0 to 20 in increments of 5. The x-axis lists five levels of support: 'Strongly support', 'Support', 'Neutral / unsure', 'Do not support', and 'Strongly against'. The bars are green, and the values are displayed inside or next to each bar.

Level of Support	Number of Respondents
Strongly support	16
Support	8
Neutral / unsure	3
Do not support	0
Strongly against	0



In small groups, stakeholders reviewed and provided comments on the goals for Movement and Access using large sheets with prompts to record their feedback, as shown in Figure 25.

Movement & Access Creating inclusive, people-friendly streets, and enabling more people to use active travel and public transport. Goal 1.1 Healthy streets to enable everyone to move: <i>Enable people of all ages and abilities to participate in city life and move around the city.</i> Goal 1.2 Efficient mass movement of people: <i>Achieve more efficient and sustainable mass movement of people through better public transport.</i> Goal 1.3 Advocate for major public transport projects and initiatives: <i>Seek transformative transport and city outcomes through new public transport opportunities</i> Goal 1.4 Better travel choices for a more liveable city: <i>Implement effective interventions that favour active travel and public transport.</i>	Do these goals align with your values and needs?	Are the actions realistic and clear?
	What would success look like?	Any unintended consequences or missing elements?

Figure 25: Stakeholder Workshop – Movement and Access goals review sheet

Alignment

Overall, stakeholders indicated that the goals generally align with their values and needs, with many expressing broad support for inclusivity, access, and sustainable movement.

There was support for Goal 1.1, noting that the City should not only enable but also encourage people of all abilities to participate in city life. It was also mentioned that goals should be inclusive of vulnerable road users and people with limited income or mobility.

There was strong recognition of the CBD’s wider regional role and agreement that public transport is essential for efficiently moving people, as mentioned in Goal 1.2.

In response to Goal 1.3, some participants raised that the City should also integrate its efforts within the broader public transport network, rather than acting in isolation or as a passive advocate. Some participants noted that “advocacy” is not a goal in itself and suggested reframing it to better reflect the City’s influence and put the onus on action.

Participants also called for clearer wording of Goal 1.4, suggesting it should more directly address reducing car reliance and offer broader, appropriate travel choices. It was urged that implementation

reflect the differing functions of city streets, recognising that not every street can meet all goals equally and some will have more specialised roles (e.g. public transport corridors).

Clarity

Stakeholders felt that while the intentions behind the goals are strong, the actions may not be realistic or achievable for every street across the City. Some participants also questioned whether the goals are focused enough to create change, suggesting that a more targeted approach would be better suited to deliver meaningful outcomes.

There was also a clear view that the City cannot deliver major movement and access outcomes on its own. As such, participants raised that the City will need to form strong partnerships with other agencies and stakeholders to achieve the big picture goals.

Measures of success

Stakeholders described success as streets that feel safe and vibrant, where people are comfortable being out at night. They highlighted the presence of people using strollers and walkers as an indicator that footpaths are accessible, inclusive, and welcoming for all ages and abilities.

It was emphasised that the City consistently acting as an advocate and good citizen for the State would be a key feature of success.

Convenient and reliable public transport services was also raised as key indicator of success, with many participants highlighting the need for 'park and ride' facilities that allow for seamless transitions between different transport modes, with preference for these to be located on the outskirts of the City. Participants envisioned that greater investment into public transport would help create a mindset change, with fewer people relying on cars to move around the City as public transport becomes more appealing. It was noted that success will look different between key areas of the City, depending on the different needs and uses.

Some participants would also like to see the use of short-term interventions to reclaim space for pedestrians, alongside a long-term strategy for managing the City's responsibilities around footpaths, including issues like tree placement and maintenance. It was raised that investment in the public realm is essential for creating interesting public spaces that people want to spend time in.

Unintended consequences or missing elements

Stakeholders raised concerns about potential opportunity costs, noting that under-investment in public transport could lead to an overemphasis on road upgrades, potentially undermining efforts to shift towards more sustainable and inclusive transport modes. They also questioned the practicality of applying every goal to every street, pointing to streets like Grenfell Street, which play a vital role in the transport network. Some flagged terminology as an issue, noting that different stakeholders interpret concepts like "efficiency" or "better" in different ways.

Political feasibility was another concern, with multiple participants questioning whether elements of the strategy would be politically palatable strategy, especially given the influence of niche or fringe opposition groups. Many felt that too much attention was given to vocal opponents rather than those who could be persuaded, potentially hindering progress. Additionally, the absence of a clear implementation plan was

widely seen as a major risk, as well as the implications of large-scale infrastructure projects on traffic congestion.

Participants also emphasised the need to foreground independent mobility rather than relying solely on public transport, ensuring that trips across local government areas are adequately serviced. Several raised concerns about the movement of goods and cargo, noting that industry-specific transport needs must be better integrated. Cycling infrastructure was also frequently mentioned, with calls for improved end-of-trip facilities.

3.3.3 Experience and Place

Stakeholders were asked to indicate their level of support for the Experience and Place theme and accompanying theme statement included in the Draft Strategy. Participants voted via interactive survey platform, Mentimeter. Results are displayed in the graph below.

Overall, 93% of stakeholders support or strongly support the Experience and Place theme and statement. Comments from discussion noted that transport is only one aspect informing experience and place. There were also suggestions to consider this theme at a more granular level, due to differences between various precincts and localities.

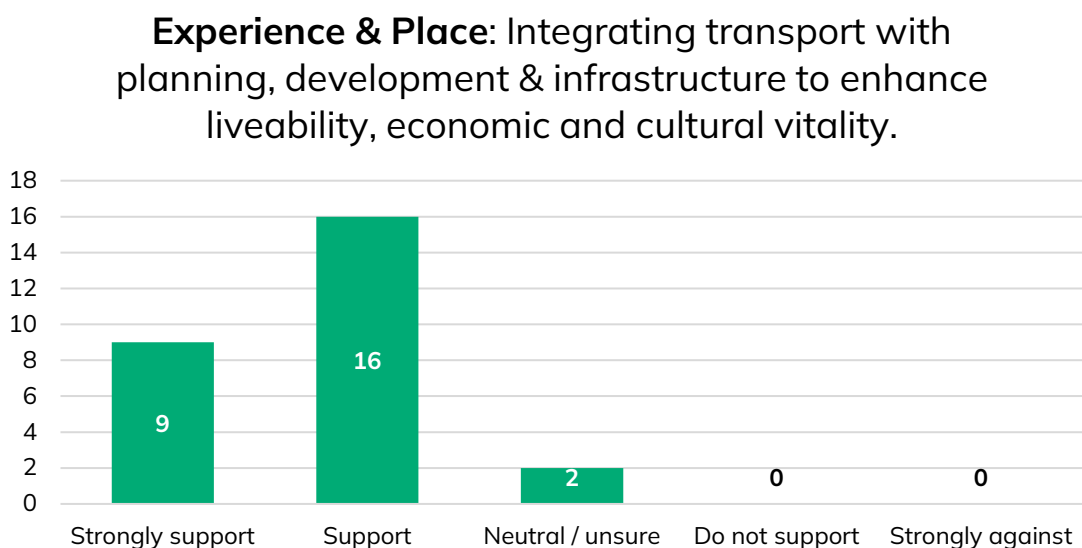


Figure 26: Stakeholder Workshop - Experience and Place theme

In small groups, stakeholders reviewed and provided comments on the goals for Experience and Place using large sheets with prompts to record their feedback, as shown in Figure 27.

Experience & Place Integrating transport with planning, development and infrastructure to enhance the liveability and the city's economic and cultural vitality. Goal 2.1 City growth with increased liveability and safe, creative and joyful spaces for people of all ages: <i>Create age friendly streets that are safer, greener, quieter and cleaner, where more people will want to live, work and play in the city.</i> Goal 2.2: Integrated transport and land use planning: <i>Connect social infrastructure with street improvements, more efficient developments, lower car ownership and higher use of shared mobility.</i> Goal 2.3: New visitor and resident experiences and business: <i>Improve the experience of people in our City, with healthy, safe and green streets, that encourage people to walk/ wheel and cycle around the city and that become drawcards for tourists.</i> Goal 2.4: Resilient and adaptable street design and management: <i>Create a network of high-quality active travel routes for network resilience and choice, prioritised kerbside management and efficient use of spaces and uses of our streets.</i>	Do these goals align with your values and needs?	Are the actions realistic and clear?
	What would success look like?	Any unintended consequences or missing elements?

Figure 27: Stakeholder Workshop – Experience and Place goal review sheet

Alignment

Many participants felt that the goals aligned with their values and needs, citing the need for transport to connect people to places they actually want to go and create vibrant, well-connected spaces. However, some were uncertain about the overall purpose of the goals and suggested making them clearer and more concise, with one participant questioning whether there was a specific demographic the goals were targeted towards. It was also proposed that the goals should better differentiate between different land uses in the CBD, as different areas will require varying approaches.

Clarity

Participants generally supported the goals but sought greater clarity and practicality. There were calls to use clearer wording and explain concepts such as "efficient development". Some participants questioned whether the City has the ability to action the goals.

It was raised that the emphasis on infrastructure within the goals may overshadow attempts to support experience and place. Additionally, some participants questioned whether the strategy sufficiently differentiates between land uses, particularly between high-volume commercial streets and residential areas.

The cultural shift required to support these goals was another point of discussion, with participants emphasising the importance of making the strategy more engaging from a human-interest perspective.

Some stressed that macro-level planning must not overshadow micro-neighbourhood considerations, ensuring that the strategy remains relevant to distinct communities within the CBD.

There were concerns about whether data collection and analysis would effectively support implementation, with some participants suggesting that further studies on travel patterns within the CBD would be beneficial. Many also highlighted the need to address secure bike and e-scooter parking and unbundle car parking requirements from housing to encourage sustainable transport choices.

Measures of success

Participants emphasised that success would mean the City is both easy to travel within and a vibrant place to experience, with some questioning whether the focus should be solely on transport or more on place activation. Many participants supported free public transport, seeing it as essential for accessibility and sustainable travel.

Many participants linked success to longer opening hours, a stronger evening economy, and increased dwell time that encourages people to engage with the City. A number of participants advocated for the reallocation of road space to create areas for community connection, play, and interaction. Some called for more creative and artistic footpath designs, using high-quality materials to reinforce heritage and place identity. Increasing tree canopy coverage was frequently mentioned as an important environmental and aesthetic improvement.

Participants emphasised the need for micromobility parking and bike racks to align with cycling routes, ensuring on-road cycle networks are supported by nearby on-street bike parking. Many also supported the development of park-and-ride facilities outside the CBD to improve accessibility while reducing congestion within the city centre. Additionally, participants highlighted the importance of measuring footpath and road space allocation over time to assess how well public spaces accommodate pedestrians, cyclists, and other transport modes.

Unintended consequences or missing elements

Event traffic management was flagged as an area needing more attention, particularly how major events might restrict active transport access or push cyclists and pedestrians into inappropriate shared spaces, such as the Torrens near stadium crowds. Many participants noted that hosting festivals and attracting international students requires a variety of transport modes, ensuring visitors can move around efficiently. There was also debate about mobility hubs, with some questioning whether a concentrated model would reduce accessibility compared to a more dispersed approach.

Several participants emphasised the need for greater clarity on the practical implementation of the goals, expressing concern that the Draft Strategy lacks specific details on how intended outcomes will be achieved. There were calls to conduct a review of existing infrastructure to determine whether current conditions can support the proposed changes. Participants pointed out that some transport systems, roads, and active mobility networks may already be under strain, and without an assessment, there is a risk of unrealistic expectations about their capacity to accommodate new initiatives.

Participants questioned the extent of the City of Adelaide's ability to implement Goals 2.2 and 2.3, seeking clearer details on what actions the city can realistically take. There was also concern that the goals do not

apply uniformly across all streets, with Grenfell Street cited as an example, as its primary function is as a transport corridor rather than a space designed for tourism or pedestrian activation.

Participants also stressed the importance of integrating greenery and public space enhancements more explicitly, with calls to track tree canopy coverage over time and explore reallocating road reserve space for greening efforts. Some felt that the balance between transport infrastructure and place-making was not fully addressed, cautioning against a strategy that focuses too much on movement without adequately considering footpaths, crossings, and adjacent land uses such as residential areas, businesses, and Park Lands.

3.3.4 Health and Sustainability

Stakeholders were asked to indicate their level of support for the Health and Sustainability theme and accompanying theme statement included in the Draft Strategy. Participants voted via interactive survey platform, Mentimeter. Results are displayed in the graph below.

Overall, 83% of stakeholders support or strongly support the Health and Sustainability theme and statement, with the remaining 17% neutral or unsure. Comments from discussion questioned whether ‘calm’ streets are feasible and noted that this terminology goes against desires to enhance street activity and vibrancy.

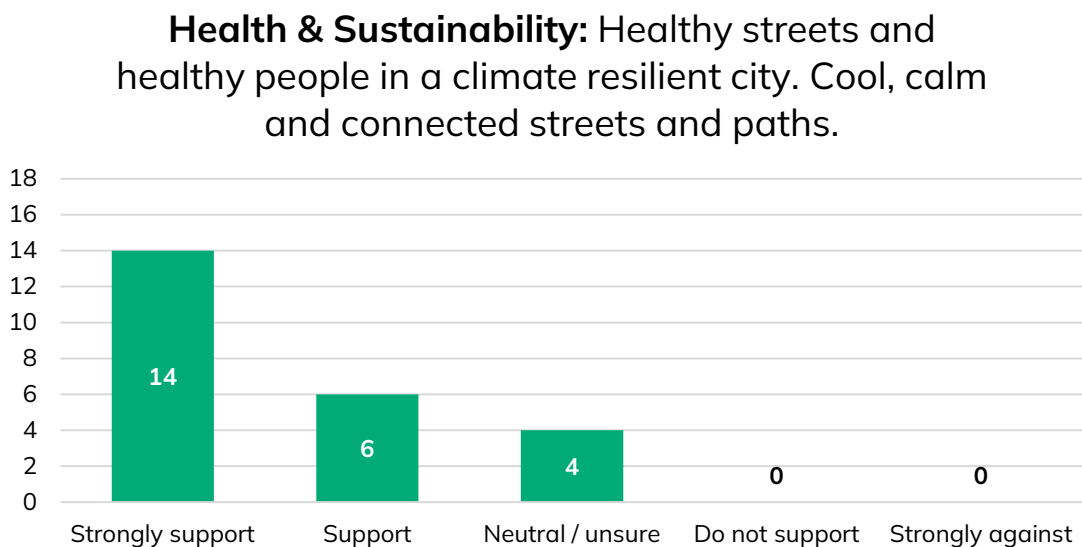


Figure 28: Stakeholder Workshop – Health and Sustainability theme

In small groups, stakeholders reviewed and provided comments on the goals for Health and Sustainability using large sheets with prompts to record their feedback, as shown in Figure 29.

