

Speed Limit Review (Integrated Transport Strategy & City-Wide Speed Limit Review)

Tuesday, 16 September 2025

Infrastructure and Public Works Committee

Strategic Alignment - Our Places

Public

Program Contact:

Mark Goudge, Associate Director
Infrastructure

Approving Officer:

Tom McCready, Director City
Infrastructure

EXECUTIVE SUMMARY

The purpose of this report is to seek Council consideration and endorsement of a series of identified speed reductions in a number of Park Lands Roads as part of the Integrated Transport Strategy (ITS) adopted on 22 July 2025 and the City-Wide Speed Limit Review (workshop), presented to the Infrastructure and Public Works Committee on 15 November 2024, and to detail next steps to progress the implementation of the Strategy and Review.

At its meeting on 28 January 2025, Council resolved to abandon any further investigation into a blanket 30km/h or 40km/h speed limit and continue the investigation into speed limits across the City of Adelaide local government area with the aim of making the City's roads safer and achieving road safety targets outlined in the Strategic Plan 2024-28.

The use of appropriate speed limits forms an integral part of a safe road system. The City of Adelaide as the Road Authority has the primary responsibility in making our roads and speeds safer.

The review focuses on crash data and evidence-based analysis for Council's consideration.

RECOMMENDATION

The following recommendation will be presented to Council on 23 September 2025 for consideration

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

1. Endorses the reduction of speed limits to 50km/h for select Park Lands Roads that are currently 60km/h which includes Sir Donald Bradman Drive, Glover Avenue, Goodwood Road, Montefiore Road, Botanic Road, Glen Osmond Road, Wakefield Road, Bartels Road, Main North Road and Jeffcott Road.
2. Notes the Administration will continue to investigate other locations for the future implementation of reduced speed limits as identified in the Integrated Transport Strategy and City-Wide Speed Limit Review.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Community assets are adaptable and responsibly maintained. Create safe, inclusive and healthy places for our community.
Policy	Integrated Transport Strategy (ITS) Goal 4.1: Implement the Safe System approach <i>Create safer roads and safer speeds to reduce the number of people being killed and seriously injured on our streets.</i> Key Projects and Services: <i>Implement reduced speeds on Park Lands roads and West Terrace by the end of 2026.</i>
Consultation	Changes to speed limits require the approval of the Department for Infrastructure and Transport.
Resource	Not as a result of this report
Risk / Legal / Legislative	As set out in South Australia's Road Safety Strategy to 2031 Council, as a Road Authority, has a responsibility for road safety outcomes and to seek Safe System outcomes.
Opportunities	Progress towards achieving road safety targets outlined in the South Australia's Road Safety Strategy, CoA Strategic Plan and Integrated Transport Strategy.
25/26 Budget Allocation	Submit a funding request as part of a 2025/26 budget reconsideration (savings to be identified).
Proposed 26/27 Budget Allocation	Subject to no savings being identified, submit a budget request as part of the 2026/27 Business Plan and Budget process.
Life of Project, Service, Initiative or (Expectancy of) Asset	The review, implementation and delivery of speed limits will be on-going.
25/26 Budget Reconsideration (if applicable)	Not as a result of this report.
Ongoing Costs (eg maintenance cost)	Not as a result of this report.
Other Funding Sources	Not as a result of this report.

DISCUSSION

Background

1. At its meeting on 8 March 2022, Council resolved to investigate the current speed limits to assess the requirement of reducing the speed to 40km/h or less (in alignment with speed zones that are already below 40 km/h) to help support businesses and residents for a safer urban environment.
2. In 2024 the Administration engaged an external consultant (Stantec) to undertake a speed limit review within the City of Adelaide.
3. The Infrastructure and Public Works (IPW) Committee was presented a high-level overview of the City-Wide Speed Limit Review (the Review) at a workshop on 19 November 2024 ([Link 1](#)).
4. The City-Wide Speed Limit Review prepared by Stantec can be viewed at [Link 2](#).
5. The Review prepared by Stantec included three options:
 - 5.1. 30km/h Speed Limit Plan (City Wide).
 - 5.2. 40km/h Speed Limit Plan (City Wide).
 - 5.3. Mixed Speed Limit Plan
6. At its meeting on Tuesday 28 January 2025 Council resolved:

