



INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE

Agenda and Reports

for the meeting on

Tuesday, 16 June 2026

at 7.30 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, 16 June 2026, at 7.30 pm

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

Councillor Maher (Chair)

Councillor Freeman (Deputy Chair)

Deputy Lord Mayor, Councillor Noon and Councillors Abrahimzadeh, Cabada, Couros, Davis, Giles, Martin, Noon,
Dr Siebentritt and Snape

Agenda

Item	Pages
1. Acknowledgement of Country	
At the opening of the Infrastructure and Public Works Committee meeting, the Chair will state:	
‘The City of Adelaide acknowledges the Kaurna People of the Adelaide Plains as the Traditional Custodians of the land on which we meet today.	
We acknowledge and honour their spiritual and cultural stewardship of this Country and recognise their deep and enduring relationship with its lands, waters, the sky, and all living things.	
We pay our respects to Kaurna Elders past and present and recognise the important role of emerging leaders in sustaining and strengthening culture.’	
2. Apologies and Leave of Absence	
Nil	
3. Confirmation of Minutes - 19/5/2026	
That the Minutes of the meeting of the Infrastructure and Public Works Committee held on 19 May 2026, be taken as read and be confirmed as an accurate record of proceedings.	
View public 19 May 2026 Minutes here .	
4. Declaration of Conflict of Interest	
5. Deputations	
6. Workshops	
6.1 Pop-Up Cycle Lane - Trial Options	4 - 19
7. Reports for Recommendation to Council	
7.1 Live Music Circuit	20 - 25
7.2 Integrated Transport Strategy Implementation Plan	26 - 36
7.3 Capital Works Monthly Project Update - May 2026	37 - 51
7.4 Melbourne Street Revitalisation - Community Consultation Summary	52 - 188
8. Reports for Noting	
Nil	
9. Exclusion of the Public	189 - 190
In accordance with sections 90(2), (3) and (7) of the <i>Local Government Act 1999</i> (SA) the Infrastructure and Public Works Committee will consider whether to discuss	

in confidence the reports contained within section 10 of this Agenda.

10. Confidential Reports for Recommendation to Council

10.1 Review of the Charter of the Brown Hill and Keswick Creeks Stormwater Board [S90(3) (h)] 191 - 218

11. Closure

Pop-Up Cycle Lane – Trial Options

Tuesday, 16 June 2026
Infrastructure and Public Works Committee

Strategic Alignment - Our Places

Presenter: Mark Goudge
Associate Director, Infrastructure

Public

PURPOSE OF WORKSHOP

The purpose of the workshop is to present options to implement at least one north-south and one east-west pop-up cycle routes along selected C1 - Strategic Cycle Network and C2 - Secondary Strategic Cycle Network routes identified by the Integrated Transport Strategy noting the matters raised in the decision of Council at its meetings on 14 April 2026 and 28 April 2026 related to cycle infrastructure improvements within the City of Adelaide.

KEY QUESTIONS

1. What are Council Members' views on the proposed pop-up cycle routes?
2. Noting the temporary nature of the proposed pop-up cycle routes, what are Council Members' views on the extent of community engagement?

- END OF REPORT -

Our Places

Pop-Up Cycle Lane – Trial Options

Infrastructure Program
Mark Goudge

Workshop Purpose

Present options and seek feedback on the implementation of at least one north-south and one east-west pop-up cycle build routes.

Workshop Content

1. Key Questions
2. Background and context
3. Pop up vs Trial vs Permanent
4. High Level Route Gaps
5. C1 and C2 Cycle Route Streets - Infrastructure Review
6. Possible Pop-up protected cycleways Streets
7. Possible alternative 'pop up' treatments
8. Pop-up Opportunities Maps
9. Engagement Approach & Post Implementation Evaluation
10. Next Steps

KEY QUESTION

Options and objectives

What are Council Members' views on the proposed pop-up cycle routes?

KEY QUESTION

Engagement and Governance

Noting the temporary nature of the proposed pop-up cycle routes, what are Council Members' views on the extent of community engagement?

Background and context

Council Decisions on 14 April & 28 April 2026

THAT COUNCIL:

1. Notes that rising fuel costs are increasing cost-of-living pressures, which may reduce visitation to the City of Adelaide.
2. Notes that cycling provides a fuel-free transport option that is viable for shorter trips, as supported by Council's adopted Integrated Climate Strategy and Integrated Transport Strategy.
3. Requests the Administration to immediately investigate the feasibility of a pop-up cycling trial, to be implemented as soon as practicable through utilisation of available FY2025/26 budget savings or inclusion within the FY2026/27 Draft Business Plan and Budget, prioritising rapid and low-cost opportunities for:
 - 3.1. Installation of temporary bikeway infrastructure on key network routes
 - 3.2. Provision of secure bicycle parking in strategic locations, including eBike charging facilities.
 - 3.3. Improved cycling network legibility through online communications, mapping, and wayfinding.
4. Requests the Administration to present a report to Council by the end of September 2026 outlining recommendations for implementing the trial, including proposed scope, locations, costs, timeframes, impact mitigation measures, and a monitoring and evaluation framework.

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THAT COUNCIL:

1. Notes that on 14 April 2026 Council resolved to immediately investigate and implement a pop-up cycling trial with rapid, low-cost initiatives using FY25-26 budget savings, and that a report outlining FY26-27 opportunities would be presented back to Council by no later than September 2026.
2. Directs the Administration to allocate FY25-26 budget savings through the 3rd quarterly financial review, with the intent to implement by no later than 30 June 2026:
 - o At least one pop-up bikeway in a north-south and east-west direction, on select C1/C2 routes identified by the Integrated Transport Strategy.
3. Requests that Administration monitor and evaluate the implementation, for reporting back to Council by September 2026 within the pop-up cycling trial report.

Undertaking - Councillor Freeman - MwN - Pop-Up Cycling

In response to a query from Councillor Freeman, an undertaking was given to provide Council Members with information on the consultation requirements for a pop-up cycling trial.

Pop-ups and Trials versus Permanent – What are we talking about?

