



# INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE

## Agenda and Reports

for the meeting on

Tuesday, 15 October 2024

at 6.30 pm

in the Colonel Light Room, Adelaide Town Hall

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Our Adelaide.  
**Bold.**  
**Aspirational.**  
**Innovative.**

INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE  
Meeting Agenda, Tuesday, 15 October 2024, at 6.30 pm

Members – The Right Honourable the Lord Mayor, Dr Jane Lomax-Smith

Councillor Elliott (Chair)

Councillor Noon (Deputy Chair)

Deputy Lord Mayor, Councillor Snape and Councillors Abrahamzadeh, Couros, Davis, Giles, Hou,  
Li, Martin and Dr Siebentritt

## Agenda

Item	Pages
<b>1. Acknowledgement of Country</b>	
At the opening of the Infrastructure and Public Works Committee meeting, the Chair will state:	
‘Council acknowledges that we are meeting on traditional Country of the Kurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kurna people living today.	
And we also extend that respect to other Aboriginal Language Groups and other First Nations who are present today.’	
<b>2. Apologies and Leave of Absence</b>	
On Leave -	
Councillor Giles	
<b>3. Confirmation of Minutes - 17/9/2024</b>	
That the Minutes of the meeting of the Infrastructure and Public Works Committee held on 17 September 2024, be taken as read and be confirmed as an accurate record of proceedings.	
View public <a href="#">17 September 2024 Minutes</a> .	
<b>4. Declaration of Conflict of Interest</b>	
<b>5. Deputations</b>	
Nil	
<b>6. Workshops</b>	
<b>6.1</b> Findings of the Powerline Undergrounding Pilot Project	4 - 16
<b>7. Reports for Recommendation to Council</b>	
<b>7.1</b> Findings of the Powerline Undergrounding Pilot Project - West Pallant Street	17 - 21
<b>7.2</b> Glen Osmond Road, Hutt Road and Park 17 Improvements	22 - 34
<b>7.3</b> Request for Long-Term Extension of Permit to Occupy Public Realm - Women's and Children's Hospital	35 - 39
<b>7.4</b> Capital Works Monthly Project Update - September 2024	40 - 52
<b>7.5</b> Draft Integrated Transport Strategy for Public Consultation	53 – 83

**8. Reports for Noting**

Nil

**9. Closure**

## Findings of the Powerline Undergrounding Pilot Project

Strategic Alignment - Our Places

Public

**Tuesday, 15 October 2024**  
**Infrastructure and Public Works Committee**

**Presenter:** Mark Goudge,  
Associate Director Infrastructure

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## PURPOSE OF WORKSHOP

To provide an update to Council Members on the progress of undergrounding projects and seek feedback noting the findings and challenges associated with undergrounding on residential streets.

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## KEY QUESTIONS

The workshop aims to inform Council of key learnings taken from recent project investigations on West Pallant Street and Royal Avenue pertaining to the undergrounding of third-party assets

Questions for Council Members:

1. What are Council Members' views on the undergrounding of powerlines on residential streets noting the increased costs associated with supporting infrastructure?
2. What are Council Members' views on seeking funding contributions from residents to undertake associated works on private properties?

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- END OF REPORT -

# Our Places

## Undergrounding of Powerlines

To provide an update to Council Members on the progress of undergrounding projects and seek feedback noting the findings and challenges associated with undergrounding on residential streets.

Infrastructure

Mark Goudge  
Associate Director Infrastructure

### **Agenda**

- Key Questions
- Typical Underground Configuration
- West Pallant Street and Royal Avenue
  - Background
  - Scope
  - Costing
- Risks / Implications
- Policy

# Undergrounding of Powerlines

## Key Questions

### KEY QUESTION

What are Council Members' views on the undergrounding of powerlines noting the increased costs associated with supporting infrastructure?

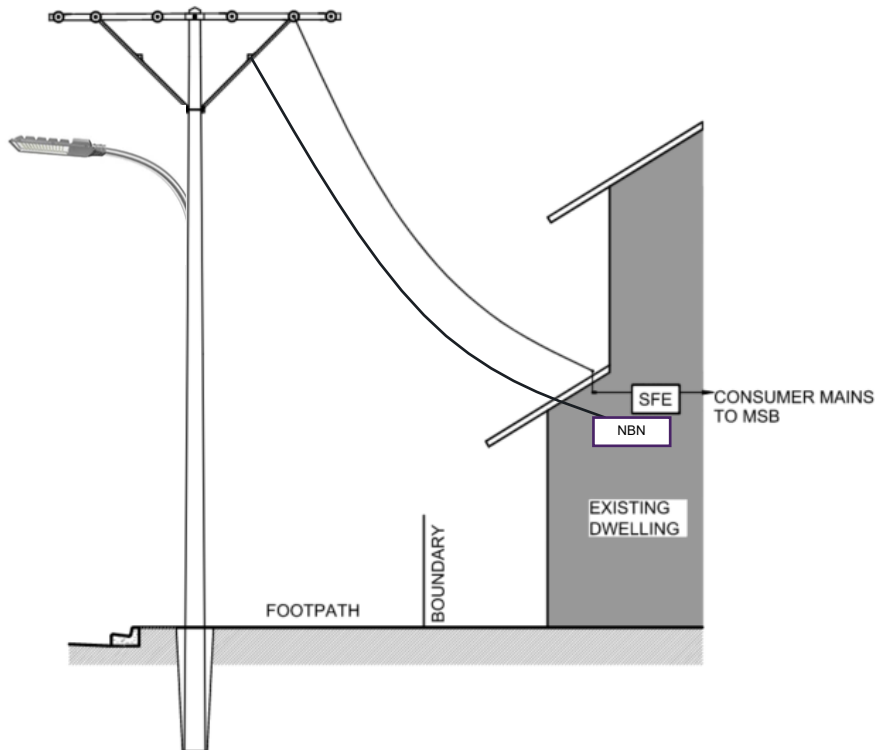
### KEY QUESTION

What are Council Members' views on seeking funding contributions from residents to undertake associated works on private properties?

# Undergrounding of Powerlines

## Typical Underground Configuration

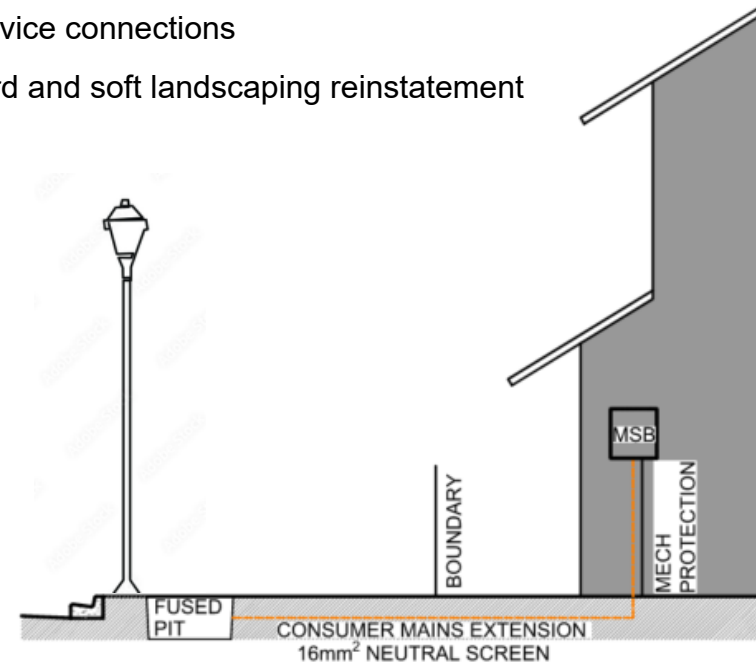
### Current Typical Configuration



### Proposed Typical Configuration

**AVERAGE cost to Landowner \$15,000**

- All trenching and conduit installation
- Service connections
- Hard and soft landscaping reinstatement





# Undergrounding of Powerlines

## West Pallant - Background



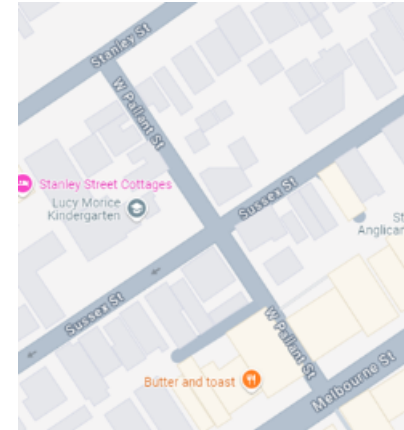
- **On 10 May 2022, Council requested that:**
  - *The CEO investigate a scheme which enables the undergrounding of powerlines in small residential streets in the City and North Adelaide and brings back to the August meeting of Council for consideration and that Council includes \$300,000 in the 2022/23 budget for consultation to enable the above pilot in the next 12 months.*
- Council's 2022/23 Business Plan and Budget included \$300,000 to investigate and pilot a scheme for the undergrounding of powerlines in small residential streets.
- West Pallant Street, North Adelaide was recommended to be the location to pilot an undergrounding project. This aligned with planned road and footpath renewal works in 2022/23.
- **On 9 August 2022, Council noted that:**
  - *An Undergrounding Strategy will be developed to provide strategic guidance and transparency around the prioritisation and planning of all future undergrounding in City Streets, Residential Streets and the Park Lands and will be presented to Council for consideration.*
  - *Approved West Pallant Street in North Adelaide as the location to pilot an undergrounding project with the 2022/23 budget allocation.*
- Council's 2023/24 Business Plan and Budget included \$150,000 for the strategic project (undergrounding) West Pallant Street Improvements (Construction).

# Undergrounding of Powerlines

## West Pallant - Scope

### Strategic project scope necessary to underground power:

- Undergrounding of Third-Party assets.
  - SAPN – Undergrounding of overhead Low Voltage (LV) power supply to the Service Fuse Enclosure (SFE) located in the pit.
  - Consumer Mains Connection – From the pit in the footpath to the Fusebox of the dwelling (x2, including works on private property).
  - NBN – Optic Fibre rewiring to the closest node.
  - Telstra – Removal of redundant service.
- Removal of redundant stobie poles (x2).
- A new kerb protuberance to protect the LV Cabinet.
- Reinstatement of all hard/soft landscaping on private property as required.



### Capital project scope:

- Renewal
  - Renewal of the Footpath and Road Pavements
  - Renewal of kerb ramps
  - Soft landscaping
- New & Upgrade
  - Lighting



### Undergrounding Cost Forecast – Strategic and Capital (New & Upgrade)

Current Strategic Budget 2024/25: there is currently no funding allocated within the 2024/25 Strategic Budget

Budget Category	Item	Forecast
Strategic	SAPN	\$ 239,349
	Consumer main connections*	\$ 43,230
	NBN	\$ 59,372
	Telstra	\$ 10,000
	Contingency	\$ 35,049
<b>Strategic Total</b>		<b>\$ 387,000</b>
Capital (N&U)	Street lighting	\$ 35,000
<b>TOTAL</b>		<b>\$ 422,000</b>

**Note:**

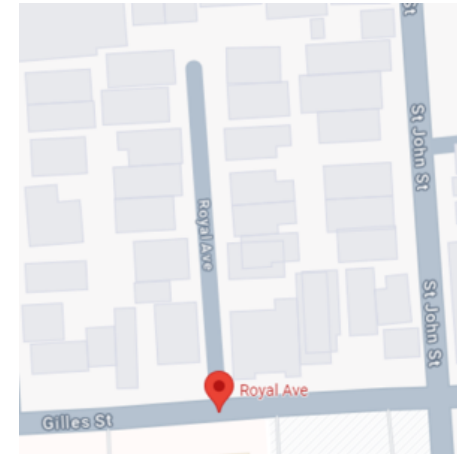
- \*Consumer main connections to private properties (cost to customer).
- Strategic cost delivers undergrounding of 2 properties and removal of 2 poles.
- Costs current as of July 2024.

# Undergrounding of Powerlines

## Royal Avenue - Scope

### Strategic project scope necessary to underground power:

- Undergrounding of Third-Party assets.
  - SAPN – Undergrounding of overhead LV power supply to the Service Fuse Enclosure (SFE) located in the pit.
  - Consumer Mains Connection – From the pit in the footpath to the Fusebox of the dwelling (x13 including works on private property).
  - NBN – Optic Fibre rewiring (x13) to the closest node.
  - Telstra – Removal of redundant service.
- Removal of redundant stobie poles (x7).
- Reinstatement of all hard/soft landscaping on private property as required.



### Capital project scope:

- Renewal
  - Renewal of Pavements
  - Renewal of kerb ramps
  - Soft landscaping
- New & Upgrade
  - Street Lighting
  - Pavement



### Undergrounding Cost Forecast – Strategic and Capital (New & Upgrade)

Current Strategic Budget 2024/25: no allocation within 2024/25

Budget Category	Item	Forecast
Strategic	SAPN	\$ 185,000
	Consumer property connections (estimate)*	\$ 195,000
	NBN (estimate)	\$ 170,000
	Telstra (estimate)	\$ 10,000
	Contingency	\$ 55,000
<b>Strategic Total</b>		<b>\$ 615,000</b>
Capital (N&U)	Street lighting	\$ 80,000
<b>TOTAL</b>		<b>\$ 695,000</b>

**Note:**

- \*Consumer main connections to private properties (cost to customer).
- Utilities costs are estimates and require further investigation and testing by utilities providers.
- Consumer property connection cost based on average ~\$15,000 per property x 13 properties.
- Costs current as of July 2024.

### Risks:

- Expanded SAPN scope – undergrounding to extend to nearest junction point outside area of the works.
- Additional services impacted – NBN, Telstra, runs to nodes/stobies outside area of the works.
- New Street lighting cost and reduced spatial benefit as stobies replaced with light poles.
- Third party connections bring complexity, risk and cost, which is unable to be quantified until detailed investigations are undertaken:
  - Electrical condition assessments.
  - Switch board upgrades.
  - Upgrades to property wiring / potential rewiring of the property.
  - Disturbing / reinstating hard and soft landscaping finishes.

### Implications:

- PLEC funding is not available for powerline undergrounding on residential streets such as West Pallant Street and Royal Avenue. This was tested with PLEC as recently as April 2024.
- The budget required for undergrounding is primarily a Strategic Project cost with associated New & Upgrade costs. Therefore, Council will need to endorse budget for this work through its Business Plan and Budget each year, based on estimate or defined streets.
- Upgrading the powerline connection within the street will trigger cost implications to private property such as trenching for new conduits and private connections to meet the Australian Standards.

## Updating Policy Position

- Pending this Workshop and Council feedback, Administration will develop Council's Policy Position for the undergrounding of powerlines and associated overhead services.
- The Policy will provide governance for the assessment, initiation and funding for undergrounding powerlines within the City of Adelaide, including a position around external funding contributions and leveraging from available grant programs.

# Undergrounding of Powerlines

## Key Questions

### KEY QUESTION

What are Council Members' views on the undergrounding of powerlines noting the increased costs associated with supporting infrastructure?

### KEY QUESTION

What are Council Members' views on seeking funding contributions from residents to undertake associated works on private properties?



## Findings of the Powerline Undergrounding Pilot Project - West Pallant Street

Strategic Alignment - Our Places

Public

Tuesday, 15 October 2024

Infrastructure and Public Works Committee

**Program Contact:**

Mark Goudge, Associate Director Infrastructure

**Approving Officer:**

Tom McCready, Director City Services

### EXECUTIVE SUMMARY

At the meeting of Council on 9 August 2022, Council resolved to undertake a Powerline Undergrounding Project within West Pallant Street. Following Council's endorsement, the Administration proceeded with investigations to capture essential information to inform future undergrounding projects in the city.

Scheduled renewal works in West Pallant Street aligned with the strategically funded powerline undergrounding works and was considered at the time to deliver maximum value for money to the community.

The Administration has undertaken a detailed review of powerline undergrounding and associated scope on this street and has identified that undergrounding of overhead services is not limited to South Australian Power Networks (SAPN) owned power assets, but also involves other third-party services in proximity, including telecommunications such as Telstra and National Broadband Network (NBN). SAPN, Telstra and NBN are collectively referred to as third-party service providers.

Each third-party service provider has separate levels of complexity and variable cost and scope requirements that vary by location and that compound the strategic costs and delivery complexity.

As part of this investigation all third-party service providers were approached by the project team for undergrounding design and forecast cost advice, with varying levels of design scope and pricing provided.

Customers affected by the undergrounding were informed of the project through direct communications by the project team. Impacted properties were subject to heritage and electrical assessments to ensure the building façades were not impacted by the works and existing electrical infrastructure was checked for compliance. Additionally, inspections by contractors to assess the scope and forecast costs for reinstating landscape elements on private property impacted by the undergrounding were also undertaken.

No funding has been allocated in the 2024/25 Business Plan and Budget to progress undergrounding works on the street. After a full scoping of the undergrounding works including the requirements for third party asset relocation, the forecast cost to underground power delivery in West Pallant Street is \$387,000.

The purpose of this report is to update Council on the Project team's progress on the pilot project and to provide a recommendation moving forward.

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### RECOMMENDATION

The following recommendation will be presented to Council on 22 October 2024 for consideration

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

1. Notes the findings of the Powerline Undergrounding Pilot Project in West Pallant Street determined to date.
2. Endorses not to proceed further with the third-party asset undergrounding in West Pallant Street.
3. Proceed with the capital renewal portion of the project as included in the 2024/25 Business Plan & Budget.

## IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	<p>Strategic Alignment – Our Places</p> <p>Strategic Alignment – Our Environment</p>
Policy	Undergrounding (Overhead Electricity and Telecommunication Cables) Policy.
Consultation	Directly affected landowners of undergrounding 14 & 18 West Pallant Street, North Adelaide.
Resource	Not as a result of this report
Risk / Legal / Legislative	Not as a result of this report
Opportunities	<ul style="list-style-type: none"> <li>• Improvement to streetscape and amenity of the street compounded by the removal of overhead services and stobie poles</li> <li>• Upgrade kerb ramps to meet DDA requirements</li> <li>• Upgrade lighting to meet lighting standards</li> </ul>
24/25 Budget Allocation	Capital renewal budget allocation \$149,000 for streetscape works only.
Proposed 25/26 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	CoA's Capital Asset Life (renewals component) will extend by 25 years. The asset life (maintenance and renewal) of underground utilities will be the concern of third-party providers.
24/25 Budget Reconsideration (if applicable)	Should Council endorse undergrounding of third-party services infrastructure to proceed, a strategic budget allocation of \$387,000 would be required as part of a quarterly budget reconsideration.
Ongoing Costs (eg maintenance cost)	2% per annum for ongoing maintenance costs
Other Funding Sources	Not as a result of this report

# DISCUSSION

## Background

1. At its meeting on 10 May 2022, Council requested:
  - 1.1. *The CEO investigate a scheme which enables the undergrounding of power lines in small residential streets in the City and North Adelaide and brings back to the August meeting of Council for consideration and that council includes \$300,000 in the 2022/23 budget for consultation to enable the above pilot in the next 12 months.*
2. At the Infrastructure and Public Works Committee meeting held on 2 August 2022 and subsequent Council meeting on 9 August 2022, Council:
  - 2.1. *Noted that an Undergrounding Strategy will be developed to provide strategic guidance and transparency around the prioritisation and planning of all future undergrounding in City Streets, Residential Streets and the Park Lands and will be presented to Council for consideration.*
  - 2.2. *Approved West Pallant Street in North Adelaide as the location to pilot an undergrounding project with the 2022/23 budget allocation.*
3. West Pallant Street, North Adelaide was proposed to Council as the Pilot project for the following reasons:
  - 3.1. Scheduled renewals work on the Street including Road surface and footpath renewal aligned in the same financial year as the proposed undergrounding works and offered maximum value to the community.
  - 3.2. Upon initial review the undergrounding scope appeared minimal, with only two stobie poles and overhead services connecting to two residential properties in the street.
4. Strategic project costs to date of \$66,215 have covered investigational and engineering studies associated with concept development including residential fuse box investigations, landscaping reinstatement cost estimates and 3<sup>rd</sup> party utility investigations. Third-party service providers South Australian Power Networks (SAPN) and National Broadband Network (NBN) also charged for providing their undergrounding cost estimates.

## Findings from Undergrounding Pilot Project

5. West Pallant Street, North Adelaide runs between Melbourne Street and Stanley Street. The street includes two residential properties, two stobie poles and sparse low-level vegetation. The street is intersected by Sussex Street and lies at the eastern end of Melbourne Street.
6. The Infrastructure Delivery Team undertook a feasibility study that examined best value for money outcomes in West Pallant Street, including:
  - 6.1. A New & Upgrade option that addresses *Disability Discrimination Act 1992* (DDA) compliance and increasing the amenity of the street including supporting infrastructure for the undergrounding of power supply.
  - 6.2. A Renewal only option including supporting infrastructure for the undergrounding of power supply.
  - 6.3. A detailed investigation in collaboration with SAPN to develop a scope and forecast cost estimate to underground electrical services and remove redundant infrastructure including two stobie poles in the street.
  - 6.4. A detailed investigation of power consumer mains (block connections) was undertaken to understand:
    - 6.4.1. Where SAPN's responsibility ends, and the residents begin.
    - 6.4.2. Consumer mains connection scope including like for like landscaping reinstatement.
    - 6.4.3. Heritage assessment to understand the impact of proposed works on the two local heritage buildings in the street.
  - 6.5. Consideration of all third-party assets on the street impacted with the undergrounding works including:
    - 6.5.1. A detailed investigation with NBN to ascertain the cost to relocate their asset back to the nearest node and co-locate with SAPN into a common service trench to the dwellings.
    - 6.5.2. Consultation with Telstra to have their redundant assets removed from the stobie poles and dwellings.

7. Initial cost estimates to deliver the undergrounding component on West Pallant Street, categorised 'Strategic Cost', were based on third-party service provider estimates.
8. These examples are outlined below.

<b>Cost Area</b>	<b>Amount</b>
SAPN	\$239,349
<b>*Consumer mains connection</b> <i>(for two properties)</i>	\$43,230
NBN	\$59,732
Telstra	\$10,000
Contingency	\$35,049
<b>Total cost</b>	<b>\$387,000</b>

**\* Consumer main connections to private properties (cost to customer)**

9. A lighting assessment was also undertaken to understand the current deficiencies on the Street. Through this assessment the project scope was further increased to deliver appropriate street lighting required following the removal of existing lighting assets affixed to stobie poles.
10. The extra lighting scope on the project reinforced our learnings about associated time and cost needs of related third-party assets in residential streets. Specifically, the added cost and complexity of managing dependent assets needs to be considered in conjunction with undergrounding power supply.
11. While some economies of scale may exist for streets with larger numbers of stobie poles and residences, the incorporation of third-party utilities such as NBN and Telstra, adds a significantly higher burden of complexity, risk and cost to the project.
12. Furthermore, possible complications with heritage buildings were also highlighted throughout the course of the pilot project requiring:
  - 12.1. Council to fully understand the implications on the delicate fabric of heritage buildings likely to be impacted, and not undertake work that is irreversible.
  - 12.2. Council and its contractor to be fully covered against damage to residents' building/property in the during delivery of their works.