THAT COUNCIL:

1. *Notes the public condemnation of the proposal to reduce the speed limit in the City of Adelaide to 30km/h.*
2. *Abandons any further investigation into a blanket 30km/h speed limit in the city.*
3. *Abandons any further investigation into a blanket 40km/h speed limit.*
4. *Continues the investigation into speed limits across the City of Adelaide local government area with the aim of making the city's roads safer and achieving road safety targets outlined in the Strategic Plan 2024-28. This investigation must ensure that proposals for changing speed limits in any area are grounded in actual crash data and evidence-based analysis for Council's consideration.*
5. *Requests the administration to ensure that the investigation includes, but is not limited to:*
 - a. *Identifying black spot areas for vehicle-vehicle collisions and vehicle-pedestrian collisions;*
 - b. *Assessing whether reducing the speed limit in these areas would improve safety, or if alternative measures—such as traffic calming, improved traffic signage, education programs, or pedestrian crossings—would deliver more effective safety outcomes.*
 - c. *Analysing data on actual fatalities and accidents, including their locations and causes, whilst also taking the City of Adelaide's City Plan into consideration; and*
 - d. *Ensuring that businesses and residents of the City of Adelaide are adequately consulted prior to any Council decision on proposed changes to speed limits or other road safety measures.*

Strategic Context

7. At its meeting on Tuesday 22 July 2025 ([Link 3](#)), Council endorsed the Integrated Transport Strategy (ITS) including a commitment to reduce lives lost and serious injuries on city streets, targeting at least a 50% reduction in lives lost by 2031 and zero lives lost on our streets by 2050, and at least a 30% reduction in people being seriously injured by 2031, in line with the South Australia's Road Safety Strategy to 2031 and National Road Safety Strategy 2021–30 ([Link 4](#)).

Legal Context

8. As per the *Local Government Act 1999* (SA), the City of Adelaide (CoA) is the owner of all public roads in the council area, with the function of Council to provide infrastructure for its community and for development within its area (including infrastructure that helps to protect any part of the local or broader community from any hazard or other event, or that assists in the management of any area).
9. As per the *Road Traffic Act 1961* (SA), the CoA is the Road Authority responsible for the care, control or management of public roads within the council area, and Traffic Control Devices as per the Instrument of General Approval and Delegation to Council from the Minister for Transport and Infrastructure dated 22 August 2013 ([Link 5](#)).

10. The Department for Infrastructure and Transport (DIT) has developed the *Speed Limit Guideline for South Australia* to provide a statewide point of reference for applying speed limits (excluding temporary speed limits) throughout South Australia ([Link 6](#)).
11. As outlined in the *Speed Limit Guideline for South Australia*, the power to approve speed limits has not been delegated to CoA and therefore DIT is responsible for approving speed limits on all roads and road-related areas in South Australia (with exception of school zones, koala crossings and short sections of 40 km/h speed limit in conjunction with wombat crossings that comply with DIT requirements).
12. Changes to speed limits within the council area must be first reviewed and assessed by CoA against the *Speed Limit Guideline for South Australia* and formally request a review and approval of the speed limit from DIT.

Recent Speed Limit Changes

13. The City of Adelaide has collaborated with DIT and adjoining Councils on a number of recent speed limit changes within the council area, these include:
 - 13.1. Unley Road reduced from 60km/h to 50km/h.
 - 13.2. Port Road proposed to be reduced from 60km/h to 50km/h as part of the new Women's and Children's Hospital Project.
 - 13.3. War Memorial Drive (west of Montefiore Road) reduced from 60km/h to 50km/h.
 - 13.4. Pitt Street reduced from 50km/h to 20km/h.
 - 13.5. Field Street reduced from 50km/h to 20km/h.
14. The Administration is currently consulting with DIT on the implementation of school zones speed limits and / or speed limit changes around each school within the City and North Adelaide as approved by Council at its meeting on Tuesday 22 July 2025.