Page 10

What is a Pop-up?	What is a trial?	What is permanent cycle infrastructure?
<ul style="list-style-type: none"> • Quick build, more temporary materials and line marking • Targeted, short pre-installation engagement • Post-installation design modification • May include other lower cost measures e.g. shared bus lanes with safer speeds 	<ul style="list-style-type: none"> • A test project that changes the street usage/operations to create space for cycle and other streetscape improvements 	<ul style="list-style-type: none"> • A higher cost and durable long-term materials • Longer term planning, design and construction • Permanent installation
<p>Benefits:</p> <ul style="list-style-type: none"> • Rapid intervention to enable more people to cycle safely and easily, using 'quick-build' lower cost • Tests new facilities, before committing to permanent higher cost infrastructure <p>Cons:</p> <ul style="list-style-type: none"> • May be lower level of service / safety outcomes compared to permanent infrastructure on some parts of route e.g. intersections • Lack of landscaping and aesthetic considerations 	<p>Benefits:</p> <ul style="list-style-type: none"> • Planned event with input from key stakeholders • Established evaluation framework and pre-agreed outcomes at end of trial period • Enables more significant changes to road operations to be tested prior to permanent implementation e.g. open street, one-way traffic lane • Opportunity to include as part of a larger event/behaviour change project e.g. Biketober <p>Cons</p> <ul style="list-style-type: none"> • Time and resources to build community support and plan event 	<p>Benefits:</p> <ul style="list-style-type: none"> • Higher level of service with integrated outcomes for all road users e.g. greening, lighting, intersection/crossing improvements <p>Cons:</p> <ul style="list-style-type: none"> • Higher cost for planning, design and construction • High cost to modify post construction



Heidelberg Road Pop-up (on a Melbourne arterial road with bus services). This pop-up is now being made permanent.



Hart Street Pop-up (in Port Adelaide Enfield).

Trials/Pop-ups versus Permanent Options

Trials and pop-ups can help **build acceptance and buy in, and work with the community** to adjust designs before a permanent outcome is implemented.

Travel behaviour change and attitude research indicates that often people cannot envisage change and have entrenched beliefs (car-based), attitudes and travel behaviours.

Physical infrastructure will support change and ultimately achieve our strategic targets for road safety, mode shift, population growth and reduced climate emissions.

Trials / pop-ups also usually cost less and can be a more effective way to implement change and build confidence in more permanent infrastructure.

High Level Route Gaps

East / West

No continuous cycle route separated from motor vehicles

- Park Lands – Gaps at western and eastern approaches to city.
- City and North Adelaide – on road bike lanes only adjacent parked cars and general traffic.

North / South

Frome/LeFevre Bikeway

- no separated bikeway connection through Brougham Place.
- no bikeway priority along route between South Terrace to Regent Street North.

Other North-South cycle routes

- No separated north/south route on western/central side of CoA.
 - King William Street has cross section constraints (e.g. Tram and trees).
 - Morphett Street / Jeffcott Street narrow bike lanes between parking / motor vehicle traffic
 - Montefiore Road sections with no cycle facilities on 60km/h road

West Terrace shared path

- Well used route but concerns at intersections and narrow widths and roadway offsets near Sturt Street.

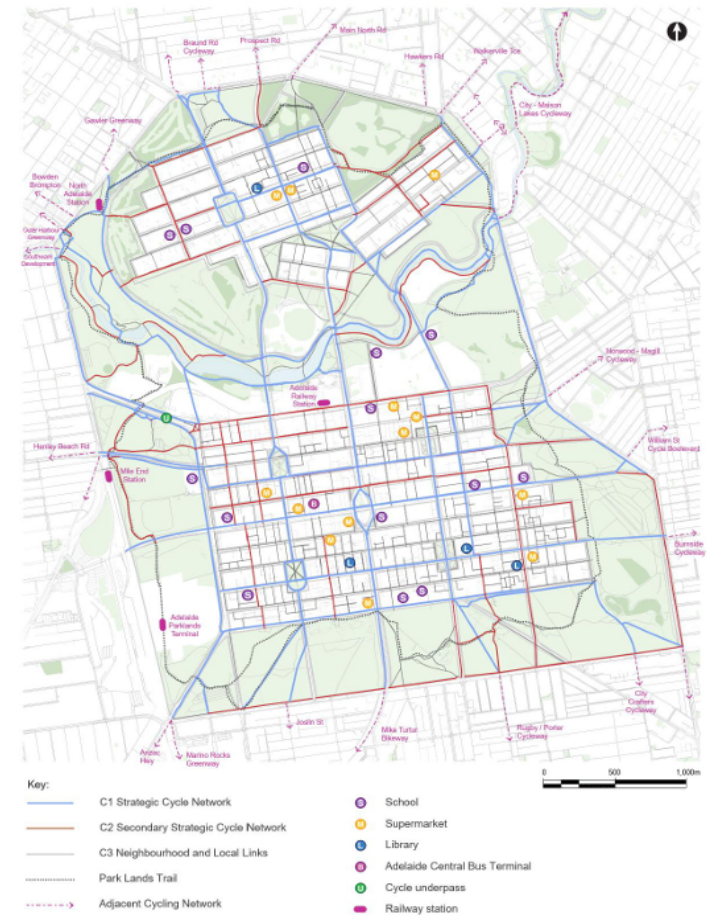
C1 and C2 Cycle Route Streets - Infrastructure Review

The Administration has undertaken a review of all C1 - Strategic Cycle Network and C2 - Secondary Strategic Cycle Network Cycle Route Streets identified in the [Integrated Transport Strategy](#) Cycling (micromobility) Network Map.

The assessment includes key information to inform the selection of a north-south and east-west pop up (quick build) cycle routes.

Streets that require significant infrastructure upgrades (e.g. permanent road geometry changes with additional design and funding for delivery) will not be considered for 'pop-up' implementation.

The review is here: [Link 1](#).