**West Pallant Pilot Study**

13. Based on increased costs associated with third-party asset augmentation and the costs with works to the residential properties, the project team recommend not to proceed with the undergrounding portion of the project.
14. While not progressing with underground power supply, it is, however, recommended to deliver capital renewals in the street, in line with Asset Management Plans simultaneously addressing current DDA and lighting deficiencies.

**Updating Policy Position**

15. Based on the findings of the Powerline Underground Pilot Project and the workshop and discussions held with Council (to occur at the Infrastructure and Public Works Committee, October 2024) the Administration will look to further develop Council's Policy position for the undergrounding of powerlines.
16. The Policy will provide a framework for the assessment, initiation and funding for undergrounding powerlines within the City of Adelaide, including a position around external funding contributions and leveraging from available grant programs.
17. The Policy will articulate Councils' position on the apportionment of cost for reinstatement works on private properties.

**Development of Powerline Undergrounding Strategy**

18. Following confirmation of the policy position adopted by Council, further work will be undertaken to develop a powerline undergrounding strategy.
19. The powerline undergrounding strategy will identify locations in the City where above ground powerlines are present and identify priority locations where whole of street benefits can be realised through powerline undergrounding (eg improved accessibility, increased tree canopy, enhanced lighting levels, promotion of built heritage).

20. This strategy will be utilised in conjunction with other key corporate strategies and planning documents, including the Integrated Transport Strategy and the Integrated Climate Strategy, to guide integrated planning and prioritise project initiatives that will be presented to Council through the business plan and budget process to deliver upon Council's Strategic Plan objectives.

#### **Future Powerline Underground Initiatives**

21. All powerline undergrounding initiatives that enable significant whole of street benefits or have supporting external funding opportunities (eg grants or developer contributions) will continue to be presented to Council for consideration through the business plan and budget process, where budget submissions will comprise a strategic operating budget for the undergrounding of SAPN's infrastructure as well as an accompanying new/upgrade budget for the provision of new replacement public lighting.

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## ATTACHMENTS

Nil

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## Glen Osmond Road, Hutt Road and Park 17 Improvements

Tuesday, 15 October 2024

Infrastructure and Public Works Committee

Strategic Alignment - Our Environment

**Program Contact:**

Mark Goudge, Associate Director Infrastructure

Public

**Approving Officer:**

Tom McCready, Director City Services

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## EXECUTIVE SUMMARY

Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) is the principal advisor to both the Council and the State Government on the protection, management, enhancement and promotion of the Adelaide Park Lands.

This report presents the advice of Kadaltilla following their meeting on 25 July 2024, advising Council of the endorsement of the concept plan for Glen Osmond Road, Hutt Road and Carriageway Park / Tuthangga (Park 17) Improvement.

The project aims to rehabilitate the existing open eroded channel along Glen Osmond Road whilst providing long-term conservation to the historic avenue of trees, enhancing Park Lands safety and accessibility, and continuing to provide reliable stormwater management services to the catchment and surrounding locality.

As part of the project, other improvement works proposed include renewing the ageing road surface, lighting infrastructure, and construction of a new shared-use path to strengthen the connection between the southern Park Lands and the City are also proposed.

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## RECOMMENDATION

The following recommendation will be presented to Council on 22 October 2024 for consideration

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

1. Notes that the Kadaltilla / Adelaide Park Lands Authority advises Council that it:
  - 1.1. Endorses the recommendation to proceed with the Glen Osmond Road, Hutt Road and Carriageway Park / Tuthangga (Park 17) Improvements concept as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 15 October 2024.
  - 1.2. Notes that the Administration will provide further updates to Kadaltilla / Adelaide Park Lands Authority and the Infrastructure and Public Works Committee as design progresses.

## IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	<b>Strategic Alignment – Our Environment</b> A sustainable city where climate resilience is embedded in all that we do. The status, attributes and character of our green spaces and the Park Lands are protected and strengthened.
Policy	Not as a result of this report
Consultation	The community will be engaged through a project website.
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
24/25 Budget Allocation	Council has allocated \$42,000 for detailed design as part of its 2024/25 Business Plan and Budget process.
Proposed 25/26 Budget Allocation	To be determined and will be presented as part of the Business Plan and Budget process.
Life of Project, Service, Initiative or (Expectancy of) Asset	50 to 100 years asset life expectancy, depending on asset type.
24/25 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	No additional ongoing costs expected for renewal of existing assets. The shared-use path and associated Park Lands lights will be new assets which will require ongoing maintenance costs (i.e. 2% of capital cost).
Other Funding Sources	No other external funded sources identified.

# DISCUSSION

## Background

1. The project was initiated as a stormwater renewal project with an objective to rehabilitate the existing open channel along Glen Osmond Road. The open channel performs an important role for stormwater management in the area and requires renewal due to the deteriorated condition of the asset.
2. The existing unfenced open channel with steep banks poses an ongoing risk to public safety, which is exacerbated by the progressive erosion affecting the performance of the stormwater asset and undermining the stability of the banks.
3. The bank erosion will also impose irreversible damage to the row of mature sugar gums (*Eucalyptus cladocalyx*), which forms a towering avenue approach to the city. There are a total of 45 trees, including 19 significant trees and 12 regulated trees lining the south-western bank of the channel between Greenhill Road and South Park Lands Creek.
4. This project was created to address the erosion issue of the open channel to provide long-term tree health preservation of the existing gum trees, while maintaining the stormwater management function. Importantly, the project will improve access and pedestrian safety concerns created by steep banks of the exposed open channel.
5. The Administration recommended to rehabilitate the existing open channel via installation of a 1800mm culvert as detailed in **Attachment A**. This design is the result of a comprehensive multi-criteria analysis that compared several options against financial implications, environmental benefits, risks and alignment with the relevant City of Adelaide strategies.
6. At its meeting held on 25 July 2024, Kadaltilla / Adelaide Park Lands Authority (Kadaltilla) endorsed the concept contained in **Attachment A**.
  - 6.1. *THAT THE KADALTILLA / ADELAIDE PARK LANDS AUTHORITY ADVISES COUNCIL:*
    - 6.1.1. *That the Kadaltilla / Adelaide Park Lands Authority:*
    - 6.1.2. *Endorses the recommendation to proceed with the Glen Osmond Road, Hutt Road and Carriageway Park / Tuthangga (Park 17) Improvements concept as contained in Attachment A to Item 6.1 on the Agenda for the meeting of Kadaltilla / Adelaide Park Lands Authority held on 25 July 2024.*
    - 6.1.3. *Notes that the Administration will provide further design development updates to Kadaltilla as concept design progresses.*
7. In response to the discussion during the Kadaltilla meeting, further information on the option of diverting stormwater into basins as well as other options considered for the rehabilitation of the existing dilapidated open channel were also provided.
8. Based on feedback, the Administration held an onsite information session with Kadaltilla board members and provided further updates at a meeting of Kadaltilla on the 22 August 2024 as shown in [Link 1](#).
  - 8.1. *THAT THE KADALTILLA / ADELAIDE PARK LANDS AUTHORITY ADVISES COUNCIL:*
    - 8.1.1. *That the Kadaltilla / Adelaide Park Lands Authority:*
    - 8.1.2. *Notes the additional information provided as contained in Attachment A, to Item 7.1 on the Agenda for the meeting of the Board of Kadaltilla / Adelaide Park Lands Authority held on 22 August 2024, on the option that was assessed as the most appropriate to install the 1,800 mm culvert to rehabilitate the existing open channel along Glen Osmond Road by conveying the stormwater flow through an underground culvert.*
9. In addition to providing additional information, a matter was raised in relation to habitat within the open channel.
10. Consideration has been given to any potential amphibian habitat provided by the open channel. This is limited and subject to small ephemeral pools forming in the degraded base from periodic flows exiting a stormwater drain, and some additional wash from the adjacent road surface. Due to infiltration and evaporation, these pools may not be sustained long enough to support the reproductive cycle of a frog.
11. The velocity of the higher flows coming from the upstream catchment would also likely washout small aquatic life, including most supportive plant life. There are many other areas within the Park Lands which are more attractive and successful habitat for frogs compared to Park 17.



## Project Scope

12. Through an integrated design and planning approach, several programmed asset renewal and upgrade works have been added to the open channel rehabilitation project scope. This will provide an overall improvement to Glen Osmond Road, Hutt Road and Carriageway Park / Tuthangga (Park 17).
13. The endorsed concept design features:
  - 13.1. Conservation of the row of sugar gum trees along Glen Osmond Road, contributing to an improved visual presentation of these Park Lands as one of the major entrances into the city through enablement of a more formal edge treatment.
  - 13.2. Rehabilitation of the existing open channel through an installation of 1800mm wide culvert along Glen Osmond Road.
  - 13.3. Renewal of road pavement, kerb and water table along Hutt Road.
  - 13.4. Renewal of road lighting along Glen Osmond Road.
  - 13.5. Renewal of degraded stormwater infrastructure along Glen Osmond Road.
  - 13.6. Construction of a new shared-use path and associated lighting within the Adelaide Park Lands. Hutt Road will strengthen the connection between the city and the southern suburbs for people walking, cycling and running. The path will extend the popular newly constructed shared-use path as part of the Entry Statement project to Greenhill Road and adjacent suburb. This will create a safer and more accommodating crossing at the Glen Osmond Road intersection.

## Next Steps

14. Proceed with design development of replacing the existing open channel with a culvert to continue to provide reliable stormwater management services to the catchment and the surrounding locality, while addressing ongoing erosion risk to the historic avenue of trees.
15. The project will also include renewal of the deteriorated asset and construction of the proposed shared-use path to strengthen the connection between the city, the south-eastern Park Lands and the surrounding suburbs.
16. As the design of the endorsed concept progresses, further design development updates will be provided to Kadaltilla, noting the previous comments from Kadatillia relating to materiality and use of sustainable products. The Administration will also explore opportunities for planting of new trees within the vicinity to offset the loss of the eight trees proposed to be removed as part of this work.
17. It is proposed for construction to occur over two stages, commencing in the 2025/26 financial year subject to budget allocation, prioritising the replacement of the existing open channel with a culvert and renewal of the ageing assets, while the delivery of the new shared-use path will comprise a subsequent stage.

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## DATA AND SUPPORTING INFORMATION

[Link 1](#) - Option Analysis presented to Kadaltilla (22 August 2024)

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## ATTACHMENTS

**Attachment A** – Concept Design

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- END OF REPORT -

# Glen Osmond Road, Hutt Road & Park 17 Improvements

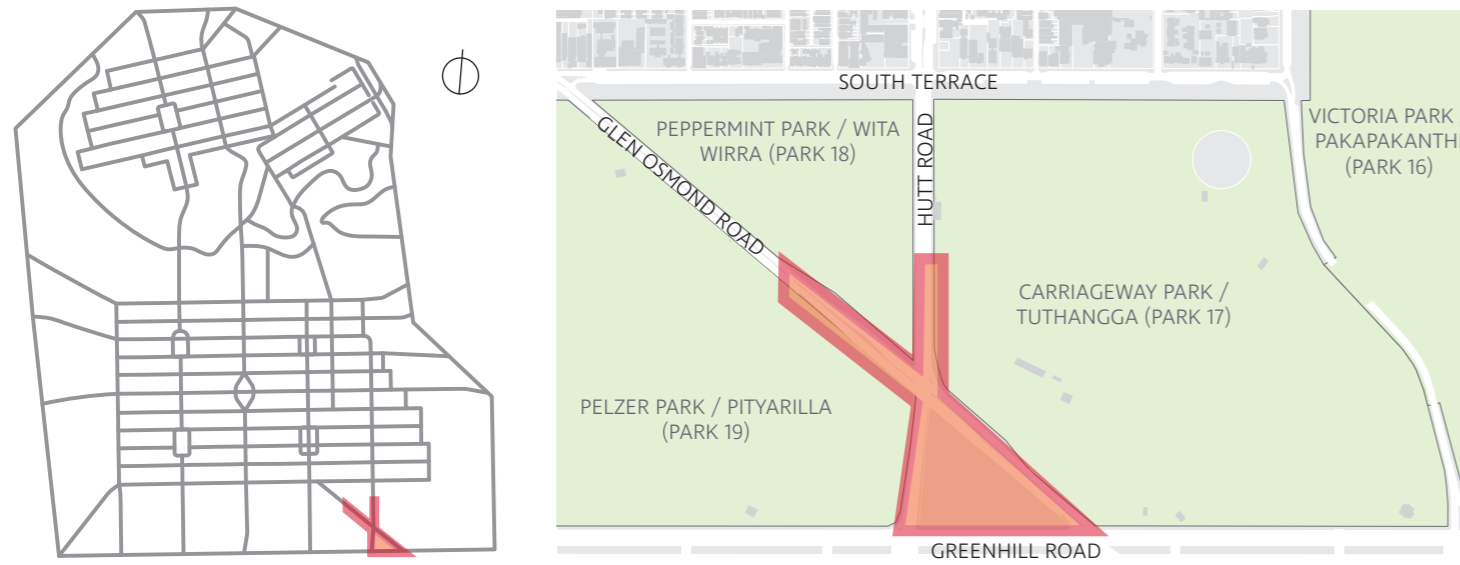
Carriageway Park / Tuthangga (Park 17) & Pelzer Park / Pityarilla (Park 19)

CONCEPT  
JULY 2024

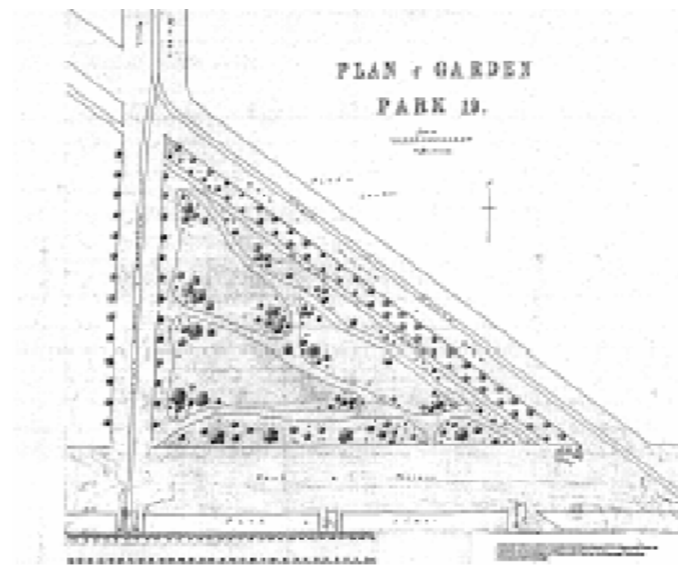


# Glen Osmond Road, Hutt Road & Park 17 Improvements

## Context



Location Plan



'Plan of Park 19' prepared by August Pelzer 1917



Extract of a 1936 aerial photograph of metropolitan Adelaide depicting Tuthangga/Park 17

## Background

The project site is predominately located within the south west corner of Carriageway Park / Tuthangga (Park 17) of the Adelaide Park Lands. This 16,300 sqm triangular portion of land bordered by Glen Osmond, Hutt, and Greenhill Roads originally comprised part of the adjoining Park 19 land parcel to the west until the 1960s when it was added to Park 17 for management purposes. As a result the underlying character of the landscape and early plantings it can be seen as more closely reflecting the previous structure and management practices of Park 19.

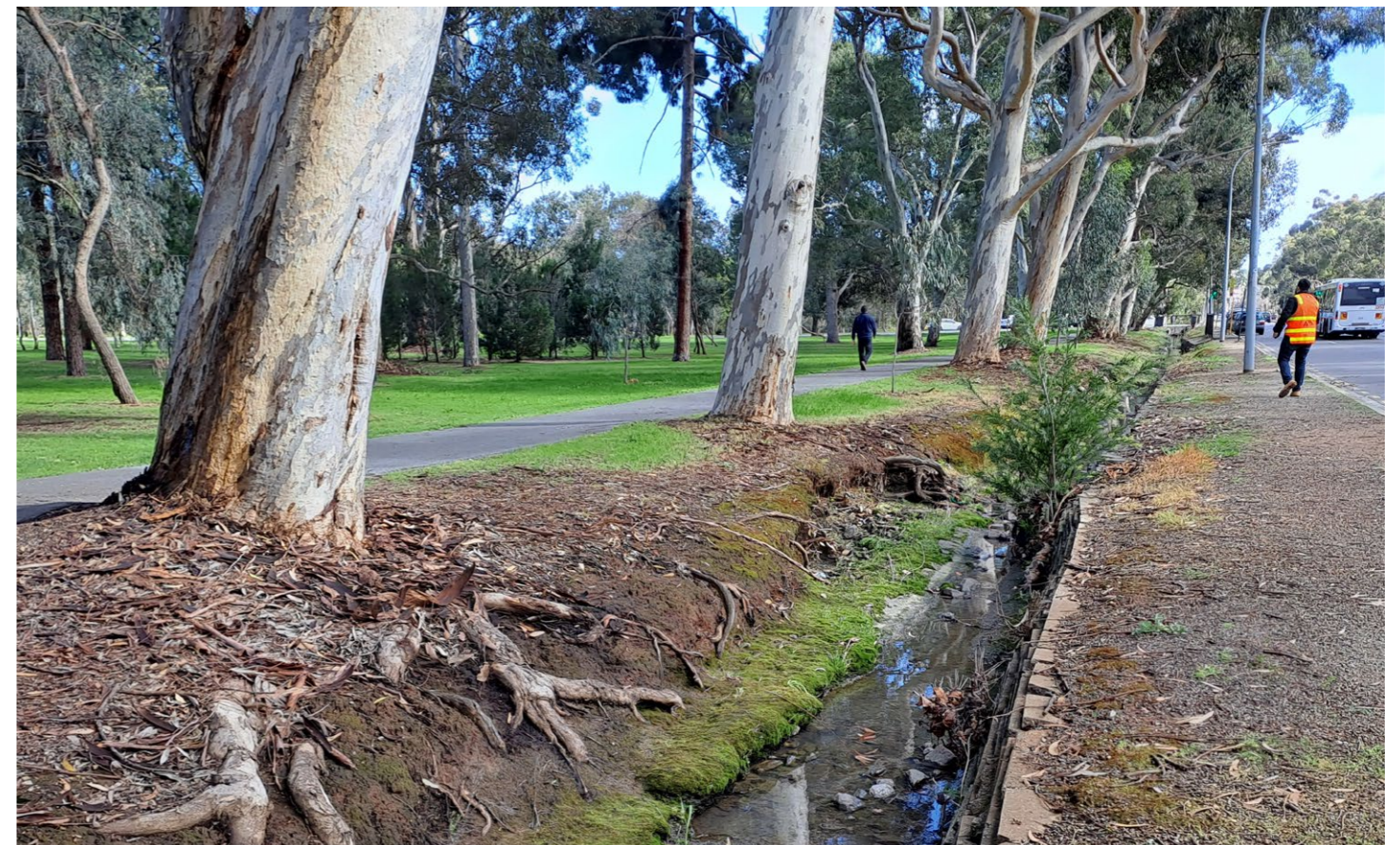
Cited in historic references to pre and post contact times, Kaurna and Aboriginal sites or activities are not linked specifically to this site but are generalised for the whole of the South Park Lands as 'a landscape regularly occupied for encampments, food harvesting, burials, and hunting activities.' References from the 1860s allude to Aboriginal people having been 'driven out' of the South Park Lands.

From this period it is thought the first City Gardener, William O'Brien, established the first shelterbelt tree plantations along the 'Glen Osmond – Mount Barker' Road in the Park Lands and at the project site, while the majority of Park 19 remained largely cleared of vegetation. Some of the shelterbelt river red gums (*Eucalyptus camaldulensis*) trees survive in the project site.

In 1915, the proposal to run a tram line through Park 19 linking Hutt Street with George Street in Parkside led to the construction of the extension of Hutt Road, including 7-foot-wide footpaths on either side; and created the new small triangular parcel of Park 19 subsequently known as Park 19A which comprises part of the project site. A new 'Plan of Garden' was conceived by City Gardener, August Pelzer, for this area as a passive recreational 'pocket park' including perimeter plantings, a meandering pedestrian pathway system around clumps of trees and shrub plantings, and the continuation of the 'Ponder Avenue' cycle track with sugar gums along its interface with Glen Osmond Road to Greenhill Road.

While the park's amenity is reduced and currently underutilised for recreational use due to the surrounding road environment, it still supports many large mature trees and more recent native tree plantings without understorey planting. The overall space is predominantly flat, draining slowly to a low point adjacent Hutt Road, which becomes inundated following moderate rainfall. The park area still contains a single sealed path beside the drainage channel along Glen Osmond Road as the present-day version of 'Ponder Avenue'.

The project site also includes the continuation of the Glen Osmond Road drainage channel extending beneath Hutt Road and terminating at the South Park Lands Creek. A visual representation of the project context is provided on page 4. (Source of historical references: Jones, D. (2007) *Adelaide Park Lands & Squares Cultural Landscape Assessment Study prepared for the Corporation of the City of Adelaide.*)



Existing drainage channel condition and majestic *Eucalyptus cladocalyx* (Sugar Gum) trees historically known as 'Ponder Avenue' which provide a dramatic entry statement to the City of Adelaide

## Project Drivers

The ageing open drainage channel is the key driver for this project scope as it requires substantial rehabilitation in response to the advanced state of disrepair of its retaining materials; increasing erosion of its steep banks; and the inadequate capacity of the existing Hutt Road culvert to convey current and future estimated flow rates. As a result, a prominent row of large sugar gum (*Eucalyptus cladocalyx*) trees lining the south side of the channel are under threat from the increasing extent of soil erosion around their roots. The degraded state of the channel is also adversely impacting the presentation of this major entrance to the city.

These trees are identified as a key landscape feature in the Carriageway Park / Tuthangga (Park 17) Community Land Management Plan (CLMP) as one side of the Glen Osmond Road avenue, creating a striking impression along this major route into the City. Together with the poor presentation of the crumbling channel, the further degradation and loss of these trees through neglect would affect visual amenity, become a hazard for park and road users, and fail to align with the City's clear environmental commitment to protect the Park Lands' natural heritage and increase city-wide greening and biodiversity.

The project also presents an opportunity to renew other ageing assets such as roads, kerbing, street lighting and improve access and safety through providing a shared use path connection to Hutt Street Entry Statement and the inner southern suburbs.

## Project Objectives

- Rehabilitation of degraded stormwater infrastructure and other ageing assets such as road, kerbs and lighting
- Conservation of mature, regulated and significant trees
- Creation of new pedestrian and cycling link between Hutt Street Entry Statement and the inner southern suburbs
- Improvements to safety and accessibility of crossing points at Glen Osmond Road intersection
- Improvements to access to bus stops and on-street car parks on Glen Osmond Road

## Scope

The overall scope of the project consolidates the design and coordinated delivery of the following renewal components:

- Rehabilitation of open drainage channels and culverts along the southern side of Glen Osmond Road
- Rehabilitation of road pavement and renewal of kerb and gutter on Hutt Road
- New public lighting renewal along Glen Osmond Road
- New shared use path to link the Park Lands Trail and Greenhill Road

The project incorporates a number of planned renewal and upgrade components due to their interconnectivity within the project area. This includes new lighting along Glen Osmond Road, road asset renewal to Hutt Road, and a shared use path beside Hutt Road connecting adjacent suburbs to Hutt Street and the City.