Health & Sustainability Healthy streets and healthy people in a climate resilient city. Cool, calm and connected streets and paths Goal 3.1 Cool, calm and connected streets and paths: <i>Enhance greening on city streets to make our city more resilient to the impacts of climate change while creating opportunities for people to walk / wheel and cycle through better connections along our streets to our Park Lands and Squares.</i> Goal 3.2 Healthy Streets and healthy people: <i>Support improved physical and mental health outcomes through active travel and connection to open space: Our streets will be welcoming, safe, attractive and comfortable places, and allow for more people to choose active travel, connect to open space, and spend time in public spaces to connect with other people.</i>	Do these goals align with your values and needs?	Are the actions realistic and clear?
	What would success look like?	Any unintended consequences or missing elements?

Figure 29: Stakeholder Workshop – Health and Sustainability goal review sheet

Alignment

Participants generally supported the goals, with a particularly focus on greening and low-cost transport options, agreeing that they align with community values. However, some suggested using "health-promoting streets" as an alternative term to better capture the broader benefits of the strategy. Several participants emphasised that not all streets should be "calm", advocating for vibrancy and liveliness. They highlighted that traffic calming can coexist with pedestrian vibrancy, pointing to examples like scatter crossings, which facilitate smooth movement without noise or chaos.

Regarding urban greenery, participants agreed that "cool streets" should focus primarily on trees and greenery, but some pointed out that the goals do not capture opportunities to green buildings, such as lobbies, arcades, and plazas. Additionally, participants raised that Goal 3.2 should place greater emphasis on access to squares and Park Lands, ensuring active travel routes connect effectively to these spaces.

Clarity

There was some scepticism about the use of "health" in relation to street design, with participants questioning whether the term accurately conveys the intended outcomes. Additionally, some highlighted the need to address the twin priority of greening and active transport, ensuring both are effectively integrated rather than treated separately. There were also calls for clearer goals for sustainability and responding to the impacts of climate change.

Measures of success

Participants emphasised that success would mean streets with genuine shared spaces, ensuring different transport modes can connect seamlessly. Many stressed the need for calmer streets with lower speed limits, making public spaces more pedestrian and family-friendly, particularly in squares, which several participants suggested need redesigning to improve walkability.

Improved environmental sustainability was also seen as successful outcome, with participants calling for tracking green space and tree canopy coverage across City precincts, ensuring ongoing increases. Many also advocated for greater encouragement for private investment in urban greening, particularly within overlooked locations such as lobbies, arcades, and plazas. Air quality emerged as a priority, with strong calls to prioritise electric buses to the CBD to reduce diesel particulate pollution, which participants identified as a significant environmental concern. Some supported exploring a low-emissions zone for maximum impact. Several participants also called for monitoring and reporting on air and noise quality, ensuring measurable progress over time.

Unintended consequences or missing elements

Many participants pointed out potential issues with increased street-greening, such as pollen-heavy street trees, tree roots damaging pavements, and the need to consider sight lines and wildlife when designing green spaces. They also emphasised the importance of integrating these efforts with other Council strategies, particularly around water management. Some felt that Park Land paths should play a stronger role in transport, debating whether cycling should rely more on these trails or if city streets should be better designed to support riders. The push for urban development also raised concerns, with participants warning that green spaces and tree canopy could be lost in the process.

3.3.5 Safety and Comfort

Stakeholders were asked to indicate their level of support for the Safety and Comfort theme and accompanying theme statement included in the Draft Strategy. Participants voted via interactive survey platform, Mentimeter. Results are displayed in the graph below.

Overall, 81% of stakeholders support or strongly support the Safety and Comfort theme and statement. Comments from discussion suggested that the theme statement could be clearer and is not well understood in its current format. This included questions around the meaning of 'a proactive safety approach'.

Safety & Comfort: A proactive safety approach for safer, greener, quieter, cleaner streets for all.

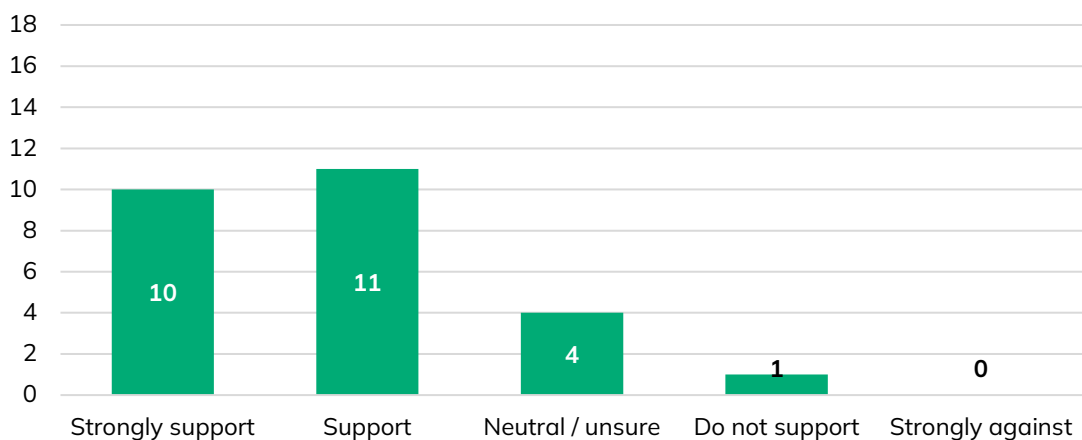


Figure 30: Stakeholder Workshop - Safety and Comfort theme

In small groups, stakeholders reviewed and provided comments on the goals for Safety and Comfort using large sheets with prompts to record their feedback, as shown in Figure 31

Safety & Comfort A proactive safety approach for safer, greener, quieter, cleaner streets for all. Goal 4.1 Implement the Safe System approach: Create safer roads and safer speeds to reduce the number of people being killed and seriously injured on our streets. Goal 4.2 Reduce risks and negative impacts from motor vehicles: Facilitate vehicle-based access to the city and enable more people to use active travel and public transport. Goal 4.3 Create gender accessible and inclusive streets: Making our streets welcoming and inclusive places for people to enjoy.	Do these goals align with your values and needs?	Are the actions realistic and clear?
	What would success look like?	Any unintended consequences or missing elements?

Figure 31: Stakeholder Workshop – Safety and Comfort goal review sheet

Alignment

Stakeholders generally supported the goals, however noted that micromobility was absent, calling to better integrate e-scooters into speed-limited roads and single-lane streets. Speed limits were widely supported, particularly lower limits on minor streets (40 km/h), though some debated how far reductions should go and what exclusions should apply.

Several participants suggested combining Goals 4.1 and 4.2, emphasising that vehicle travel should be made safer, but also that public and active transport should be prioritized. Some felt Goal 4.2 contradicted other themes, particularly in its facilitation of vehicle access, questioning whether a stronger focus on reducing cars would be more aligned with sustainability efforts.

Clarity

Participants raised concerns about the clarity and realism of actions, particularly in Goal 4.2, questioning what "facilitate vehicle-based access to the city" means and how it aligns with reducing car dependency. Goal 4.3 was also identified as needing clearer wording, with participants unsure of the term "gender accessible". Many suggested refocusing on safety, minimising emphasis on comfort and cleanliness, and instead establishing a rational set of pedestrian safety criteria. They emphasised the importance of measuring pedestrian movement alongside vehicle traffic, citing examples like New Zealand's approach to "people flows".

Additionally, some noted that the square mile is not the CBD, requesting better geographic clarification. There was also concern that the strategy does not clearly describe vehicle movement, needing refinement to ensure it accurately captures how motor vehicles travel within and through key areas.

Measures of success

Participants saw success as creating safer, pedestrian-friendly streets through lower speed limits, better street design, and more pedestrian-priority crossings like scatter crossings. They emphasised innovative lighting solutions, including movement-activated LED lighting at crossings and light-activated routes through Park Lands.

Reduced kiss-and-drop zones was flagged as marker of achieving success for improved safety, alongside a consistent approach to event traffic management. Some called for lower speeds for higher-risk modes, ensuring trams, cars, and other vehicles are managed appropriately. The need for clearer strategies on fauna protection, greening initiatives, and harmonised safety standards across the city was also highlighted.

Unintended consequences or missing elements

Participants pointed out gaps in nighttime mobility, with limited public transport after midnight leaving many reliant on parking stations and private vehicles. Pedestrian presence helps passive surveillance, but clearer safety measures are needed, especially for micromobility users, children, and older people. Concerns were raised about Park Land connectivity, particularly after dark, where safe and frequent links are challenging in winter and summer evenings. Safety in construction, events, and business activities was also flagged as needing more attention to keep public spaces accessible.

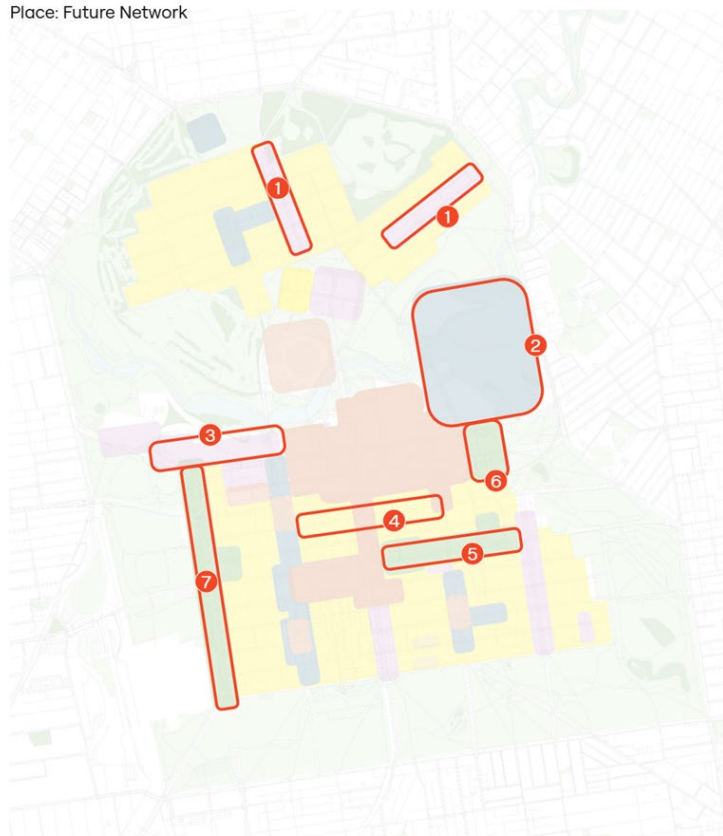
3.3.6 Review of Network Maps

Stakeholders were invited to provide comments on the six network maps included in the Draft Strategy. The network maps were displayed around the room, allowing participants to spend time reviewing the proposed networks and provide feedback via mark-up and sticky notes.

The feedback received on each network map is displayed over the following pages.

Future Place Network Map

Place: Future Network



Key:

- P1: Places of National or State Significance
- P2: Places of metropolitan or city/town significance
- P3: Places of local government (council) significance
- P4: Places of neighbourhood significance
- P5: Places of local significance

Mapped suggestions

- North Adelaide main streets should be considered local government (P3) rather than Metropolitan (P2).
- North Terrace precinct containing the Botanic Gardens, Lot 14, Adelaide Zoo and the National Wine Centre should all be of National Significance (P1).
- West end of North Terrace, including hospital and university precinct should be of National Significance (P1).
- Pirie and Waymouth Streets should be at least P3, with more activity than Wakefield Street.
- Wakefield Street considered to not be active in this location.
- Rundle Street east should be of metropolitan significance (P2) or higher due to large scale events including the Adelaide Fringe.
- West Terrace is unlikely to ever be of neighbourhood significance (P4), particularly as it is one side only.

Other suggestions and comments

- All of the Park Lands should be considered of national significance (P1).
- Map should be more granular.
- Addition of icons and names of landmarks would improve usability.

Figure 32: Stakeholder Workshop – Network Map Review - Walking

Future Walking Network Map

Walking: Future Network

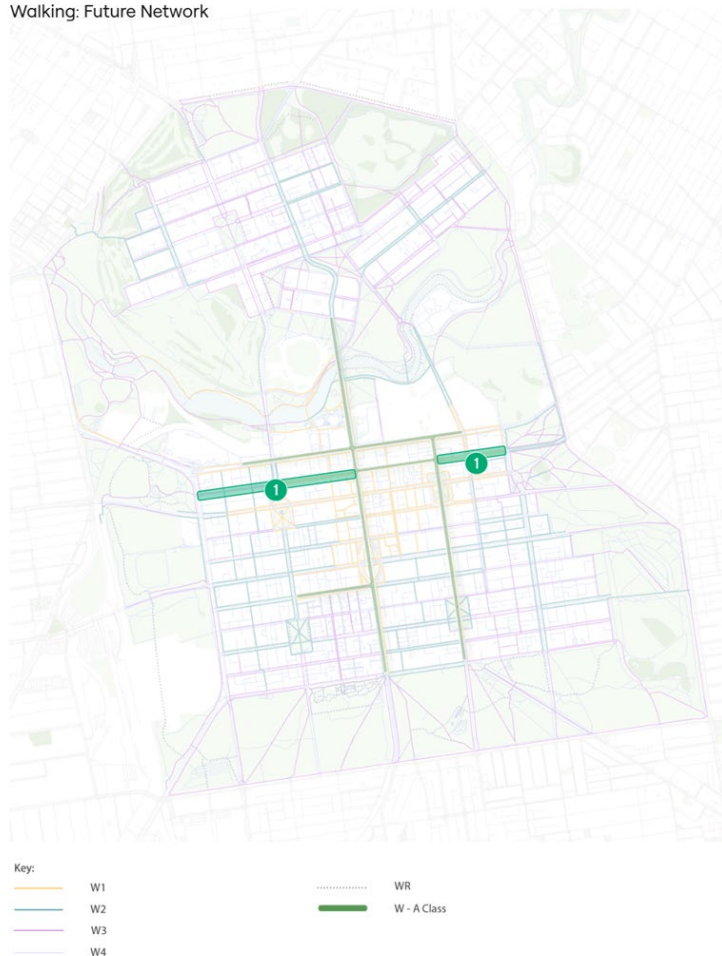


Figure 33: Stakeholder Workshop – Network Map Review - Walking

Mapped suggestions

1. Potential to pedestrianise Rundle and Hindley Streets, as such these should be considered 'W – A Class'.

Other suggestions and comments

- Street clutter on footpaths a particular concern for people with visual impairment.
- Even footpaths to prevent tripping hazards.
- More informal and priority mid-block pedestrian crossings required (e.g. not just at signals).
- Trees and greening are competing for space.
- Primary pedestrian routes across Park Lands should be well lit.
- Need to strengthen the number of priority, well-lit pedestrian routes to eastern and southern suburbs to improve safety.
- Line up primary pedestrian routes with key pedestrian corridors in adjacent councils.
- Crossings need to prioritise pedestrian movements and drivers need to be discouraged from queuing over crossings.
- Adjust signals to match pedestrian walking speeds (i.e. green wave for pedestrians).
- Confusion about hierarchy use of blended alpha numeric codes.