Possible Pop-up protected cycleways Streets

The Administration has identified the following streets as options for implementation of quick build protected cycleways:

East-West Streets	Infrastructure Challenges [^]
Flinders Street	Removal of traffic lane required
Franklin Street	Some removal of car parking to transition around kerb protuberances (western end)
Sturt Street	Angle car parking
Wakefield Street	Nil (Victoria Square to Pulteney Street) Angle car parking (Pulteney Street to East Terrace)
Glover Avenue	Department for Infrastructure and Transport support to reallocate bus lane space
Stanley Street	Nil
Ward Street (Jeffcott Street to Le Fevre Terrace)	Nil
Molesworth Street (Hill Street to Wellington Square)	Nil
Mills Terrace & Buxton Street (Mills Terrace to Hill Street)	Nil

North South Streets	Infrastructure Challenges [^]
Montefiore Road	Removal of traffic lane required Protuberances outside Convention Centre Coordination with Golf Course redevelopment
Morphett Street	Removal of car parking required
War Memorial Drive (Montefiore to Park Terrace)	Central refuge adjacent Train Station Removal of informal verge parking required Coordination with Golf Course redevelopment

[^]Based on preliminary desktop assessment. Intersection treatments to be reviewed and / or considered.

Possible alternative ‘pop up’ treatments

The Administration has identified the following locations as options for implementation of other quick build cycle treatments:

East-West Routes	Treatment [^]
North Terrace	Bus lane and safer speed limit
Pirie Street	Trial protected cycleway event combined with healthy street activation
Rundle Street	Trial protected cycleway event combined with healthy street activation
Waymouth Street (Light Square – King William Street)	Safer speed limit, traffic calming and short length of protected cycle lane on approach to King William Street intersection
Halifax Street	Safer speed limit and traffic calming

North South Routes	Treatment [^]
West Terrace	Short length of pop-up near Sturt St to address non-compliance and safety issues on shared path
Owen – Russell – Compton Streets (South Park Lands to Market Link)	Traffic calming on east-west intersecting streets, potential intersection prioritisation and/or modal filters. Re-marking of sharrows on north –south route.
Frome cycleway (Frome Road-War Memorial Drive roundabout)	Enhanced sharrow treatments at roundabout
King William Street	Protected cycle lanes at intersections (where possible). Safer speed limit

[^]Based on preliminary desktop assessment.

Pop-Up Opportunities Maps



[Possible pop-up protected cycleway streets map](#)

[Possible alternative pop-up treatments map](#)

Engagement Approach & Post Implementation Evaluation

Engagement Approach

- Inform: notify and engage with targeted stakeholder engagement on pop-up routes.
- Engagement will:
 - Seek feedback about opportunities and mitigating any potential issues e.g. kerbside access and use requirements, driveway conflicts and maintaining necessary business deliveries.
 - Assist in the promotion of 'Pop up' cycle routes as the first key step to deliver the cycle network and increase active transport.

Post Implementation

A post implementation review will be required to collect data on usage of the facilities.

- Will vary depending on the nature of the street and type of installation.
 - Counts: by people (to determine gender and other characteristics of people cycling), plus tube or camera counts.
 - Intercept surveys.

Next Steps

1. Undertake detailed assessment including concept plans and cost estimates for the Pop-up (quick build) opportunities.
2. Present a Report to Council detailing the outcomes of assessment and recommendations at future meeting.

KEY QUESTION

Options and objectives

What are Council Members' views on the proposed pop-up cycle routes?

KEY QUESTION

Engagement and Governance

Noting the temporary nature of the proposed pop-up cycle routes, what are Council Members' views on the extent of community engagement?

Live Music Circuit

Strategic Alignment - Our Community

Public

Tuesday, 16 June 2026

Infrastructure & Public Works
Committee

Program Contact:

Jennifer Kalionis, Associate
Director City Culture

Approving Officer:

Jo Podoliak, Director City
Community

EXECUTIVE SUMMARY

The purpose of this report is to respond to a Council decision of [10 March 2026](#) to present options for the delivery of a walkable Live Music Circuit of Adelaide's live music culture.

The proposed Live Music Circuit would bring together the existing activities and initiatives including the City of Music Laneways trails, music-themed public art, venue decals, Heritage Plaques for an additional eight heritage-listed venues, an updated printed pocket guide, and additional communication materials.

By leveraging existing programs, platforms and partnerships, the Live Music Circuit would increase visitation to City businesses and sites of cultural and heritage significance, to strengthen Adelaide's identity as a UNESCO City of Music, and avoid duplication of existing initiatives.

Several elements can be delivered through staged implementation in 2026/27 within existing operational budgets, including the expansion of the Heritage Plaques Program to recognise eligible live music heritage sites, updates to the pocket guide and digital content, and promotional activity through AEDA.

An options matrix (**Attachment A**) has been prepared to identify delivery models for a bespoke venue recognition scheme, and enable further scoping required before any future rollout.

Subject to Council endorsement, Administration will progress a range of Live Music Circuit elements in 2026/27 and further develop the preferred delivery model for the bespoke venue recognition scheme prior to Council approval. Administration will provide an update to Council before any rollout, outlining the recommended model, proposed pilot, cost implications and implementation approach.

RECOMMENDATION

The following recommendation will be presented to Council on 23 June 2026 for consideration

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

1. Endorses the delivery of an integrated Live Music Circuit combining physical, digital and promotional elements, subject to stakeholder permissions for rollout as part of the 2026/27 Annual Business Plan..
2. Endorses Option 2 – Partnered Program, as contained in Attachment A to Item 7.1 on the Agenda for the meeting of Infrastructure and Public Works Committee held on 16 June 2026, as the preferred delivery model for a venue recognition scheme, noting that the detailed implementation approach, budget requirements, governance considerations and concept design will be subsequently approved by Council..