Throughout the development of the concept design, numerous options were explored to manage stormwater, including; diversion of stormwater into sedimentation/detention basins, renewal of existing stormwater channels and relocation of the channel beneath Glen Osmond Road away from existing trees. However, following detailed analysis the most feasible option is to convert the channel into a culvert.

A visual representation of the project scope is provided on [page 5](#). Construction materials from the drainage channel which hold minor cultural heritage interest will be salvaged. Their reuse in the project will be determined during the detailed design phase.

## Strategic Context

The Adelaide Park Lands Management Strategy (APLMS) 2015-2025 identifies opportunities for this section of Glen Osmond Road to become a feature Park Lands city gateway with public art, and an improved urban interface along Greenhill Road to increase its appeal for users along this route into the City. The Strategy also details a number of general strategies, with the following of relevance to the project:

**Strategy 2.2** Establish shared walking and cycling paths with safe connections and crossing points linking the City and inner suburbs

**Strategy 3.1** Develop an identifiable landscape character for each Park Lands edge.



Exposed tree roots within drainage channel

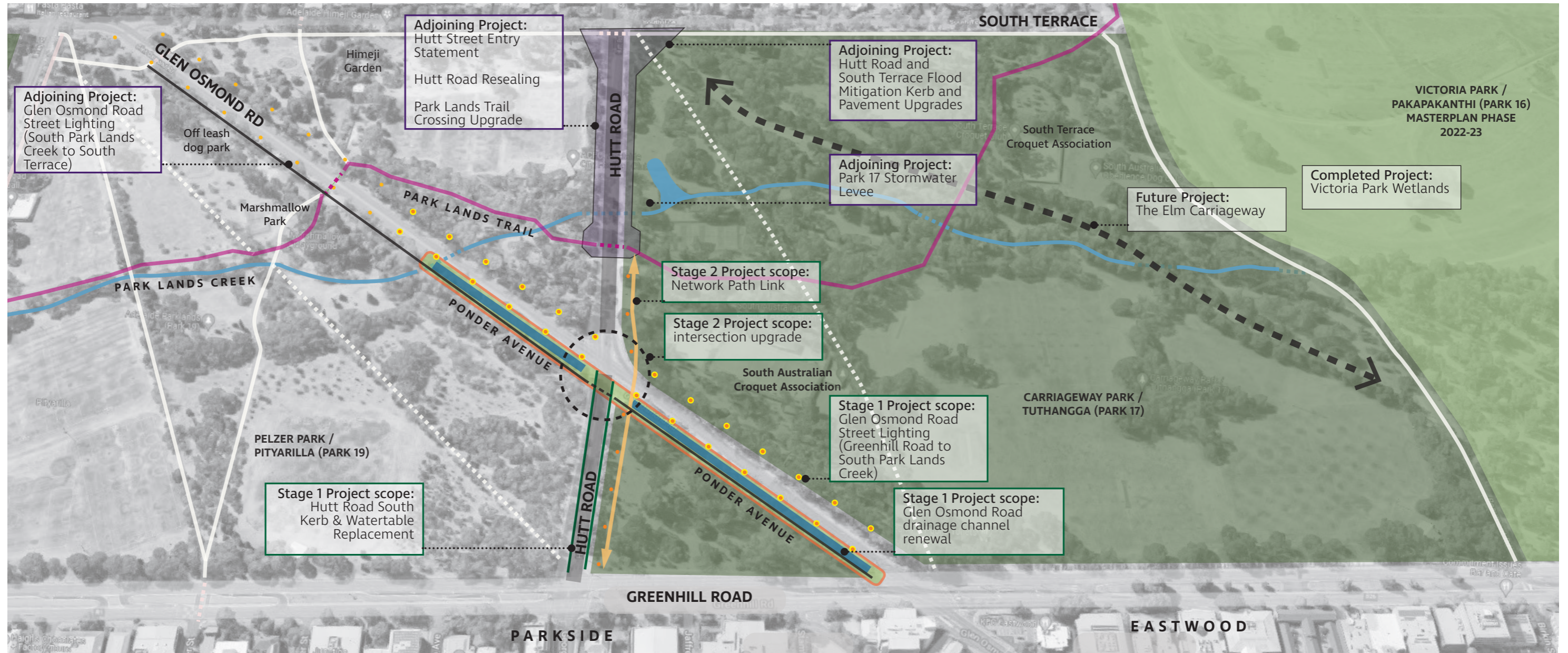


Stacked stone and concrete slab retaining wall with unsafe sheer drop into channel

# Glen Osmond Road, Hutt Road & Park 17 Improvements

## Overview

### Scope and Surrounding Projects



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Existing shared use path and Ponder Avenue lined with Sugar Gums along Glen Osmond Road



Existing crossing and slip lane on the eastern side of Glen Osmond Road at the intersection with Hutt Road with poor waiting areas and high speed vehicle turning movements



Existing drainage channel in degraded condition



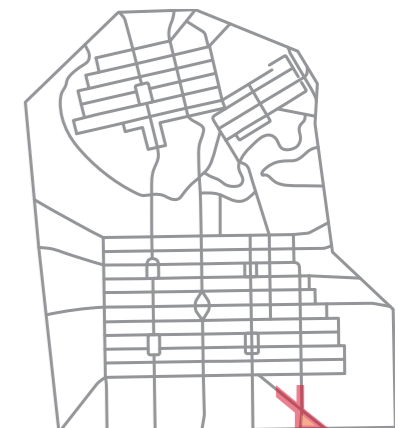
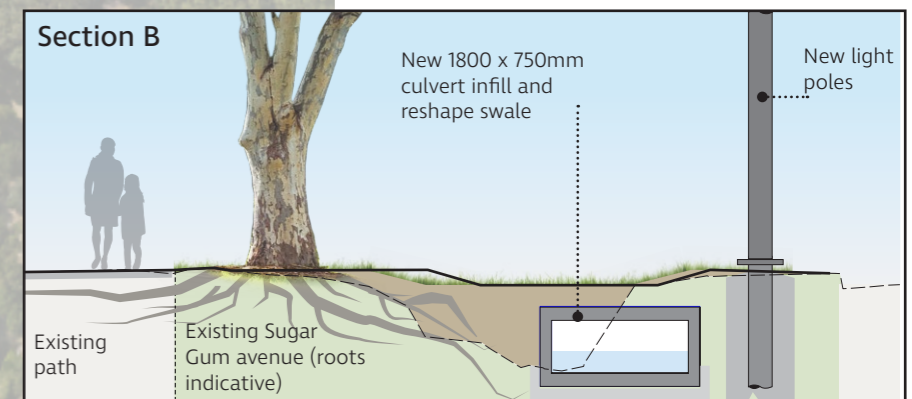
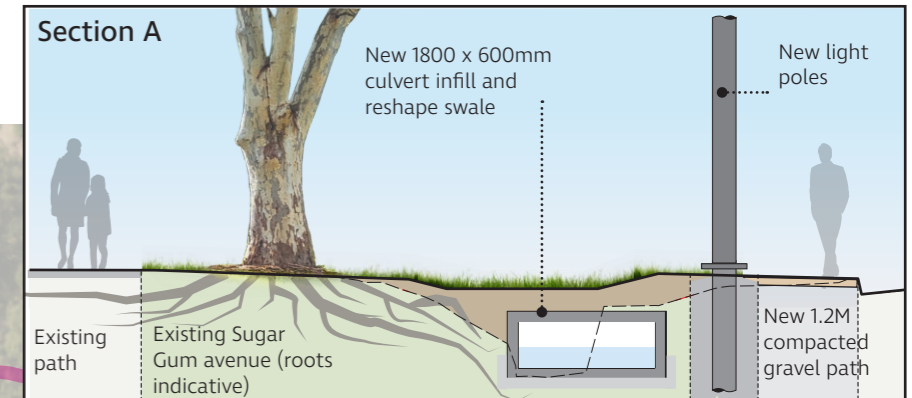
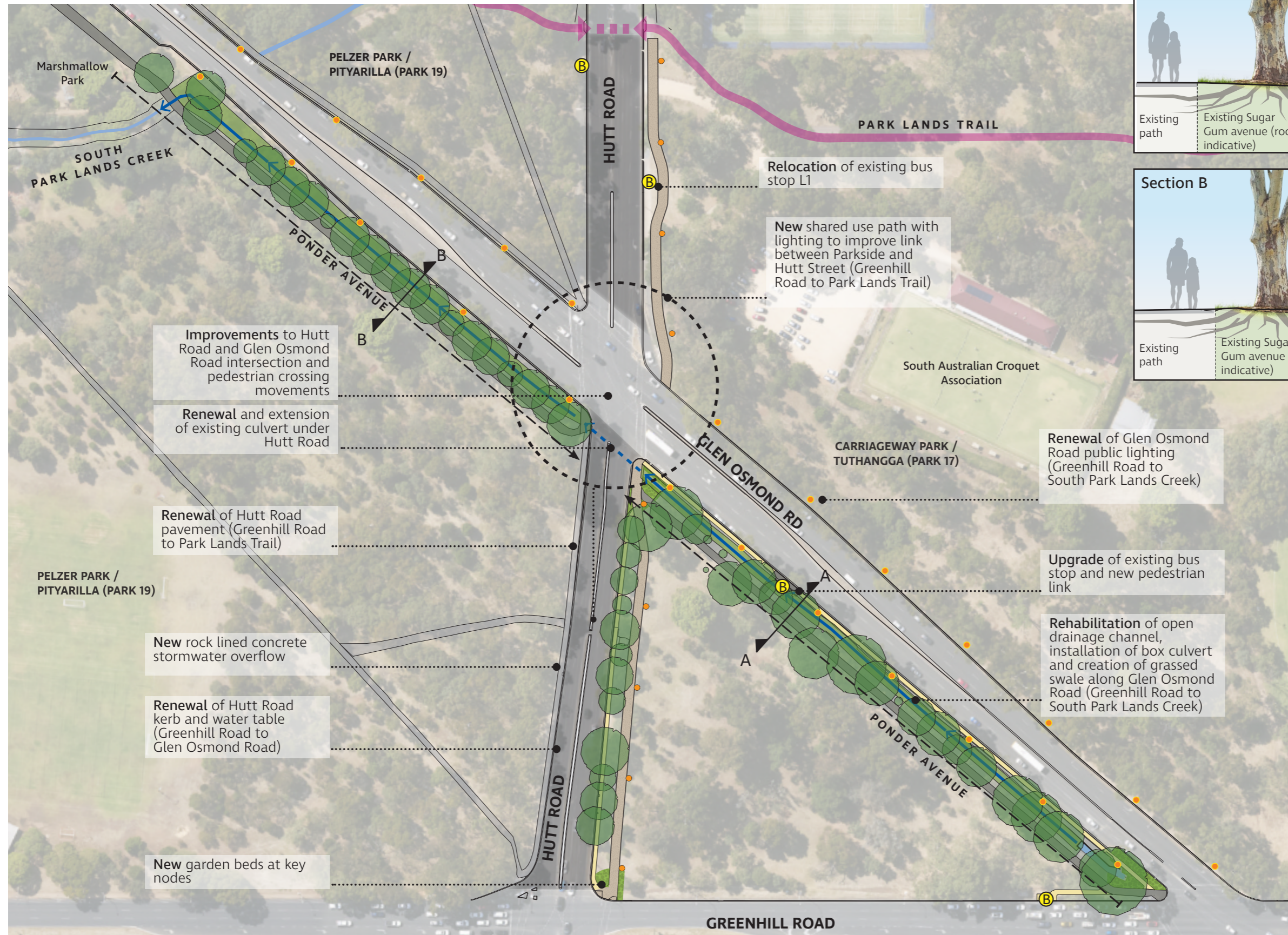
Existing degraded drainage channel during rainfall event which presents a public safety hazard



Existing Ash tree avenue on Hutt Road (east side) with restricted pedestrian access

# Glen Osmond Road, Hutt Road & Park 17 Improvements

## Project Scope



Location Plan

- LEGEND**
- Existing avenue trees
  - New garden bed
  - New path lighting
  - New street lights
  - B Existing bus stop
  - ↔ Existing Park Lands Trail
  - Existing path
  - Shared use path
  - ← Drainage channel
  - - - Underground culvert



Page 39

# Glen Osmond Road, Hutt Road & Park 17 Improvements



## Artist's Impression

Rehabilitated drainage channel looking north-west along Glen Osmond Road and Ponder Avenue



# Glen Osmond Road, Hutt Road & Park 17 Improvements

## Tree Retention

The project will retain and protect the avenue of Regulated and Significant sugar gums on Glen Osmond Road lining the shared use path historically known as 'Ponder Avenue'. The alignment of the proposed culvert and shared use path connecting the Park Lands Trail Crossing to Greenhill Road has been designed to minimise impacts to these trees whilst also addressing ongoing impacts of erosion within the drainage channel which endangers the ongoing sustainability of the trees.

159 trees were assessed within the project area. Under the Planning, Development and Infrastructure Act 2016, of those 159 trees, 70 trees are 'Unregulated Trees', 40 trees were classed as 'Regulated Trees', 45 trees were identified as 'Significant Trees' and 4 were classed as exempt due to species.

Trees identified below provides a snapshot of high value trees being retained in the project. Please refer to the Treesolve Arborist Report for further information on trees.





# Glen Osmond Road, Hutt Road & Park 17 Improvements

## Tree Impact

An external arborist was engaged to produce an Arboricultural Impact Assessment Report based on the Concept Design and provided recommendations regarding tree management. The report recommends that removal of eleven (11) trees would be required based on development impact or due to poor health and/or structure.

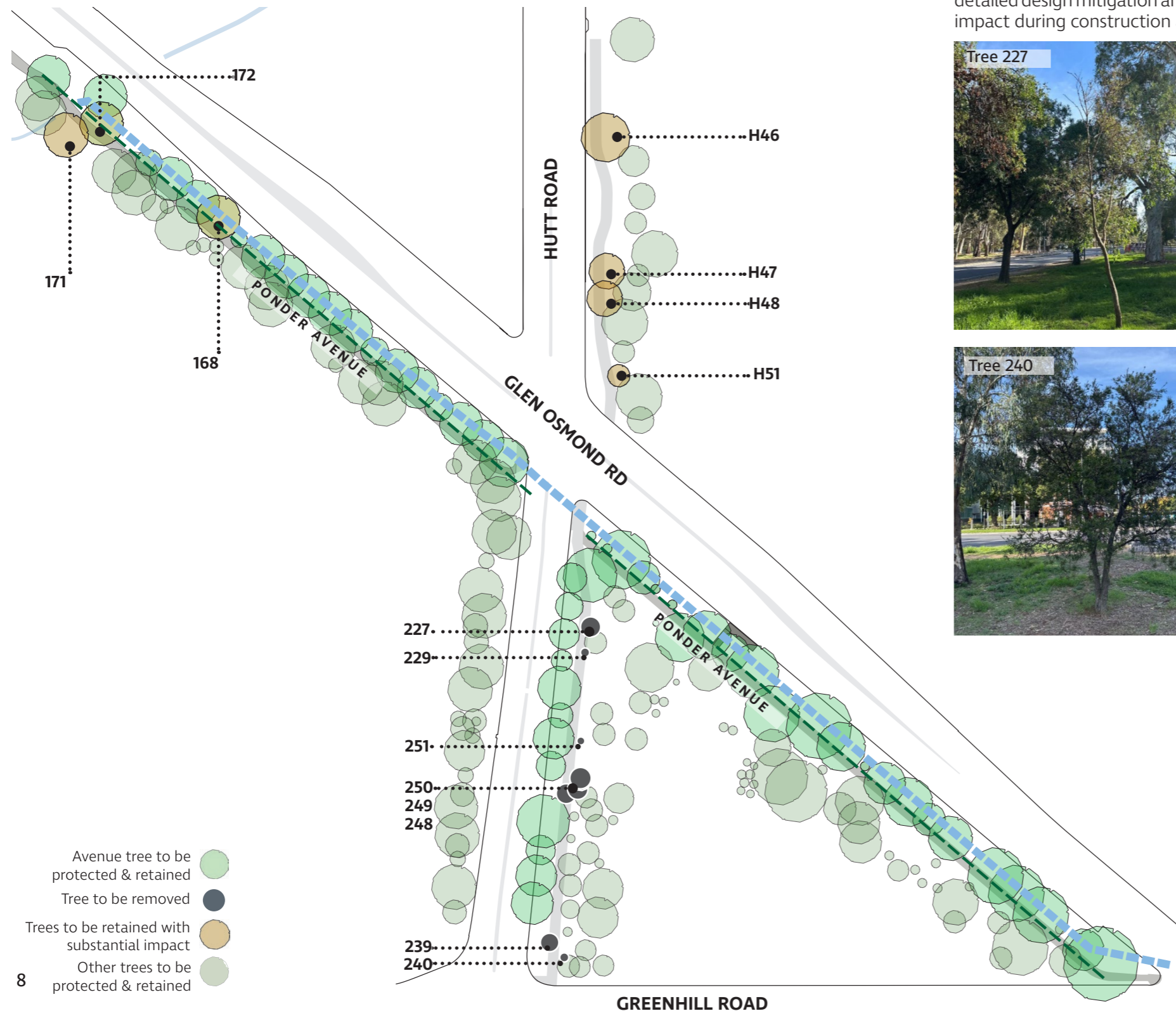
Notwithstanding this recommendation, only eight (8) trees are proposed to be removed in order to construct the shared use path along Hutt Road. These removals are balanced against the long term benefits of addressing the of renewal of the drainage channel for the Ponder Avenue trees.

The alignment of the path aims to minimise impact to high value trees whilst providing a safe and direct shared use path as an alternative to using Hutt Road. Of the eight (8) tree removals proposed; all are less than 5m in height, six

(6) are noted to be only in fair condition and of those six (6), two (2) are noted to have surpassed useful life expectancy. Tree 240, while not recommended for removal based on development impact has been proposed for removal as the tree has surpassed its useful life expectancy. Replacement trees will be included where space allows within the project site or wider locality.

As identified in the arborist's recommendation there are additional trees not in direct conflict with the project, but have been recommended for removal (163, 172, H100 and H50). These trees are recommended for removal due to poor health (1 tree is dead) and/or poor structure and will be further assessed by Council arboricultural staff.

The report also notes other trees with 'substantial development impact based on the current design. During detailed design mitigation and protection measures will be investigated and implemented to minimise development impact during construction and ensure tree sustainability.



## Recommendation

Following extensive design investigations and arboricultural assessment, the following is recommended to achieve the project objectives:

- Replacement the existing open channel with a box culvert to provide reliable stormwater management to the catchment and surrounding locality, whilst addressing ongoing erosion risk to the existing historic avenue of *Eucalyptus cladocalyx* trees and existing street lighting;
- Renewal of road, bus stop and lighting assets which are interconnected with the open channel and path works;
- Construction of a shared use path to strengthen the cycling and pedestrian connection between the City, south-eastern Park Lands and inner southern suburbs
- Upgrade the Glen Osmond Road and Hutt Road Intersection to improve safety and accessibility.

## Request for Long-Term Extension of Permit to Occupy Public Realm - Women's and Children's Hospital

Tuesday, 15 October 2024

Infrastructure and Public Works Committee

**Program Contact:**

Steve Zaluski, Associate Director  
Regulatory Services

**Approving Officer:**

Ilia Houridis, Director City  
Shaping

Strategic Alignment - Our Places

Public

### EXECUTIVE SUMMARY

The report seeks a Council resolution to the Women's and Children's Hospital's (WCH) request to extend their permit to occupy a portion of the footpath and roadway located adjacent to and on Sir Edwin Smith Avenue. The WCH have requested this remain in place until 31 December 2026.

The WCH has occupied this area since 1 March 2021 for temporary PODs providing health support to patients of the hospital. Initial approval was provided under delegation by Administration during the COVID-19 pandemic and has remained in place via short-term extension requests.

In November 2023 the Minister for Health and Wellbeing, the Honourable Chris Picton MP, contacted the Chief Executive Officer seeking an extension of the permit until 2031, in line with the expected completion of the new WCH.

Following further discussions and the presentation of information at the 8 October 2024 CEO Briefing, the WCH have reviewed their extension request and are now seeking extension to 31 December 2026. The WCH representatives indicated the extension will enable a feasibility study to be completed regarding alternate arrangements to be made.

Given the length of request and nature of the land use, which do not align with standard permit policies, a resolution of Council is sought on whether to grant the permit extension or not.

The report outlines the impacts of this request and recommends a final permit extension be granted until 31 December 2026, with conditions that include that the permit extension reiterates that the area is to be reinstated to its original form at that time, with removal of all items and any remediation required to the public realm to be undertaken at the WCH's cost within the timeframe of this permit extension.

### RECOMMENDATION

The following recommendation will be presented to Council on 22 October 2024 for consideration

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

1. Notes the request seeking a further extension for the Women's & Children's Hospital to occupy a portion of the public footpath and adjacent parking bays on Sir Edwin Smith Avenue until 31 December 2026.
2. Authorises the Chief Executive Officer, or their delegate, to execute an extension of the permit for the Women's & Children's Hospital to continue to occupy the footpath to 31 December 2026, in line with the conditions and fees currently in place and with the following conditions to be met by the Women's and Children's Hospital by the end of the permit:
  - 2.1. remove all of its infrastructure located in the public realm (footpath and roadway), including the PODs;
  - 2.2. return the public realm to its previous condition following the permit expiry,
  - 2.3. undertake all remediation and reinstatement at WCH's cost.
3. Notes no further extensions will be granted beyond 31 December 2026.

## IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	<b>Strategic Alignment – Our Places</b> Encourage bold, interesting and purposeful development.
Policy	The duration and intended use of this request does not align to standard frameworks Administration work within to issue permits under delegation, hence being shared with Council for decision.
Consultation	Not as a result of this report
Resource	Fees for WCH's exclusive use of the public space are being charged in line with standard permit fees, on a per square metre, per day basis. Based on the size of space and current fee rate, this currently equates to approximately \$1,500 per week.
Risk / Legal / Legislative	A permit for WCH to occupy the public realm in this way is required under the <i>Local Government Act 1999 (SA)</i> .
Opportunities	Not as a result of this report
24/25 Budget Allocation	Not as a result of this report
Proposed 25/26 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	31 December 2026
24/25 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. The Women's and Children's Hospital (WCH) has occupied a portion of the public footpath and parking bays adjacent the hospital on Sir Edwin Smith Avenue since 1 March 2021.
2. The area was first used to support construction works occurring in the area, before the WCH commenced occupying the space during Covid-19 for what was described as temporary PODs providing additional patient support.
3. Initial approval was provided by Administration during the COVID-19 pandemic, which has remained in place via short-term extension requests.
4. In November 2023, the Minister for Health and Wellbeing, the Honourable Chris Picton MP, requested to extend WCH's occupancy of the area until 2031, aligning with the anticipated completion of the new WCH. The Minister's request included the following:
  - 4.1. The PODs were originally deployed to assist with the increase in paediatric presentations due to Covid-19.
  - 4.2. Since that time there has been a significant increase in Paediatric Emergency Department (PED) presentations which has meant the additional PODs have been heavily utilised to manage increased demand to see patients in a timely manner.
  - 4.3. A request that the PODs be retained to assist in managing current and future demand.
5. In December 2023 the Lord Mayor responded, supporting an extension until 30 June 2024 and confirming any further extensions would require a resolution of Council. The response included:
  - 5.1. Initial support was provided during the unprecedented times of the pandemic, and it was not expected that the arrangement would be sought long-term.
  - 5.2. Reasonable notice was provided by Council Administration that a permit extension until the new WCH is operational would not be granted.
  - 5.3. Notwithstanding this, a temporary extension to 30 June 2024 will be granted.
  - 5.4. The extension to 30 June 2024 should not be taken as an indication of support for further extensions. The department is encouraged to plan for how to continue to operate without needing to utilise the public footpath and road.
6. In January 2024, Administration reiterated this position with the WCH's Executive, also detailing the process required should endorsement for a long-term extension be requested.
7. In March 2024 the Minister issued an extension request to 31 December 2024, referencing the potential impacts of removal the PODs during winter months. This request was granted in April 2024, with the following points reiterated in Council's response:
  - 7.1. Any further extension requests will require a resolution of Council.
  - 7.2. WCH should use the additional extension period to develop an alternate approach to maintain hospital operations without the PODs beyond 31 December 2024.
  - 7.3. The timing and process required to seek Council endorsement.
8. The latest request and supporting information from the WCH is provided as [Link 1](#).
9. The content was presented at the 8 October 2024 CEO Briefing, outlining the reasons for a revised request for the permit to be extended to 31 December 2026.

## Impacts of the Area Occupied

10. The area occupied by the PODs is shown on the plan and photos in [Link 2](#). Plans show the area occupied which includes the footpath adjacent the WCH, five on-street car parking bays and one northbound lane on Sir Edwin Smith Avenue.
11. The parking controls in place for the five on-street bays prior to this occupation were 'No Stopping Monday to Friday 8am to 9am and 3pm to 6pm', and '2 hour parking at all other times'.
12. Pedestrians are required to divert to the eastern side of Sir Edwin Smith Avenue due to the reduced footpath.

13. Since being implemented, Council has received a small number of community enquiries, mainly relating to how long it will be in place, its purpose, and references to losses of car parking in the area. Exact numbers of community comments are not available, but the volume is not considered significant.
14. South Australian Public Transport Association (SAPTA) have raised concerns regarding the distance between the bus stop and the traffic management south of Kermode Street. The most viable option to alleviate these concerns would be to relocate the bus stop further south, however this would negatively impact parking along Sir Edwin Smith Avenue in a highly utilised area. This option is currently being investigated further.
15. No bicycle lanes are impacted.

### **Legislative Context**

16. Approval to exclusively occupy the public realm for a business purpose requires a permit from Council, pursuant to the *Local Government Act 1999 (SA)*.
17. It is within Council's authority to approve this extension, or alternatively to require the WCH to return the footpath to the original condition and public access.
18. Initial approval for this use was issued to support the WCH during the Covid-19 pandemic. Subsequent extension requests have been short-term, with Administration understanding intended use was temporary.
19. The request to extend the PODs until 2031, which has since been revised to 31 December 2026, does not align to standard permits issued under delegation by Administration given the length of time and purpose.
20. Consequently, a Council resolution on whether to support the extension request is sought.
21. Within standard permit processes and guidelines, Administration would not ordinarily approve a third party to occupy such an area for this extent of time, for the purpose of what is essentially extending the floor area of a private premise into the public realm for exclusive use.
22. In consideration of this request, the data and information provided by WCH is noted, in addition to the service the WCH provides to the City and State.
23. Council has a demonstrated history of strong working relationships and support with the WCH, including the provision of a dedicated 128 bay on-street permit parking system for WCH staff on McKinnon Parade, among other initiatives.
24. In reviewing the proposal, consideration should be given to precedent and consistency concerns should other health institutions or businesses seek to occupy the public realm for business purposes on a long-term basis.
25. For this reason, the proposed recommendation is to confirm this as a final extension that will be provided by Council.

### **Permit & Associated Fees**

26. The current occupation is approved under a permit with terms and conditions.
27. If the extension request is approved, the permit conditions will be extended, including clauses which will require the WCH to:
  - 27.1. remove all of its infrastructure located in the public realm (footpath and road way), including the PODs,
  - 27.2. return the public realm to its previous condition following the permit expiry,
  - 27.3. undertake all remediation and reinstatement at WCH's cost,
28. The permit will outline that no extensions will be granted beyond 31 December 2026.
29. Should WCH continue to occupy the land without a valid permit, formal enforcement action can occur.
30. Fees have been paid by WCH for the use of this space since 2021.
31. If extended, it is recommended that the existing fee rate remains in place throughout this time. The rate being charged is Council's standard permit rate for the temporary use of a public space for a business purpose, being \$1.75 per square metre per day, reviewed each year under Council's Fees and Charges.
32. If extended for two years, the fees equate to approximately \$220.50 per day or \$1,500 per week, for the two-year period (subject to fee increases/decreases at each annual review of Council's Fees and Charges).

### **Options & Next Steps**

33. Three options are available to Council:

- 33.1. Grant WCH an extension to their permit to 31 December 2026 in line with their request.
  - 33.2. Grant WCH an extension to their permit to a date determined by Council, which would be beyond the current end date of 31 December 2024, but prior to 31 December 2026.
  - 33.3. Provide no further extensions to the current permit end date of 31 December 2024.
  - 34. If Council resolve to extend the permit, minor amendments to traffic management details are expected to be actioned, and a revised permit and invoice issued.
  - 35. If Council resolve not to extend the permit, Administration will advise WCH that the area will need be vacated and returned to its original form by 31 December 2024, as per their permit conditions.
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## DATA AND SUPPORTING INFORMATION

**Link 1** – CEO Briefing slides - 8 October 2024.

**Link 2** – WCH PODs Site Plan & Photos - Sir Edwin Smith - CW/456/2021/HRDA.

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## ATTACHMENTS

Nil

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- END OF REPORT -

# Capital Works Monthly Project Update - September 2024

Strategic Alignment - Our Corporation

Public

## Agenda Item 7.4

Tuesday, 15 October 2024

Infrastructure and Public Works Committee

**Program Contact:**

Mark Goudge, Associate Director Infrastructure

**Approving Officer:**

Tom McCready, Director City Services

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## EXECUTIVE SUMMARY

This report provides a summary view of the Capital Works Program delivery and financial performance as of 30 September 2024 including a snapshot of headline projects either complete or in progress, future procurement activities and upcoming community consultation and engagement activities.

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## RECOMMENDATION

The following recommendation will be presented to Council on 22 October 2024 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Notes the Capital Works Program Update for September 2024 as contained within this report and Attachment A to Item 7.4 on the Agenda for the meeting of the Infrastructure & Public Works Committee held on 15 October 2024.
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## IMPLICATIONS AND FINANCIALS

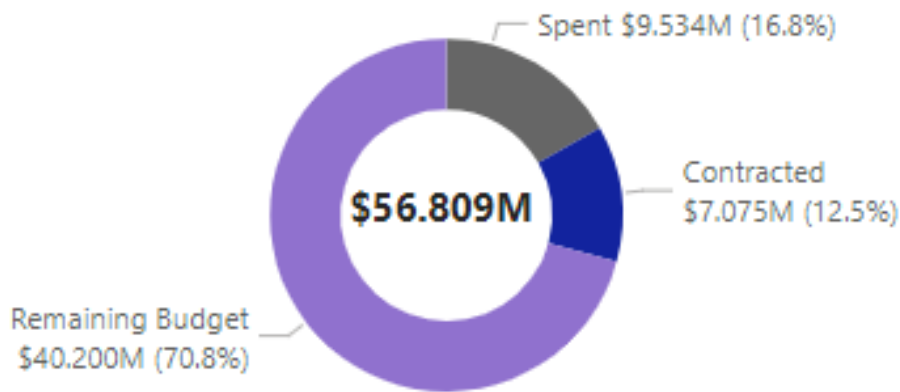
City of Adelaide 2024-2028 Strategic Plan	<b>Strategic Alignment – Our Corporation</b> Strategy, Value and Efficiency – Strategic and Capital Projects are delivered on time and on budget (target 75%).
Policy	Not as a result of this report
Consultation	Consultation to various levels as required for the delivery of each project has or will be undertaken.
Resource	Projects delivered through a combination of Council resources, contract staff and external contractors and suppliers.
Risk / Legal / Legislative	Not as a result of this report
Opportunities	Not as a result of this report
24/25 Budget Allocation	This report tracks capital works performance against the 2024/25 capital works budget of \$112.831m
Proposed 25/26 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	Life expectancy of assets varies by asset class
24/25 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Ongoing costs for the maintenance of new and/or renewed assets will be factored into future Asset Management and Maintenance Plans, Business Plans and Budgets.
Other Funding Sources	Projects reported on are primarily funded from Council's capital budget, however various State and Federal grant funding opportunities have been leveraged against several projects.

# DISCUSSION

1. The total Capital Expenditure Budget for 2024/25 approved by Council is \$112.831m.
2. The Capital Works Program is itemised as follows.
  - 2.1. New and Upgrade Projects are defined as installation of new infrastructure and upgrades to existing infrastructure, identified through Council strategies and plans, the funding allocated within 2024/25 financial period total \$56.809m.
  - 2.2. Renewal Projects are defined as renewals and maintenance works which are aligned to Asset Management Plans and current assets, the funding allocated within 2024/25 financial period total \$56.022m.
3. The monthly Capital Works Update provides the status of these two capital programs as at the end of each calendar month.

## New and Upgrade Projects

4. New and Upgrade Projects as of 30 September 2024 reflects \$9.534m in spend and a further \$7.075m in contracted works.



5. New and Upgrade summary:
  - 5.1. The following New and Upgrade projects have reached Practical Completion in September 2024.
    - 5.1.1. Adelaide Town Hall – David Spence Room and Prince Alfred Room – Audio Visual Works
    - 5.1.2. Hutt Road / Park Lands Trail Signalised Crossing (Construction)
    - 5.1.3. Pitt Street Improvements (Construction)
    - 5.1.4. Public Lighting Alterations – 176 MacKinnon Parade North Adelaide
6. Examples of significant New and Upgrade projects in the category:
  - 6.1. Melbourne Street Decorative lighting (grant) is part of the Melbourne Street improvements initiative, which has an overall budget of \$1 million and is fully funded by a grant from the Government of South Australia. The grant aims to encourage the installation of decorative under-veranda festoon lighting on private properties.

This initiative is designed to enhance the street's ambiance, boost its appeal to visitors, and support the nighttime economy. Additionally, the increased lighting will contribute to improved street safety.

The grant incentive program opened on 18 September 2024, with applications due by Sunday, 10 November 10 2024. After the application period closes, submissions will be reviewed, and it is anticipated that successful applicants will have their festoon lighting installed within six months of approval.
  - 6.2. Streetscape improvements to Vincent Street and Place are currently at Issued for Tender (IFT) stage and pending contract award for construction. The project will provide for enhanced amenity road pavements, footpath, kerb and water table, and greening on the street and place. Stakeholders

are being notified with their next update pending September. Project webpage and advanced notice signage will also be created and a distribution email for all stakeholders. Anticipated timeframe for construction is February - May 2025.

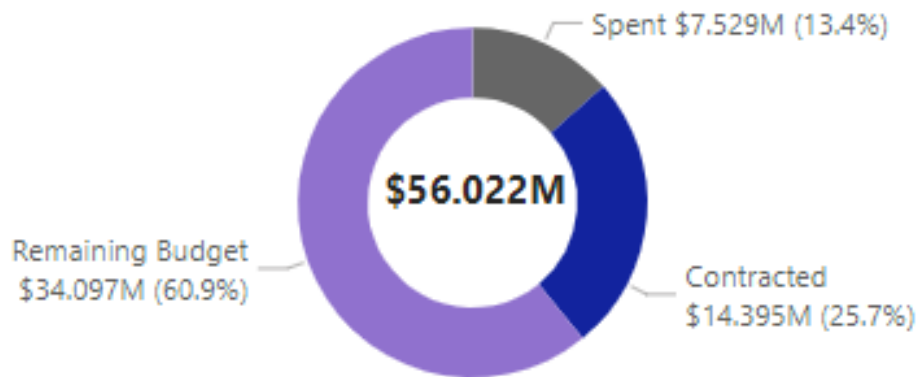
- 6.3. Torrens retaining structure is a \$1.6 million project involving installing a steel sheet pile retaining wall along with landscaping and other related works on a section of the Torrens Lake / Karrawirra Parri bank.

The area extends between the Torrens Lake Weir and the Council-owned building that houses the Par 3 Golf Course and Red Ochre restaurant.

The purpose of this work is to prevent erosion and embankment slumping while ensuring safe and reliable access to the rear of the building, including the fire escape. The detailed design is complete, and the request for tender documentation has been prepared. Before tenders can be invited, several approvals must be secured, including a Water Affecting Activity approval from Green Adelaide and a Development Approval. It is anticipated that the request for tender will be released in Quarter 2, with a contractor selected by Quarter 3 and construction starting in Quarter 4.

### Renewal Projects

7. Renewal Projects as of 30 September 2024 reflects \$7.529m in spend and a further \$14.395m in contracted works.



8. Renewals summary:

- 8.1. The following projects have reached Practical Completion in September 2024. These have included:

- 8.1.1. 2024/25 Lighting Renewal – Bud lighting Removals and Reinstatements
- 8.1.2. Adelaide Town Hall – Dressing Room Carpet Renewal
- 8.1.3. The Limits of My Language (public art)
- 8.1.4. UPark Occupancy Signs refurbishment

9. Examples of Renewal Projects within this category:

- 9.1. The Hutt Street and South Terrace Stormwater project is in the final stages of procurement, aiming to commence site works in Quarter 2, 2024/25. The project includes road and kerb upgrades with levels adjustment that will eliminate water ponding and direct flows through stormwater channels. The work is expected to be completed by end of the 2024/25 financial year. This project represents the final stage of stormwater management and flood risk reduction in the precinct, which has also included the Hutt Road Entry Statement works, and Park 23 Earthen embankment.
- 9.2. Footpath Renewal, Grenfell Street (various locations) is currently in procurement phase. The project will renew sections of flagstone paving with in-situ tooled concrete, renew grouting where required, deliver minor layout adjustments to bus stops and improvements to the pedestrian crossing at Gawler Place. The project zone extends from Gawler Place to Hyde Street (south side) and Imperial Place to Adelaide Arcade (North side).

It is planned to award the works in October 2024 with construction running November to late February 2025. Total Renewal budget is \$1,238,857. Community engagement is pending with a Project webpage and advanced notice signage and street stickers to follow.

- 9.3. Rymill Park Irrigation renewal detailed design is close to completion, working towards procurement before the end of 2024. The project will compete with several events in the Park Lands requiring a staged construction / delivery approach. Stage 1 will commence mid-May 2025 post events season and Stage 2 will commence July 2025 completing before Adelaide 500 commences set up in this area.
- 9.4. Albert Tower Rehabilitation concept design is underway. The project team are progressing with a structural review and understanding of the intricate make-up of the building to inform design of the structural bracing required. Some destructive testing may be required to confirm structural makeup as construction drawings from the period are not available. The project team are working towards concept design finalisation for Council review and consideration
- 9.5. Road resurfacing program – as indicated in the August 2024 update, the next package of works is four segments within North Adelaide with these works are anticipated to be delivered in late September / October. Works have commenced, starting with Buxton Street (two segments), and will continue over the coming weeks into Mills Terrace.
- 9.6. Update on the Integrated Greening Project (as part of the Integrated Climate Strategy): Design investigations, analysis and assessment of 92 streets is underway, with a total of 14 trees already planted and in the ground.

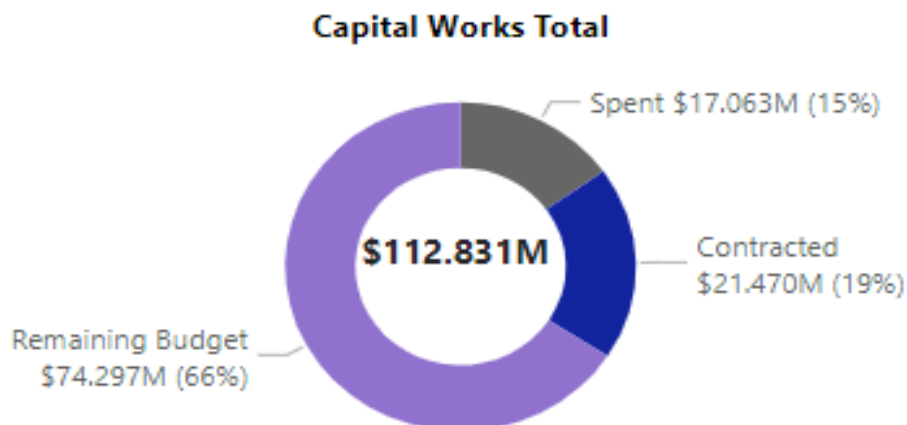
Detail designs are underway for the Road & Footpath Renewal projects, undertaken in 2023/24, retrofitting into streets recently renewed, and designs for the 2024/25 Road & Footpath Renewal projects to be constructed this year, have been re-scoped to incorporate tree planting.

A total of 92 Streets have currently been assessed across the city. 122 trees have already passed the preliminary review phase, which are now progressing into detail design. While designs are progressing, community engagement will be undertaken providing an opportunity for local residents and business owners to give feedback on the proposed tree planting in their street.

Designs for infill tree planting along Priority Boulevards (such as King William Street, Currie Street and West Terrace) have been brought forward in the program’s schedule to enable thorough design investigation, stakeholder consultation and timely delivery.

**Capital Works Program**

- 10. There are 302 projects within the approved 2024/25 financial year.
- 11. Within the 2024/25 Capital Works Program there are currently 90 projects in the Initiate, Concept, and or Detailed Design Phase with a total value of \$6.538m.
- 12. There are 212 projects in the Delivery Phase with a total value of \$106.293m.
- 13. The total expenditure against the Capital Works Program to the end of September-2024 totalled \$17.063m with a further \$21.470m contracted, totalling \$38.534m spent and contracted in the first three months.

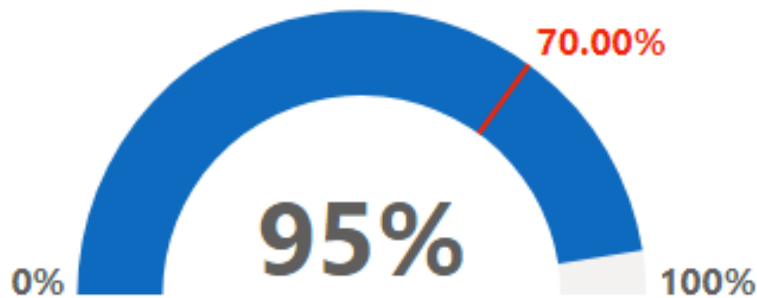


**Summary of commitments and expenditure by asset class for September 2024.**

Capital Works	No. of Projects	Approved Budget	Commitments	Expenditure	Remaining Budget
<b>Asset Renewals</b>	<b>231</b>	<b>\$56.022M</b>	<b>\$14.395M</b>	<b>\$7.529M</b>	<b>\$34.097M</b>
Corporate Overhead		\$5.665M	\$0.000M	\$1.440M	\$4.226M
New/Upgrade Projects	19	\$11.137M	\$0.791M	\$0.260M	\$10.086M
Bridges	5	\$0.350M	\$0.094M	\$0.029M	\$0.227M
Buildings	29	\$11.105M	\$3.990M	\$2.083M	\$5.031M
ICT Renewals	8	\$1.591M	\$1.023M	\$0.276M	\$0.292M
Light'g & Electrical	27	\$1.708M	\$1.235M	\$0.319M	\$0.154M
Park Lands Assets	18	\$2.128M	\$0.345M	\$0.164M	\$1.619M
Plant and Fleet	6	\$1.689M	\$0.767M	\$0.143M	\$0.780M
Traffic Signal	9	\$3.606M	\$2.015M	\$0.179M	\$1.413M
Transport	55	\$10.964M	\$2.997M	\$1.915M	\$6.052M
Urban Elements	49	\$2.891M	\$0.460M	\$0.492M	\$1.939M
Water Infrastructure	6	\$3.188M	\$0.677M	\$0.230M	\$2.280M
<b>New/Upgrade Projects</b>	<b>91</b>	<b>\$56.809M</b>	<b>\$7.075M</b>	<b>\$9.534M</b>	<b>\$40.200M</b>
<b>Total</b>	<b>302</b>	<b>\$112.831M</b>	<b>\$21.470M</b>	<b>\$17.063M</b>	<b>\$74.297M</b>

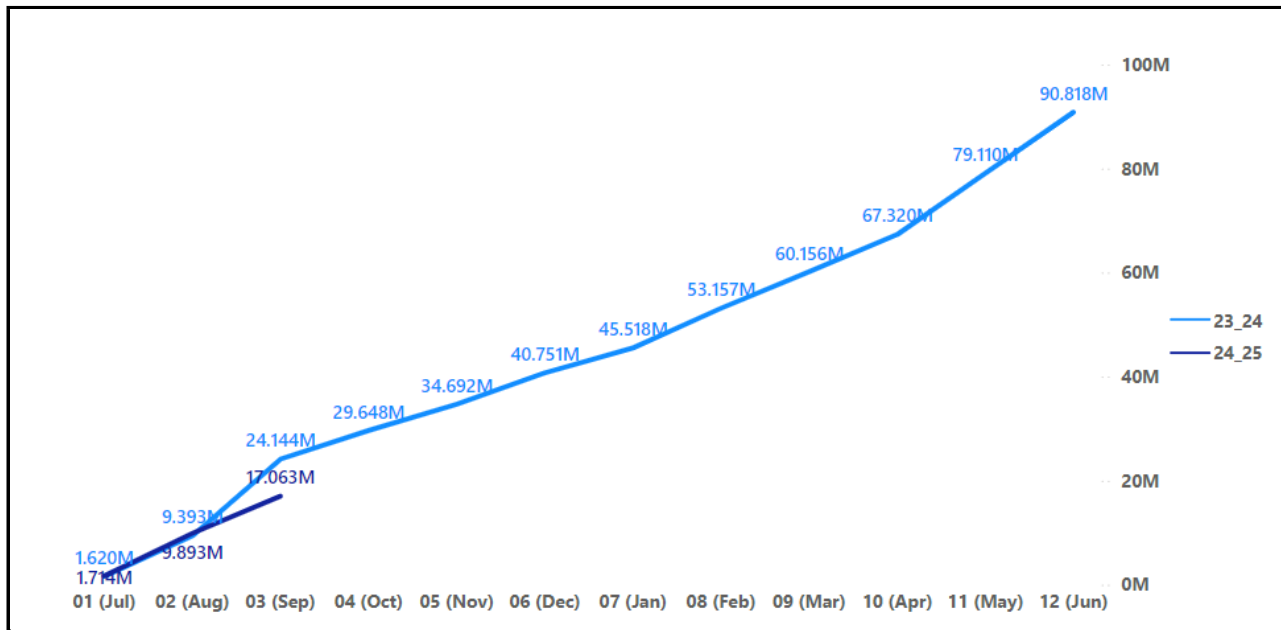
14. Examples of those works completed or in progress are reflected in **Attachment A - Capital Works**.
15. Works in Progress (WIP) is the capitalisation of projects within 10 weeks following Practical Completion. WIP currently sits at 95%. WIP KPI - 70%.