Safe System Approach

15. The Speed Limit Guideline for South Australia identifies that setting speed limits which take into account the risks to road users and support safe driver behaviour is a fundamental principle of the guidelines consistent with the Safe System approach.
16. The Safe System approach adopts a holistic view of the road transport system and the interactions between people, vehicles and the road environment. There are four overarching pillars under the Safe System approach that influence road safety outcomes. These are safe road infrastructure, safe vehicles, safe speed at which people travel and safe road user behaviour.
17. As the Road Authority, CoA is responsible for the level of safety within the system. Road users are responsible for following the rules and layout set, and if there is user compliance, or death / injury issues, the system designer must take additional steps to address the issues ([Link 7](#)).

Death / Injury issues

18. The City-Wide Speed Limit Review identifies there were just over 2,400 crashes in the five-year period ending in December 2023 based on the most recent records available, with four fatal crashes, 211 serious injury crashes and 658 minor injury crashes.
19. Investigation into serious injury crashes within the city also shows an increasing trend away from the targeted commitment within the ITS to reduce serious injuries on city streets by at least 30% by 2031 ([Link 8](#)).
20. Each year DIT prepares maps identifying the casualty crash rates based on the previous five-year period ending in December the year prior, to assist nominations to the Australian Government's Infrastructure Investment Black Spot Program.
21. A casualty crash is defined as either a fatal or injury crash. It excludes crashes with only vehicle or property damage.
22. The total cost of crashes within the City and North Adelaide over the five-year period ending in December 2023 from the 2023 Black Spot Benefit Cost Ratio Calculation Form utilising the Bureau of Infrastructure and Transport Research Economic method is \$118,885,000, based on the following breakdown:
 - 22.1. Fatal Crashes x 4: \$16,608,000 (\$4,152,000 per crash).
 - 22.2. Serious Injury Crashes x 211: \$87,143,000 (\$413,000 per crash).
 - 22.3. Minor Injury Crashes x 658: \$15,134,000 (\$23,000 per crash).

Community Views

23. Extensive community engagement was completed for the Integrated Transport Strategy, undertaken over two phases.
24. 62% of respondents to the Stage 1 engagement supported enhanced road safety measures and implementation of safer speed limits as a Motor Vehicle Opportunity ([Link 9](#)).

Consultation

25. The Speed Limit Guideline of South Australia states that:
 - 25.1. Consultation for speed limit changes should be tailored to suit the location of the proposed speed limit change.
 - 25.2. Consultation of speed limit changes which only affect the local community may be limited to those directly impacted by the change.
 - 25.3. For speed limit proposals which will have a broad impact:
 - 25.3.1. Consultation is required with stakeholders such as DIT (including the South Australian Public Transport Authority), SAPOL and emergency services.
 - 25.3.2. Consultation with the broader community may be conducted in various ways such as advertising in local media (print and/or online), social media, open days, community forums, as well as seeking feedback through formal surveys (online, phone, mail).

Infrastructure Improvements

26. CoA has a number of projects that have been approved in the 2025/26 Business Plan and Budget that include opportunities to provide safer road infrastructure, these include:
 - 26.1. The design and construction of two Wombat Crossings and associated local speed limit reductions on Melbourne Street, North Adelaide along with the Melbourne Street Mainstreet Revitalisation project.
 - 26.2. The design and construction of two Raised Bike and Pedestrian Actuated Crossings located on the Park Land Trail crossing points: (noting that 50km/h as proposed in this report will support primary Safe System outcomes for these projects) on:
 - 26.2.1. Sir Donald Bradman Drive
 - 26.2.2. Glen Osmond Road.
 - 26.3. The design and construction of a separated cycle path on Peacock Road between South Terrace and Greenhill Road.
 - 26.4. The design of crossings for people walking/wheeling and cycling on Franklin Street at the intersection with Elizabeth Street and Byron Place.
 - 26.5. Traffic Signal Intersection works at:
 - 26.5.1. Morphett Street and Franklin Street.
 - 26.5.2. Morphett Street and Grote Street.
 - 26.6. The O'Connell Street Mainstreet Revitalisation project.
 - 26.7. The Hutt Street Mainstreet Revitalisation project.
 - 26.8. The Gouger Street Mainstreet Revitalisation project.
 - 26.9. The Hindley Street Mainstreet Revitalisation project.
27. The expected reduction in crashes and death/injury issues will depend on the specifics of the location, proposed works and the interactions between people, vehicles and the road environment.