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Community Vibrant, connected and inclusive. Our objective is to support our communities to thrive, create fun, lively and interesting experiences, celebrate and honour community and cultures.
Policy	This proposal aligns with the Cultural Policy principles of <i>Amplifying Creative Capital</i> , <i>Preserving Cultural Heritage</i> , <i>Embracing Progress</i> , and <i>Creating Space for Cultural Expression</i> . It also supports the Economic Development Strategy goal of <i>strengthening Adelaide as Australia's festival and creative capital</i> by enabling live music, cultural experiences and creative industries.
Consultation	. Further consultation may be required to test the preferred delivery method, including input from sector partners, venue operators, property owners, heritage stakeholders, peer reviewers and relevant music-sector organisations.
Resource	Implementation requires; prioritisation of existing operational budgets; and leveraging existing programs, partnerships, platforms and channels.
Risk / Legal / Legislative	Stakeholder approvals, property owner consent and policy compliance would be required. Recognition schemes may create governance and reputational risks if inclusion is contested, venues change, audiences shift or content becomes outdated. Clear criteria, transparent assessment, peer validation, review cycles and update or removal protocols would be required.
Opportunities	Drive visitation to City businesses and sites of cultural and heritage significance; deepen connection with Adelaide's live music cultural heritage and venues; amplify Adelaide's UNESCO City of Music designation.
25/26 Budget Allocation	\$7,500 allocated in the operational budget for 2026 edition of the pocket guide which could be refreshed to reflect the proposed Live Music Circuit.
Proposed 26/27 Budget Allocation	\$29,800 is proposed through operational budgets, subject to the 2026/27 Annual Business Plan and Budget processes, comprising \$4,800 from Heritage and \$25,000 from Arts and Culture. Plaque and inlay unit costs exclude broader costs such as design, research, permissions, expert review, promotion, launch activity, maintenance and future review. Subject to future scoping and approval, a 5–10 plaque partnered pilot could indicatively require \$15,000–\$30,000.
Life of Project, Service, Initiative or (Expectancy of) Asset	Initial implementation is proposed over 12 months. The life of plaques or markers will depend on materials, location and maintenance requirements. Future updates, maintenance, replacement, relocation or removal would be managed through existing programs and budgets, with any ongoing scheme to be determined in the next stage.
25/26 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Ongoing costs would be subject to the preferred option and would need to factor in maintenance, content updates, review processes, partner involvement, promotion and any future intake requirements.
Other Funding Sources	Not as a result of this report

DISCUSSION

Background

1. At its meeting of 10 March 2026, Council resolved:
 1. Requests Administration investigate options for a walkable 'Live Music Circuit' of Adelaide's live music culture, including:
 - a. the expansion of the Heritage Plaques Program to include a category for recognising Adelaide's live music history.
 - b. a bespoke plaque or footpath inlay recognition scheme.
 - c. promotional options available through AEDA to increase public visibility of historical and existing live music venues.
 2. Requests Administration produce a report detailing these possibilities for consideration in the 26/27FY business plan and budget.

Strategic Alignment

2. Adelaide is Australia's first and only designated UNESCO City of Music. Council's Strategic Plan 2024–2028 includes the success indicator to 'Amplify Adelaide's designation as a UNESCO City of Music' under the 'Our Community' outcome, 'An interesting and engaging place to live, learn and visit'.
3. The development of a proposed Live Music Circuit aligns with the [Cultural Policy](#) principles of, 'Amplifying Creative Capital', Preserving Cultural Heritage, Embracing Progress', and 'Creating Space for Cultural Expression' as it seeks to recognise Adelaide's live music history including iconic cultural venues, and increase opportunities for participation, access and engagement.
4. Administration has undertaken a review of previous and existing heritage recognition and music experience-led approaches and benchmarked our activity with comparable cultural tourism trails in Australia and overseas, including the [St Kilda Music History Map](#), [Boston Freedom Trail](#), [York Historic Music Venues Trail](#), [Tamworth Country Music Trail](#), [Glasgow Music City Map](#) and [Liverpool Music Heritage Trail](#).
 - 4.1. These trails typically focus on either cultural history or active venues, combining heritage assets with sites interpreted digitally (where they no longer exist).
 - 4.2. Industry and community consultation, including the [Night Time Entertainment Economy Report](#) (May 2024), Live Music Forum (November 2024) and [Cultural Policy \(June 2025\)](#), identified visibility, promotion, accessibility and audience development as key challenges for Adelaide's live music sector.
 - 4.3. Subsequent City of Adelaide initiatives have focused on raising awareness of live music venues and businesses to encourage visitation and remove barriers to participation for performers and audiences.

Expansion of the Heritage Plaques Program

5. The Heritage Plaques Program has been operating for nearly 30 years and recognises Adelaide's built heritage.
 - 5.1. Heritage-listed properties are eligible for the voluntary program, with the approval and support of the property owner.
 - 5.2. The 'blue plaques' feature 45–70 words focused on earliest historical use, built date, architect, original owner, architectural features and property significance.
 - 5.3. Live music venues that operate within heritage-listed buildings with existing Heritage Plaques include The Austral, the Crown and Anchor, the Metropolitan Hotel and The Stag Public House; however, these plaques do not reference more recent live music history.
 - 5.4. Administration has identified eight heritage-listed buildings whose earliest recorded use was for live music, and which are eligible for Heritage Plaques.
 - 5.5. The [Adelaide Festival Centre](#), [Adelaide Symphony Orchestra's Grainger Studios \(former West's Cinema\)](#), [Adelaide Town Hall](#), [Elder Hall](#), [Queen's Theatre](#), [The Tivoli Hotel \(and former ballroom\)](#), [The Colonel Light Hotel \(and former theatre/concert hall\)](#) and [The Former Kings Hall](#).
 - 5.6. Heritage Plaques cost approximately \$600 to manufacture and install and require property owner approval.

- 5.7. Should the recommendation be supported, Administration will initiate the process of adding these heritage-listed properties to the program subject to permissions from property owners, including content research and promotion as part of a Live Music Circuit.
- 5.8. While the Heritage Plaques Program can recognise music or cultural significance where it aligns with existing criteria and a building's early history, it is not the most suitable vehicle for broader recognition of recent or current venue use.

Bespoke Plaque / Footpath Inlay Recognition Schemes

6. A bespoke venue recognition scheme involving plaques requires:
 - 6.1. Clear eligibility criteria based on cultural significance, supported by a formal nomination and assessment process, defined decision-making authority, and property owner consent.
 - 6.2. Consistent design and content standards, ongoing program and asset management, and processes to manage risks, disputes and reputational considerations.
7. A venue recognition scheme options paper (**Attachment A**) has been prepared to support this next stage of work, outlining four potential delivery models such as Council-led, partnered, invite / peer recognition, and open call with limited intake, which identifies considerations for each model.
 - 7.1. Each model has different implications for Council resourcing, partner involvement, assessment, communications, costs and ongoing review.
8. Consideration should be given to ensuring any bespoke recognition initiative does not duplicate existing programs, including the SA Music Hall of Fame or other relevant music-sector recognition initiatives.
9. Plaque and inlay options would need to have regard to City of Adelaide public realm and safety guidelines, accessibility and asset management requirements.
 - 9.1. Wall-mounted plaques would cost from approximately \$1,000 each to manufacture and install and require property owner approval.
 - 9.2. Footpath plaques or inlays would cost from approximately \$1,300 each to manufacture and install and may involve additional costs for site assessment, approvals, pavement works, reinstatement, maintenance and future replacement.
 - 9.3. Footpath plaques or inlays would require further consideration of safety, accessibility, maintenance, lifecycle impacts, paving infrastructure, visibility and legibility, including potential slip and trip risks and the need for plaques to sit flush with surrounding pavers.
 - 9.4. Additional costs may be required for site assessment, approvals, pavement works, reinstatement and future replacement, with consideration also needed for durability under pedestrian traffic, cleaning requirements and ensuring text remains legible over time
 - 9.5. In-ground plaques or inlays should only be considered where they can be integrated sympathetically or into significant public realm works, such as Mainstreet revitalisations, laneway improvements or other capital programs.