**Works in Progress KPI**



**Capital Works Year on Year Spend Profile**

16. The spend profile for September 2024 reflects a capital spend of \$17.063m year to date, compared to \$24.144m in September 2023. This represents a 29% decrease on the same period last year.
17. Note the spend represented last year (September 2023) included the purchase of 218 – 232 Flinders Street at \$8.3m.



### Procurement Activities

18. The following procurement activities are currently being undertaken or will commence shortly:
  - 18.1. Vincent Street improvements – Issued for Tender (IFT)
  - 18.2. Unley Road Culvert upgrade – Procurement Plan
  - 18.3. South Terrace / Hutt Road stormwater upgrade (about to award)
  - 18.4. Main Street Revitalisation – Design Project Manager (about to award)
  - 18.5. Rymill Park Lake - Stage 2 – Award
  - 18.6. Grenfell Street, Footpath renewal – Procurement Plan
  - 18.7. Melbourne Street - Decorative lighting (Grant): Expressions of Interest

### Future Community Consultation and Engagement Activities

19. The following are some of the community consultation activities and engagements ongoing or planned:
  - 19.1. Vincent Street – next round of street updates
  - 19.2. Hindley and Hutt Street - Round 2 (design and options analysis / re-engage community)
  - 19.3. Grenfell Street – Footpath renewals
  - 19.4. Field Street – weekly contractor bulletins
20. The information provided reflects the first 3 months of the 2024/25 financial year. For further details on the 2024/25 Capital Program, the Council Member Corporate Dashboard has a dedicated Capital Works section.
21. Should Council Members wish to understand the progress of a specific project/s outside of those highlighted, the Director, City Services and Associate Director, Infrastructure can be contacted to discuss.

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## ATTACHMENTS

**Attachment A** – Capital Works Projects in Focus – September 2024

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- END OF REPORT

# Capital Works

## September Update

Infrastructure & Public Works Committee

This report provides an overview of Capital Projects either complete or progressing for the month of September 2024.



## Central Market Arcade Redevelopment

\$15.9m

### New/Upgrade



In the last quarter, major progress has continued on site including the completion of the basement excavation and retention works to the lower basement levels. This has involved the removal of 83,000 tonnes of soil material from site in total.

During the last period, the project has transitioned from a civil works phase into a construction phase. As a result, Multiplex have now established four tower cranes on site with supporting concrete boom towers and completed the installation of building site amenities for its workers with up to 125 workers on site during usual workdays.

These developments have facilitated the staged construction of slab on ground construction, precast panel installations and suspended slab construction up to ground level in the northern portion of the site. The central core to the northern tower has also been built with heavy steel reinforcement involving approximately 200 tonnes of steel.

Externally, the project builder has reconstructed the street facing hoardings with  
2 – Capital Works –September 2024 Update

a gantry system for overhead protection to both Gouger and Grote Streets, including the corners. Currently, the installation of scaffold within the Markets entrances supports this overhead protection.

The forecasted completion for the delivery of Councils Returnable Works remains on track for Q1 2026.

## North-South Bikeways

\$5.5m

### New/Upgrade



Works on Frome Street are nearing completion (excluding road renewal, which will be completed in November). The City of Adelaide project team are working with the contractor to complete the bike path, footpath and greening by mid-October 2024.

Frome Road: Shared Used path works, and lighting works are ongoing.

Due to some minor delays the final section is anticipated to be completed in November 2024.

## Charles Street Streetscape Upgrade



\$5.925m

**New/Upgrade**



Works are on track and the project team are working collaboratively together with stakeholders.

Stage 1 works (Rundle Mall – Charles Place) are tracking on program. The structural slabs pouring are planned to commence towards the end of September 2024 with a curing time of 28 days before paving can commence.

Stage 2 stormwater works will commence in the coming week(s), these works will be undertaken at night to minimise disruptions.

**Field Street Streetscape Upgrade**

\$2.4m

3 – Capital Works –September 2024 Update

**New/Upgrade**



This project is nearing completion, with installation of new streets, line marking and commissioning electrical supply the final activities.

Minor defect rectification to follow and it is anticipated that the road will be reopened early October 2024.

**Hutt Street Entry Statement and Auxiliary Works**

\$3m (plus auxiliary works)

**New/Upgrade**



Construction and landscaping of a southern entry statement for the Hutt Street precinct, along with the raised bicycle and pedestrian actuated crossing and renewed road surface are now complete.

Public art along Hutt Road is commissioned, with the final artwork element located at the intersection of Hutt and Halifax Street (the future Heart of Hutt) anticipated to be completed by the end of November, 2024

Minor improvement works for Hutt Street are currently in progress.

### Light Square electrical switchboard

\$182,000

**New/Upgrade**

The Light Square Electrical Major Switch Board was upgraded to facilitate a 300amp supply to the area. This upgrade will support events such as Fringe and Illuminate in this space and potentially increase revenue.

Stage 1 (Playhouse Lane – Eastern Boundary of Light Square) was delivered prior to Christmas 2023 to facilitate the Fringe Festival 2024.

Stage 2 (Eastern Boundary of Light Square – North/West corner of Light Square) reached Practical Completion (PC) mid-September 2024 and was delivered as a design and construct contract.

### Wellington Square Footpath and Electrical Renewal

Footpath \$395,000

Lighting & Electrical \$350,000

**Renewal**



September 2024 works include the removal of existing asphalt paths, luminaires, light poles, and conduits as part of Stage 2 (north end).

Construction of new path base and installation of new timber edging and reserve bench slabs.

New luminaires installed on new light poles and updated cabling.

All works will be completed in the first week of October 2024 and the Square re-opened to the public.

3 x Wi-Fi units will be reconnected shortly afterwards.

### Adelaide Central Market Authority – Adelaide Central Market Stall Renewals

\$750,000

**Renewal**



Stall 13 renewal is well underway onsite with the main building structure demolished and new construction works in progress.

This project is bound by critical time constraints for length of program and availability of stalls becoming vacant.

Due to these time constraints, we have been working closely with the Contractor to progress the delivery in line with the expectations of Adelaide Central Market Authority (ACMA) and the City of Adelaide (CoA).

Through monitored progress and delivery of works, we have been able to secure design development of four additional stalls, with plans to renew three stalls between January to April 2025.

### Colonel Light Centre Lift Renewal

\$1.2m

**Renewal**



The project requests the renewal of all three lifts within our Colonel Light Centre and have been separated over three stages of work for partial handover delivery upon completion of each lift renewal.

Last month we achieved handover of the Stage 1: middle lift (Lift 2), with works this month quickly re focused to commence renewal of LHS lift (Lift 1).

Onsite this month we have achieved complete demolition of lift 1, followed by installation of all railing and the related cart now in place.

Works are forecast to shift in coming weeks to commence electrical wiring, fitment and testing, with installation moving back to normal day time hours at this milestone achievement.

Forecast stage 2 handover is mid-November 2024, having completed 70% of all projects works by end of end of this month. Final full PC is on track for March 2025.

## Figtree Court Stormwater, road and kerb renewal

\$250,000

### Renewal

6 – Capital Works –September 2024 Update



Photos show excavation was undertaken using a mechanical and hydrovac process due to the large number of services and protection of tree roots.

A new stormwater system will be installed, along with kerb and road renewal.

Stakeholder consultation has been a high priority for this project due to the location of it being a no-through road and implications to residents' driveways. Works to be completed by early November 2024.

## Integrated Transport Strategy Discussion Papers and Stage 1 Public Engagement

Tuesday, 15 October 2024

Infrastructure and Public Works Committee

Strategic Alignment - Our Places

**Program Contact:**

Mark Goudge, Associate Director Infrastructure

Public

**Approving Officer:**

Tom McCready, Director City Services

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## EXECUTIVE SUMMARY

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

An Integrated Transport Strategy (ITS) for the City of Adelaide (CoA) is being developed to replace the Smart Move, Transport and Movement Strategy 2012-2022. The ITS will provide a clear policy position for transport and streets within CoA with strategic directions, policies, network maps and an assessment framework to facilitate effective, evidence-based decision-making and ongoing action and evaluation.

The purpose of this report is to seek Council endorsement on a series of transport related discussion papers which will be used as key materials for Stage 1 of community and stakeholder engagement. The purpose of Stage 1 - Engagement is to hear first-hand from different people who move around the city, to ensure the strategy is developed based on real experience and evidence. This will confirm and build on key issues, opportunities and ideas identified from previous engagement and research (e.g. City Plan, Integrated Climate Strategy), test best practice examples and key strategic moves, as well as build community confidence and buy-in on the strategy as it is developed.

Stage 1 engagement will be undertaken over a four-week period, commencing in late October 2024. The engagement will include an online 'Our Adelaide' engagement page as well as a series of face-to-face engagement methods, including specific engagement with children and young people.

Following Council, stakeholder and community feedback through Stage 1 engagement, an engagement report will be developed to summarise key findings and inform the development of a draft Integrated Transport Strategy (including network maps and an implementation plan). Both of these documents are planned to be presented to the Infrastructure and Public Works Committee in April 2025, seeking approval to progress into Stage 2 - Community and Stakeholder Engagement prior to Council formally adopting the Strategy in mid-2025.

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## RECOMMENDATION

The following recommendation will be presented to Council on 22 October 2024 for consideration

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

1. Notes the Discussion Papers and the associated Discussion Paper Summary Documents as per Item 7.5 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 15 October 2024.
2. Endorses the following Discussion Paper Summary Documents (Attachments) as primary engagement materials for public engagement, as per Item 7.5 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 15 October 2024:
  - Attachment A - Street Space and Kerbside Management.
  - Attachment B - Cycling and Cycle Parking.
  - Attachment C - Public Transport.

- Attachment D - Motor Vehicles and Parking
  - Attachment E - Walking and Wheeling
  - Attachment F - Shared Micromobility
  - Attachment G - Events, Works and Transport Disruptions
  - Attachment H - Urban Freight, City Servicing, Waste Transport and Deliveries
-

## IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	<b>Strategic Alignment – Our Places</b> The Integrated Transport Strategy will provide strategic direction to activate our places in a safe and accessible way for our community.
Policy	Smart Move Transport and Movement Strategy 2012-2022 will be replaced by the Integrated Transport Strategy.
Consultation	The Stage 1 - Engagement for the Integrated Transport Strategy will be open for a four-week period from Monday 28 October 2024 to Monday 25 November 2024. The results of the engagement feedback and analysis will be reported to Council in April 2025, together with the Draft Integrated Transport Strategy.
Resource	Face-to-face community engagement activities are being led by URPS as part of the ITS consultancy. In addition to this, CoA staff will be coordinating and undertaking an online Our Adelaide engagement. No additional resources are required as a result of this report.
Risk / Legal / Legislative	Not as a result of this report
Opportunities	The Integrated Transport Strategy will identify a series of initiatives that will help deliver upon Council's Strategic Plan objectives.
24/25 Budget Allocation	\$200,000
Proposed 25/26 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	Not as a result of this report
24/25 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

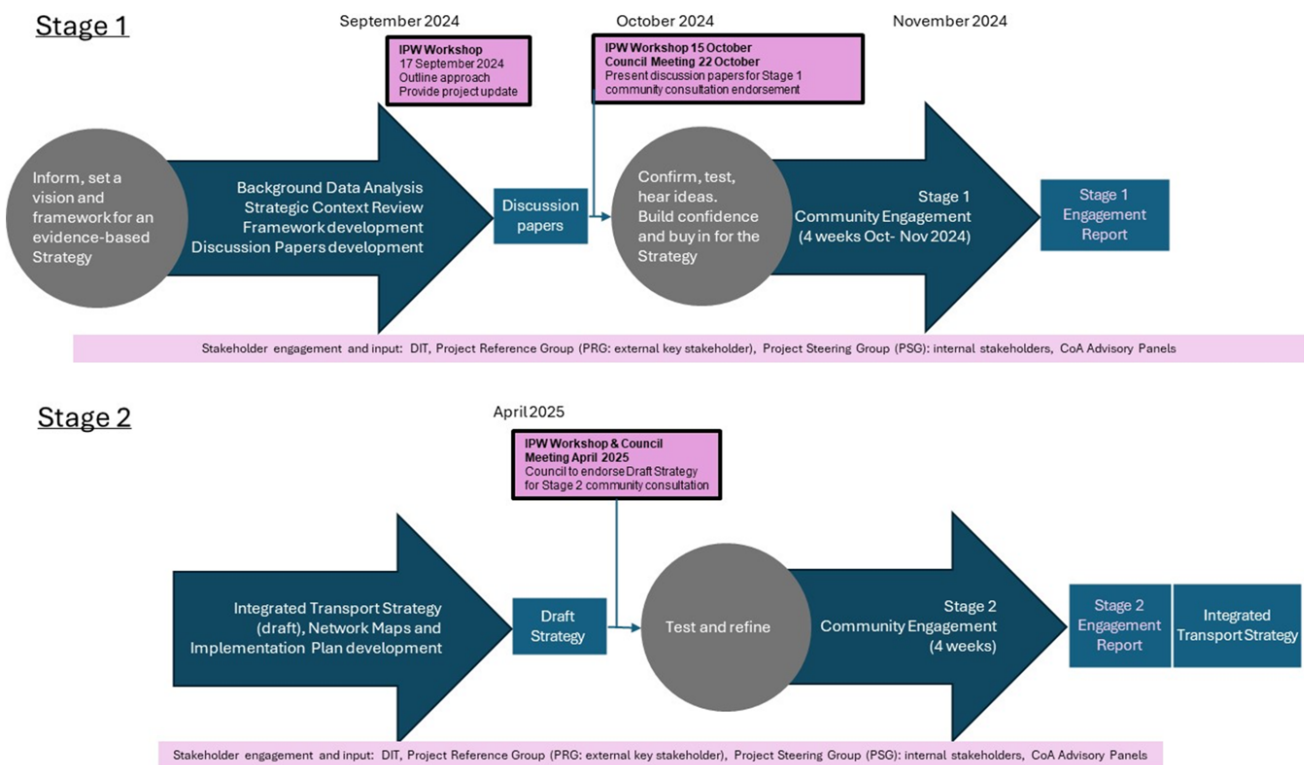
1. The purpose of this report is to present a series of transport-related discussion papers and seek Council endorsement to progress into Stage 1 of community and stakeholder engagement for a four-week period between 28 October 2024 and 25 November 2024.
2. The engagement will inform the development of a draft Integrated Transport Strategy (ITS) over December 2024 and early 2025.

## Background

3. The ITS is being developed to replace *Smart Move*, The City of Adelaide Transport and Movement Strategy 2012-2022.
4. Smart Move aimed to make the city more accessible by accommodating greater travel choices to meet the needs of all users. The Strategy's key priority was to create a people-friendly City by improving conditions for pedestrians, cyclists and those using public transport. It strived to achieve the right balance for accommodating these priority users, while also addressing the needs for parking, loading and car accessibility.
5. While many of Smart Move's objectives are still relevant today, more recent planning frameworks such as Movement and Place and Healthy Streets have emerged, and together with the Safe System approach, have established new ways of thinking about our streets and transport systems.
6. The ITS will be developed to reflect contemporary transport thinking and frameworks, including Healthy Streets, Movement and Place and the Safe Systems approach.
7. Considering these evidence-based frameworks, the ITS will enable improved identification and prioritisation of transport projects, through a systematic and strategic approach.
8. Additionally, it aspires to create a transport system that considers all modes of movement (into and around the city) and enable people to adopt a healthier, more sustainable lifestyle and to result in a greener, more beautiful, equitable and liveable City of Adelaide.
9. The ITS will provide a clear policy position for transport networks and streets within the City. It will include strategic directions, policies, network maps, an assessment framework to facilitate effective decision-making as well as a high-level Implementation Plan.
10. The ITS will sit under City of Adelaide's suite of Strategic Management Plans (i.e. Strategic Plan, Long Term Financial Plan, Asset Management Plans and City Plan) and will provide line-of-sight for new transport-related initiatives that support delivering upon our Strategic Plan's objective to facilitate and activate our places in a safe and accessible way for our community.
11. The ITS is being developed in alignment with key City of Adelaide strategies and planning documents, including the recently endorsed City Plan and Integrated Climate Strategy as well as several key strategic transport initiatives (Citywide Speed Limit Review, Traffic Signal Optimisation Review and School Safety Review) and design principles for our Main Street Revitalisation projects.
12. The Infrastructure and Public Works Committee were presented a high-level overview of the Integrated Transport Strategy on 17 September 2024 [\[Link 1\]](#)
13. Key themes that were discussed were:
  - 13.1. Historic and future mode shifts.
  - 13.2. Future levels of car use and car parking availability with consideration of City Plan and growth ambitions.
  - 13.3. Reducing motor vehicle traffic through the city.
  - 13.4. Ensuring comfort and safety for people walking and wheeling.
  - 13.5. Benchmarks and comparative safety for cycling in Adelaide when compared to other cities.
  - 13.6. Establishing a comprehensive and connected cycling network.
  - 13.7. A continuous active travel city loop (for transport and tourism).
  - 13.8. Increasing the uptake of public transport (including better stop waiting experience and new routes).
  - 13.9. Ensuring businesses are appropriately engaged through the development of the strategy.



14. The ITS is being developed in two key stages.
15. Stage 1 is currently underway and aims to set a vision and framework that will inform an evidence-based strategy. It includes background research and data analysis that will be presented within a series of transport-related discussion papers.
  - 15.1. These discussion papers will be used as key engagement materials for Stage 1 engagement, which aims to confirm, test and hear ideas as well as build confidence and buy-in for the strategy.
  - 15.2. Following Stage 1 engagement, an Engagement Report will be developed to summarise key findings and inform the development of a draft ITS.
16. Stage 2 involves the formal development of a draft ITS that will provide a clear policy position for transport networks and streets within the City. The ITS will include strategic directions, policies, network maps, an assessment framework to facilitate effective decision-making as well as a high-level Implementation Plan.
  - 16.1. Network maps will identify principle-based networks for each mode of transport, with different classifications depending on the importance and nature of the route. There will be associated requirements for the classifications, to provide clarity on target minimum level of service and infrastructure requirements.
  - 16.2. The Stage 1 Engagement Report and a draft ITS are planned to be presented to the Infrastructure and Public Works Committee in April 2025. Council endorsement will be sought to proceed to Stage 2 engagement on the draft ITS, prior to Council formally adopting the Strategy in mid-2025.



### Background Research and Discussion Papers

17. Background research and engagement with internal and external stakeholders has been undertaken to develop a series of evidence-based Discussion Papers, which will help facilitate Stage 1 community and stakeholder engagement.
18. Discussion Paper Summary Document has been prepared for each topic to help improve community engagement and understanding and are contained within **Attachments A – H**.
19. Detailed Discussions Papers to support the Discussion Paper Summary Documents can be found within **Links 2 – 9**.

20. The Discussion Papers cover eight topics, which include:
  - 20.1. Street Space and Kerbside Management
  - 20.2. Cycling and Cycle Parking
  - 20.3. Public Transport
  - 20.4. Motor Vehicles and Parking
  - 20.5. Walking and Wheeling
  - 20.6. Shared Micromobility
  - 20.7. Events, Works and Transport Disruptions
  - 20.8. Urban Freight, City Servicing, Waste Transport and Deliveries
21. For each topic, Discussion Papers outline:
  - 21.1. The relevance of the Discussion Paper.
  - 21.2. The strategic context and current situation.
  - 21.3. Best Practice Review.
  - 21.4. What we have heard to date through engagement.
  - 21.5. A summary of current issues, barriers and opportunities.
  - 21.6. Case studies and snapshots of what other cities are doing.
  - 21.7. Key strategic moves.

### **Stage 1 Community and Stakeholder Engagement**

22. The purpose of Stage 1 engagement is to hear from our community to confirm and build on issues, opportunities and themes identified from previous engagement and research. In addition to this, it aims to help build a shared vision and objectives for the Strategy, test best practice examples and key strategic moves, and take on any additional ideas.
23. Stage 1 engagement will try to hear from different people who move around the city. This will be an important part to making sure the strategy is developed based on real experience and evidence, and through implementation will result in inclusive, accessible and safer streets and places.
24. Stage 1 engagement is proposed to occur over a four-week period, from Monday 28 October 2024 to Monday 25 November 2024, and include:
  - 24.1. An online engagement campaign including a survey via Our Adelaide.
  - 24.2. Eight topic-specific Discussion Papers and summarised documents published online to inspire feedback and comment.
  - 24.3. Six collaborative planning workshops with key stakeholders grouped under key discussion topics.
  - 24.4. Four open in-person community engagement sessions in various locations, planned and scheduled to ensure sessions are accessible and convenient for different stakeholders and people in the community (e.g. business owners and operators, people with disability and parents and carers).
  - 24.5. One panel discussion, including guest speakers.
  - 24.6. Child and youth-specific engagement activities.
25. Notification of community engagement will be provided through the following avenues:
  - 25.1. Promotional advertisements on all Customer Service points including the digital screens that Council operates, our Libraries and Community Centres.
  - 25.2. Social Media posts via City of Adelaide social media channels.
26. Our Adelaide - the community will be encouraged to engage and make written submissions through the Our Adelaide newsletter and through City of Adelaide's website linking to detailed information on the Our Adelaide platform.
27. Submissions and feedback will also be able to be sent in writing or through e-mail.

28. Hard copy submission forms will be available inside Consultation Packs from City of Adelaide's Customer Service Centre, libraries and community centres.
29. The community will have the opportunity to have their questions answered by City of Adelaide project staff over the phone or book an appointment to chat to staff in person.
30. A number of key external stakeholders have been engaged through early background research and information gathering and will continue to be engaged throughout the project. These stakeholders include:
  - 30.1. Department for Infrastructure and Transport – to ensure strategic alignment across approaches and directions.
  - 30.2. City of Adelaide's Access and Inclusion Advisory Panel and Gender Lens Workshop participants - to better capture issues and opportunities from all perspectives.
  - 30.3. Project Reference Group (PRG) stakeholders including the RAA, adjoining Councils, the Heart Foundation, the Commissioner for Children and Young People, Bike SA and Walking SA.

