

Integrated Transport Strategy Implementation Plan Summary Table

Jun-26

Item # (Based on Goal)	Goal & Key Project and Service	Description of works	Preliminary Cost Estimate	Funding Type	FY2026/27	FY2027/28*	FY2028/29*
Movement and Access							
1.1.1	Goal 1.1 Healthy streets to enable everyone to move	School Travel Safety Review Implementation (Phase 1)	\$ 1,500,000	Capital	\$ 1,500,000		
1.1.2	Goal 1.1 Healthy streets to enable everyone to move	Support Biketober and National Ride2Work Day for behaviour change and encourage increased cycling	\$ 225,000	Strategic	\$ 75,000	\$ 75,000	\$ 75,000
1.2.1	Goal 1.2 Efficient mass movement of people	Advocate for more public transport services during off-peak times and for the City Connector, more services earlier in the day and later into the evening. [advocate]	\$ -	Operational			
1.2.2	Goal 1.2 Efficient mass movement of people	Review the City Connector routes in collaboration with the Department for Infrastructure and Transport. [partner]	\$ -	Operational			
1.2.3	Goal 1.2 Efficient mass movement of people	Bus Shelter Renewal Design Program to develop a priority program for renewal based upon audit information to systematically renew non-compliant shelters across the city and collation of standard details for Bus Shelters.	\$ 425,000	Capital	\$ 25,000	\$ 200,000	\$ 200,000
1.3.1	Goal 1.3 Advocate for major public transport projects and initiatives	Advocate for the State Government to review public transport fares, to promote use and equity of access. [advocate]	\$ -	Operational			
1.3.2	Goal 1.2 Efficient mass movement of people	Work with the Department for Infrastructure and Transport to provide the City Connector Service	\$ 3,717,000	Operational	\$ 1,239,000	\$ 1,239,000	\$ 1,239,000
1.3.3	Goal 1.2 Efficient mass movement of people & Goal 1.3 Advocate for major public transport projects and initiatives	Work with the Department for Infrastructure and Transport to commence early project planning for the City Loop / City Building Stage 1 Project - Currie / Grenfell Upgrade. [advocate]	\$ -	Operational			
1.4.1	Goal 1.4: Better travel choices for a more liveable city	Installation of additional and secure cycle parking	\$ 280,000	Capital	\$ 140,000	\$ 140,000	
1.4.2	Goal 1.4: Better travel choices for a more liveable city	Construction of Peacock Road Cycleway. [lead]	\$ 500,000	Capital	\$ 500,000		
1.4.3	Goal 1.4: Better travel choices for a more liveable city	Cycleway Trial - Design and Construction	\$ 150,000	Capital	\$ 150,000		
1.4.4	Goal 1.4: Better travel choices for a more liveable city	Design and Deliver an East-West Cycleway	\$ 5,650,000	Capital	\$ 150,000	\$ 500,000	\$ 5,000,000
1.4.5	Goal 1.4: Better travel choices for a more liveable city	Franklin Street Pedestrian Crossing	\$ 500,000	Capital	\$ 500,000		

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Experience and Place							
2.1.1	Goal 2.1: City growth with increased liveability and safe, creative and joyful spaces for people of all ages.	Advocate to the Department for Infrastructure and Transport to promote use of the ring road rather than driving through the City.	\$ -	Operational			
2.2.2	Goal 2.2: Integrated transport and land use planning	Undertake amendments to the Planning and Design Code to implement land use and transport integration, including for positive changes to car ownership, active/ public transport use, active frontages on higher classification walking/wheeling routes, and contributions to street outcomes and strategic review of existing and future public car parks.	\$ 50,000	Strategic	\$ 50,000		
2.2.3	Goal 2.2: Integrated transport and land use planning	Advocate to the State Government to undertake state-wide transport related amendments to the Planning and Design Code as part of the City Building Height, Strategic in-fill and other code amendments.	\$ -	Operational			
2.3.1	Goal 2.3: New visitor and resident experiences and business growth	Identify locations and develop concept plans for Park Lands Trail crossings (with Safe System outcomes) to improve access to and use of the Park Lands, including the squares and include in prioritised program of transport related upgrades.	\$ -	Operational			
2.3.1	Goal 2.3: New visitor and resident experiences and business growth	Deliver Glen Osmond Road and Sir Donald Bradman Drive Park Lands Trail crossings (with Safe System outcomes) to improve access to and use of the Park Lands.	\$ 2,290,000	Capital	\$ 2,290,000		
2.3.3	Goal 2.3: New visitor and resident experiences and business growth	Permit, manage and promote cycle share and shared 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 key locations across our neighbourhoods. [partner]	\$ -	Operational			
2.3.4	Goal 2.3: New visitor and resident experiences and business growth	Optimise City of Adelaide public off-street car parking facilities to support visitor trips and changes to nearby street space to facilitate improved precinct experiences. [lead]	\$ -	Operational			
2.4.1	Goal 2.4: Resilient and adaptable street design and management	Develop a Kerbside and Parking Management Policy. [lead]	\$ 80,000	Strategic	\$ 80,000		

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Health and Sustainability							
3.1.1	Goal 3.1 Cool, calm and connected streets and paths	Integrated Climate Strategy EV charging project	\$ 75,000	Strategic	\$ 75,000		
3.2.1	Goal 3.2: Healthy Streets and healthy people	Use of Healthy Streets Design Checks on all our street renewal/upgrade and new projects. Output will be a key consideration in project options assessment and project prioritisation. [lead]	\$ -	Operational			
Safety and Comfort							
4.1.1	Goal 4.1: Implement the Safe System approach	Implement reduced speeds on Park Lands roads and West Terrace.	\$ -	Operational			
4.1.2	Goal 4.1: Implement the Safe System approach	Implement reduced speeds on main streets and streets with a single lane of traffic in each direction.	\$ -	Operational			
4.1.3	Goal 4.1: Implement the Safe System approach	Update City of Adelaide Infrastructure Guidelines and processes to require Safe System speeds to be considered as part of all infrastructure street projects.	\$ -	Operational			
4.1.4	Goal 4.1: Implement the Safe System approach	Create a prioritised program of intersections, crossings, traffic calming and other transport related upgrades to support Safe System outcomes.	\$ -	Operational			
4.1.5	Goal 4.1: Implement the Safe System approach	O'Connell St / Archer St Intersection Improvements (Blackspot)	\$ 350,000	Capital	\$ 350,000		
4.3.1	Goal 4.3: Create gender accessible and inclusive streets	Audit footpath widths (clear walking/wheeling space) to identify performance gaps and prioritise footpath upgrades.	\$ -	Operational			
Totals			\$ 15,792,000		\$ 7,124,000	\$ 2,154,000	\$ 6,514,000

Note:

- 1 Cost estimate based on Draft Business Plan and Budget for 2026/27. Funding is subject to future Business Plan and Budget processes.
- 2 ITS Implementation Plan does not include CoA Black Spot nominations to the 2026/27 Australian Government Black Spot Program which is yet to be announced
- 3 Operational tasks costs not included (costs embedded in Program Budget within Business Plan and Budget)
- * Future years costs estimate only. Subject to change and future business plan and budget processes.
- ** Project primary scope to deliver net increase in street trees annually, aligned to heat island data within Council's Integrated Climate Strategy and Strategic Plan 2024-2028.