Park Lands Roads

28. A number of Park Lands Roads have a 60km/h speed limit including Sir Donald Bradman Drive, Glover Avenue, Goodwood Road, Montefiore Road, Botanic Road, Glen Osmond Road, Wakefield Road, Bartels Road, Main North Road, and Jeffcott Road.
29. Additionally, West Terrace, Port Road, Anzac Highway and Mann Road are classified as Park Lands Roads and also have a 60km/h speed limit. The reduction of speed limits of these roads is not proposed at this time but will be considered further in consultation with DIT and other relevant stakeholders.

30. The ITS identifies the implementation of reduced speed limits on Park Land Roads by the end of 2026 as a Key Project and Service Under Goal 4.1 Implement the Safe System approach.
31. For drivers, a reduction to 50 km/h would provide a more consistent speed limit that aligns with the State Default Urban Area speed limit and the speed limit for the majority of City of Adelaide streets / roads, and increased safety noting that 50km/h is the critical Safe System speed for vehicle-vehicle side impact crashes.
32. For micromobility users, a reduction to 50 km/h would provide a speed limit that permits users to ride on the roadway without reliance on provision of a full-time bike lane and address existing connectivity issues should users choose to ride on roadway.

Comparison of Infrastructure Improvements vs Speed Limit reductions

33. International experience demonstrates that streets can be made safer (with vehicles slowed) through reducing the posted speed limits, with strategic enforcement and community education programs.
34. Speed limit changes can often be brought in relatively quickly and cost-efficiently compared to other measures, such as raised safety platforms at intersections or speed cushions on streets lengths which take much longer to plan, design and construct, at much higher cost.

Next Steps

35. Seeking Council endorsement to progress with the reduction of speed limits to 50km/h for select Park Lands Roads that are currently 60km/h which includes, Sir Donald Bradman Drive, Glover Avenue, Goodwood Road, Montefiore Road, Botanic Road, Glen Osmond Road, Wakefield Road, Bartels Road, Main North Road and Jeffcott Road by:
 - 35.1. Engagement with SAPOL, DIT and adjacent councils, including a review of traffic signal sequencing with DIT.
 - 35.2. Undertake engagement to notify the community of the proposed speed limit reductions to Park Lands roads.
 - 35.3. Prepare the Traffic Impact Statement report and submit to DIT for approval.
 - 35.4. Submit a budget bid for funding the implementation of the reduced speed limit on Park Lands Roads either as part of a 2025/26 budget reconsideration (savings to be identified) or as part of the 2026/27 Business Plan and Budget process.
36. Continue to investigate other locations for the future implementation of reduced speed limits as identified in the ITS.

DATA AND SUPPORTING INFORMATION

Link 1 – Agenda and Minutes - Infrastructure and Public Works Committee - Tuesday, 19 November 2024

Link 2 – Stantec Report – City Wide Speed Limit Review

Link 3 – Council Minutes for the meeting on Tuesday, 22 July 2025

Link 4 – City of Adelaide Integrated Transport Strategy

Link 5 – Instrument of General Approval and delegation to Council Use of Traffic Control Devices, Road Closure and Granting of Exemptions for Events *Road Traffic Act 1961* (sections 17, 20 & 33) Minister for Transport and Infrastructure

Link 6 – Speed Limit Guideline for South Australia, Department for Infrastructure and Transport, Government of South Australia

Link 7 – Extract from the City of Adelaide Integrated Transport Strategy – the Safe System Approach

Link 8 - Extract from the City-Wide Speed Limit Review Report prepared by Stantec – serious injury crashes within the City of Adelaide

Link 9 - Extract from the City of Adelaide Integrated Transport Strategy Stage 1 Engagement Report - Motor Vehicle Opportunities Community Survey Responses

ATTACHMENTS

Nil

- END OF REPORT -