### Next Steps

31. Subject to Council endorsement, the Stage 1 community and stakeholder engagement will commence and be undertaken between Monday 28 October to Monday 25 November 2024.
32. Following this four-week public engagement period, feedback will be formally collated into an Engagement Report that will be presented to Council in conjunction with the draft Integrated Transport Strategy documents in April 2025.

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## DATA AND SUPPORTING INFORMATION

**Link 1** - [September 2024 Infrastructure and Public Works Committee Workshop Presentation](#)

**Link 2** - [Street Space and Kerbside Management Discussion Paper](#)

**Link 3** - [Cycling and Cycle Parking Discussion Paper](#)

**Link 4** - [Public Transport Discussion Paper](#)

**Link 5** - [Motor Vehicles and Parking Discussion Paper](#)

**Link 6** - [Walking and Wheeling Discussion Paper](#)

**Link 7** - [Shared Micromobility Discussion Paper](#)

**Link 8** - [Events, Works and Transport Disruptions Discussion Paper](#)

**Link 9** - [Urban Freight, City Servicing, Waste Transport and Deliveries Discussion Paper](#)

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## ATTACHMENTS

**Attachment A** - Street Space and Kerbside Management Discussion Paper Summary

**Attachment B** - Cycling and Cycle Parking Discussion Paper Summary

**Attachment C** - Public Transport Discussion Paper Summary

**Attachment D** - Motor Vehicles and Parking Discussion Paper Summary

**Attachment E** - Walking and Wheeling Discussion Paper Summary

**Attachment F** - Shared Micromobility Discussion Paper Summary

**Attachment G** - Events, Works and Transport Disruptions Discussion Paper Summary

**Attachment H** - Urban Freight, City Servicing, Waste Transport and Deliveries Discussion Paper Summary

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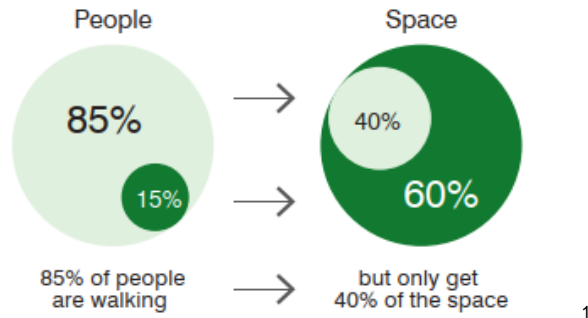
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# Street Space and Kerbside Management Discussion Paper Summary

**For Elected Members:**

Please note that there is a more comprehensive supporting discussion paper linked within the Committee Report

Across Australian cities, people are not allocated their fair share of space:



As the City of Adelaide (CoA) continues to grow, managing limited street and kerbside space becomes increasingly important to maintain liveability.

Street space and the kerbside refer to the areas of urban roads and pavements, including the edges where vehicles park, pedestrians walk, and various city functions take place. These spaces are crucial for the smooth functioning of a city, serving multiple roles such as facilitating transport, supporting local businesses, and providing public amenities.

The management of the kerbside in Adelaide requires balancing the various demands placed on this valuable urban space.



## Benefits

The strategic management of this limited space can enhance the efficiency and productivity of its urban environment and bring a number of benefits to the city for residents, businesses and visitors:



- Reducing congestion, improving traffic flow, and supporting sustainable transport options such as public transport, cycling, and walking



- Boosting local businesses, support economic activities, and increase revenue from parking and other uses.



- Street space for outdoor dining, markets, and public activities can stimulate local businesses and create lively neighbourhoods



- Prioritising space for active and public transport modes to reduce vehicle emissions, contributing to better air quality
- Reallocating space to urban greening contributes to climate resilience and enhances the city's environmental quality



- Improve accessibility for people of all ages and abilities, supporting inclusion and independent movement in the city
- Accommodate the growing demand from an ageing population, fostering inclusion.
- Reducing footpath clutter can create safer, more pleasant streets, encouraging walking and social interaction

Melbourne's **Swanston Street** redevelopment<sup>2</sup>, Sydney's **George Street** pedestrianisation<sup>3</sup>, and the redesign of **9th Avenue and Union Square** in New York City<sup>4</sup> are projects that have enhanced environments, improved pedestrian safety, boosted economies, and created vibrant public spaces.

<sup>1</sup> City of Sydney Walking Strategy and Action Plan

<sup>2</sup> City of Melbourne. (2012). *Swanston Street redevelopment project overview*.

<sup>3</sup> City of Sydney. (2021, April 12). *George Street to become destination boulevard*. City of Sydney.

<sup>4</sup> New York City Department of Transportation. (2014). *Measuring the street: New metrics for 21st century streets*. New York City Department of Transportation.

## Street Space and Kerbside Management Discussion Paper Summary

### Challenges

Efficient management of street and kerbside space is essential for creating a dynamic, accessible, and liveable urban environment. Optimising the use of these valuable areas can unlock a range of benefits that enhance mobility, support local economies, and promote environmental sustainability.

**Kerbside parking is often provided at little or no cost.**

Space is subsidised by the city and ratepayers, leading to increased car dependency and congestion.



**The City of Adelaide heavily depends on parking revenue.**

About 24% of City income is sourced from parking, vital for funding municipal services and infrastructure.



**Multiple authorities have separate powers over kerbside space.**

Leading to conflicts and inefficiencies in street configuration and management.

**The value of kerbside space is not recognised.**

Kerbside areas are often undervalued and underused, missing opportunities to improve urban mobility, local businesses, and city experience.

**Footpaths are contested space.**

Required for multiple users and can result in conflicts between the needs of people, public transport facilities, street greening, and businesses.



**Visual and physical clutter on footpaths hinders pedestrian movement, safety, and urban aesthetics.**

Impacts accessibility and inclusion for people of all ages and abilities and the overall walking environment.



**Proposing modifications to existing kerbside arrangements can lead to community concerns.**

Particularly when reallocating parking spaces for other uses is proposed.



**Kerbside space is disproportionately allocated to low-value uses.**

Extensive on-street parking limits the potential for dynamic public spaces and contributing to congestion.

## Street Space and Kerbside Management Discussion Paper Summary

### Opportunities

The efficient use of street space and kerbside areas is vital for enhancing mobility, safety, and creating vibrant, accessible environments for the city. Properly designed and managed, these spaces can significantly contribute to economic vitality, environmental sustainability, inclusion and liveability.

Five **key strategic moves** have been identified to realise this opportunity:



#### Establish a hierarchy of kerbside uses

Prioritise kerbside space allocation for different street types utilising a hierarchy that considers space efficiency and sustainable transport modes as well as CoA's strategic objectives which include greening, activation, accessibility (e.g. accessible car parking) and transport decarbonisation.



#### Demand-based kerbside management systems

Manage kerbside space efficiently, adjusting allocation based on day and/or time of day demand.



#### Reallocate kerbside space for high-value uses

Shift kerbside space from low-value uses, like free or low-cost parking, to more productive activities such as loading, city servicing, public transport, street activation, pedestrian and cycling space.



#### Prevent and reduce footpath clutter

Prevent and reduce visual and physical obstacles on footpaths to protect and improve accessibility, user safety, and the overall experience of urban areas.

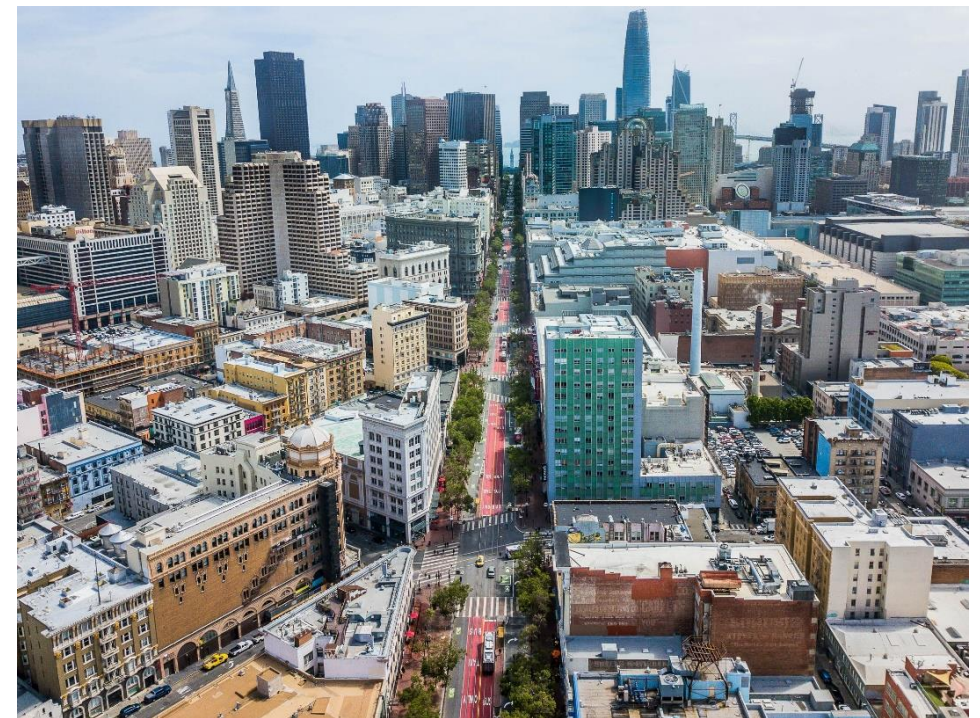


#### Community engagement and collaboration

Undertake regular community and stakeholder engagement to ensure the kerbside space allocation on our streets considers the evolving needs of residents, businesses and the city visitors.

In 2009 significant changes were made to **Market Street** in San Francisco to remove cars and reallocate street and kerb space to public transport services and people.

These changes improved public transport reliability for 75,000 daily users with minimal impact on surrounding car traffic, as nearby roads experienced little or no reductions in travel speeds, and freed up valuable space for pedestrians and the community.



## Cycling and Cycle Parking Discussion Paper Summary

Adelaide faces the challenge of managing urban mobility while promoting sustainable transport options. Bicycle transport presents a viable solution due to its low environmental impact, health benefits, and space efficiency.

- More people cycling results in improved community health and wellbeing, economic and environmental benefits. This is recognised in City of Adelaide (CoA) and State Government policies for future transport investment.
- Community and government support for cycling for people of all ages and abilities is growing across South Australia and Adelaide.
- Cycling has recently surged in popularity, especially recreational riding.

Adelaide is well positioned to be a city for cycling:



Adelaide has some of the best weather for cycling in Australia, with comfortable summer and winter temperatures, and few rainy days.

Over 130,000 people work in the City of Adelaide. Of this, 5.3% also live in the area, around 6,800 people. Around 43% of workers live in suburbs directly surrounding the City, equating to over 55,000 people



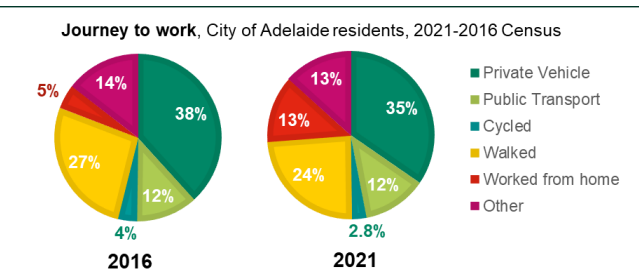
The number of households in South Australia with at least one working bicycle has been increasing steadily since 2015.<sup>1</sup>

Cycling participation has increased to 38.3% in SA, up 8.5% from the previous year. The main motivator to ride was for recreation.



Adelaide's relatively flat topography is ideal for cycling.

Journeys to work in the CoA are shorter than in many other Australian cities, so there is potential for more cycling to work.



Cycling for journey to work travel represented 2.8% of trips into the city in 2021.<sup>2</sup>



**Summer Avg:** 16.7-28.6°C  
**Winter Avg:** 8-16°C  
**Avg rainy days per year:** 82

**For Elected Members:**

Please note that there is a more comprehensive supporting discussion paper linked within the Committee Report

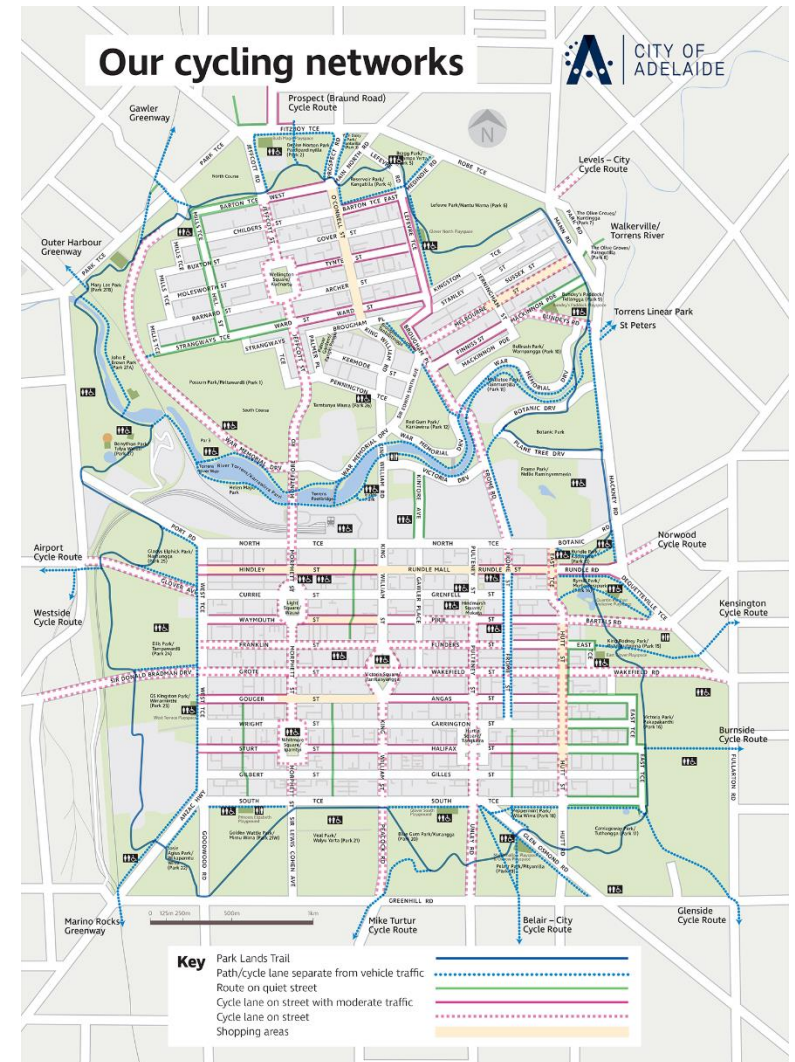


Figure 1 Existing CoA Cycling Network

<sup>1</sup> The National Walking and Cycling Participation Survey (2021) South Australia

<sup>2</sup> Method of Travel to Work, Census 2021, Australian Bureau of Statistics

**Benefits**

Providing improved cycling facilities will give people safer and more equitable choices about how they travel to, from, and within Adelaide. It will contribute to improving the overall liveability for our city for everyone.

More people cycling more often in Adelaide will create numerous benefits:



**Public health and wellbeing<sup>3</sup>**

- Better physical health and reduced risk of serious illness
- Improved mental health and wellbeing



**Transport and urban liveability**

- Lower travel costs and shorter travel times
- Reduced network congestion
- Safer streets



**Environmental**

- Decreased carbon emissions
- Improved air quality



**Equity, access and inclusion**

- Increased social participation
- Improved transport options for those unable to drive, such as children, the vision impaired, and the elderly



**Economic<sup>4</sup>**

- Increased economic output per capita
- Reduced infrastructure maintenance
- Reduced public health system costs



**Figure 2 Modal filters in Melbourne Source: Streets Alive Yarra**



**Case Study: The Plan Velo (Cycling Plan) in Paris, France**

The *Plan Vélo* (Cycling Plan) 2021-26 is set to transform Paris into a fully cycle-friendly city, with new infrastructure, extensive development of secure parking solutions, and an enhanced cycling ecosystem.

Key Investments include:

- 180km of new secure routes in the City alone, and over 1000km in greater Paris. This includes cycle and public transport.
- Intersection safety and bridging the urban divide between greater Paris and the City centre by providing attractive cycle paths.
- Adding 60,000 bicycle racks and a trial of specialist racks for cargo bikes. Incentivising secure residential parking provisions and the construction of bicycle stations with electric bike charging.
- There are gender equality provisions in the Plan Velo. As streets have improved for cycling, more women and children have cycled.

This investment is already having a significant impact on ridership – October 2023 recorded double as many bicycle riders as the same month in 2022. About 30% of all trips in Paris are now being made by bicycle.<sup>5</sup> A 71% increase in cycling infrastructure use was recorded between 2019-2022.<sup>6</sup>

<sup>3</sup> Healthy Streets Framework, Lucy Saunders  
<sup>4</sup> [Economic Benefits of Cycling in Urban Environments](#), Urban Future Exchange SA (2019)

<sup>5</sup> Pettitt, B. (2024, June 3). *Paris doubled its cycling numbers in one year. Here's how.* Brad Pettitt.  
<sup>6</sup> Apur. (2023, October). *Cycling infrastructures in the Greater Paris - Grand Paris Metropolis.* Apur.



### Challenges

- The cycling network in Adelaide is predominantly on-road unprotected lanes and shared paths or trails in the Adelaide Park Lands.
- There are minimal complete routes, creating a disconnected network that best caters to confident riders. This reduces the appeal of cycling to, from and within the city and is a primary reason why cycling rates remain quite low and there is a large participation gender gap.
- User confidence remains the primary concern and deters many from cycling, especially women, children, and older adults: *not feeling safe is a key barrier to greater cycling participation.*<sup>7 8</sup>
- Perceived barriers to cycling uptake: safety, security, need to carry items, weather, distance and topography (hills), and social and cultural factors.<sup>9</sup>

### Only 6% of people say they feel confident riding in mixed traffic.

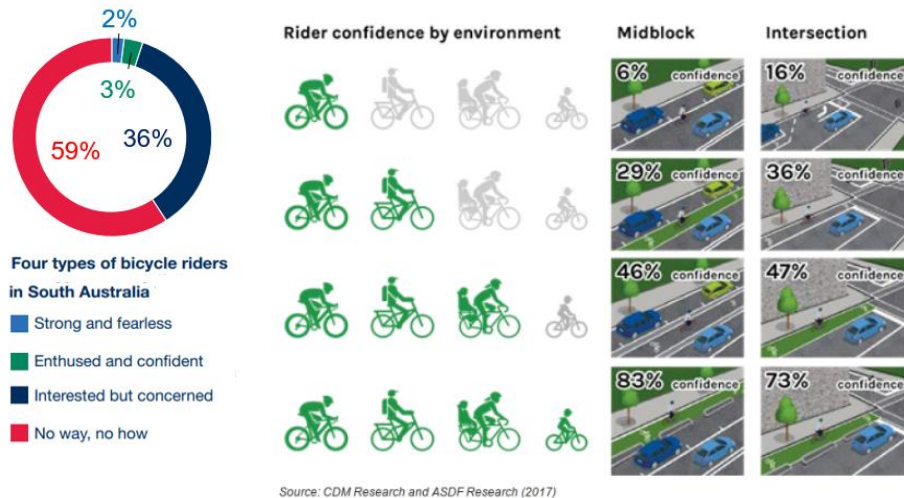


Figure 3 Cycling attitudes in South Australia<sup>10</sup>

Figure 4 Bicycle user confidence<sup>11</sup>

### Opportunities

Many people would like to cycle, but don't feel safe enough to do so.<sup>12</sup> There is a large proportion of people who are interested in cycling<sup>10</sup>. Research indicates that people demonstrate a strong preference for protected cycle lanes that provide continuous protection and safety throughout their journey.<sup>11</sup> The CoA recognises the criticality of reducing carbon emissions by creating healthier streets so more people choose to cycle rather than drive. There is an aim to triple the number of workers who cycle to work.<sup>13</sup>



Three **key strategic moves** have been identified to to achieve this goal and support a mode shift to cycling:

**Optimising our streets** to create appealing corridors for cycling movement, rest, and to improve safety for all users.

Creating healthy residential streets, with safe speeds and measures such as traffic calming and modal filters to cost-effectively and quickly increase the 'cycle network'.

The City of Adelaide owns and maintains all CBD roads and can allocate road space to provide dedicated space for cycling.

Upgrading **infrastructure** to create a network of low stress cycling lanes, intersection priority upgrades, and safe and secure parking for bikes and e-bikes, accessible for people of all ages and abilities. Connect the network with infrastructure in adjoining suburbs and within the Adelaide Park Lands.

Improving cycling **culture** by building on existing travel behaviour change programs that encourage trying new modes, and by creating opportunities for trip integration between modes.



<sup>7</sup> L. Pearson, B. Gabbe, S. Reeder & B. Beck (2023) Barriers and enablers of bike riding for transport and recreational purposes in Australia

<sup>8</sup> City of Adelaide (2023), Gender & Safety Focus Groups Summary Report

<sup>9</sup> Austroads (2024), [Prioritising Active Transport](#)

<sup>10</sup> Department of Infrastructure & Transport, 2022, Cycling Strategy for South Australia

<sup>11</sup> City of Melbourne (2017), *Bicycle User Confidence Study*.

<sup>12</sup> L. Pearson, B. Gabbe, S. Reeder & B. Beck (2023) Barriers and enablers of bike riding for transport and recreational purposes in Australia

<sup>13</sup> City of Adelaide (2024), *Integrated Climate Strategy*

## Public Transport Discussion Paper Summary

Adelaide has a multi-modal public transport network consisting of buses, trams and trains. The State Government has primary responsibility for the planning and operation of public transport services across Greater Adelaide.

The City of Adelaide (CoA) has a key role to play in advocating for improved service coverage and frequency, and oversees key aspects of the network infrastructure, especially the on-street conditions, such as bus lane and traffic signal priority, and stops within the city.



The network is radial, meaning most services connect to or through the CoA.



While being multi-modal, the network is underpinned by a strong reliance on buses, including the O-Bahn bus service.



Public transport network expansion and service improvements are a key priority for the CoA.

Most CoA residents have *above average* access to public transport services<sup>1</sup>. However, Greater Adelaide has a low mode share of public transport for journey to work overall and ranks below its peer cities for network performance<sup>1</sup>. Public transport use by CoA residents is on the increase, and there is an opportunity to increase the public transport mode share for journey to work as well as trips within the CoA.



CoA resident public transport travel to work 12% (2021, 2016) 10% (2011)



130,000 workers in the City of Adelaide (2021) increasing to 150,000 workers by 2036 (City Plan)



5% of workers live in the CoA = 6,800



43% of workers live in adjacent suburbs = 55,000

2

For Greater Adelaide, public transport is accessible, with many people living close to public transport stops. However, the perception of these services can be poor due to infrequent services, transfer issues and long travel times. The convenience of driving and perceived and/or real barriers to public transport use contributes to higher levels of driving.

