

# Kingston Terrace Bus Stop Upgrade

Strategic Alignment - Our Corporation

Public

Tuesday, 2 December 2025

**Infrastructure and Public  
Works Committee**

**Program Contact:**

Mark Goudge, Associate Director,  
Infrastructure

**Approving Officer:**

Tom McCready, Director,  
City Infrastructure

## EXECUTIVE SUMMARY

The purpose of this report is to report on the engagement and investigations associated with the petition received by Council at its meeting on 26 March 2024 requesting an 'enquiry into the merits of the proposed upgrade to the free-bus stop on Kingston Terrace' and to seek approval to progress with the installation of Stop 5A and works associated with Stop 5.

The Administration undertook a further review in consultation with the Department for Infrastructure and Transport, and following this review, an additional bus stop (Stop 5A, Kingston Terrace - north side) is proposed to be installed near the intersection of Jerningham Street, to better service users located in the north-east end of Kingston Terrace providing improved accessibility and convenience, whilst retaining Stop 5.

The additional bus stop increases the original scope, which was presented to residents, to upgrade the existing bus stop (Stop 5, Kingston Terrace – north side) in accordance with the requirements for Disability Standards as part of Accessible Public Transport.

## RECOMMENDATION

The following recommendation will be presented to Council on 9 December 2025 for consideration

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

1. Approves the proposed improvement works to the bus stops on Kingston Terrace as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 2 December 2025.

## IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	<b>Strategic Alignment – Our Corporation</b> Responding to our community through considerate review of their perspective to supportive decision making.
Policy	Not as a result of this report
Consultation	Meetings held with lead petitioner with the Department for Infrastructure and Transport (DIT) in attendance. Further engagement with residents to advice the outcome of their petition.
Resource	Not as a result of this report
Risk / Legal / Legislative	Not as a result of this report
Opportunities	Not as a result of this report
25/26 Budget Allocation	\$152,540 New and Upgrade
Proposed 26/27 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	Differs for each asset class, ranging from 15 to 50 years.
25/26 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Maintenance costs are minimised through design development. Maintenance cost of 2% of project cost is required for additional assets.
Other Funding Sources	Not as a result of this report

## DISCUSSION

1. A petition containing 40 signatories was received by Council at its meeting on 26 March 2024 seeking the following action:

*‘An enquiry, into the merits of the proposed upgrade to the Free- Bus Stop on Kingston Tce (the Kingston Stop) and the siting of the Kingston Stop with a view, in particular, to the need for:*

  - *improved and more equitable access for residents of that portion of Lower North Adelaide, especially mobility impaired residents, of the lower Kingston Terrace area, who have limited access to the Free-Bus service;*
  - *having regard in particular to the facts that the Kingston Stop is disproportionately close to the Lefevre-Tynte junction Bus-Stop (the Lefevre Stop), duplicates the role of the Lefevre Stop, and thus*
  - *over-provides access to residents on the flat terrain of upper North Adelaide in the area near Lefevre Tce and between Ward and Tynte streets, at the expense of the lower Kingston Terrace area,*

*with no physical works to be undertaken on site pending proper consideration of the report.’*
2. The petition also suggested relocation of the Kingston Terrace Stop 5 further east closer to Jerningham Street to provide easier access for mobility-impaired residents and better serve the residents within lower Kingston Terrace. Refer to [Link 1](#).
3. Following the petition, a further review was undertaken in consultation with the Department for Infrastructure and Transport (DIT) to assess the bus stops location whilst considering proximity to destinations and passenger safety and accessibility and minimising traffic disruption.
4. It should be noted that the Administration and DIT have met with the lead petitioner on a number of occasions and communicated the ability to incorporate a Stop 5A and the need for Stop 5, the petitioner is still seeking the removal of Stop 5.
5. The lead petitioner is unfortunately overseas at present; however, it is the Administration’s view that the proposed works as presented satisfies what was presented in the petition, with the introduction of a Stop 5A.
6. DIT has indicated that Kingston Terrace Stop 5 - north side is a well-travelled stop with boarding numbers of 52 and 30 passengers per day on a typical weekday and weekend day respectively. The removal (or relocation) of this stop is not supported by DIT given the current usage and the needs of those who cannot navigate down to the bottom of Kingston Terrace, importantly the stop does not duplicate the role of LeFevre Terrace Stop 6 - east side.
7. Another consideration for well-design bus stop placements is the appropriate spacing between stops to balance walking distances and ease of access for passengers against increased bus journey times. To directly respond to the request of providing an improved and more equitable access for residents located in the lower Kingston Terrace area, a new bus stop (Stop 5A Kingston Terrace – north side) is proposed to be installed at the base of the hill to eliminate the need for residents and passengers from the lower Kingston Terrace area to ascend the incline for public transport access. The new bus stop is supported by DIT as the stop spacings are compliant with the relevant guidelines.
8. The spacing between bus stops are summarised below:

Current bus stop spacing	Proposed bus stop spacing
LeFevre Terrace Stop 6 east side to Kingston Terrace Stop 5 north side – 336m.	LeFevre Terrace Stop 6 east side to Kingston Terrace Stop 5 north side – 336m.
Kingston Terrace Stop 5 north side to Jerningham Street Stop 4 east side – 556m.	Kingston Terrace Stop 5 north side to Kingston Terrace Stop 5A north side (new stop) – 230m; Kingston Terrace Stop 5A north side (new stop) to Jerningham Street Stop 4 east side – 326m
9. Upon further review and the feedback received from the residents; the improvement works to the stops on Kingston Terrace would involve the following:

- 9.1. Installation of a new bus stop (Stop 5A Kingston Terrace – north side) located near the intersection of Jerningham Street, within the lower Kingston Terrace area. The introduction of this additional stop removes the need for bus users to walk uphill approximately 230m from the Lower Kingston Terrace area to existing Stop 5. The stop will include a new concrete pad and seating for improved comfort.
- 9.2. Renew existing Stop 5 Kingston Terrace (north side), by providing a new concrete pad and seating accompanied with new concrete path to match existing gravel path alignment within the Park Lands connecting the bus stop to Lefevre Terrace. The proposed upgrade to the bus stop is to achieve compliance with the relevant Disability Standards. The scope had been previously presented to the residents.
10. The key design features and visualisation of the improvement works are contained in **Attachment A**.
11. The proposed project budget is \$152,540, with a pre-tender cost estimate of \$193,333. The project budget will be adjusted once a preferred tenderer is selected to accommodate the market condition at the time of tender.
12. Subject to Council consideration and approval we will engage the residents to advise the outcome of our review and complete the bus stop improvement works by the end of 2025/26.

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## DATA AND SUPPORTING INFORMATION

**Link 1** – Council Decision – 26 March 2025

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## ATTACHMENTS

**Attachment A** – Kingston Terrace Bus Stop Improvement Works

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- END OF REPORT -