Future Cycling Network Map

Cycling: Future Network

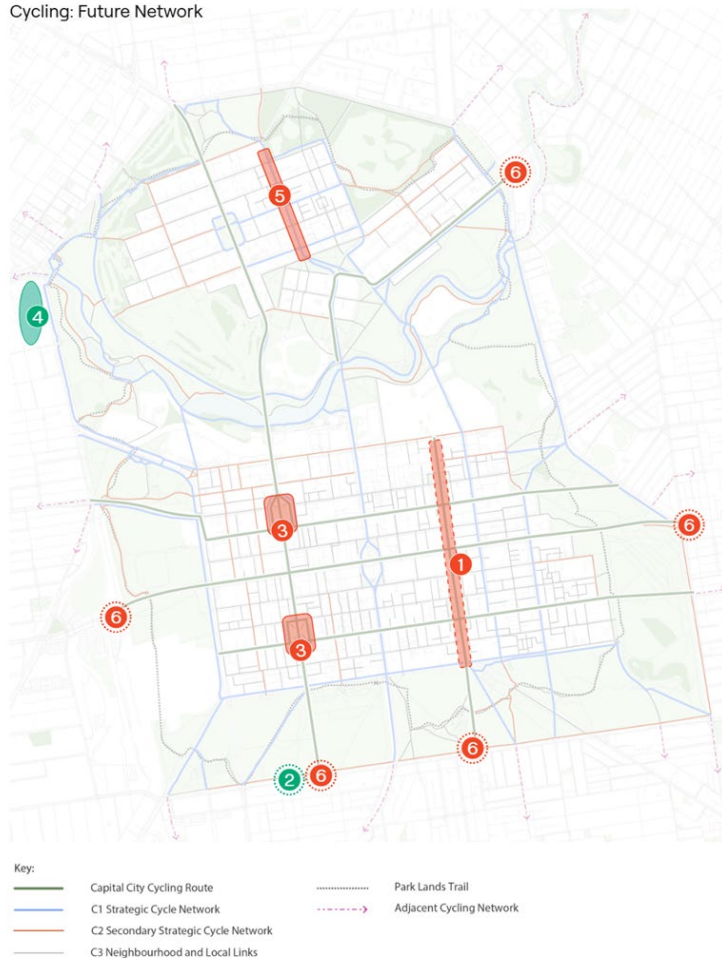


Figure 34: Stakeholder Workshop – Network Map Review - Cycling

Mapped suggestions

1. Bus lanes and bike lanes do not mix well on Pulteney Street.
2. Potential to fill the missing link between Park Lands routes and signals at Joslin Street.
3. Squares are highly complex spaces to navigate and are not considered ideal for cycling.
4. Support Southwark population growth.
5. There is too much vehicle traffic to include bike lanes on O'Connell Street, routes are available on LeFerve Street, Jeffcott Street and in Park Lands.
6. High priority routes should not end at low priority routes.

Other suggestions

- Support great links between cycling paths, even if not gold standard infrastructure.
- Confusion about classifications and hierarchy definition.
- Collaborative approach with neighbouring councils is required to enhance or establish dedicated facilities.
- Wayfinding improvements required.
- Explore possible opportunities for hybrid / part-time bus lanes to better use space.
- Strategy focus should be iterated in all future project concepts.

Future Public Transport Network Map



Mapped suggestions

1. Opportunity to advocate for trams to Adelaide Airport, Prospect, Norwood and potentially Glenside (via Park Lands).
2. Consider alternate, more compact, tram loop 1-2 streets in from West Terrace as it is more achievable and has a larger population catchment.
3. Advocate for underground rail link.
4. More intentional approach to Currie / Grenfell bus corridor is required.
5. Hutt Street has very limited public transport services.
6. Extension of opening hours for Adelaide Railway Station in event times – there is currently a problem with post-event egress from the CBD.

Other suggestions

- Provision for off-street shared parking facilities to promote public transport use.
- Use mass transit investigation zones to advocate for tram options.

Figure 35: Stakeholder Workshop – Network Map Review – Public transport

Future Circulation Plan Network Map

Circulation plan: Future Network



Mapped suggestions

- Designation in Lower North Adelaide is incorrect.
- Restricting access on parallel streets may push more traffic to Currie / Grenfell Bus Corridor.
- Gouger Street is a good candidate for traffic calming – it is already a key destination with slow traffic.

Other suggestions

- Correction to 'Adelaide inner ring route', not 'road'.
- Questions about how the proposed measures impact the inner ring route and interact with tram lines.

Figure 36: Stakeholder Workshop – Network Map Review – Circulation plan

Future General Traffic Network Map



Mapped suggestions

1. Remove O-Bahn Tunnel as this is not used for general traffic.
2. Square access is inconsistent with circulation plan and should reflect the master plans for these squares.

Other suggestions

- Correction to 'Adelaide inner ring route', not 'road'.

Figure 37: Stakeholder Workshop – Network Map Review – General traffic

3.4 Community Drop-in Sessions

A total of 8 people attended two library community drop-in sessions and 66 people were spoken with across three pop-ups. Feedback received is presented thematically based on the four Draft Strategy themes, with the addition of strategy implementation.



Figure 38: Photos of community drop-in sessions. City Library (left), Meander Market (right).

Table 3: Community drop-in and pop-up summary

Location	Date and time	Number of people spoken with
Central Market pop-up	Friday 9 May, 2:30 – 4:30pm	9
Meander Market pop-up	Saturday 10 May 10:00am – 3:00pm	46
Rundle Mall pop-up	Thursday 15 May, 11:00am – 1:00pm	11
City Library drop-in	Friday 16 May, 12:00-2:00pm	3
North Adelaide Community Centre and Library drop-in	Wednesday 21 May, 4:00-6:30pm	5

Movement and Access

Feedback highlighted a strong interest in improving transport options across the city.

Many participants expressed appreciation for the Free City Loop but suggested it should run more frequently and later into the evening. There were calls for better integration of public transport with surrounding suburbs and improved signage at bus stops.

Cycling infrastructure received mixed feedback, with some praising the Frome Bikeway and others noting confusion and safety concerns. Walking was generally seen as a positive experience, though narrow footpaths and limited crossings were noted as barriers.

Parking availability, especially during events, was a recurring concern.

Experience and Place

People shared a range of views about the character and function of key city streets. O'Connell Street was seen by some as a potential destination precinct, while others emphasised its role as a traffic corridor. Melbourne Street was described as needing revitalisation, with suggestions to emulate the success of Prospect Road.

Events such as the Meander Market and Play in May were praised for activating public spaces and drawing families into the city. There was also interest in collaborating with neighbouring councils to create more cohesive precincts and experiences.

Health and Sustainability

There was strong support for preserving and enhancing green spaces, particularly the Park Lands, in light of population growth. Participants advocated for more trees and greenery in wide streets and expressed interest in environmental initiatives such as food waste reduction.

Active transport was also linked to health benefits, with walking and cycling seen as ways to promote physical activity and reduce emissions.

Safety and Comfort

Safety concerns were raised in relation to pedestrian infrastructure, including tripping hazards near hospitals and poor visibility at intersections. Cyclists reported feeling unsafe due to unclear signage and driver behaviour. There were also comments about the need for better lighting, shaded footpaths, and accessible crossings.

Overall, participants emphasised the importance of designing a city that is comfortable and safe for all users, including older adults and people with disabilities.

Strategy implementation

There were a number of comments provided regarding the need for proactive implementation of the strategy, with suggestions for tactical urbanism responses to the commitments and network maps. Some people referenced actions taken in Sydney to work towards their future transport network.

3.5 Written Submissions

An opportunity was provided for the community and stakeholders to write in (email or post). Three individuals and seven organisations provided submissions. A summary of these submissions which focusses on feedback relevant to the draft Strategy is provided below. Full original submissions are provided in Appendix B.

Table 4: Summary of Written Submissions

Organisation / individual	Submission Summary
City of Adelaide Access and Advisory Inclusion Panel	• Focused on reducing car usage in the city, with reducing through-traffic supported. • Notes the importance of universal accessibility in all city infrastructure. • Recommends consultation with people with lived experience of disability and a review of language that reflects a range of movement abilities. • Highlights issues like rounded curbs, lack of tactile indicators, and regulation of E-scooters. • Provides a range of suggestions for improvements to public transport including frequency, and both financial and physical accessibility. • Notes the need for awareness of non-visible disabilities (e.g., anxiety).
Bike Adelaide	• Supportive of the Draft ITS goals, but concerned about the lack of specific actions, especially for walking and cycling improvements. • Suggests greater nuance is considered in implementation to meet the varying needs of city activity and uses, rather than broad 'city-wide' approaches. • Notes a number of active transport gaps and suggests including urgent improvements to crossing wait times, identifying cycling infrastructure upgrades and including bike lanes, buffers, and signals in road renewals. • Recommendations looking at projects suitable for different areas of the City and immediately implementing measures. • Suggests a clear strategy is needed for tourist and visitor mobility. • Notes gaps in connectivity across transport infrastructure resulting in inequity for users. • Suggests that the impact of micromobility hubs is unclear and may reduce convenience and usage. Recommends that hubs be placed in on-street parking rather than footpaths.

Organisation / individual	Submission Summary
	• Advocates for a connected, protected bike and micromobility grid. • Suggests a 30 km/h speed limit in the CBD, freight hubs for cargo bikes, and zero-emission public transport.
City of Unley	• Supports the strategies commitment to expanding transport choices, in particular walking, cycling and public transport. • Supports improved public transport connections between the City of Unley and the City of AdelaideCoA. • Notes that an active transport corridor along Greenhill Road is a priority for City of Unley and suggests that the ITS provides an opportunity to assure alignment. • Supports efforts to lower speed limits. • Suggests consideration of the broader metropolitan context and coordinated planning across council areas, including tram infrastructure.
Kidical Mass	• Supports safer (30km/h) speed limits and prioritising active transport. • Asks that cycling be enabled through comfortable, convenient and connected routes. • Seeks support for children's wellbeing and health, through cycling (and walking/wheeling) to school. • Seeks support for people to use e-bikes (e.g. through subsidies). • Raises concerns about decision making through budget commitments and statements made during project deliberations that are considered to run contrary to strategy commitments. • Evidence-based decision making is sought.
People for Public Transport	• Strongly supports public transport commitments, suggesting they reflect the feedback provided in Stage 1. • Provides recommendations to strengthen the strategy, including: – Specific implementation of city connector improvements – Transforming Currie and Grenfell Streets into a dedicated Bus Mall – Commitment to tram network expansions and increase of connector services.

Organisation / individual	Submission Summary
	– More detail on public transport outcomes including metrics and targets. – Promoting high-frequency bus corridors within the City.
South East City Residents Association (SECRA)	• Commends Phase 1 engagement efforts, suggesting that if these views were acted upon, the City's streets correspond with best practice streets. • Recommends council staff use their professional experience to engage and share knowledge with communities, rather than just listening. • Suggests in-depth early engagement with stakeholders in streetscape projects to identify impacts early. • Notes a lack of outcomes related to the previous Smart Move transport strategy.
Walking SA	• Strongly supports pedestrian-first planning. • Recommends healthy streets and prioritised walking infrastructure including wider and shaded footpaths, priority at intersections. • Suggests ensuring that walking connections to and from public transport are imbedded into planning and delivery. • Supports future tram extensions and other initiatives that reduce car use. • Supportive of the Safe Systems approach and that lower speed limits are a key part of this. Supportive of the Safe Systems approach. • Supports City-wide initiatives that promote walking culture and participation. • Would like to see regular data collection and public reporting against the Strategy to ensure it is meeting needs. • Notes that the Draft Strategy is text heavy and suggests improving accessibility. • Suggests clarification and definitions of network mapping and route classifications to improve legibility, as well as recognising the Park Lands throughout documentation.
Ratepayer/resident - North Adelaide	• Advocates for more protected bike lanes, especially east-west routes and key roads. • Supports tram extensions and improved city connector bus services.

Organisation / individual	Submission Summary
	• Recommends collaboration with disability organisations to improve infrastructure inclusivity. • Proposes pedestrian-only zones on key streets and better integration of e-scooters. • Calls for electric buses and shaded, tree-lined paths to reduce pollution and improve comfort. • Seeks improvement to cycling safety and infrastructure, as well as improved pedestrian experiences (such as reduced wait times). • Urges the council to be bolder and more visionary in its goals and implementation.
Resident - Adelaide	• Acknowledges the comprehensive nature of the strategy and its inclusive engagement. • Highlights issues like lack of shade, poor lighting, long pedestrian wait times, and inadequate infrastructure for people with disabilities. • Notes that E-Scooter storage and integration are addressed, however safety and footpath conflicts are not and that kerbside demands are reprioritised or other solutions considered. • Argues that many community-raised issues are not fully reflected in the ITS goals. • Requests that the ITS goals be updated to better reflect community feedback, especially for vulnerable users. • Would like to see greater focus on implementation and delivery.
Resident - Adelaide	• Recommends clear, measurable goals (e.g. 60% of trips by active/public transport by 2030). • Urges a connected, protected bike network by 2028, citing personal experience with unsafe conditions. • Proposes converting parking lanes to bus/bike lanes and introducing congestion-free zones. • Supports frequent, reliable services and tram extensions. • Emphasises shade, seating, and universal design in all projects. • Suggests micro-consolidation hubs and zero-emission freight by 2032.

Organisation / individual	Submission Summary
	• Calls for transparent planning, quick-build trials, and annual progress reporting.

4. Next Steps

The information gathered from this Phase of engagement will inform further revisions of the Draft Integrated Transport Strategy.

A timeline for the project is shown below, demonstrating the next steps for development and finalisation of the Integrated Transport Strategy.