<sup>1</sup> SNAMUTS Composite Index (2021)

<sup>2</sup> Method of Travel to Work, Census 2021, Australian Bureau of Statistics

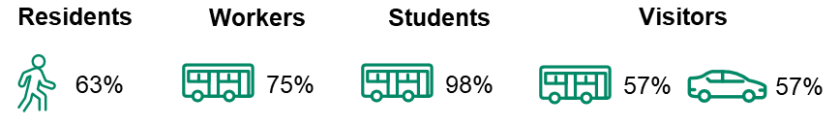
<sup>3</sup> City of Adelaide. (2023). City User Profile 2023.

### For Elected Members:

Please note that there is a more comprehensive supporting discussion paper linked within the Committee Report

### How do people travel to the City of Adelaide?

The CoA *City User Profile* reports that public transport is the most commonly used mode of transport to the city, followed by driving and walking.

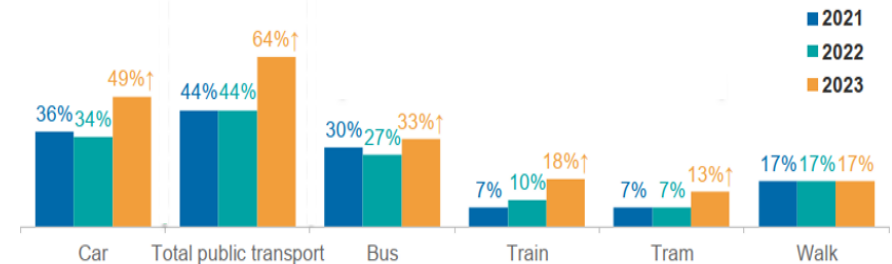


<sup>3</sup> "Visitors" does not include those who live, work or study in the CoA. Total exceeds 100% because survey permitted multiple trip responses for one journey, e.g. public transport, drive, Park and Ride (both)

### How do visitors\* to the City of Adelaide travel?

There is a sustained shift in modal choice by city visitors\*. The share of people using public transport is increasing<sup>4</sup>.

Additionally, the majority of public high school students in CoA catch public transport to and from school<sup>5</sup>.



<sup>6</sup> Totals exceed 100% because survey permitted multiple responses. An increase in travel by car in 2023 could be a result of greater use of park and ride or park and walk options.<sup>6</sup>

\* Visitors does not include those who live, work or study in the CoA



<sup>4</sup> Adelaide Economic Development Agency & City of Adelaide (2024). Retrieved from: <https://d31atr86jngqr2.cloudfront.net/AEDA-Activity-Report-Q2-2024.pdf>

<sup>5</sup> City of Adelaide. (2024). School travel safety reviews.

<sup>6</sup> City of Adelaide. (2023). City User Profile 2023.

## Benefits

Research shows that cities with high public transport mode share are more likely to experience the following key benefits<sup>7</sup>:



### Urban liveability and accessibility

- Improved access to key employment centres, services and entertainment.
- Reduced time lost to travel, and more reliable journey times.
- Places are more likely to be designed for people, as less road space is required for private vehicles.



### Environmental

- Reduced carbon emissions, and improved air quality
- Reduced noise pollution
- Higher likelihood of meeting climate goals.



### Economic

- Decreased congestion, resulting in less travel time for users, including freight and essential services
- Improved connection to employment
- Time spent on public transport can be more productive.



### Equity and Health

- Lower isolation and improved mental health outcomes
- Lower stress associated with time on public transport
- Public health benefits with higher levels of active travel for access to and from stops / stations
- Increased mobility and social participation for older adults
- Greater transport choice for all.

The CoA strategic objectives support increasing public transport mode share to create a network that is inclusive of all ages and abilities.

More people using public transport means fewer private vehicles on our roads. This results in lower congestion, emissions, and better place, environmental and economic outcomes for our city.

**Cities with more available transport choices provide people who don't have access to a car with the opportunity to complete multiple tasks within a single journey made of multiple trips.**

### Committee for Adelaide benchmarking 2023



**10<sup>th</sup> out of 15 peers\*** when considering speed and reach of public transport networks.



Hours lost to congestion has **increased** since 2019. Adelaide is the **only** peer city where this has occurred.



**6<sup>th</sup> out of 7** peer cities when comparing the speed of shift to more sustainable modes.

\*Examples of Adelaide's peers include Auckland, Bilbao, Portland and Edmonton

8

## Challenges and issues

Adelaide is lagging in the shift to sustainable modes due to several challenges:

### Operational

- Bus and tram delays resulting from public transport not always being prioritised above general traffic (e.g. traffic signal phasing and dedicated bus lanes)
- Low service frequencies outside peak periods
- Conflicts with vehicles, both parked and turning, due to the high number of properties requiring access.

### Infrastructure

- Poor interchange and door-to-door experience, including congested, unsheltered waiting spaces and narrow footpaths.

### Safety and social inclusion

- Safe and efficient access to and from public transport stops and stations is not always prioritised. This includes no or misaligned crossing points between stop pairs, lack of wayfinding and insufficient queuing space for people waiting conflicting with other path uses.
- Personal safety issues stem from a lack of night-time infrastructure such as lighting and CCTV at stops, and lower service frequency after dark resulting in passengers often waiting longer at stops.
- Public transport is vital for social inclusion and accessibility, to cater for an ageing population, people with disability, and for children to get to and from school, and for recreation and social purposes.

<sup>7</sup> BMC Public Health (2018), [Built & natural environment planning principles for promoting health](#)

<sup>8</sup> [Benchmarking Adelaide](#) (2023), Committee for Adelaide

**Connectivity**

- Coverage within the CBD forces people to walk long distances or change services through inefficient transfers. It is common to require two or even three changes of service to reach a certain part of the city.
- All trains terminate at Adelaide Train Station in the north-west of the CBD, whilst trams terminate in the northern section of the CBD.

**Case Study: Wellington, New Zealand**

Wellington has very similar characteristics to Adelaide’s bus network – high accessibility, but low uptake. About 97% of Wellingtonians live within easy walking distance of a bus stop, but only 37% of people use the bus when travelling to the central city in the morning. This results in around 70,000 bus trips per day, with nearly a third for education.

It was identified that travel time reliability in the city centre was becoming less predictable and that improving this would support uptake, and make buses more attractive than driving. A Bus Priority Action Plan was developed to will make bus trips more reliable and faster on the busiest routes in Wellington. Recommendations in the Plan included:

- Bus lanes, clearways and transit lanes
- Traffic light timing changes to prioritise buses
- In-lane bus stops (the bus stops in the traffic lane to pick up/drop off)
- On-street parking adjustments
- The spacing and quantity of bus stops.



**Opportunities**

To achieve our vision for the future of Adelaide, there is an opportunity to develop a reliable and frequent public transport network, with a positive door to door experience, that can enable greater transport choice for our community.

Three **key strategic moves** have been identified to realise this opportunity:

**Improve public transport infrastructure**



Upgrade infrastructure to prioritise public transport efficiency, interchange experience and pedestrian amenity along key public transport corridors within the City. This may include provision of more comfortable and weather protected stops and interchanges, formalised and safer crossings and prioritisation of public transport movements over general traffic (e.g. dedicated bus lanes and traffic signal priority).



**Enhance public transport customer experience**



Create safe, comfortable and attractive urban environments along key public transport corridors and better integrate active transport and micro mobility trips with public transport to support a multi-modal network with great door-to-door user experience.

**Advocacy and partnerships with State Government**



Opportunities exist for the CoA to advocate for and partner with State Government to investigate improving existing public transport corridors (e.g. Currie-Grenfell bus corridor), create new light-rail connections within the City and to adjoining inner suburbs (e.g. Prospect, inner East and the Airport) and improve network-wide integration between transport modes. CoA could also advocate for improvements to public transport through increased off peak service frequencies.

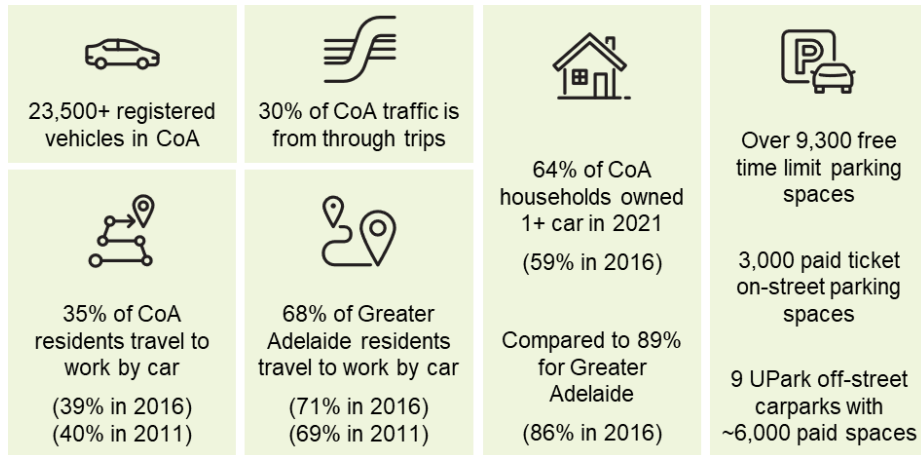
## Motor Vehicles & Parking Discussion Paper Summary

The City of Adelaide (CoA) road network needs to support movement, connectivity and accessibility for all modes of travel.

Car ownership rates and the percentage of residents who drive to work is lower within the CoA compared to Greater Adelaide. However, Adelaide's wider transport policies have historically focused on expanding the road network capacity and both on and off-street parking availability to accommodate more private vehicles.

This has resulted in increasingly larger numbers of people from outside the CoA now driving into the city each day for work and other purposes. Of the 130,373 people who work in the CoA only 5.3% also lived in the of CoA.<sup>2</sup> This represents a significant daily transport task.

### City of Adelaide current vehicle and parking snapshot<sup>123</sup>



### For Elected Members:

Please note that there is a more comprehensive supporting discussion paper linked within the Committee Report

Key access roads now experience significant road congestion during peak periods, resulting in long travel time delays to motorists. Traffic volumes are highest around the perimeter of the CoA, in addition to West Terrace and Montefiore Road.



Figure 1 Traffic volumes in the CoA

In response, the CoA's approach has shifted to developing an integrated network that will support greater transport mode choice across journeys – cars, public transport, cycling, walking – as peoples' needs change.

According to Infrastructure Australia, the **cost of road congestion in Adelaide** is projected to rise to **\$7.6 million per weekday** by 2031, highlighting the importance of encouraging the increased use of active and public transport modes to reduce future traffic congestion.



The new Transport Strategy will therefore support key CoA strategic objectives to create a more multi-modal, integrated and sustainable network that acknowledges the role of private vehicles but provides more opportunity for people to choose convenient active travel and public transport options.

<sup>1</sup> Arup, CoA EV charging infrastructure transition roadmap, 2023

<sup>2</sup> Australian Bureau of Statistics, Census, 2021

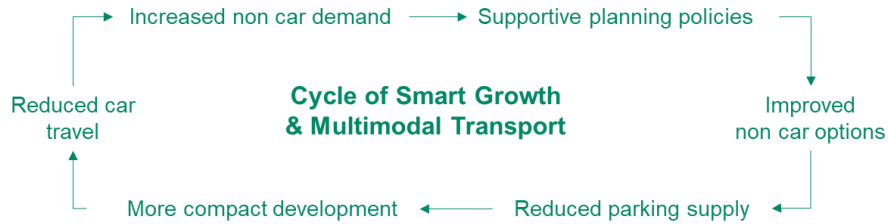
<sup>3</sup> City of Adelaide. (2022). Draft City Access Strategy Community Engagement Summary

**Benefits**

To create a highly liveable, prosperous, and resilient city, it is essential that people have a range of transport choices available to them each day and at each stage of their lives to undertake different activities.

There is an opportunity to improve the variety of transport modes available to the most people, thereby decreasing the reliance on private vehicle use and increasing the accessibility and liveability of Adelaide.

The *Smart Growth* multi-modal transport planning approach (below) can support improvements to transport network performance and local urban development outcomes.<sup>4</sup>



**Case Studies: What are others doing?**

**Amsterdam, Netherlands**

Drastically reduced the number of on-street parking spaces and increased parking fees to discourage car use.

Also invested in cycling infrastructure and public transport, making these modes more attractive than driving.

These policies have led to a significant reduction in car use and an increase in cycling and public transport use.

**San Francisco, USA**

Introduced dynamic parking pricing through its *SFPark* program.

This system adjusts parking prices based on demand, ensuring that one or two spaces are always available on each block.

The approach helps reduce the time drivers spend searching for parking; lowering congestion and emissions.

Implementing this approach can achieve positive benefits for the CoA and the residents, workers and visitors moving within it:

<p><b>Improved transport choice and accessibility</b></p> <p>Equity and inclusion for people of all ages and abilities</p>	<p><b>Reduced car dependency</b></p> <p>Lower emissions, improved air quality, combating climate change</p>	
<p><b>Improved road safety outcomes</b></p> <p>Upgraded infrastructure for all modes results in fewer crashes</p>		<p><b>Improved urban placemaking and amenity</b></p> <p>To attract more visitors, boost local business, and enhance quality of life</p>
	<p><b>Improved parking availability</b></p> <p>Make it easier for people to access businesses and reduces the cost of traffic delays</p>	
<p><b>Reduced chronic health impacts</b></p> <p>Improved public health (physical and mental) outcomes</p>		<p><b>Improved travel time reliability</b></p> <p>Reduced Transport network operational performance and resilience improvements</p>

<sup>4</sup> Litman, T (2023) "Understanding Smart Growth Savings: Evaluating Economic Savings and Benefits of Compact Development" Victoria Transport Policy Institute. Canada

## Challenges

Adelaide has existing vehicle use and parking challenges to consider:



The **high rate of car ownership** and reliance on driving, coupled with the abundance of car parking, strongly influences travel behaviour, encouraging even greater car use.



**City design and inclusion:** A city designed predominantly for driving exacerbates social disadvantage and erodes inclusion by prioritising car use over other modes of transport.



**Safety and speed management:** Ensuring the safety of all street users, including pedestrians and bicycles, while managing appropriate speed limits, remains a challenge.



**Through traffic:** High traffic volumes passing through, as opposed to around, the CBD create significant accessibility challenges and contribute to worsening congestion, which affects the overall city experience.



Existing **infrastructure**, like the amount of street space allocated between users, favours cars and parking, creating barriers to the adoption of active and public transport modes.



Motor vehicle emissions and noise pollution have a significant **environmental impact**. Transport represents over a third of the CoA's greenhouse gas emissions.<sup>5</sup>



The competing demands for city space exacerbates the **urban heat island effect** and the impact of extreme heat, creating a challenging environment for people and the city's ecosystems.



The **public health** impacts of vehicle reliance are significant, including issues stemming from inactivity and exposure to vehicle emissions, which contribute to chronic health problems.



**Parking management and congestion:** The complexity of managing parking supply and demand, and varying parking controls, complicates efficient parking management. Traffic congestion is exacerbated by the circulation of vehicles searching for free parking.



**Land value and revenue:** Balancing the value of land used for on-street parking with the need for revenue generation for the CoA is a challenge, particularly in pricing parking assets to reflect their true value while accommodating the needs of all.



Figure 2 Modal filters in Melbourne Source: Streets Alive Yarra, AECOM

## Opportunities

Three **key strategic moves** have been identified to contribute to a more sustainable, efficient, and liveable city:



Considering the environmental impact of transport modes and **prioritising low-emission transport**, by expanding electric vehicle charging infrastructure, creating low emission zones, and investing in connected cycling and pedestrian networks.



**Being strategic about how we manage our parking and traffic circulation** through dynamic parking pricing, parking management and permits, developing a comprehensive traffic circulation plan, implementing modal filters, reducing speed limits, and enhancing road safety measures.



**Optimising the road space** of our streets to create appealing corridors for movement, rest, and to improve safety for all users using Healthy Streets principles.

<sup>5</sup> City of Adelaide. "Integrated Climate Strategy 2030: Resilient, Protected, Sustainable." 22 November 2023

## Walking and Wheeling Discussion Paper Summary

Wheeling refers to people using wheelchairs or mobility scooters. When we talk about walking, we include running and moving with a pram or pusher. Collectively, people walking and wheeling are often referred to as 'pedestrians'.

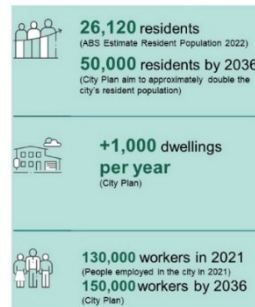


A large proportion of short trips could be walked/wheeled and even for longer trips - whether the main mode of transport is by private car, public transport or cycling - the road user is a 'pedestrian' at some stage of their journey.

The *South Australian Walking Strategy 2022-2032* identifies that there is a need to invest in walking for economic benefits, a stronger local economy and city attractiveness for tourism and visitation.

City Plan sets out a significant increase in residential and worker populations. It has a priority of transport diversity with improved walkable experience, setting out objectives for:

- Cooler and greener streets
- Residents being able to walk/wheel to services and amenities they require for their health and wellbeing



City of Adelaide's Integrated Climate Strategy highlights that increasing active travel is critical to meeting carbon targets and creating liveable neighbourhoods. It sets a target to double the number of residents who walk to work by 2031.

### For Elected Members:

Please note that there is a more comprehensive discussion paper linked within the Committee Report

### Benefits

Providing improved pedestrian facilities will give people safer and more equitable choices about how they travel to, from, and within Adelaide. It will contribute to improving the overall liveability of our city for everyone.

More people walking and wheeling in Adelaide will create numerous benefits:



#### Public health and wellbeing<sup>1</sup>

- Better physical health and reduced risk of serious illness
- Improved mental health and wellbeing



#### Liveability and sustainable growth

- Space efficient travel, essential for population growth
- Reduced network congestion and safer streets
- Improved accessibility to everyday needs



#### Environmental

- Decreased carbon emissions
- Improved air quality



#### Economic

- Increased footfall and business activity on streets
- Reduced infrastructure maintenance
- Reduced public health system costs



#### Equity, access and inclusion

- Improved community connection and cohesion
- Walking/wheeling is a transport mode available to most people
- When children can walk/wheel independently it means they can be active participants in public life

<sup>1</sup> Healthy Streets Framework, Lucy Saunders

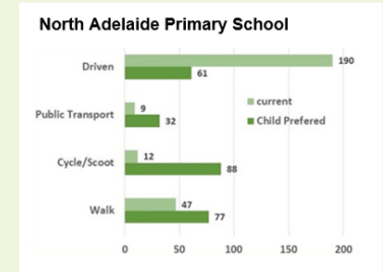


### Challenges

- Some streets do not have enough space for comfortable walking/wheeling with obstructions and potential hazards including light poles, outdoor dining, A-frames and e-scooters left on footpaths.
- It can be uncomfortable, especially for people with disability, mixing with people cycling/scootering on footpaths and shared paths.
- Lack of shade and rest amenities like seats can detract from user experience.
- Long waits at intersections and crossings cause delay and discomfort. There are often large distances between crossings and lack of direct crossings to some bus stops.
- The presence of motor vehicles including noise and emissions, and associated safety concerns are a key barrier to walking/wheeling, especially for children, older adults and people with disability.
- Busy roads create severance: barriers to movement and access.
- Currently people are driving short distances. 5% of workers in CoA are resident workers. Based on distance, they could walk to work but 35-38%<sup>2</sup> are driving to work. With a growing residential (worker) population, unless more people walk (or ride or use public transport), congestion will increase.
- Some people, especially women and gender diverse people, feel unsafe walking at night on some streets and within the Park Lands, and during male sports events.



Rates of walking to school within CoA vary but are generally low (32% at most). Based on distance, many children could walk to school, however fear of traffic conditions often results in many parents or carers driving children to school.



Many children being driven would like to use active travel or public transport and recent surveys undertaken as part of the School Travel Safety Review indicate the potential for significant change for travel to and from schools – if conditions are supportive.

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Improved experience as an active transport user e.g. fewer cars, pedestrian priority at traffic lights and lower speed city speed limits

City Plan engagement key theme

Park Lands act as 'local' public open space for residents of adjoining suburbs so safe, easy access across the ring road is important

Adelaide Park Lands Management Strategy engagement

Crossing points need to provide priority for pedestrians so women aren't stuck waiting with people they don't want to wait with.

Gender & Safety Focus Groups Summary Report

### What we've heard

Shade is important to everyone but especially for people with disability. People with disability may walk/ wheel slower with greater time being exposed to the weather, and wheelchairs get too hot to touch and wheel.

CoA Access and Inclusion Panel advice

Wider footpaths help to reduce congestion and the chance for altercations between city users at peak times.

Gender & Safety Focus Groups Summary Report

<sup>2</sup> Census 2016 and 2021

**Case Studies: Open Streets and School Streets**

Open Streets or School Streets are being used in Melbourne and internationally. Streets adjacent to schools have times at the start and end of the school day when motor vehicle traffic cannot use them, or streets are permanently pedestrianised. This is being done to address the risks of motor vehicles to children's safety and physical and mental health, create child-friendly public spaces and promote active travel to school. During the Brunswick East Open Street trial, on average, 75% of students travelled actively.



Brunswick East Open Street Trial  
Photo credit: Bicycle Network



Before and after of Parisian school street. Photo credit: Chris Bruntlett

**Modal filters** at intersections allow people walking/wheeling and cycling through but prevent through vehicle traffic and help create healthier streets. They improve road safety by reducing risk (exposure and speed of motor vehicles), create a better experience for people using active travel, and encourage choosing active travel over driving. For people walking/wheeling, they reduce the number of street crossings and allow more trees and greening for shade and cooling.



Modal Filter on Porter St, City of Unley

**Opportunities**

The CoA recognises the criticality of reducing carbon emissions by creating healthier streets so more people choose to walk/wheel rather than drive. There is an aim to double the number of residents who walk to work by 2031.

Seven **key strategic moves** have been identified to support more people choosing to walk/wheel:



**Optimise our streets** to create more comfortable spaces for people walking/wheeling. Establish principles for prioritising the use of street space for different purposes, including walking, cycling, parking, greening, on-street dining, and shared micromobility parking.



**Implement safer speed limits**, seeking Safe System alignment to make streets more comfortable and enjoyable for people walking/wheeling as well as quieter with reduced vehicle emissions.



**Establish walking/wheeling networks** that outline associated infrastructure requirements (e.g. path widths), based on place value (informed by City Plan) and proximity to destinations such as schools, supermarkets and public transport.



**Create healthier, child-friendly streets around schools** and adjacent residential areas to support local walkability and active travel to school.



**Develop travel behaviour change programs** for schools and for new residents, to establish and maintain active travel habits.



**Create safer pedestrian crossings** which aim to slow down motor vehicles and reduce pedestrian wait times at new and existing sites.