Other Proposed Live Music Circuit Elements

10. The proposed Live Music Circuit will consolidate and incorporate the following existing activities and be delivered in 26/27:
 - 10.1. The [City of Music Laneways trail](#) and music-themed public art.
 - 10.2. The current 125 live music venues and businesses with [existing 'Discover Music Here' decals with QR codes](#) noting that decals can be requested by community.
 - 10.3. Production of a new 2026 edition of the pocket guide *Adelaide: Your Guide to our City of Music*, that maybe rebranded as the *Live Music Circuit*. This will be made available in both physical and digital formats and distributed through street press, venues, City of Adelaide facilities, major festivals and events.
 - 10.4. Eight heritage-listed buildings with live music origins added to the Heritage Plaques Program, subject to permissions from property owners.
 - 10.5. A pilot number of QR-enabled signage or recognition markers installed in key precincts and music locations on existing City of Adelaide infrastructure such as light poles.
 - 10.5.1. Linking to existing music heritage and recognition assets such as the South Australian Music Hall of Fame venues, Jubilee 150 Walk, Adelaide Festival Centre's Walk of Fame, The

Beatles artwork at Adelaide Town Hall, and the Elvis Presley Memorial Cupola in the Botanic Gardens.

- 10.6. The new UNESCO City of Music Vinyl Collection exclusive to the new City Library on North Terrace that celebrates South Australian musical talent.
- 10.7. Refreshed digital platforms, including venue histories, archival material and contemporary narratives.
- 10.8. Installation of free-standing pop-up promotional pillars in key precincts to create a visible circuit presence and link to digital content via QR codes.

Live Music Promotional activities

11. The [City of Adelaide UNESCO City of Music webpage](#) is a primary source of information about our live music venues, history and culture. It promotes City of Adelaide initiatives, investment and facilities, with links to key industry and community partners and resources.
12. The Experience Adelaide platform features some music-related content, including [live music event listings](#), [blogs](#), [itineraries](#) and [trails](#). These will be refreshed, expanded and branded as part of the Live Music Circuit, using videos, storytelling and historic and contemporary imagery to support deeper discovery of Adelaide's live music culture.
 - 12.1. Events and businesses can be promoted via [Experience Adelaide through free ATDW listings](#), distributed across the What's On calendar, directories, blogs and partner platforms such as SouthAustralia.com.
13. Distribution of physical copies of the printed guide, physical signage and associated sponsorship benefits and opportunities at festivals and events sponsored by AEDA.
14. Promotional activity would be scaled to the preferred delivery model and may include launch or unveiling activity, Experience Adelaide content, eDMs, partner promotion, venue storytelling and integration with the Live Music Circuit guide.

Next Steps

15. Should the recommendation be endorsed by Council, Administration will:
 - 15.1. Reflect Council feedback in the scope, governance and preferred delivery approach for the Live Music Circuit, including alignment with future Live Music Action Plan work as part of Cultural Policy implementation.
 - 15.2. Progress confirmed and identified Live Music Circuit elements in 2026/27, including heritage plaques, printed materials, QR markers and signage, digital content and promotional activity, subject to budget, permissions and approvals.
 - 15.3. Engage with venue operators, property owners and sector partners to confirm participation, permissions and content inputs.
 - 15.4. Further develop the preferred delivery model for the bespoke venue recognition scheme, including criteria, assessment, expert or peer input, maintenance, review requirements and cost implications.
 - 15.5. Administration will review any further updates to relevant legislation such as the *Planning, Development and Infrastructure (Designated Live Music Venues and Protection of Crown and Anchor Hotel) Amendment Act 2024 (SA)* to determine how this might enhance the delivery of options for the Live Music Circuit.
 - 15.6. Provide an update to Council before any rollout of the bespoke venue recognition scheme, outlining the recommended model, proposed pilot, cost implications and implementation approach.

ATTACHMENTS

Attachment A - Venue Recognition Scheme Plaque Options Matrix

- END OF REPORT -

VENUE PLAQUE RECOGNITION SCHEME: OPTIONS MATRIX

Purpose: Compare four possible delivery models for a venue recognition scheme as part of the Live Music Circuit. The scheme should recognise places that have made a significant contribution to Adelaide's live music culture, while avoiding duplication with existing heritage, industry and promotional programs.

Baseline requirement: Any model requires clear eligibility criteria, a transparent assessment process, property owner consent, content standards, maintenance responsibilities, and a process for managing contested or sensitive histories.

Validity and change over time: Recognition schemes can become outdated as venues close, relocate, change ownership, shift programming focus, or as audiences and cultural participation change. Any scheme should include review points, content refreshing processes, removal or retirement protocols, and clear language distinguishing historical recognition from current venue endorsement.