Timeline

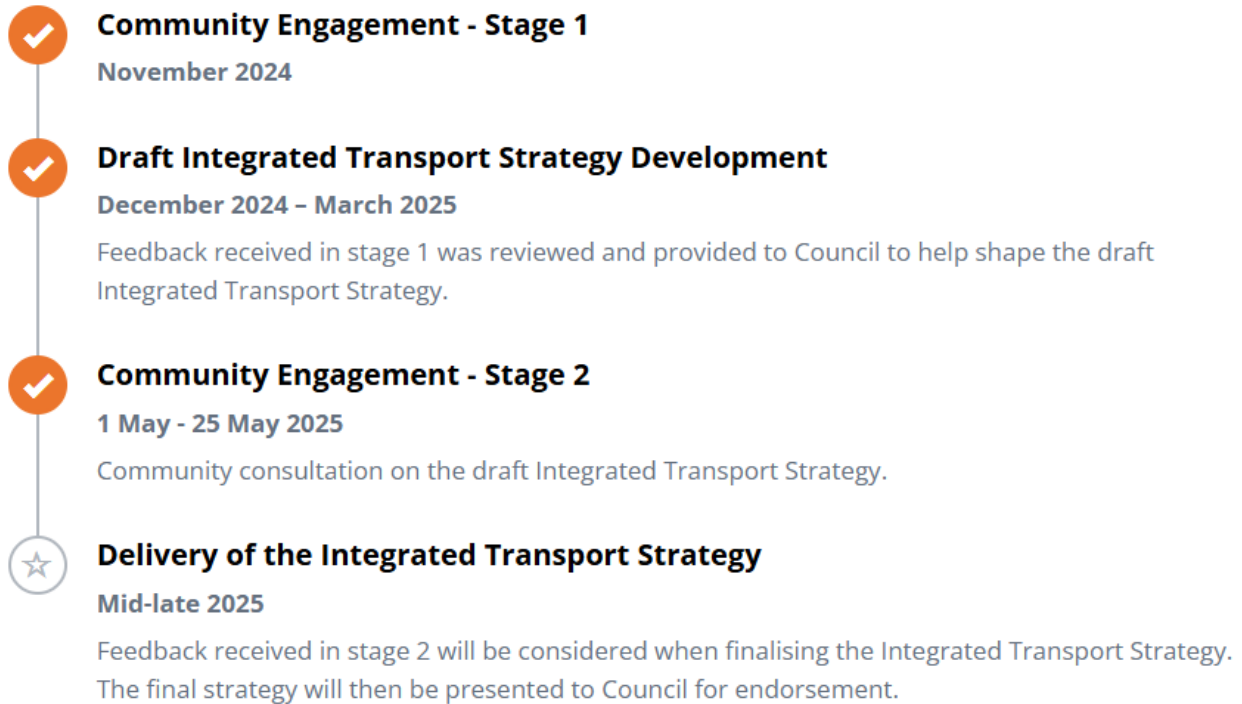


Figure 39: CoA ITS Project Timeline

Appendix A: Verbatim community survey comments

When asked to provide a comment to help us understand responses to the Movement & Access goals and commitments. Example comments included:

Reprioritising and reducing car dominance, particularly through motor vehicle traffic

- *"Walkable streets and safer cycling routes create a more comfortable and healthier lifestyle. Encouraging public transport creates a cleaner and safer city. Adelaide is a noisy and pedestrian unfriendly city. Intersections prioritise cars and only go green for pedestrians if a button is pushed."*
- *"No capital city is prioritising cars except for Adelaide, and it's embarrassing. CoA residents walk everywhere, and yet our safety is not a priority."*
- *"Currently, transport through the city favours private motor vehicles above all other modes. This is clearly evident in everything from the design of infrastructure, through to the timing of traffic light cycles that impede the tram, and those who walk or cycle, and prioritise motorists."*

Supporting inclusive outcomes

- *"As a person with a disability (blind), I support the City's plan to improve accessibility and safety of all city streets and pathways for all pedestrians."*
- *"Rundle Mall is Adelaide's only major pedestrian zone. Expand this to areas like Hindley St for safety and accessibility. Ensure wheelchair-friendly design and review green light timings to suit elderly and disabled pedestrians. A walkable city benefits everyone."*

Safety, including for parents and older adults

- *"I feel like my family and I don't have the freedom to freely move around the city centre by bicycle. There needs to be a big focus on making this an comfortable, convenient and connected option. Should be aiming to install compliant pedestrian ramps and crossings on all routes."*
- *"As an ageing commuter bicycle rider, an impact or fall could have grave consequences for my health. The biggest deterrent for me to access city shops and activities by bicycle continues to be the danger posed by car drivers who are not aware, or even openly hostile, towards cyclists."*
- *"As a parent who cycles into the city every day with their child on a cargo bike from a inner suburb much more must be done to make cycling safer. The current cycling infrastructure is abhorant. Painted lines do not equal safety. Multiple times a day while riding my bike I am nearly hit by drivers."*

Desire for driving and car parking for school travel or with children

- *"Travel to and through the city by car is important. Parents dropping off students to school while on the way to work cannot be impacted."*
- *"My daughter goes to St Aloysius school in the city and I drive to work - we need better and more parking options. Catching public transport will not work for us"*
- *"The ability to be able to use the car in the city is imperative. 60 second drop off spots should be available. Drop should be available at all School sites. It is not safe to ride into the city."*

Supporting change and desire to see CoA do more, provide choice and freedom

- *"Adelaide has all the ingredients of a world class city except for a proper consideration of transport. For too long citizens have been forced into cars, when the flat green nature of our city is better suited to walking and cycling."*
- *"Picking up commuter cycling since moving to North Adelaide has had a hugely positive impact on my mood, social life, health and hip pocket. Friends and co-workers have expressed interest in cycling, but the the city's poor bike infrastructure and prioritisation of car traffic is a barrier for them."*
- *"Adelaide is the dream city for forward thinking urban planners — small enough, flat enough, good weather, no excuses! Let's make this city as good as it could be with increased consideration for accessible active and public transport."*
- *"I completely support the movement and access goals. Everyone should have a right to choose how they get around and with the cost of living a hot topic on most people's mind - it seems unfair to keep pushing an expensive private car ownership agenda."*

Liveability

- *"I completely agree with all of these strategies as they will make Adelaide a far more attractive place to live. I am so pleased to see the council moving away from its previous abomination of 'car week' and to (finally) see some long term vision in Adelaide City Council's transport planning policy."*
- *"The CBD is an awful place to be as a pedestrian. It is almost completely dominated by private vehicles, pedestrians have to wait at intersections for too long, speeds are too high and footpaths are generally narrow. We need to totally reimagine how people move in and to the city."*

Physical and mental health

- *"As a long term health worker I believe there is both evidence for and a need to promote active transport for health benefits."*
- *"These commitments align exactly with what is needed to support and encourage the active and public transport behaviour changes that are vital to making a healthier society and addressing climate change"*
- *"Save our tax dollars in the long run, on health and infrastructure - get cars off the roads. Safe, active transport, has an immediate beneficial effect on mental health and contributes to better physical health. So many women have said they don't ride because they feel unsafe."*

When asked to provide a comment to help us understand responses to the Experience & Place goals and commitments. Example comments included:

Space for wider footpaths and cycle lanes/paths for safety and place outcomes

- *"Having more streets that include protected bike lanes and are quieter and greener actually makes for better places to spend time together, work, shop and eat."*
- *"Green, walkable spaces are so much more attractive, inviting and useable, than hard, unfriendly, paved road-curb-footpath-building settings"*

Public transport improvements, as public transport reliability and other issues limit potential for reduced driving.

- *"Getting to the CBD by car should be discouraged as much as possible with improved pt across all of Adelaide. Priority needs to be provided to pt once in the city. The longest part of my commute is between Adelaide Oval and North Terrace because the bus gets stuck in single occupancy car traffic."*
- *"Better connected and increased services of public transport would encourage more people to use this to get around the city rather than drive, and help move more people efficiently around the city"*
- *"I agree with all this but again we need much more and much better CHEAPER FREQUENT public transport."*
- *"Increase buses to inner city suburbs so commuters don't have to drive. Eg 222 route is infrequent and it's easier for me to drive most days."*
- *"Public transport is unreliable & people who live outside of the city will still tend to drive in for years to come. Keeping cars away while not improving the public transport system is a bad policy."*

Reducing car dominance to make the city safer, more comfortable and attractive.

- *"There is no doubt a vibrant city is one without cars as the only transport mode supported. Healthy vibrant folk enhance their lives with active transport. Its better for your health and your pocket as well as the environment."*
- *"Accessibility is so important for the cities health. The city is burdened by the number of cars entering the city and I don't believe the city has the opportunity to grow as cars take up so much space, are loud, polluting and dangerous."*
- *"Visitor/tourist experience is difficult because of car dominance."*

Economic (dis)benefits

- *"All these points would be achieved by creating separated bike lanes. Children would be able to ride bikes more freely. The lanes allow for the inclusion of greater greenery. Pedestrians and cyclists are more likely to stop and buy than cars driving through."*
- *"...too much priority is given to cars travelling to the city not to it. Far more economic activity comes from Public Transport and foot traffic."*
- *"Our city will be thriving when the streets are active like Copenhagen or Amsterdam, you have to weave through outdoor dining not car traffic, able to safely ride a bike with the whole family to a show or the footy & can walk anywhere under a tree lined boulevard."*
- *"Your plans are not practical in many cases, are a waste of ratepayer money, kills small business, drives people away from the city instead of into the city and you are actually creating more traffic congestion with things you have already implemented instead of making things better."*

Accessible car parks

- *"Mass and active transport is more accessible for persons with disabilities and gives them more freedom of movement."*
- *"increase accessible transit options so that people with disabilities are supported to move around independantly without necessarily requiring a car, and supporting them with the supports required to do so."*

- *"I am concerned that Council will not take into account sufficiently the needs of people who are elderly, sick or disabled and find catching public transport difficult and need to travel by car and park conveniently."*

Schools: travel to/from school and environment around schools

- *"We desperately need places designed for people and to remove through traffic and dangerous driving from around local schools."*
- *"Need more unpaid carpark spaces around school grounds during drop-off and pick-up times"*

Respondents were asked to provide a comment to help us understand responses to the Health & Sustainability goals and commitments. Example comments included:

EV charging and use of EVs in the city

- *"While EVs are less polluting than ICE cars, I don't think the council needs to actively promote their entry into the city because they can be just as dangerous for vulnerable road users and promoting their use is somewhat contradictory to a public and active transport agenda."*
- *"People should be able to get to work and home on a charge. Leave charging to the private sector and petrol station upgrades. Don't want to encourage cars into the city."*
- *"EV charging stations are useful but not paramount. An EV is after all just another car."*
- *"EV are a stopgap measure - better than ICE vehicles but still cars."*

EV charging: use of public space

- *"EVs aren't that sustainable, they use batteries (mainly lithium) & wld still produce waste & other environmental/social problems. Not the best idea to introduce more charging stations - it's still clutter & waste & ugly & still promote indiv car consumption - focus on public transport + walkable city"*
- *"EV charging stations are unsightly, with distracting flashing ads, and remove space from other uses."*
- *"The problem with public EV charging points is that you cannot count on one always being available, either because of high demand or faulty equipment. The solution is to have a vast number of them all over the place, so that it becomes the same as the chance of finding a parking spot."*

Supporting physical and mental health, and community cohesion

- *"Health and sustainability are huge priorities. Encouraging healthy lifestyles, reducing car traffic, and increasing greening are key next steps for a healthier population and environment."*
- *"The fastest way to make city streets safer, healthier, and improve sustainability more generally is to get cars off them. These commitments should all link to supporting active and public transport"*
- *"Designated community Streets where single lane, wide footpath, restricted speed limit to create community boxed garden spaces that people can use themselves along with city plantings."*
- *"These are all important goals. More green space and integration of nature supports mental and physical health, while reducing heat and climate impact. Highly supportive of initiatives which focus on sustainability and health. Adelaide can really lead the way here with renewable energy & green foci."*

Less noise and cleaner air

- *"Fresher air results from increased tree and plant coverage which also cools high temperatures and provides spaces for people to stop and relax"*
- *"Strongly support: rapid EV charger rollout; strict noise/emission limits; design streets and buildings to embed green corridors, shade, and play; widen footpaths/bike links to make active trips the easy, healthy choice; tie all works to measurable air-quality and activity targets."*
- *"Parklands are 'lungs' of Adelaide... Tourists come to see the 'City in a Park'"*

Respondents were asked to provide a comment to help us understand responses to the Safety & Comfort goals and commitments. Example comments included:

Reduction in motor vehicle volumes

- *"More great goals, can be achieved by reducing private vehicle usage and increasing foot traffic."*
- *Maximum speed limit through all roads in the cbd should be 30kmph. Remove lanes and employ modal filters to discourage driving.*
- *"Reduce private vehicular access with single, one-way lanes and no on-road parking in the CBD parking on one side only for the rest of Adelaide (require permits)"*

Prioritise/support active/sustainable modes

- *"Reducing traffic is clearly the best way to achieve this [safety and comfort]. For the remaining traffic, speeds should be dropped and priority should be given to more sustainable modes at intersections."*
- *"No inner city streets and roads need to be more than 4 total car lanes wide, and most don't need to be greater than one lane in either direction. More priority to busses, trams, cyclists, and pedestrians"*
- *"Bins off footpaths and wider footpaths by narrowing roads and restricting car direction to one way"*

Data/ speed not an issue

- *"How many pedestrian lives have been lost in the cbd and north Adelaide? Is this attributed to speed, or pedestrians? Is there statistical significance which suggests slowing cars will reduce however many deaths have occurred?"*
- *"The speeds in the city are not the problem, people are. Have better policing."*
- *"Streets are not always unsafe because of the streets but drunk people who walk onto them or fear of being pushed onto a road by someone with a mental health issue"*

Concern about safety as a person walking/wheeling/cycling

- *"As a mum who rides to school with their child, this is a priority. We need to ensure our bike paths meet the required standards, traffic lights prioritise riders and pedestrians."*
- *"I also regularly feel unsafe crossing intersections even on green (cars often take turns at speed regardless of pedestrians)...I love Adelaide but worry for my safety."*
- *"Urgent action is needed to protect active transport users. I have been hit by a car in the CBD. . I feel so unsafe simply walking in the CBD because cars are given priority."*

- *"It's exhausting only avoiding being killed by motorists who fail to be aware of cyclists and pedestrians because I am constantly aware."*

Respondents were asked to provide any additional feedback on the ITS. Example comments included:

Council leadership/ commitment to (faster) implementation

- *"The strategy is all well and good but how well it is executed will be key."*
- *"I think a key element of the strategy should be streamlining the process for constructing cycling infrastructure. The delays on the Frome road bike lane are unacceptable and if repeated will make it impossible to meet the active transport targets."*
- *"There are few concrete commitments to active transport projects, or changes that facilitate greater active transport participation. There are no stated project priorities or timelines for implementation aligned to the strategy's goals."*
- *"I'm concerned that, while the strategy proposes some serious wellbeing improvements for the city that it will be ignored and no action will be taken. We have seen this over and over again in Adelaide, interstate and overseas and a lot of money is wasted as councillors and politicians do not follow through with expert advice. While change can be hard and may disgruntle certain members of the public, we have to persevere following best practice advice. Majority of city residents want safer, greener streets and we shouldn't pander to people who drive in occasionally."*
- *Delivering this will require commitment and a willingness of council leaders to back the plans in the face of a noisy but generally small minority of regressive and uninformed "advocates". The vision needs to be sold and advocated for so people can understand why change is needed and how it will be better. It also doesn't all need to be expensive, over engineered bike paths - more emphasis needs to be placed on policy and planning e.g. a clear network of bike corridors, reduced traffic speeds, pricing incentives, a more legible city bus network, development controls so there is reduced car parking in new buildings and funding contributions from developers towards sustainable modes.*
- *"As a ratepayer, I whole heartedly support this strategy and am so pleased to see Council following evidence in preparing this strategy. I travel frequently, and every pedestrianised, safe and inclusive environment I have ever visited has been filled with thriving businesses. While I expect you will be receiving plenty of arguments about car parking, I would encourage Council to be bold and show leadership in helping transform Adelaide. Every other city that has followed this path has never looked back."*
- *"I appreciate that the draft strategy properly addresses the feedback given in stage 1. I would like to see more in the strategy that ensures that councillors and traffic engineers will be required to follow the guidelines agreed on here in future projects."*
- *"The plan is good, but please, once it is approved, actually adhere to it in day to day decisions and don't let NIMBYs shout down positive change"*

Appendix B: Written Submissions Summary

INTEGRATED TRANSPORT STRATEGY STAGE 2 ENGAGEMENT

Written Submissions

5 June 2025

ACKNOWLEDGEMENT OF COUNTRY

The City of Adelaide acknowledges that we are located on the traditional Country of the Kaurna people of the Adelaide Plains and pays respect 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.