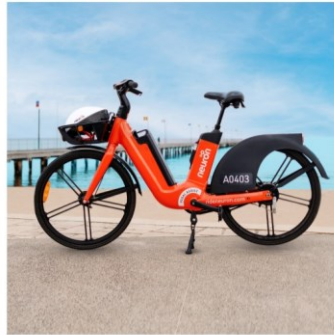
**Enhance and promote walking/wheeling routes** to increase tourist and visitor potential and community enjoyment of our streets and places. Increase greening, wayfinding and points of interest/public art.

## Shared Micromobility Discussion Paper Summary

Shared micromobility includes rentable fleets of small, fully or partially human powered or electric devices, including e-bikes, bikes and e-scooters. Vehicles can be rented through a mobile phone app and are collected and dropped off in the public realm.



E-Scooters

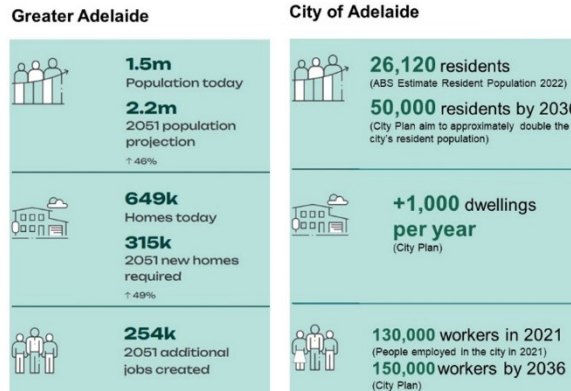


E-bikes



Bikes

Shared micromobility is a way people can move around within the City of Adelaide (CoA) and between adjacent suburbs. In the future, there will be many more people living and working in CoA. It will be increasingly important to provide people with options to travel more sustainably, actively and efficiently than driving.



The Integrated Climate Strategy highlights that increasing active travel is critical to meeting carbon targets and creating liveable neighbourhoods.

<sup>1</sup> Healthy Streets Framework, Lucy Saunders

### For Elected Members:

Please note that there is a more comprehensive supporting discussion paper linked within the Committee Report

### Benefits

Providing and effectively managing shared micromobility enables people to have more choice about how they travel as well as reduce reliance on motor vehicles. Key benefits include:



#### Accessibility

- Integrating shared micromobility and public transport enables an efficient and convenient door-to-door experience.



#### Equity, access and inclusion

- Shared micromobility can increase accessibility, especially for those who do not feel comfortable or are unable to cover long distances walking.



#### Public health and wellbeing

- Cycle share can increase physical and mental health and wellbeing <sup>1</sup>, as well as uptake of active travel.



#### Urban liveability

- Improves access to everyday needs such shops.
- Contributes to social connection and community cohesion.
- Reduces levels of car traffic and improves place outcomes.



#### Economic <sup>2</sup>

- Contributes to nighttime and event economies
- Provides tourists a convenient way to get around



#### Environmental

- Shifting short driving trips to more sustainable modes is essential to achieve emissions reduction targets<sup>3</sup>.

<sup>2</sup> [Economic Benefits of Cycling in Urban Environments](#), Urban Future Exchange SA (2019)

## Challenges

- With existing City speed limits, current legislation prohibits e-scooters from travelling on roads, resulting in majority of e-scooter use being on footpaths, which can make people walking or wheeling feel uncomfortable.
- The State Government *may* change legislation allowing e-scooters on roads with speed limits up to and including 50km/h, however this would not be considered a safe outcome and research <sup>3</sup> suggests many people would still choose to use the footpath because they would be too scared on-road. Research<sup>4</sup> also indicates that mixing driving and scootering at 50km/h will increase serious injuries on our streets.
- The appeal of using cycle share is limited by the quality of supporting infrastructure. With few protected cycle lanes / cycle paths, people are often required to cycle on road, mixing with motor vehicles travelling at relatively high speeds. Without a comfortable environment for cycling, few people may choose to use cycle share, and it may not be financially viable.
- While some streets have designated parking spaces allocated for shared micromobility or restrict them entirely, on most streets parking is ‘free-floating’ or unrestricted. This results in shared micromobility devices being left on footpaths, taking up valuable walking space in busy urban environments. Poorly parked devices can also become trip hazards, especially for older adults and people with disability.



<sup>3</sup> [The e-scooter gender gap – Jennifer Dill, Ph.D.](#)

## What we've heard

**E-scooters should travel on the road and park on the road leaving the footpaths clear for pedestrians...**

Shared E-Scooter Parking Trial Feedback 2022

**I didn't feel safe walking home alone ... but now I feel safe on a quick e-scooter and I often go out more ... It is important to me that I park outside my house.**

Female CoA resident, Shared E-Scooter Parking Trial Feedback 2023

**E-scooters are a useful tool... moving fast gives a greater sense of safety because it's harder to be stopped**

Gender and Safety Focus Groups 2023

**"E-scooter parking restrictions could reduce convenience/ utility of scooters as you can't get as close to destination or find scooters where you want them"**

Male with disability and limited mobility  
Shared E-Scooter Parking Trial Feedback 2022

**...lots more e-scooters could fit in the same amount of space a car takes up.**

Shared E-Scooter Parking Trial Feedback 2022

<sup>4</sup> Cloud, C., Heß S. & Kasinger, J. (2023). Shared e-scooter services and road safety: Evidence from six European countries, *European Economic Review*, 160 <https://doi.org/10.1016/j.euroecorev.2023.104593>

### Case Study: Shared Micromobility Parking in Wandsworth Council, London

Wandsworth Council in South London supports shared e-bikes as a 'convenient travel option', recognising them as a clean and sustainable way of getting around. However, they do acknowledge the importance of managing end-of-trip parking, as devices left on footpaths in busier areas can significantly impact people walking or wheeling.

Wandsworth Council utilise a hybrid system for shared e-bike parking, with it being mandatory for people to park devices in a designated bay in busier town centre areas. In quieter parts of the council area, there will be designated parking areas (bays), which people are encouraged to use but 'free-floating' parking is still allowed. One of the reasons cited for this decision is to enable people, especially women, to feel safer and park close to home at night. They have installed over 100 parking bays for shared micromobility across the council area (approximately 34 km<sup>2</sup>).



### Opportunities

Many people would like to cycle, but do not feel safe enough to do so<sup>5</sup>. People have a strong preference for protected cycle lanes/paths, for safety throughout their journey<sup>6</sup>. Similarly, people using e-scooters seek conditions where they feel safe. Investing in a micromobility network and better parking management will mean more people can choose to cycle and use shared micromobility, while creating better outcomes for people walking and wheeling.

<sup>5</sup> L. Pearson, B. Gabbe, S. Reeder & B. Beck (2023) Barriers and enablers of bike riding for transport and recreational purposes in Australia

Seven **key strategic moves** have been identified to support and improve shared micromobility:



**Optimise our streets** to create safe corridors for people to use micromobility devices (shared and personal) with managed parking provisions on busy City Streets to ensure there are comfortable spaces for people walking and wheeling.



**Manage parking** through designated parking bays or docks in busier areas. Provide some designated parking in quieter residential areas but have allowances for 'free floating' parking for safety and inclusion.



**Establish micromobility networks** to improve connections with key destinations (including public transport). Identify 'no go zones' (streets and paths where scootering and/or cycling are to be excluded).



**Lower speed limits** to promote and enable safer on-road micromobility conditions and minimise potential conflicts on footpaths with people walking and wheeling.



**Integrate shared micromobility with public transport** through creating micromobility hubs at public transport interchanges and stations. Joint promotion and pricing structures could also be explored with State Government and micromobility operators.



Have operators deploy **more inclusive devices** such as e-scooters with seats to improve accessibility and enable longer journeys for more people. Investigate **schemes for different pricing models** to promote shared micromobility as a viable transport option for people with limited existing transport means.



**Make improvements to recreational trails** within the Park Lands to promote shared micromobility as a tourism activity that enables visitors to explore the Park Lands and adjacent city destinations.

<sup>6</sup> City of Melbourne Transport Strategy Discussion Paper – Bicycles for Everyday Transport [https://participate.melbourne.vic.gov.au/download\\_file/4287/1349](https://participate.melbourne.vic.gov.au/download_file/4287/1349)

## Events, Works and Transport Disruption Discussion Paper Summary

The City of Adelaide (CoA) is a vibrant centre that hosts numerous major events and also must support significant construction activities, both of which are critical to economic vitality.

Although events and works are important economic contributors to the CoA, they often cause disruption to transport networks; impacting the daily lives of residents, visitors and businesses.

The CoA is actively working to enhance its transport strategy to address these challenges, aiming to minimise disruption while maximising economic and social benefits.

Maximise economic and social benefits of events and works



Costs and disruptions imposed on the community and transport network



### Major Adelaide events

Major events draw upwards to hundreds of thousands of visitors to Adelaide. Many major events in Adelaide are governed by the *Major Events Act 2013*<sup>1</sup>. This means many local regulations do not apply to their operation or impacts.

These events typically require substantial road closures and rerouting of public transport. They also provide wide-scale economic impact, add to the activation and vibrancy of the city, and draw in visitors through a multitude of transport options.

Some of these events include the Adelaide Fringe<sup>2</sup>, Adelaide 500<sup>3</sup> and Santos Tour Down Under<sup>4</sup>, pictured below.



<sup>1</sup> Major Events Act 2013. (2024). South Australian Legislation. Retrieved from <https://www.legislation.sa.gov.au>

<sup>2</sup> Adelaide Fringe, 2024



Some events in Adelaide, such as the AFL, include free public transport for access to and from locations like the Adelaide Oval<sup>5</sup>. Initiatives like this help to incentivise the use of sustainable modes such as public transport. The impact this can have goes beyond event travel; helping people to consider their broader transport choices.

**City of Adelaide events:** Events organised directly by the CoA follow specific guidelines to minimise disruption. The CoA requires that events include effective communication and the provision of detours for pedestrians and bicycles. The aim is to ensure smooth operations and minimal inconvenience to the public.

CoA promotes sustainable events, with the *Sustainable Events Guideline* and *Sustainable Transport Checklist* used in organisation to encourage more walking/wheeling, cycling and public transport use for travel to and from events.

**City works guidelines:** CoA has comprehensive guidelines to manage construction and maintenance activities in public spaces, ensuring minimal disruption and maintaining safety, including *City Works Guides* and *City Works Permits*.



<sup>3</sup> Adelaide 500, 2023

<sup>4</sup> Tour Down Under, 2024

<sup>5</sup> Adelaide Oval, 2024

## Benefits

The benefits events and construction works brings to Adelaide are significant. However, the CoA must balance the benefits of these activities with the costs and disruptions to communities and the need to maintain efficient transport networks / accessibility for people of all ages and abilities. Benefits include:



### Events

- Local spending and boost to business activity
- Attract visitors who spend on accommodation, food etc.
- Enhance the profile of Adelaide



### Construction and works

- Improving infrastructure, increasing property values, and fostering business growth
- Stimulate investment: public and private sectors
- Job creation
- City of Adelaide revenue to support infrastructure improvements and public space maintenance



### Public space improvements

- Support small businesses
- Revitalising activity centres



Example of the impact from events to Adelaide: 2024 Adelaide Fringe

<sup>6</sup> Mules, T. (2015). *Estimating the Economic Impacts of Festivals and Events*. [PATA](#)  
<sup>7</sup> Turner & Townsend. (2024). *COVID-19: The impact on Australian construction projects*. Retrieved from [Turner & Townsend](#)  
<sup>8</sup> Adelaide Fringe (2024). 2024 Impact Report. Retrieved from <https://adelaidefringe.com.au/adelaide-fringe-impact>

## Challenges

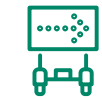
The role the CoA plays varies between different types of events and works, from direct management to limited oversight. Through input from community and key stakeholders we know that there are a number of challenges present for this city function in Adelaide:



**Managing major events and construction with local coordination.** The State has special event legislative powers that can limit the City's ability to impose conditions and minimise disruptions to the transport network.



**Crowd safety during events.** During some major events in the city, the experience of women, children and gender diverse people can be impacted<sup>9</sup>. Crowded and noisy environments can be intimidating and unsafe. Many may choose to avoid walking or using public transport, missing out on activities.



**Not all disruptions are felt equally by everyone.**

- Research<sup>10</sup> indicates that delays of unknown duration are more stressful and frustrating than known delays.
- Unplanned disruptions tend to exacerbate the negative perception compared to planned but unexpected events.
- Disruptions that deter use of public transport, walking or cycling can undermine objectives for sustainable transport.



**Disruptions affect walking and cycling more due to:**

- Fewer standards and requirements, leading to their needs being overlooked in planning and execution stages
- Typically use the side of road / park areas that are more susceptible to occupation and obstruction
- Pedestrians and bicycles disappear from disruptions quickly, making the impact less noticeable. This invisibility can lead to underestimations of the extent of impact and a lack of prioritisation in mitigation efforts.



<sup>9</sup> City of Adelaide (2023), Gender & Safety Focus Groups Summary Report  
<sup>10</sup> Fan, Y., Guthrie, A., & Levinson, D. (2016). Waiting time perceptions at transit stops and stations: Effects of basic amenities, gender, and security. *Transportation Research Part A: Policy and Practice*, 88, 251-264. <https://doi.org/10.1016/j.tra.2016.04.012>

## Opportunities

Currently, disruptions disproportionately impact people walking, wheeling and cycling and their mobility. But several opportunities arise from the challenges above. Six **key strategic moves** have been identified to support sustainable transport outcomes during events and disruptions which include:



**Implement comprehensive communication strategies**, including providing detailed information well in advance, real-time updates through social media and apps, effective public awareness campaigns, and ongoing community engagement.



**Develop and enforce tailored detour guidelines** that prioritise pedestrian and cycling safety, ensuring clear signage, well-signposted detours, and maintaining accessibility for people with disabilities.



**Leverage major events for sustainable transport promotion.** Use events as opportunities to promote sustainable transport options. Community engagement and education campaigns can further encourage residents and visitors to adopt these modes, leading to long-term travel behaviour change and reducing reliance on vehicles.



**Redesign streets for improved urban planning.** Capitalise on prolonged road closures as opportunities to redesign streetscapes. Implementing designs that prioritise pedestrian and cycling safety and enhance public spaces can create more liveable and resilient places.



**Establish clear guidelines and revenue structures.** Review and standardise permit processes and fee structures for public space occupation by developers and event organisers to determine fair contributions to the maintenance and improvement of public spaces.



**Develop a resilient network for active travel.** Develop a network of walking/wheeling and cycling routes that allows for network resilience during disruptions.

### Case Study: Redesigning streetscapes for people in Ljubljana, Slovenia

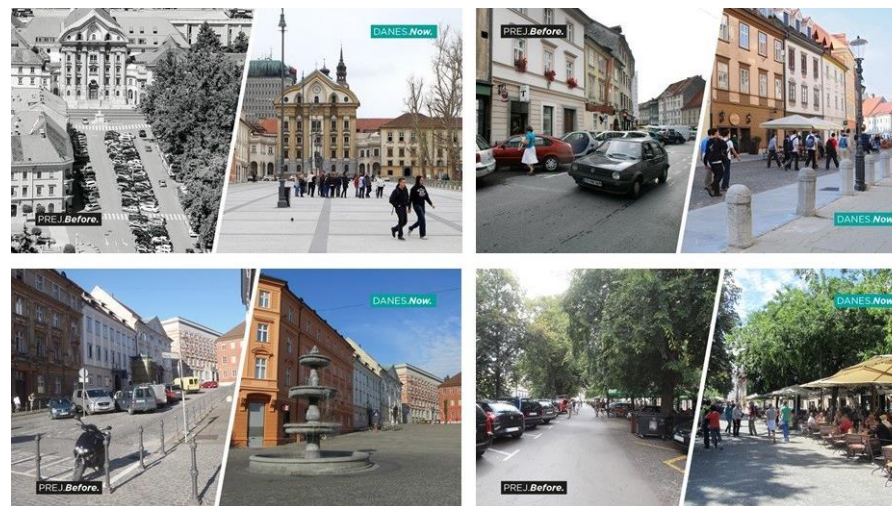
Ljubljana faced issues of congestion and air pollution in its centre during the early 2000s. This was impacting the quality of life for both residents and visitors.

In 2007, the city closed small parts of the city centre temporarily during events and markets. This reduced vehicle traffic, improved pedestrian access and resulted in greater economic activity and place amenity.

The response was overwhelming positive from residents and businesses with a 95% approval rating. This then supported a staged approach to increase the pedestrianised area as part of Vision 2025.

Several streets are now car-free zones, creating safe, vibrant high-quality spaces for people in addition to:

- Businesses and tourism have both benefitted in the historic centre
- Reduction of emissions by 70% and noise levels by 6dB
- Meeting mode share goals: one third of walking and cycling, one third of public transport and only one third of personal cars.



Images of before and after the pedestrianisation of parts of Ljubljana

<sup>11</sup> Tanase, T. (2016). European best practices: Ljubljana - The European Green Capital 2016. Retrieved from <https://www.linkedin.com/pulse/european-best-practices-ljubljana-green-capital-2016-tudor-t%C4%83nase/>



## Urban Freight, City Servicing, Waste Transport and Deliveries Discussion Paper Summary

Urban freight and deliveries are vital to the City of Adelaide (CoA) functioning effectively:

- They support the daily influx of goods that residents and visitors rely on, from essential groceries to retail products and dining experiences
- Efficient logistics systems enable businesses to operate smoothly and meet consumer demands
- This supply chain sustains the local economy and enhances the city's attractiveness as a vibrant urban centre.

Efficient urban freight and city servicing access supports economic activities in the CoA while minimising environmental impacts. Opportunities exist to improve these service operations in Adelaide to deliver significant benefits.

*There are a range of stakeholders and roles in urban freight and city servicing:*



### Waste Transport

City operated and Private Operators



### Business and Consumers

Create demand and set expectations for service delivery



### City Servicing

Trades, Maintenance, Emergency Services, Construction and Operations



### Independent Delivery

Small companies or gig economy workers



### Local and State Government

Has some powers and can play a leadership and coordination role



### Large Providers

Multinational or National freight haulage companies

### Benefits

Better planning for urban freight, city servicing, waste removal, and deliveries offers significant benefits to the CoA. Improvements in kerbside management practices and use of technology can optimise logistics operations, and reduce congestion, emissions, and other environmental impacts.

These advancements can enhance the efficiency of goods and services transportation to support Adelaide's economic goals and realise the following benefits:



#### Reduced congestion

Fewer large delivery trucks in city centres optimise traffic flow, reducing congestion and improving access.



#### Lower emissions

Promoting low-emission vehicles and sustainable waste practices improves air quality and lowers greenhouse gas emissions.



#### Enhanced efficiency

Implementing kerbside management strategies makes logistics more efficient, benefiting businesses and residents.



#### Resilient logistics network

Collecting data, fostering collaboration, and using evidence-based strategies create a more adaptable and responsive logistics system.



#### Economic support

Improved logistics efficiency and infrastructure make goods and service transportation more timely and reliable, supporting local businesses and the economy.



#### Improved waste management

Enhanced waste systems and innovative solutions reduce collection frequency and kerbside clutter, leading to better waste management and a tidier urban environment.

## Challenges

Urban freight, city servicing, waste transport, and deliveries are vital to Adelaide’s logistics network, but they face significant challenges:

- **Growing delivery activity.** The rise in parcel and food deliveries, driven by e-commerce, has overloaded logistics networks, causing congestion in loading zones and inefficiencies in delivery trips. Australia Post delivered a record 52 million parcels across Australia in December 2023 alone, the busiest period in its history<sup>1</sup>. Parcel volumes have increased each year, with South Australia experiencing a 7% rise in parcel deliveries as of September 2024<sup>2</sup>.



### Food Delivery

32% of South Australians use food delivery regularly in 2023



### Australia

40 parcels per person in 2023



### Australia

1 billion parcels delivered in 2023

3

- **Congestion and traffic management.** Freight traffic contributes to congestion, especially in key corridors, complicating traffic management and increasing environmental impacts from diesel-heavy vehicles.
- **Competing demands for the kerbside.** Balancing the demands for kerbside space among parking, deliveries, public transport, and pedestrian access is complex, necessitating dynamic management strategies.
- **Data availability and knowledge gaps.** A lack of comprehensive data on urban logistics, especially last-kilometre deliveries, hampers efforts to identify inefficiencies and optimise operations.
- **Environmental sustainability.** Reducing greenhouse gas emissions from freight and waste transport is challenging, requiring the adoption of cleaner technologies like electric vehicles and low-emission zones.
- **Integration with city planning.** Effective logistics requires integrating service management into broader urban planning to ensure infrastructure supports efficient operations while minimising disruptions.



## What is being done in other cities?

1. **Copenhagen** has implemented a green logistics program that includes incentives for businesses to adopt environmentally friendly delivery practices such as the use of cargo bikes and route optimisation software.
2. **London** is trialling a Virtual Loading Bay which allows registered delivery drivers to book specific time slots for loading and unloading in pedestrian areas; reducing conflict, optimising space and reducing idle time.
3. **Paris** has established a network of urban logistics spaces for last-mile deliveries. These micro-distribution hubs facilitate the use of cargo bikes and electric vehicles (EV) for deliveries within the city centre.
4. The **City of Melbourne** has provided safe spaces for gig delivery workers (micromobility delivery drivers and riders), particularly through initiatives like the Gig Workers Hub. This hub, located at the Melbourne Multicultural Hub, offers essential amenities such as food, drinks, phone charging stations, and rest areas for micromobility delivery riders and drivers. The space was developed to address the challenges gig workers face, including exposure to harsh weather, lack of access to safe resting spaces, and isolation, supporting worker well-being and improving safety.

<sup>1</sup> National Tribune. (2024,). *Australia Post opens new \$30m Adelaide Parcel Facility.*

<sup>2</sup> Information Age. (2021). *Australians ordered 1 billion packages last year.*

<sup>3</sup> Roy Morgan Research. (2022). *Meal delivery services now used by over 7 million Australians after strong growth during the pandemic*

**Opportunities**

Improved urban freight, city servicing, waste transport, and deliveries offers opportunities to enhance Adelaide's urban logistics network.

Innovations such as adopting flexible kerbside management practices, using real-time movement data, establishing freight consolidation hubs, and using low-emission vehicles, can reduce congestion and improve air quality.

These approaches will support economic activity, reduce environmental impacts, and contribute to a more liveable and sustainable city.

Four **key strategic moves** have been identified to realise this opportunity:

**Promote low-emission vehicles**



Encourage the adoption of electric and hybrid vehicles and active transport (such as cargo cycle freight) within the urban logistics network through incentives and the creation of low-emission zones.

**Foster collaborative delivery systems and hubs**



Establish partnerships among local businesses to create shared logistics platforms and cargo hubs, improving resource utilisation and reducing the number of delivery vehicles on the road.

**Traffic circulation plan**



Develop a traffic circulation plan to maintain access to properties while discouraging through traffic so essential deliveries and servicing are not impacted by vehicle congestion.

**Flexible kerbside management**



Develop and apply flexible kerbside management systems that adjust loading zones and parking based on real-time demand to optimise space usage and reduce congestion.