	Option 1 Council-led initiative	Option 2 Partnered program	Option 3 Invite / Peer recognition	Option 4 Open call with limited intake
Description	A City of Adelaide-led scheme designed, governed and delivered by Council as part of the Live Music Circuit.	A scheme delivered with an established or recognised partner, such as the UNESCO City of Music Office or another sector body, with Council providing oversight and support.	A curated scheme where a small number of venues are identified through invitation, expert advice or peer recognition rather than public application.	A public expression-of-interest or nomination process, with a capped intake and peer-reviewed assessment against published criteria.
Recognition focus	Council determines whether the focus is historic venues, current venues, former venues, cultural tourism, or a mix of these.	Focus is jointly shaped with the partner and can reflect sector knowledge, UNESCO City of Music positioning and broader cultural storytelling.	Focus is on venues with strong, demonstrable cultural significance and a high level of peer recognition.	Focus can be broad but must be tightly managed through eligibility criteria to avoid over-subscription and unrealistic expectations.
Eligibility / scale	City of Adelaide boundary; venue-based recognition only; property owner consent required; pilot of approximately 5-10 venues.	City of Adelaide boundary; criteria agreed with partner; limited pilot of approximately 5-10 venues or an annual intake of up to 5.	Small curated list of venues, likely 3-5 in the first round, selected for significance, influence, longevity or cultural contribution.	Limited annual or biennial intake, for example up to 5 venues per round, subject to budget and assessment capacity.
Strengths	Clear Council ownership, accountability and alignment with the Live Music Circuit, Cultural Policy and UNESCO City of Music objectives.	Adds credibility, sector expertise and shared ownership. Reduces the perception that Council is making cultural significant decisions alone.	Creates a high-prestige, tightly curated program. Peer input supports credibility and reduces administrative burden compared with open call.	Most transparent and participatory model. Gives venues, communities and sector stakeholders a clear pathway to nominate places.
Limitations / weaknesses	Highest direct responsibility for Council. May be seen as Council choosing winners unless criteria and rationale are clear.	Requires clear roles, approvals, branding, content ownership and dispute pathways between Council and the partner.	May be perceived as exclusive or less transparent if the selection rationale is not clearly documented and communicated.	Most administratively demanding. Can create high expectations and disappointment where many nominations are received but only a few are recognised.
Governance / assessment	Council-led working group with internal input from Creative City, Heritage, City Experience, Marketing, AEDA and asset teams, also carries higher reputational exposure if recognition is perceived as current endorsement rather than historical recognition.	Joint governance model with partner input, Council approvals and agreed decision-making authority. Requires agreement on responsibility for review, content accuracy and responding to venue changes.	Peer advisory group or expert panel recommends venues for Council or delegated approval. Requires careful framing so peer recognition remains valid over time and does not exclude less visible scenes or communities.	Published criteria, application materials, eligibility checks, peer assessment panel and final approval pathway required. Requires clear intake limits, review periods and dispute management where unsuccessful venues seek reconsideration.
Equity and representation	Council must actively consider under-recognised music histories, including First Nations, multicultural, LGBTQIA+, youth, all-ages, experimental and independent scenes.	Partner expertise can help broaden representation and identify histories beyond the most visible or commercially successful venues.	Strong peer process can surface respected but less publicly visible venues, but panel composition is critical.	Open calls may improve access but requires outreach to ensure under-represented venues and communities are aware and supported to apply.
Relationship with existing programs or initiatives	Must avoid duplication with Heritage Plaques, SA Music Hall of Fame, Discover Music Here decals, AEDA/Experience Adelaide and the Live Music Circuit guide.	Strongest opportunity to align with the UNESCO City of Music Office, SA Music Hall of Fame, MusicSA, ILVA, MDO and existing promotional platforms.	Can complement existing programs by recognising a limited number of places that have strong sector endorsement.	Needs careful positioning so it does not become a grants-style program or duplicate heritage and industry recognition schemes.
Timeframe for Delivery	12–18 months, subject to criteria, governance, permissions and future Council report.	9–15 months, subject to partner confirmation, detailed costing and future Council report	12 months after Council consideration, subject to peer validation, permissions and content development.	18+ months, subject to open call design, assessment process, permissions and future Council report.
Budget / implications	-Highest direct cost to Council. -Requires funding for design, research, writing, permissions, fabrication, installation, digital content, promotion and maintenance. -Bespoke wall-mounted plaques start from approximately \$1,000 each and footpath plaques / inlays from approximately \$1,300 each, excluding broader project costs.	-Moderate cost, with some responsibilities shared with an established partner -Council may fund design, production, installation, coordination and promotion, with partner support for nominations, validation and storytelling. -Additional budget would be required for expert advice, panel review fees, curatorial input and partner coordination. Annual or ongoing costs to be scoped in the next project stage.	-Lower intake controls costs but still requires budget for peer / expert panel coordination, research, permissions, fabrication, installation and communications. -Plaque costs would start from approximately \$1,000 each, or \$1,300 each for footpath treatments, excluding research, panel and content costs. -Ongoing costs depend on whether the model is one-off, annual or periodic.	-Requires recurring budget and staff time for each round, including promotion, administration, assessment, peer review, feedback, permissions and delivery. -Costs would include expert / panel fees, content development, fabrication, installation and communications. -Annual or ongoing costs to be determined in the next stage, with plaque costs starting from approximately \$1,000–\$1,300 each depending on treatment.
Risk implications	Risk sits with Council. Requires a clear process for contested histories, changes in ownership, venue closure, plaque removal and content updates.	Shared risk. Needs agreed escalation pathways, editorial standards and maintenance responsibilities.	Risk of perceived bias or insider recognition. Strong documentation and panel declarations are required.	Risk of over-demand, unsuccessful applicants, lobbying and contested outcomes. Strong criteria and communications are essential.
Validity / change over time	Council carries responsibility for keeping recognition accurate if venues close, relocate or change use. Requires a review cycle and clear removal or amendment process.	Shared governance can help manage changes in sector relevance, audience patterns and venue status, but roles for updates and de-listing must be agreed upfront.	Curated recognition may be more defensible, but can still become dated if peer views, cultural narratives or venue significance shift over time.	Open calls may generate higher expectations and disputes. Requires clear time-bound recognition, periodic review and transparent reasons for inclusion or non-inclusion.

Recommended pathway: A partnered delivery model is likely to be the most suitable pathway for further scoping, subject to Council consideration, detailed costing and confirmation of governance arrangements.

Implementation stages: 1) Council endorsement of a preferred delivery model; 2) confirm purpose, scope and criteria; 3) establish governance and partner roles; 4) update Council on costs, proposed pilot and implementation approach before any rollout; 5) identify pilot venues and secure permissions; 6) develop content, design and digital links; and 7) install and promote plaques or markers.