DOCUMENT PROPERTIES

Contact for enquiries and proposed changes

If you have any questions regarding this document or if you have a suggestion for improvements, please contact:

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Record Details

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Version History

Version	Revision Date	Revised By	Revision Description

1. WRITTEN SUBMISSIONS

In addition to the opportunity to complete either a general survey of child survey, the Integrated Transport Strategy Stage 2 public engagement provided the opportunity for individuals and groups to make written submissions.

Ten written submissions were made, with seven from groups: the Access and Inclusion Advisory Panel, Bike Adelaide, City of Unley, Kidical Mass Adelaide, People for Public Transport, SECRA, Walking SA and three being from individuals.

2. KEY TOPICS OF FEEDBACK

2.1 General Support – Goals and Commitments

All submissions highlighted **support** for the Draft Integrated Strategy Goals and Commitments.

“We strongly support the Draft ITS’s commitment to expanding transport choices, including enhanced infrastructure for walking, cycling, and public transport. Providing a diverse range of safe, convenient, and accessible travel options is essential to encouraging mode shift, reducing congestion, and supporting community health and wellbeing.” [City of Unley submission]

Some submissions noted that commitments and measures of success need to be refined and/or made more specific. It is suggested that Council needs to be bold and show leadership to deliver to meet our strategic objectives. This is detailed under the Evaluation and Monitoring section.

“Thank you for the opportunity to comment.. Adelaide’s grid, generous rights of way and flat topography give us a once in a generation chance to move beyond car dependence; the Draft ITS points in the right direction but needs stronger commitments, firmer timelines and a bolder reallocation of street space.” [Individual Adelaide resident submission]

2.2 Modes of Travel and Place

2.2.1 Driving: Reducing Car Usage

Submissions focused on walking/wheeling and micromobility (especially cycling). plus public transport. No written submissions expressed concern about driving experience in the city, including stated goals and commitments about reducing motor vehicle traffic or reviewing on-street parking. This includes feedback from the Access and Inclusion Panel, which focused on reducing car usage in the city, recommending efforts to deter through vehicle traffic and redistribution of street space to support cycle lanes and wider footpaths. Comments provided about safer speed limits were supportive, including for consideration of 30km/h within the ring route.

Submissions provided feedback about the strengthening of measures and particular actions, such as addressing pedestrian wait times at signals, footpath widths and obstructions from and use of e-scooters on footpaths.

2.2.2 Active Travel

Feedback included the following suggestions:

- Require greening and universal design as default, not just high use routes.
- Consider micromobility parking, including hubs, carefully to not discourage use, and to use existing on-street car parking spaces, to declutter footpaths.
- Increase the number of ‘quick build’ cycle lanes.
- Increase levels of annual installation of cycle parking (above that suggested).

- Encourage cargo cycle freight for last mile deliveries.
- Implement cycle routes and cycle parking to cater for events.

Feedback was given on maps/routes in relation to walking/wheeling and cycling:

- In general, need to make it easy for readers to understand what different classifications mean in terms of physical outcomes such as footpath width, shade or crossing priority.
- Need to better capture the Park Lands place values.
- Questions about equity outcomes for walking/wheeling based on limited coverage of W1 routes.
- Need to include cycle measures commensurate with classifications.
- Need for multiple east-west and north-south protected cycle lanes routes.
- Importance of King William Road/Street as a key cycling route (with the spacing of parallel routes and need for direct routes, linking to businesses and other destinations).
- Support for Montefiore-Morphett cycle route.
- Support for Greenhill Road east-west path around the Park Lands perimeter.
- Potential to pedestrianise Gouger St, George St, Rundle St, Hindley St, Pirie St, Waymouth St

2.2.3 Public Transport

Respondents support the focus on public transport.

“The draft strategy demonstrates a commendable shift toward public transport, and we particularly welcome its framing of mass transit as essential to reducing congestion, improving air quality, and achieving equity.” [People for Public Transport]

Respondents highlight the importance of improving walking/wheeling and cycling integration and street outcomes for public transport, and advocating for improved and new services.

“We urge the City to ensure that walking connections to and from existing and future public transport corridors and nodes are embedded into planning and delivery processes. This includes:

- *Safe and accessible access to stops and stations*
- *Improved public realm and placemaking around transit hubs*
- *Prioritisation of pedestrian movement over private vehicle access near high-frequency corridors.” [Walking SA submission]*

Improvements in submissions include:

- Converting the Currie-Grenfell corridor to a dedicated bus mall with full-time bus only lanes between West Terrace and East Terrace, expanded footpaths and stop improvements, signal priority and restriction of car access.
- Tram expansion (numerous submitters, including City of Unley, expressed the desire to see additional tram routes and/or a CBD loop).
- Integrating city growth with high quality public transport.
- Clarity about objectives of the City Connector route review.
- Increased legibility of and signage for public transport, including the City Connector, especially with city visitors in mind.
- Public transport for connectivity between the city and Adelaide Airport and Keswick Parklands Terminal.

2.3 Implementation

2.3.1 Delivery and Engagement

While offering support for the goals of the Draft ITS, there is a notable view from key stakeholders and the community members that the City of Adelaide has not delivered on transport strategy objectives, goals and actions. They highlight the need for clearer projects and services to deliver the intended outcomes of the new Strategy. Respondents are concerned about slow delivery of active travel infrastructure and better streets in the City of Adelaide and have asked about delivery outcomes of Smart Move compared to delivery of strategies in other Australian cities.

There is also concern about costs and delays associated with lengthy community engagement, sometimes with minimal or no resultant street changes. Echoing some Stage 1 feedback, there are calls to commit to network plans (especially for cycling) and engage more efficiently and with clarity about negotiables and non-negotiables. Respondents appeal to Elected Members to make informed decision-making based on the data and evidence, for example, “...elected representatives do best when they take account of citizens’ opinion but in addition, they understand the content put before them...”

“we state our SUPPORT for the Draft Strategy but indicate that we feel it falls notably short of actions or initiatives to meaningfully walking and cycling conditions in the city. We feel this puts at risk the Council’s ability to deliver on relevant outcomes sought in the Council’s Strategic Plan.”

[Bike Adelaide submission]

“Progress has historically been glacial; Stage 1 feedback echoes this frustration. Publish a three-year rolling capital program, transparent benefit–cost criteria and annual Healthy Streets scorecards. Where State approvals lag, use trial Traffic Regulation Orders to test quick-build treatments (paint, posts, planters) within 12 months.

Adelaide can—and must—lead Australia in delivering cool, calm, connected streets. The draft sets the narrative; now let’s match it with decisive targets, quick wins and courageous reallocation of space. I look forward to seeing a final Strategy that turns community consensus into concrete, climate-aligned action.”

[Individual submission: Adelaide resident]

“Overall I think the council should be more bold with their vision for ultimate pedestrian and cyclist planning and infrastructure delivery. If the council is able to deliver the projects and goals outlined in the strategy, that would be amazing, but I’m not sure it’s ambitious enough to achieve our desired future in the next 10 years.”

[Individual submission: North Adelaide resident and ratepayer]

2.3.2 Implementation Plan - Projects and Services

Feedback is that we need to be clearer about where measures such as speed limit changes, modal filters, traffic calming and cycle or walking/wheeling routes intend to be delivered and over what timeframes. It has been suggested that we incorporate location specific actions and plans to better reflect the different nature of neighbourhoods within the City of Adelaide.

“We urge the final ITS include clearer timelines for implementation of initiatives for active transport, and that they be implemented with the urgency commensurate to their lack of implementation over the last 13 years.”

[Individual submission: Adelaide resident]

2.3.3 Monitoring and Evaluation

Feedback notes the need to have specific and ambitious targets, including defined measures and timeframes. One resident submission suggested publishing annual Healthy Streets scorecards.

Submissions recommend developing a robust monitoring and evaluation framework, to improve accountability and track delivery.

“We recommend that the strategy includes clear commitments to:

- Regular pedestrian counts across key routes and precincts*
- Community satisfaction surveys focused on walkability, safety, and accessibility*
- The development and use of walkability indicators to benchmark performance over time*
- Public reporting on progress toward active travel and mode shift goals including journeys to school.”* [Walking SA submission]

3 FINAL ITS PREPARATION

Some respondents provided feedback about report layout and language:

- Incorporation of localised action plans, consistent with the community’s understanding that the City has distinct areas with distinct functions.
- Reduce text (or do a shorter summary document) with infographics and visual tools to improve understanding and engagement.
- Improve map presentation with more information about what classifications mean in terms of street outcomes.

We will respond to the above points about report layout and language, as well as content about implementation to help revise the ITS.

WRITTEN SUBMISSIONS

Groups:

Access and Advisory Inclusion Panel

Bike Adelaide

City of Unley

Kidical Mass

People for Public Transport

South East City Residents Association (SECRA)

Walking SA

Individuals:

North Adelaide ratepayer and resident

Adelaide resident

Adelaide resident and daily multimodal commuter

Notes from Access and Inclusion Advisory Panel – Meeting Wednesday 21 May 2025

The Panel's commentary focused on reducing car usage in the city. Panel Members discussed:

- Deterring people from using the city as a through road.
- Acknowledging that some people need cars due to family or work commitments but encouraging carpooling initiatives.
- Park-and-ride options with increased cycle tracks, walking tracks and public transport.
- Need for redistribution of road space to support bike lanes and footpaths.
- A Panel Member gave a personal account of reverting to car use from micromobility in the city, as E-scooters are unregulated in SA.
- Panel Members raised concerns about buses as a safe alternative, as overcrowding has caused injury and can be unsafe for mobility aid users.

Suggested improvements to public transport included:

- Free or more affordable public transport within city limits.
- Improved frequency and coverage, especially outside the city.
- Ring-route buses or city loop services to connect key areas. Some areas of the city are well serviced, while others are harder to reach on public transport.
- Better fare structures, especially for short trips.

The Panel acknowledged the advocacy role of Council as public transport is a State Government responsibility, and the network extends beyond council boundaries.

The Panel requested a review of targets and language used in the draft Integrated Transport Strategy with specific feedback on the implications of using language that emphasises "health" and "movement," for people who do not have the same options for being physically active.



"May sustainable transport systems be at the heart of Adelaide's success as a people-friendly and environmentally responsible city."

Penelope Bennett
Senior Transport Planner
City of Adelaide
p.bennett@cityofadelaide.com.au

25 May 2025

Draft Integrated Transport Strategy (ITS)

Please accept this feedback in relation to the City of Adelaide Draft ITS on behalf of members of Bike Adelaide. From the outset, we state our SUPPORT for the Draft Strategy but indicate that we feel it falls notably short of actions or initiatives to meaningfully walking and cycling conditions in the city. We feel this puts at risk the Council's ability to deliver on relevant outcomes sought in the Council's Strategic Plan.

In general terms, our interpretation of the Draft ITS means we support the goals stipulated in each section but there is a distinct lack of actions attributed to improving active transport circumstances beyond value statements. We consequently question how much the Draft ITS can lead to real change and instead actually preserve the status quo by centralising car-first initiatives.

There is an overarching sense in the Draft ITS that many initiatives are intended to be implemented on conceived 'city-wide'. This implies that every street will be subject to the same treatments and interventions, where the document lacks useful nuance in its orthodoxy. We strongly suggest that the Draft ITS incorporate localised action plans, consistent with public understandings that the City has distinct areas with distinct functions.

For example; the largely residential areas of North Adelaide, the southwest and southeast could be defined and singled out as areas to introduce more appropriate speed limits, modal filters and traffic calming, with indications of a staged action plan to implement the required changes. This would be more consistent with approaches taken by suburban councils who have made significant changes on an LATM basis instead of council-areawide.

We feel this also better accommodates the needs of event organisers, public transport operators and commercial deliverers where vehicular access and efficiency are of greater importance to city operations.

Of particular concern for promoting active transport are the timeframe for improving crossing wait times, and the evident removal of policy to improve cycling lanes during road renewals. Both were initiatives in the *SmartMove 2012-2022* strategy but saw little implementation. The goal that wait times (which in some cases are more than two minutes long to cross a street) would be improved "within ten years" seems completely at odds with any strategic intent to accommodate pedestrians. This is additionally frustrating considering that the wait times were also not addressed in the 13 years since the adoption of *SmartMove*. This goal gives us no confidence in the realistic achievement of that initiative. We strongly urge that this be considered an immediate priority in the ITS for implementation within 12 months of its adoption as a crucial short-term improvement.

Noting that the Council's Strategic Plan aims to triple cycling journeys in the city, we are further perplexed as to why bike lane upgrades have not been considered a key initiative in the Draft ITS. The *1995 Bicycle Plan for Adelaide* stated a large network of city streets should be accommodating of bicycles with painted bike lanes.

Thirty years since that plan, and 25 years since many of those bike lanes were first installed, the fundamental complexity or connectedness of the city's bicycle lane network has changed little. We strongly urge that the ITS include this initiative of ensuring road renewal works include installation of bike lanes, bike advance boxes, bicycle advance signals (where possible), buffers on existing bike lanes, and separation devices or buffers where possible (especially at intersections). This is an especially important initiative for encouraging more cycling journeys, using renewals as opportunities to ensure cycling infrastructure can be brought into line with AustRoad standards and the DIT *Active Transport Design Guide* without altering the overall function of the street.

Where roads are scheduled for renewal but cycling improvements mentioned here do incur changes to the street warranting a street upgrade instead, we strongly encourage the inclusion in the ITS of the principle to seek funding support for that upgrade from the State Bicycle Fund.

Relating to the City's role as host to many visitors for events and hospitality, we are concerned the Draft ITS falls short on the City's obligation to cater to these visitors. We feel it is an unreasonable assumption that most city visitors (ie tourists) are happy or willing to hire cars and expect to drive everywhere within, to and from the City of Adelaide. Consequently, Adelaide's visitors are generally poorly served by infrequent public bus options, a limited city loop bus service (which is still difficult to visually identify stops for) and significant wait times at road crossings. The Draft ITS fails to recognise the value offering to city visitors of active transport options in enhancing their time in the city, and subsequently does not indicate approaches for improving visitor access to those options.

Additionally, the Draft ITS does not mention the gaps in connectivity between the City and other major transport infrastructure, such as the Adelaide Airport or Keswick Parklands Terminal. While one accommodates far more visitors than the other, the former has an infrequent bus service with very limited visibility or promotion of the service (and no access to non-Metrocard holding visitors until validators are expected to be transitioned through 2026!) while the latter has only a taxi rank. The Draft ITS then does nothing to address the car-centered and car-dominated experience of city visitors, while also leaving them unserved for their local transport needs during their time in the City. We strongly encourage the ITS include initiatives to work with relevant stakeholders to resolve and improve the gaps in the transport needs of visitors to (and across) the City through improving access to the airport and Keswick via public transport, improving that connections integration with other public transport services.

We also encourage the development of event active transport policy that ensures walking and cycling routes (not just detours) are considered in the planning of road closures for events, and all events held in Council property plan the provision of active transport access ie bicycle parking.

We note the Draft ITS mentions the establishment of micromobility hubs and we are unclear as to what this will mean for network performance. Specifically, we are concerned that concentrating micromobility services into specific areas of un/locking with reduced use of those services, thereby discouraging their use in favour of a car journey. The potential loss of amenity and accessibility, we anticipate, will diminish further the transport options available to city visitors and also contribute to more car journeys, running in contradiction to Council's intent to reduce congestion. We suggest that where hubs should be considered useful are near existing public transport services and precincts, with consideration to dynamic time-based restrictions on use and parking in certain areas when events are occurring.

We also encourage the inclusion of principles for micromobility parking to reflect the intended riding environment, in anticipation of the State Government allowing micromobility devices to be used on the road surface. We suggest that if the intent of the hubs is to declutter the footpath, then these hubs may be better placed in on-street parking spaces to ensure safe and easy access to the hub by users without the need to mount a busy or unsuitable footpath.

Overall we support the goals of the Draft ITS. But we do so expressing our concern that this iteration of the City's transport strategy is not only far less ambitious than the *SmartMove* strategy of more than a decade prior, but also contains significantly fewer initiatives to improve active transport or transport integration than that

strategy. We urge the final ITS include clearer timelines for implementation of initiatives for active transport, and that they be implemented with the urgency commensurate to their lack of implementation over the last 13 years.

We hope this feedback will be taken in good faith, noting the demonstrable work gone into the Draft ITS and the extensive engagement to develop it. We urge the final ITS reflects this level of engagement and the richness of the feedback provided in the prior consultation rounds which is currently missing.

Regards,

David Elliott, Chair

23 May 2025



Community Consultation
Integrated Transport Strategy
GPO Box 2252
Adelaide SA 5001
Email: ouradelaide@cityofadelaide.com.au

To whom it may concern

Re: Submission on the City of Adelaide's Draft Integrated Transport Strategy

The City of Unley welcomes the opportunity to provide feedback on the City of Adelaide's Draft Integrated Transport Strategy (ITS). We are committed to enhancing the liveability and sustainability of our community and acknowledge the critical importance of a well-connected, accessible, and future-ready transport network that supports the needs of residents, businesses, and visitors alike.

Please find attached a response from our Transport team outlining our comments on the draft Strategy. Kindly note that these views reflect the position of Council administration and not the formal position of the Council.

We look forward to continued collaboration with the City of Adelaide as the ITS is finalised and implemented.

Yours sincerely,

Tanya Bacic

**Transport Lead
Assets & Sustainability
City of Unley**

Encl. City of Unley Council Administration Response to CoA's Draft ITS

CITY of VILLAGES

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CITY OF UNLEY SUBMISSION on the City of Adelaide's Draft Integrated Transport Strategy

The City of Unley appreciates the opportunity to provide feedback on the City of Adelaide's Draft Integrated Transport Strategy (ITS). We commend the City of Adelaide for its thoughtful and forward-looking approach to developing a strategy that promotes safe, efficient, and sustainable transport networks. The strong emphasis on accessibility, environmental outcomes, and quality of life, underpinned by the principles of Healthy Streets and the Safe System approach is particularly welcomed.

Support for Transport Choice and Active Travel

We strongly support the Draft ITS's commitment to expanding transport choices, including enhanced infrastructure for walking, cycling, and public transport. Providing a diverse range of safe, convenient, and accessible travel options is essential to encouraging mode shift, reducing congestion, and supporting community health and wellbeing. Initiatives like the North-South Bikeway, which strengthens connectivity between our councils, reflects the positive outcomes of collaborative, regionally focused planning. A recent count on Porter Street (north of Young Street) recorded between 800 and 9,00 daily bike riders, making it one of the most heavily used bikeway routes in the Unley area.

Support for Public Transport Vision

Council supports the City of Adelaide's vision for a more efficient, integrated, and accessible public transport network. Reliable and attractive public transport is a critical component of a sustainable transport future. Unley is particularly keen to see improved public transport connections between the Unley community and the City, whether through enhanced rail links, more frequent and rapid bus services, or future tram connections. These improvements would strengthen regional mobility, reduce car dependency, and support a more connected and inclusive metropolitan area.

From the Public Transport Network map (page 31), it is unclear whether improved public transport connections to the City of Unley are considered within the scope of the Draft ITS. All identified public transport corridors within the Unley area are classified as P2 - Frequent Public Transport Corridors, with the exception of the existing Glenelg to City tram line, which is designated as a PT1 - Priority Public Transport Corridor.

Council also notes with interest the reference under Goal 1.3 to a potential tram extension to North Adelaide and Prospect. However, there is no mention of other tram connections to inner metropolitan areas, including those proposed in the previous AdeLINK tram corridor study. Council would welcome further clarification on whether broader tram extensions remain under consideration, particularly those that could improve access between the City of Unley and the Adelaide CBD.

Council's Vision for Greenhill Road Active Transport Corridor

The City of Unley's vision for a shared use path along the northern edge of Greenhill Road remains a strong and ongoing priority. This strategic corridor has the potential to significantly enhance east-west active transport connectivity and significantly improve access between the Park Lands, the Adelaide CBD and key destinations within Unley.

We view this project as a valuable opportunity to align with the City of Adelaide's active transport objectives and to strengthen regional connectivity through coordinated planning and investment. Notably, the Draft ITS (page 33) identifies the Greenhill Road edge as part of the C2 Secondary Strategic Cycling Network. We are encouraged by this designation and trust it reflects a shared commitment to delivering a high-quality, accessible active transport corridor along Greenhill Road and the Park Lands edge, complemented by upgraded crossing points that improve safe and seamless access into the Unley area.

Support for Lower Speed Limits

The City of Unley supports the City of Adelaide's efforts to implement lower speed limits as a key measure to improve safety and encourage active travel. This aligns with Unley Council's own recent decision to apply to the Department for Infrastructure and Transport (DIT) to reduce the speed limit on all Council collector roads to 40 km/h. Lower speed environments create safer conditions for people walking and cycling, particularly in areas of high pedestrian activity, and are essential for creating more liveable, people-focused streets.

Integrated Planning and Collaboration

As a neighbouring council, the City of Unley encourages the City of Adelaide to consider the broader metropolitan context in implementing the ITS. Aligning strategies regarding transport across council boundaries is essential to delivering consistent, connected, and regionally beneficial outcomes. Our communities face shared challenges and opportunities, such as promoting active travel, managing traffic volumes, and improving access to key destinations, which are best addressed through coordinated planning.

We value the strong and constructive relationship we currently share with the City of Adelaide and look forward to continuing this collaboration to support integrated, people-focused transport solutions across the region.

Conclusion

The City of Unley supports the City of Adelaide's vision for a connected, sustainable, and inclusive transport system, one that fosters streets that are *full of life* and provide genuine transport choices for all users. We wish the City of Adelaide every success in finalising the strategy and look forward to ongoing discussions on enhancing connectivity between Unley and the City of Adelaide, particularly along Greenhill Road and the Park Lands.

A coordinated approach, exemplified by the recent grant funding announcement by the State Government for the upgrade of King William Road, linking to Peacock Road, to improve safety and access for people walking and bike riding between the Mike Turtur Bikeway and South Terrace, serves as a great example of how connections between councils can be strengthened and improved. We are excited to continue to see such projects unfold and contribute to a more integrated metropolitan transport network. The City of Unley looks forward to seeing the bikeway design proposal for Peacock Road when available.

Kidical Mass Adelaide

Safer streets for families who ride bikes.



Our asks

(1) Enable and activate bike riding joy.

(2) Create comfortable, convenient and connected bike riding routes.

(3) Support children's wellbeing and health, through bike riding (and walking/wheeling) to school.

Our top three priorities

#30Please

A safer speed on our streets is 30 km/h.

#SaferStreetsToSchool

Prioritise active transport.

#EBikeSubsidies

Make it cheaper to choose electric bikes.

Feedback for the draft Integrated Transport Strategy and draft 2025/26 Business Plan and Budget.

Re: Sturt Street/West Terrace Safety Measures

Kidical Mass Adelaide was established in 2022 as a grassroots movement advocating for safer streets for families who ride bikes. Our volunteer organisers are passionate parents, grandparents, and avid bike riders who want to see active transport become safer and more accessible to children and families in Adelaide. Our asks and priorities reflect our demand for action from decision makers to realise our vision.

Kidical Mass Adelaide has been working with the Sturt Street Community School and local stakeholders to highlight the safety issues at the West Terrace/Sturt Street intersection.

At its meeting on 14 May 2024, Council received our 'Petition – Upgrades to the Intersection of West Terrace and Sturt Street' signed by 233 signatories. The Council subsequently requested that the Administration prepare a report to investigate upgrading the intersection. At the 17 September 2024, the Infrastructure and Public Works Committee heard the Administration's response, which included a commitment to presenting options to Council for further consideration and endorsement through the 2025/2026 Business Plan and Budget process, to enable further design development, detailed traffic modelling, detailed cost estimation and further consultation with DIT and other key stakeholders.

We have reviewed the recently released City of Adelaide Draft 2025/26 Business Plan and Budget and note that no commitments have been made to address the issues identified in our petition.

Over 400 people attended our 2024 Demonstration Ride, which included Sturt Street and West Terrace to highlight support for actions to address safety. We have held annual demonstration rides for four years to call on decision makers to commit to creating better streets.

We note that many strategies commit our decision makers to outcomes such as increasing the number of people commuting by bike, reducing carbon emissions, and creating places for people.

However, the action required to achieve these outcomes is hamstrung by inadequate budget commitments and an indulgence of harmful and inaccurate narratives, including the idea that a commitment to safe infrastructure and slower speeds will harm economic outcomes.

Evidence clearly demonstrates that pedestrians, cyclists and public transport users spend 40% more than motorists in local shops, and that investing in better walking and cycling infrastructure on a street decreases rental vacancies by up to 17%. (Source: Transport for London 2022).

There is less than a 10 percent risk that somebody walking will be killed at an impact speed of 30km/h but a 90 percent risk at 50km/h. (Source: 30 Please Campaign).

We urge our decision makers to commit to evidence-based decision making.



SUBMISSION TO ADELAIDE CITY COUNCIL

INTEGRATED TRANSPORT STRATEGY – STAGE 2

From: People for Public Transport (PPT)

Date: May 2025



Introduction

People for Public Transport SA (PPT) welcomes the draft Integrated Transport Strategy and strongly supports its overarching goal to prioritise sustainable and space-efficient modes of transport. The draft strategy demonstrates a commendable shift toward public transport, and we particularly welcome its framing of mass transit as essential to reducing congestion, improving air quality, and achieving equity.

This submission focuses on how the strategy's commitments on public transport can be strengthened to ensure they are implemented with ambition, urgency, and clarity.

1. Strong Support for Public Transport Commitments

PPT endorses the draft strategy's explicit goals to:

- Improve the **efficiency of mass movement** of people through better public transport (Goal 1.2)
- Advocate for **major public transport projects**, including a tram extension to North Adelaide and an underground city rail link (Goal 1.3)
- Deliver **bus priority measures**, including signal priority and dedicated lanes (Goal 1.2)
- Increase services on the **City Connector**, particularly during evenings and off-peak times (Goal 1.2)
- Support long-term planning for a **City Loop tram/bus and rail connection** (Goal 1.3)

These initiatives directly reflect the feedback in Stage 1 and echo our own proposals for a strengthened City Connector, tram network expansion, and dedicated bus corridors.

2. Recommendations to Strengthen the Final Strategy

To ensure the goals outlined translate into transformative outcomes, we recommend the following refinements:

a) City Connector – From Pilot to Priority

The strategy includes a review of the City Connector (Goal 1.2), but this should be accompanied by an implementation commitment. We urge Council to:

- Commit to **10-minute frequency** during core hours
- Extend operating hours to **11:30 pm on weekdays and 12:30 am on weekends**
- Simplify and clearly promote the service, including updated stop infrastructure and signage
- Electrify the fleet to align with climate and amenity goals

This would align the City Connector with the strategy's emphasis on high-capacity, low-emissions mobility and would help establish a true circulator service for residents, workers, and visitors.

b) Grenfell and Currie Streets – Deliver a Dedicated Bus Mall

Grenfell and Currie Streets are the state's busiest bus corridors. While existing bus lanes provide some priority, they are compromised by general traffic, inconsistent hours, and inadequate stop infrastructure.

PPT recommends the City of Adelaide commit to transforming this corridor into a **dedicated bus mall**, with the following features:

- **Full-time bus-only lanes** between East Terrace and West Terrace
- **Traffic signal priority** for all services along the corridor
- **Expanded footpaths, upgraded shelters, seating, and real-time information** at key stops
- **Restricted private vehicle access**, with loading and access windows managed by permit

A bus mall on this corridor would significantly improve service reliability, speed, and passenger experience — and signal that Adelaide is serious about prioritising mass transit in the city centre.

c) Tram Expansion – Maintain and Expand Commitments

We support the draft strategy's commitments to advocate for:

- A tram extension to **North Adelaide**
- A **City Loop** tram/bus network
- An **underground rail link** through the CBD
- **Traffic signal priority for trams** at selected intersections to improve travel times and reliability

These initiatives must remain core components of the final strategy. We also recommend that Council consider a **CBD tram loop** connecting North Terrace, East Terrace, Grote Street, and West Terrace, as proposed in our Stage 1 submission.

d) Metrics and Targets – Be Specific on Public Transport Outcomes

Currently, the strategy commits to “developing a measure” for public transport. PPT recommends the inclusion of **explicit metrics** such as:

- Percentage increase in public transport mode share for journeys to work and study
- Patronage increases on the City Connector
- Reduction in average travel times along bus and tram corridors

Without clear indicators, it will be difficult to track success or build confidence in the strategy's delivery.

e) Promote High-Frequency Bus Corridors Within the City

In addition to infrastructure improvements, the City of Adelaide should work with Adelaide Metro to identify and promote key **high-frequency bus corridors** operating within the Park Lands. Many streets, such as **O'Connell Street and Melbourne Street**, are served by multiple routes with combined frequencies of fewer than 10 minutes during core hours. However, these services currently lack coherent branding or coordinated timetables.

We recommend that the final strategy include a commitment to:

- Identify and promote “**turn-up-and-go**” **bus corridors** within the CBD and North Adelaide.
- Introduce **branded corridor signage and mapping** to make high-frequency

routes legible to the public.

- Collaborate with Adelaide Metro to harmonise timetables and implement **clockface scheduling** where feasible.
- Focus on corridors such as **Melbourne Street**, where uneven bus intervals undermine the potential for spontaneous use.

A corridor-based approach would increase the visibility and usability of Adelaide's strongest-performing bus routes, without requiring major new infrastructure or fleet investment.