Integrated Transport Strategy Implementation Plan

Strategic Alignment - Our Places

Public

Tuesday, 16 June 2026

Infrastructure and Public
Works Committee

Program Contact:

Mark Goudge, Associate Director
Infrastructure

Approving Officer:

Tom McCready, Director City
Infrastructure

EXECUTIVE SUMMARY

The purpose of this report is to seek Council consideration and approval of the Integrated Transport Strategy Implementation Plan (**Attachment A**) and identify unfunded items within the Strategy to be implemented through future business plan and budget processes (**Attachment B**).

At its meeting on Tuesday 22 July 2025, Council endorsed the Integrated Transport Strategy (the Strategy) and requested the Administration to prepare a report which will identify items within the Strategy that could be implemented and financed through savings as part of the 2025/26 Budget Reconsideration process while simultaneously developing a staged implementation plan for the Strategy, beginning with consideration of measures to be adopted as part of the 2026/27 Draft Business Plan and Budget process.

The delivery of the plan will be subject to funding approvals as part of future Business Plan and Budget processes, beginning with the 2026/27 financial year. The Implementation Plan includes indicative costings and proposed timeframes for funding and implementation.

RECOMMENDATION

The following recommendation will be presented to Council on 23 June 2026 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Approves the Integrated Transport Strategy Implementation Plan as contained in Attachment A to Item 7.2 on the Agenda for the Infrastructure and Public Works Committee meeting held on 16 June 2026.
2. Notes the identified unfunded items related to the Integrated Transport Strategy Implementation Plan as contained in Attachment B to Item 7.2 on the Agenda for the Infrastructure and Public Works Committee meeting held on 16 June 2026.
3. Notes the delivery of the Integrated Transport Strategy Implementation Plan and identified unfunded items will be subject to funding as part of future Annual Business Plan and Budget processes, beginning with the 2026/27 financial year.
4. Notes the Administration will request Australian Government and State Government support to assist Council to deliver the Integrated Transport Strategy, including the Implementation Plan and identified unfunded items.
5. Authorises the Lord Mayor to write to the Australian Government, State Government and adjoining Councils to advocate for Key Projects and Services identified in the Integrated Transport Strategy, and to request federal and state funding to assist Council to progress the Integrated Transport Strategy Implementation Plan, with a specific focus on road safety and infrastructure improvements related to walking and wheeling, micromobility and Public Transport.

6. Authorises the Chief Executive Officer to amend and update the Integrated Transport Strategy Implementation Plan on an annual basis following the Annual Business Plan and Budget approvals by the Council.
-

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Community assets are adaptable and responsibly maintained. Create safe, inclusive and healthy places for our community.
Policy	City of Adelaide Strategic Plan 2024-2028 Develop and implement an Integrated Transport Strategy and establish associated targets by 2024 that aligns to the South Australian Road Safety Strategy to 2031
Consultation	Consultation will be required as part of the design and delivery of the interventions.
Resource	Not as a result of this report
Risk / Legal / Legislative	As set out in South Australia's Road Safety Strategy to 2031, as a Road Authority, Council has a responsibility for road safety outcomes and to seek Safe System outcomes.
Opportunities	Progress towards achieving road safety targets and other commitments outlined in South Australia's Road Safety Strategy, City of Adelaide's City Plan 2036, City of Adelaide's Strategic Plan 2024-2028 and Integrated Transport Strategy. Increase likelihood of successful grant funding applications to State and Federal Governments.
25/26 Budget Allocation	Not as a result of this report
Proposed 26/27 Budget Allocation	Budget allocation for Integrated Transport Strategy related initiatives in the Draft 2026/27 Business Plan and Budget include: <ul style="list-style-type: none"> - \$5,580,000 new/upgrade (including grant funding). - \$25,000 renewal. - \$1,519,000 strategic/operational. <p>* Note further assessment will be undertaken in relation to other funded projects to ascertain alignment and co-funding opportunities associated with ITS Projects contained within Attachment B - Integrated Transport Strategy Unfunded Projects.</p>
Life of Project, Service, Initiative or (Expectancy of) Asset	The review and delivery of the interventions will be ongoing.
25/26 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	Grant and funding opportunities will be sought.

DISCUSSION

Background

1. At its meeting on 22 July 2025 Council ([Link 1](#)) resolved;
‘THAT COUNCIL:
 1. *Notes the Integrated Transport Strategy Stage Two Engagement Report as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee Reconvened on 17 July 2025.*
 2. *Endorses the Integrated Transport Strategy as contained within Attachment B to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee Reconvened on 17 July 2025 to supersede the Smart Move Transport and Movement Strategy 2012-2022.*
 3. *Request the Administration to prepare a report which will identify items within the Strategy that could be implemented and financed through savings as part of the 2025/26 Budget Reconsideration process while simultaneously developing a staged implementation plan for the Strategy, beginning with consideration of measures to be adopted as part of the 2026/27 Draft Business Plan and Budget process.*
 4. *Authorises the Chief Executive Officer, or delegate, to make minor syntactical and technical amendments, and graphic design changes to the document contained in Attachment B, for the purposes of finalising the document for publication.*
2. The City of Adelaide Integrated Transport Strategy (ITS) has been finalised and published on the City of Adelaide website ([Link 2](#)).

Integrated Transport Strategy Implementation Progress - 2025/26

3. A summary of the Key Projects and Services within the ITS that have been progressed by the Administration in 2025/26 can be viewed here: [Link 3](#).

Integrated Transport Strategy Implementation Plan - 2026/27 and beyond

4. The Integrated Transport Strategy Implementation Plan (the Implementation Plan) (**Attachment A**) reflects the continuing 2025/26 commitments and new commitments identified for funding in the City of Adelaide 2026/27 Business Plan and Budget.
5. The total value of these projects is estimated at \$7.142m. The Implementation Plan also proposes opportunities for the 2027/28 and 2028/29 financial years as cost estimates only.
6. The Implementation Plan subject to Council endorsement, would be staged and considered as an inclusion within the Long-Term Financial Plan with the goal to support delivery of the strategy.
7. The Administration would then undertake detailed planning, design and construction, as well as determining adequate life cycle costs associated with installation of new and upgraded infrastructure required to achieve the measures of success identified in the strategy.
8. Recognising that funding beyond 2026/27 will be subject to future business plan and budget processes, a list of unfunded projects (**Attachment B**) has been developed based on:
 - 8.1. The Key Projects and Services identified within the ITS.
 - 8.2. The ITS ‘Measures of Success’ targets and current baselines.
 - 8.3. School Safety Implementation Plan.
 - 8.4. Internal operational reviews.
 - 8.5. Community and stakeholder feedback and requests.
9. The unfunded priority projects include a range of operational, strategic and capital related initiatives which form the basis for implementing the ITS.
10. The Administration will seek to deliver these initiatives in the 2026/27 financial year and/or future years based on priority with consideration of:
 - 10.1. Contribution towards CoA Strategic Plan and other state and federal strategies.
 - 10.2. Legislative requirements.
 - 10.3. Organisational capacity.
 - 10.4. Alignment with infrastructure renewal projects and other projects.