3. Summary

The draft Integrated Transport Strategy reflects a strong understanding of the challenges facing Adelaide's transport network and the necessary shift away from car-dependency. It contains the right goals and many promising commitments.

To ensure these commitments translate into change on the ground, the final strategy must:

- Move from review to implementation on key projects
- Set clear targets for public transport performance and patronage
- Treat high-frequency, visible, reliable public transport as **the backbone** of the city's transport future

People for Public Transport SA welcomes the direction of this strategy and urges Council to finalise a bold plan that delivers real alternatives to driving and ensures the city's streets are truly full of life.



SECRA

SOUTH EAST CITY RESIDENTS ASSOCIATION

Penelope Bennett MIEAust CPEng NER BSc BE (Hons) MUP

Senior Transport Planner

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SECRA submission to the City of Adelaide Integrated Transport Strategy 2025: working together to create a safe, efficient, and environmentally friendly travel system for everyone.
BOLD ASPIRATIONAL INNOVATIVE

SECRA remains positive about the eight CofA/AECOM *Discussion Papers* forming part of Stage 1. They are:

1. Motor Vehicles and Parking
2. Public Transport
3. Shared Micromobility
4. Events and Disruptions
5. Cycling and Cycle Parking
6. Events and Disruptions
7. Walking and Wheeling
8. Street Space

All eight *Discussion Papers* are well presented with infographics, engaging evidence, informed statements and include recognisable case studies. We found these papers readable and persuasive. SECRA also notes the wide variety of engaging activities listed in the *Phase 1 Report* (pages 3-4). These included on-line surveys, activity sheets, drop-in sessions, an expert panel session with Q&A plus the Our Adelaide website information.

In SECRA's view the commitment to providing information as well as opportunities for people to engage with staff and attend sessions was generous, well-attended by a wide

cross-section of people and respectfully managed. The *Phase 1 Report* has processed an enormous amount of data from 800 participants.

Of interest SECRA is the fact that the overwhelming volume of response data appears to be congruent with, or informed by, the content of the eight CofA AECOM *Discussion Papers*. The bulk of the response data, if acted upon, would lead Adelaide to have streets and transport options which would correspond to best practice streets in Sydney, Melbourne, Brisbane and Perth and with many cities overseas. If acted upon, Adelaide would begin a significant catch up to these cities.

It is SECRA's hope that the ITS will be accepted by the elected representatives and that it will then provide a framework for all street and mobility projects subsequently pursued by Council.

SECRA accepts that it is part of our mission to now ensure that the elected representatives confidently adopt this fine statement of strategic intent and then shape the city around it.

So far so good for the City of Adelaide Integrated Transport Strategy. SECRA is positive.

The exemplary processes pursued in the development of the ITS have given SECRA cause to reflect on other consultation/engagement processes used by the City of Adelaide over many years in relation to streets and mobility. The most recent consultation process we have in mind is the Hutt Street Revitalisation. It serves as one example.

SECRA analysis leads us to conclude

- The CofA consults generously
- CofA staff and expert consultants are well-credentialed, experienced and capable
- Written materials and meeting processes are appreciated, and people are treated with respect
- People provide a lot of feedback much of which is well-informed.

During the ITS processes the professional staff *engaged* with people who came forward to be involved. In other consultation processes for example Hutt Street Revitalization, staff have actively and respectfully listened. This listening focus we are calling *consultation* rather than *engaging*.

SECRA suggests that the City of Adelaide develop an **Engagement Strategy** (rather than a consultation strategy)

ABOUT STAFF

SECRA believes staff need to represent the knowledge and experience of their professions and engage with citizens rather than simply listen to them. In future, staff will be able to draw from the content of the eight *Discussion Papers* and the Integrated Transport Strategy.

Rather than meet with all comers who show interest in streets and transport through them, City of Adelaide staff and consultants should engage early in the Concept Planning processes with those who will feel they have most at stake in changes to

'their' streets. Time after time a business owner will quite understandably feel threatened by car park loss near their business. Some business owners understandably are afraid that they have a lot to lose. They then take the lead in active resistance to changes to streets and transport. This then mobilizes a population of people who respond to consultations by referring to their own habitual use of cars without reference to a broader strategic frame of knowledge which includes social and environmental planning issues.

Community engagement staff very early in projects need to identify those who will be most threatened by change and engage with them directly when change is announced, in depth and as a priority. SECRA believes the wider population with interests in change are a lesser priority.

ELECTED REPRESENTATIVES

SECRA's view is that elected representatives do best when they take account of citizens' opinion but in addition, they understand the content put before them in committee, in *Discussion Papers* and in concept plans. Elected representatives may engage with professional content and with electors and back in as much of the professionally informed evidence and experience as possible. SECRA values representatives who take the issues into the community. Sensibly and sustainably housing a growing city population at a time of global warming depends on professional knowledge, informed representatives and engaged residents and city visitors.

SECRA, having participated in the engagement processes of the Integrated Transport Strategy, and having contrasted these processes with previous consultation processes, has found other issues of concern: value for money, best practice, and efficient and effective use of staff time and expertise.

- What have the on-road outcomes been in relation to the *Smart Move Strategy* since 2012?
- By way of comparison, what have been the outcomes of transport strategies and associated projects in Brisbane, Sydney, Melbourne or Perth 2012-2025?
- What has been the financial cost of design work and consultation processes which have resulted in no on-street project outcomes or minimal and compromised outcomes?

SECRA is concerned that consultation processes have been relatively ineffective, and too little has been delivered. SECRA aspires to have the investment in excellent engagement processes yield a better return to our streets.

Heather Nimmo Chairperson SECRA on behalf of the SECRA committee

Date: 230525

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walkingsa.org.au

Ph 0457 006 620 | office@walkingsa.org.au

Level 1, The Joinery, 111 Franklin Street, Adelaide SA 5000

Walking SA Inc. ABN 78 019 005 437

25.05.2025

Dear Sir/Madam,

Walking SA commends the City of Adelaide for its commitment to a forward-thinking Integrated Transport Strategy (ITS) that prioritises sustainability, accessibility, and inclusion in the city's future transport network. We particularly welcome the strategy's alignment with key state and city plan priorities, including the Greater Adelaide Regional Plan, the State Transport Strategy, City Plan 2036, and the Integrated Climate Strategy 2030. This integrated approach provides a strong foundation for shaping a more connected, equitable, and resilient Adelaide.

About Walking SA

Our vision is for a world-class, walkable South Australia, where cities and communities are designed to encourage more people to walk more often. This vision is supported by the four pillars outlined in our Walking SA Strategic Plan (2023–2025): walkability, walk experiences, socially responsive and sustainable growth.

As an advocacy organisation dedicated to promoting walking as a primary mode of transport and a cornerstone of healthy, sustainable, and accessible communities, Walking SA is committed to ensuring that walking remains central to the state's future transport planning.

Walking SA therefore welcomes the strong focus on active travel and provides the following feedback to enhance the impact, accessibility, and implementation of the strategy.

Our Feedback

1. Healthy Streets and Prioritised Walking Infrastructure

Walking SA strongly supports the theme Movement and Access, and in particular the Goal 1.1: Healthy Streets to Enable Everyone to Move.

The Healthy Streets approach appropriately recognises that streets are not just transport corridors but essential public spaces for community life, wellbeing, and movement. Creating pedestrian-friendly environments contributes to public health, social-cohesion, economic activity, and climate resilience.

To achieve this, the City must ensure sustained investment in high-quality, universally accessible walking infrastructure. This includes:

- Wide, continuous, and well-maintained footpaths
- Safe and frequent pedestrian crossings, with reduced crossing times
- Ample shade, lighting, and seating
- Green infrastructure that improves comfort and amenity.

Supported by



Government of South Australia

Office for Recreation, Sport and Racing

Recreation
Transport
Education
Engagement
SA's Trails Database

Healthy Streets and well-connected walking infrastructure are fundamental to delivering a walkable Adelaide for people of all ages and abilities.

2. Integration with Public Transport

Walking is a key part of every public transport journey. We support measures that improve pedestrian access to bus and tram stops, including wayfinding, seating, shelter, and lighting. Better integration of active travel and public transport will reduce car dependency and expand transport choices for all.

In support of Goal 1.3, "Advocate for major public transport projects," Walking SA recognises the importance of mass-movement, reliable, safe and convenient public transport as a critical enabler of walking and wheeling.

We urge the City to ensure that walking connections to and from existing and future public transport corridors and nodes are embedded into planning and delivery processes. This includes:

- Safe and accessible access to stops and stations
- Improved public realm and placemaking around transit hubs
- Prioritisation of pedestrian movement over private vehicle access near high-frequency corridors.

Walking SA does, however, encourage the City to be bolder in its transport vision. We would welcome a stronger commitment to the re-emergence of the AdeLink concept, a high-frequency, connected tram network enabling car-free movement within and across the city and inner suburbs.

We support future tram network extensions, not just in the form of a City Loop and North Adelaide and Prospect link, but also to Norwood and Unley, servicing high-density, walkable communities, and the western suburbs, including a direct connection to Adelaide Airport.

These investments would enhance active transport connections and provide real transport outcomes that would support reduced private car use.

3. Support for the Safe System Approach

Walking SA fully supports the City's commitment to applying a Safe System approach that prioritises human life and reduces road trauma. This approach is essential for protecting vulnerable road users, particularly pedestrians.

A foundation of this approach must be lower speed limits in areas with high pedestrian activity, including residential streets, school zones, retail precincts, and the city centre. Evidence shows that reducing speed limits significantly decreases the likelihood and severity of crashes involving pedestrians.

Lower speed limits are among the most effective and low-cost interventions to improve pedestrian safety and walkability.

4. Promotion of Walking Culture

Walking SA supports the City's commitment to the Healthy Streets Approach which aligns with our vision. Building a walking-friendly city involves more than infrastructure, it requires cultural change. Walking SA supports city-wide initiatives that promote walking, such as walking school buses, walk-to-work campaigns, and community-led walking groups. These programs not only increase walking participation but also build social connection and resilience.

5. Monitoring and Evaluation

A robust monitoring and evaluation framework is essential to track progress, assess outcomes, and guide continuous improvement in walking infrastructure and policy (as well as cycling, public transport etc). Walking SA notes that this element appears to be missing from the current Draft ITS.

We recommend that the strategy includes clear commitments to:

- Regular pedestrian counts across key routes and precincts
- Community satisfaction surveys focused on walkability, safety, and accessibility
- The development and use of walkability indicators to benchmark performance over time
- Public reporting on progress toward active travel and mode shift goals including journeys to school.

Without consistent data collection and transparent evaluation, it will be difficult to measure the impact of the strategy or to adapt actions in response to changing needs. Embedding monitoring into the ITS will strengthen accountability and ensure the strategy delivers tangible benefits for people walking in Adelaide.

6. Improving Accessibility of the Document

While the Draft ITS is comprehensive and well-researched, it is heavily text-based, which may pose challenges for broader community engagement. Walking SA recommends developing a short executive summary document, supported by infographics and visual tools, to better communicate the strategy's vision, key goals, priorities, and proposed actions. A more accessible format would improve understanding and engagement, especially for community members who are time-constrained or less familiar with planning documents.

7. Clarify Network Mapping and Route Classifications

Walking SA welcomes the inclusion of network maps in the Draft ITS as a valuable tool for visualising strategic intent. However, we note that the network classifications, particularly for walking and cycling routes are somewhat difficult to interpret in terms of their on-the-ground implications for infrastructure quality, user experience, and safety.

For instance, it is unclear how the classification of a "W1 or W2 walking routes" or "C1 or C2 Strategic Cycling Network routes" translates into physical outcomes such as footpath width, surface quality, protection from traffic, shade, or crossing priority. Clearer definitions and some visual examples of each route type would assist greatly in setting expectations and building public understanding and support.

It is also unclear why the classifications used differ from those in the South Australian Active Travel Guide. Aligning these classifications would promote consistency in approach and language and support our earlier comment without imposing specific design or infrastructure expectations.

8. Acknowledging the value of the Adelaide Park Lands in Mapping

The Adelaide Park Lands have largely been omitted from the Place Classification Map. Greater consideration of the place value of the Park Lands for active recreation including walking to ensure that this value is protected and enhanced.

Conclusion

Walking SA appreciates the opportunity to provide feedback and hopes the points outlined above constructively contribute to the refinement and finalisation of the Draft Integrated Transport Strategy for the City of Adelaide.

Yours sincerely

A handwritten signature in black ink, consisting of a stylized 'R' and 'Q' followed by a horizontal line.

Rod Quintrell
Executive Director

North Adelaide Ratepayer and Resident

I'm a rate-paying resident of North Adelaide, and I filled out the survey for the Integrated Transport Strategy Community Consultation. The character limit on the feedback was 300 for each section and 1000 for the last part, I prepared much more feedback than what was allowed while reading through the strategy. I'm emailing you to make sure you are able to incorporate my additional comments below as part of my feedback to the Council?

An additional comment I've got is that I feel as though engagement for this strategy could have been much more interactive. I saw no posters or signage around the city for this consultation. I live very close to and am always riding around main thoroughfares and going to council buildings, and actively looking for ways to get involved in engagement activities, but didn't come across any, which I'm sad about.

I've tried my best to write out measures of success numbers, goal numbers, and page numbers to refer to each part of the strategy my comments are with respect to. Please see my feedback below:

Movement and access measures of success

More protected bikelanes, just one east-west isn't good enough. Create protected and dedicated routes along montifiore, light square, through to Goodwood rd

At least two east-west protected lanes

1.3 Curious to know what the target % of people cycling to work is based off of? Can we aim higher? What are the things preventing people from riding into the city? Can COA turn one of the UPark levels into a FREE bike storage with security? With a cute coffee shop below.

There should also be a metric for resident riders, could we get car driving to work down to 20% by 2035.

1.7 only high use routes by 2036, that is not going to improve access for all. In addition to this, Could COA do an engagement by collaborating with disability representative organisations and care providers, with an ongoing engagement with the public to enable people to tag issues on a map, to support council to incorporate accessibility upgrades as part of regular asset maintenance and upgrade programs.

Goal 1.1 Agree that a targeted program around schools is a great idea.

Goal 1.2 it's unclear what a review of city connector routes is. It would be better if a clear objective was stated, for example, to review city connector routes and frequency to improve patronage. I believe the connector bus should be more frequent, and also, there should be more routes to support access to all key areas across the city.

Goal 1.3 Agree that the city should prioritise the tram to prospect. The council should also set in motion bus rapid transit, tram, or most suitable mode of frequent and reliable, car-independent transit to the Norwood parade, and to the airport.

Agree with advocacy for city loop underground railway to alleviate the constraints of the terminus Adelaide railway station on the regional network

Goal 1.4 I'd like to see, along with Infrastructure Australia submission for city routes, other enabling infrastructure to drastically increase city ridership and safety

Way more cycle loops than 40 per year needed, make it 60 at least.

Is there a plan for more 'quick build cycle lanes' beyond the two projects listed. It would be better to either see the vision to 2035, or to have a listed action to develop a specific cycling strategy for the city of Adelaide, is this possible? I'd love to see a quick build cycle lane along Montifiore Road and Morphett Street, as I am dodging getting hit by cars at this location on a daily basis. Same goes with King William Road.

Experience and place

Include specific goals around pedestrianising key roads, for example, Rundle Street, Hindley Street, Pirie Street and Waymouth Street. It would have been great to pedestrianise Gouger and George Street, is it too late now a Masterplan has been undertaken?

There are many restrictions on the use of escooters around the convention centre and festival plaza, which make travelling from north Adelaide, to events in those areas challenging via that mode. Is there a way escooters could be permitted to park on the south side of the river, in the hard stand areas in front of the train station, festival plaza and convention centre

Goal 2.3

Can there be a project where the road of key cycling corridors are painted entirely green? If the council is choosing to dedicate quiet roads for cycling, this needs to be obvious to cyclists. I know council are working towards a pedestrian route from the train station to the markets, but the interface between pedestrians and cyclists isn't ideal. Are there alternate routes that could be selected in addition to having separated cycle lanes on main roads, to get across the city on bike? Perhaps this could be figured out in a cycling strategy.

Goal 2.4

WOMAD is a great example of how cycling can be embraced for events, how can the council replicate the scale of facilities and space for cyclists on roads to approach events and safely park?

Measure of success 3.3 please make sure that the green grid that is developed, include shade and trees for pedestrians and cyclists. Perhaps this looks like tree lined footpaths as well as tree lined cycle lanes.

Measure of success 3.4

Can the city of Adelaide advocate to make all buses that move through the city. E electric? Or at least just those that use King William and Grenfell be electric buses by 2035?

I ride my bike every day down Montifiore hill and across Jeffcott bridge. There are often cars banked up from Hindley Street to Adelaide Oval, and I have no choice but to inhale their exhaust fumes as they idle in traffic.

Measure of success 4.3

There should be an additional measure for cycle lane level of service

Measure of success 4.4

Can the council please just decrease average peak hour wait times for pedestrians to 30 seconds by 2030?

Page 32

There are some key gaps in the map when it comes to areas serviced by W1, this does not seem equitable.

Page 33

King William Road must be designated as a capital city cycling route. The council should embrace this as a route and employ safety features for cyclists along this road, such as a separated cycling lane. The other north-south routes are 500m east and west of this, meaning that there is a 1km gap in the middle of the city. Cyclists prefer direct routes, and according to the City Plan, many commercial and retail businesses are on this road, so there would be a significant benefit in making it easier for people to cycle to their jobs. Same goes with OConnell Street. I am regularly riding my bike in these places and battling with cars and buses for my own space on the road.

Overall I think the council should be more bold with their vision for ultimate pedestrian and cyclist planning and infrastructure delivery. If the council is able to deliver the projects and goals outlined in the strategy, that would be amazing, but I'm not sure it's ambitious enough to achieve our desired future in the next 10 years.

Adelaide resident

Thank you for the opportunity to comment upon the Integrated Transport Strategy currently for community consultation through Our Adelaide. I realize that the City of Adelaide has invested considerable time, effort, and money in preparing the eight documents that provide the foundation for this strategy. I personally found them comprehensive and informative. I note that additional work was undertaken with groups that often don't have their views heard, such as children and young people. These documents cover a range of matters, such as

1. Motor Vehicles and Parking
2. Public Transport
3. Shared Micromobility
4. Events and Disruptions
5. Cycling and Cycle Parking
6. Events and Disruptions
7. Walking and Wheeling
8. Street Space

ENGAGEMENT SUMMARY

The paper shows that Walking and Wheeling were addressed by over half of the survey respondents, both from outside and inside the City of Adelaide.

When asked which of the identified challenges aligned with their experience, lack of shade and amenities such as seating was the most common (66%), followed by busy roads that are difficult to cross (63%) and motor vehicle speeds and safety (61%).¹

1 Phase 1 Engagement Summary | What We Heard, page 10.

. **E-scooter usage and storage on footpaths**, which impacts access particularly for those with mobility restrictions.

. Obstructions on narrow footpaths, such as bins, poles and outdoor dining in some locations.

. **Inadequate infrastructure** for wheelchair users, including a lack of ramps, narrow and uneven footpaths, and inaccessible crossings.

. **Long waits at pedestrian crossings due to poor signal coordination for people walking.**

. High vehicle speeds in pedestrian-heavy areas.

. **Unsafe driver behaviour**, particularly at crossings where vehicles (particularly left-turning vehicles at intersections) fail to give way to pedestrians.

. **Lack of shade at intersections and bus stops making these areas uncomfortable, especially in hot weather.**

The issues of this topic identified by the respondents were

Limited seating and insufficient access to drinking fountains.

Poor lighting on pedestrian paths (particularly in the Park Lands) causing safety concerns at night.²

2 Ibid, 11.

They also offered some solutions to the issues they raised, such as (but not exclusively) improvements to crossings, including enhancing pedestrian cycles at intersections and crossings to prioritize walking over cars, increasing the number of zebra crossings, and raising footpaths across side streets. Some suggestions also called for pedestrian over and underpasses.³

3 Ibid, 12.

INTEGRATED TRANSPORT STRATEGY

The Integrated Transport Strategy (ITS) suggests that these concerns will be a priority as its subtitle is 'Our Streets: Full of Life'. Further, the vision of the ITS is to

deliver a bold, innovative and aspirational future transport network that ensures sustainable, equitable and efficient movement of people and prioritization of place. ⁴

4 ITS, unnumbered but could be page 7.

The ITS also acknowledges the importance of Walking and Wheeling, as it

Creates Great Places for People: Encouraging active travel improves physical and mental health. Streets that are designed for people foster social connections, community engagement and boost economic vitality. With healthier streets, which are safer, greener, quieter and cleaner, more people will want to live, visit, and work in the city – helping to realize our growth aspirations. ⁵

5 ITS, page 9.

ANALYSIS

Given this emphasis, the comments gained during the Engagement Strategy from respondents on the Walking and Wheeling theme are compared to the goals outlined in the ITS. A quick comparison has been undertaken. This comparison shows that the fine-grained information provided by participants is often overlooked compared to the big-ticket items such as transformative city transport. It is also noted that, on occasion, a single Goal can address more than one issue, as in the case of Goal 2.2, which references both street furniture and e-scooter use.

Table One shows that in this analysis of just one element (out of 8 emerging from the Engagement Strategy), only three are likely to be met. A further three depend upon the implementation of wider strategies, such as the Healthy Street Assessment and the Traffic Signal Review, and one matter dealing with e-scooters is only partly met. Finally, the Adelaide Parklands requires a separate consideration under the ITS, given its unique position and the challenges of a large open area within an increasingly urban environment.

My opinion and reasoning behind this analysis are seen in Table One.

Two examples demonstrate these outcomes. The Goals of the ITS show that E-scooters usage on footpaths is only partly addressed in Goals 1.2, 2.1, 2.2 and 2.3 with the installation of mobility hubs at selected locations, audits, safer travel to community facilities and better microtransport options. While the matter of E-scooter storage and integration with other forms of vehicle transport is addressed comprehensively, the current conflict and more controversial issue of the relationship with other users of footpaths (and roads) and serving staff at outdoor cafes and restaurants is not addressed.

Another example focussed upon the needs of those with mobility challenges. These matters are not recognized or addressed and consist of the lack of ramps, narrow and uneven footpaths, and inaccessible crossings.

CONCLUSION

In comparing just one element raised in the Engagement Strategy, this brief analysis shows that the matters raised in the community consultation have not been fully realized in the Goals of the ITS.

I bring this to your attention, seeking changes to the Goals and implementation of the ITS.

Yours sincerely

[name redacted]

Table one

ISSUES RAISED IN THE CONSULTATION	ADDRESSED IN ITS GOALS	COMMENT
E-scooter usage and storage on footpaths, which impacts access, particularly for those with mobility restrictions	Goal 1.2: Efficient mass movement of People - Undertake bus stop audits ..to access the need for waiting space and stop access (e.g. crossing) improvements, and opportunities for better public transport and active travel and shared micromobility interchange. [partner] Goal 2.1: City growth with increased liveability Implement mobility hubs (with shared vehicles, cycle share and shared e-scooters) at railway stations, on or near the Currie-Grenfell public transport corridor, and at selected locations across our neighbourhoods to support reduced car ownership and driving in the city. [partner] Goal 2.2: Integrated transport and land use planning Develop a prioritized program to create safer, more comfortable walking/wheeling and cycling to libraries, childcare and community centres, play spaces, grocery shops and main streets: crossing upgrades, more water fountains, seating and cycle parking. [lead] Goal 2.3: New visitor and resident experiences and business growth Permit, manage and promote cycle share and shared	Goal 1.4: Better travel choices for a more liveable city. Key projects and services does not include micromobility issues. Partly met.

	e-scooter schemes. Incorporate micromobility corrals on key routes, and mobility hubs (with car share, cycle share and shared e-scooters) at railway stations on or near the Currie / Grenfell public transport corridor, and at selected locations across our neighbourhoods. [partner]	
Obstructions on narrow footpaths, such as bins, poles and outdoor dining in some locations.	Goal 4.3: Create gender accessible and inclusive streets Audit footpath widths (clear walking/wheeling space) to identify performance gaps and prioritize footpath upgrades. [lead]	Likely to be met.
Inadequate infrastructure for wheelchair users, including a lack of ramps, narrow and uneven footpaths, and inaccessible crossings	Not specifically mentioned As above	Not explicitly mentioned and therefore not met
Long waits at pedestrian crossings due to poor signal coordination for people walking.	Goal 4.3: Create gender accessible and inclusive streets Implement the recommendations of the Traffic Signal Review, including auto-green and reduced signal phase lengths, to reduce delays for people walking/wheeling at intersections. [lead]	Dependant upon the implementation of the Traffic Signal Review.
High vehicle speeds in pedestrian-heavy areas	Goal 4.1: Implement the Safe System approach Implement reduced speeds on main streets and streets with a single traffic lane in each direction. [lead] Ensure that appropriate speeds are considered for all infrastructure street projects. [lead]	Likely to be met

Unsafe driver behaviour, particularly at crossings where vehicles (particularly left-turning vehicles at intersections) fail to give way to pedestrians.	Goal 4.2: Reduce risks and negative impacts from motor vehicles Trial one-way streets on key routes to achieve outcomes identified in City Plan 2036 and the traffic circulation plan [lead]	Likely to be met
Lack of shade at intersections and bus stops makes these areas uncomfortable, especially in hot weather.	Goal 3.1: Cool, calm and connected streets and paths Delivery of the green grid (on high and medium priority streets) by 2036, with Healthy Street assessments used to inform street designs and greening outcomes. [lead]	Dependant upon the implementation of Healthy Streets assessment and implementation
Limited seating and insufficient access to drinking fountains	Goal 3.2: Healthy Streets and healthy People Use of Healthy Streets Design Checks (Healthy Streets, 2025) on all our street renewal/upgrade and new projects. Output will be a key consideration in project options assessment and project prioritization. [lead] See also Goal 2.2.	
Poor lighting on pedestrian paths (particularly in the Park Lands) causing safety concerns at night		The specific ITS goals for the Adelaide Park Lands are required.

Adelaide resident and daily multimodal commuter

Dear City of Adelaide Integrated Transport Strategy Team,

Thank you for the opportunity to comment. As a graduate architectural & structural engineer, I work daily at the intersection of built form, transport and climate resilience. Adelaide's grid, generous rights-of-way and flat topography give us a once-in-a-generation chance to move beyond car dependence; the Draft ITS points in the right direction but needs stronger commitments, firmer timelines and a bolder reallocation of street space.

1. Codify clear mode-shift targets and deadlines

Community engagement shows overwhelming appetite for change:

- 93 % of survey respondents back safer cycling infrastructure; 91 % cite the disconnected bike network as the No. 1 barrier.
- 90 % want new light-rail/tram links; 70 % say infrequent off-peak PT is a major obstacle.
- 87 % agree kerb space can be better used than all-day parking. Yet the draft leaves targets "to be determined". The strategy should adopt measurable goals such as:
 - ≥ 60 % of city trips by walk/ wheel/ bike/ PT by 2030 (currently ≈ 32 %).
 - ≤ 25 % of road space for general traffic/parking by 2030, releasing the balance to trees, dining, freight hubs, bus and bike lanes.
- Vision Zero by 2035 with interim 50 % KSI reduction by 2030.

2. Deliver a connected, protected active-travel grid by 2028

Only 25 % of residents currently feel safe to cycle. Paint is not protection - I've experienced this personally as the victim of a vehicle collision in Victoria Square, and countless close calls that would have resulted in casualty. Fast-track a full east-west + north-south network of continuous, kerb-separated lanes (à la Frome Bikeway) and greenway links through the Park Lands. Couple this with 30 km/h default speeds inside the ring route, as signalled in the Safe System commitments.

3. Re-prioritise kerbside and carriageway space

Allocate street hierarchy in line with Healthy Streets:

- Replace at least one parking lane on all boulevard streets (e.g. Grote/Grenfell/Currie/O'Connell) with bus-priority + separated bike lanes.
- Convert short-stay kerb space to accessible, EV, micromobility and freight loading—priced dynamically; embed parklets where demand for "sticky" foot traffic is high (63 % want more vibrant walking precincts).
- Trial a congestion-free zone (Low Emission/Access Charging) within the CBD by 2027—it will dovetail with the 45 % transport-emissions share identified in the draft and reinforce State zero-emission goals.

4. Anchor growth with high-quality public transport

Council must advocate—loudly—for:

- Frequent ('turn-up-and-go') bus corridors every 7 min all day on ring routes and main radial streets.
- Tram extensions to North Adelaide and the East End + a direct east-west busway.
- Seamless fare-capping and mobility-as-a-service integration so the first mode a visitor sees is not a car park but a one-tap trip planner.

5. Invest in people-first streetscapes

70 % listed lack of shade/seating as a walking deterrent; embed urban greening,

water-sensitive paving and gender-safe lighting in every capital or renewal project. Require green cover and universal-design footpaths as default, not 'nice to have'.

6. Move freight sustainably

Support the 85 % of respondents who favour shared delivery hubs: pilot micro-consolidation centres at city fringes tied to cargo-bike last-mile. Mandate off-peak servicing windows for large trucks and phase-in zero-emission freight by 2032.

7. Governance and pacing

Progress has historically been glacial; Stage 1 feedback echoes this frustration. Publish a three-year rolling capital program, transparent benefit–cost criteria and annual Healthy Streets scorecards. Where State approvals lag, use trial Traffic Regulation Orders to test quick-build treatments (paint, posts, planters) within 12 months.

Adelaide can—and must—lead Australia in delivering cool, calm, connected streets. The draft sets the narrative; now let's match it with decisive targets, quick wins and courageous reallocation of space. I look forward to seeing a final Strategy that turns community consensus into concrete, climate-aligned action.

Warmly,

[name redacted]

B.Eng (Architectural & Structural) | Adelaide resident and daily multimodal commuter