- 10.5. Timeframes required for initiative delivery, including initial planning and prioritisation.
 - 10.6. Opportunities for grant funding and partnerships.
 - 10.7. Existing City of Adelaide projects and commitments.
 - 10.8. On-going review and reporting of the strategy progress.
11. For example, the City of Adelaide draft 2026/27 Business Plan and Budget includes over \$68.8m in asset renewal works focused on maintaining and improving the \$2 billion plus owned Council assets. The renewal of existing assets provides an opportunity to consider the new and upgraded infrastructure required, and associated additional funding, to contribute to the measures of success identified in the ITS.
 12. A Case Study example for the City of Adelaide:
 - 12.1. Ward Street between Jeffcott and O'Connell Streets is due for renewal within the next two years and is classified in the ITS Network Maps as a W3 Walking Route, C1 Cycle Route and PT2 Public Transport Corridor.
 - 12.2. To provide the level of service identified by the network map classifications additional infrastructure such as separated cycle lanes, pedestrian priority crossings, streetscape greening and lighting upgrades are required.
 - 12.3. Aligning the design and construction of new and upgraded transportation infrastructure with the renewal works to provide the transport outcomes identified in the ITS, would:
 - 12.3.1. Require the existing (renewal only) budget to be increased through the allocation of additional new and upgrade funding based on preliminary cost estimates.
 - 12.3.2. Improve alignment between various infrastructure/greening requirements and eliminate potential for the renewed infrastructure to be reconstructed at a future time, prior to the end of the asset life, when transport outcomes identified in the ITS are delivered.
 13. For behaviour change programs (as per ITS Goal 1.1 and Goal 4.3) it is recommended that Council considers a funding allocation linked to capital project initiatives to promote the infrastructure and behaviour change.
 14. This additional funding would supplement and support the new conditions provided by the infrastructure to increase awareness and impact and to assess and undertake post-implementation evaluation to provide learnings from implemented projects and build confidence for future projects.

Integrated Transport Strategy Implementation Funding Opportunities

15. As per the South Australian Government 2025-26 Agency Statements, the estimated total budget for Transport Projects in South Australian in the 2025/26 financial year is approximately \$1.4 billion.
16. The City of Adelaide Long Term Financial Plan ([Link 4](#)) identifies approximately \$300 million in Transportation infrastructure renewal projects with approximately \$1.5 million for transport related new and upgrade projects and an additional \$2 million for the public realm greening program.
17. There are a number of Commonwealth and State Government Grant Programs that provide opportunity for CoA to seek funding support for the delivery of the ITS subject to meeting funding criteria. These include:
 - 17.1. Australian Government Black Spot Program (100% funding contribution) ([Link 5](#))
 - 17.2. Australian Government Safer Local Roads and Infrastructure Program (50-50 funding contribution, up to \$5,000,000) ([Link 6](#))
 - 17.3. Australian Government Active Transport Fund (program guidelines are currently being revised) ([Link 7](#))
 - 17.4. South Australian Government State Bicycle Fund (50-50 funding contribution, up to \$20,000 for design project and \$200,000 for construction project) ([Link 8](#))
18. The Australian Government Black Spot Program provides 100% funding contribution. To meet the essential criteria for the other funding programs the City of Adelaide must provide a funding commitment (and supporting evidence) as part of the project nomination. For these grant programs the City of Adelaide project nominations are generally limited to projects with existing funding commitments in the current year Business Plan and Budget.
19. The development of a prioritised list of infrastructure upgrade projects to achieve the ITS Measures of Success is required to confirm future funding commitments and realise grant funding opportunities for ITS delivery in FY2027/28 and beyond.

20. An initial list of opportunities for infrastructure upgrades has been identified in the unfunded priority projects list. This list will continue to be reviewed with additional projects/locations included and prioritised on an on-going basis.

Next Steps

21. Following endorsement of the Implementation Plan and approval of the FY2026/27 Business Plan and Budget, the Administration will:
- 21.1. Commence yearly reporting on the ITS as part of the City of Adelaide's Subordinate Strategies reporting framework.
 - 21.2. Prepare a prioritised program for ITS related new and upgrade works including preliminary scope of works and cost estimates.
 - 21.3. Submit items within the ITS Implementation Plan for consideration for funding and implementation through the future Business Plan and Budget processes.

DATA AND SUPPORTING INFORMATION

Link 1 – Council Minutes for the Meeting on Tuesday, 22 July 2025

Link 2 – City of Adelaide Integrated Transport Strategy (ITS)

Link 3 – Integrated Transport Strategy Implementation – Progress Summary - 2025/26

Link 4 – City of Adelaide Long Term Financial Plan 2025-2026 to 2034-2035

Link 5 – Australian Government Black Spot Program

Link 6 – Government Safer Local Roads and Infrastructure Program

Link 7 – Australian Government Active Transport Fund

Link 8 – South Australian Government State Bicycle Fund

ATTACHMENTS

Attachment A – Integrated Transport Strategy Implementation Plan

Attachment B – Integrated Transport Strategy Unfunded Projects

- END OF REPORT -

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

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Item # (Based on Goal)	Goal & Key Project and Service	Description of works	Preliminary Cost Estimate	Funding Type	FY2026/27	FY2027/28*	FY2028/29*
Experience and Place							
2.1.1	Goal 2.1: City growth with increased liveability and safe, creative and joyful spaces for people of all ages.	Advocate to the Department for Infrastructure and Transport to promote use of the ring road rather than driving through the City.	\$ -	Operational			
2.2.2	Goal 2.2: Integrated transport and land use planning	Undertake amendments to the Planning and Design Code to implement land use and transport integration, including for positive changes to car ownership, active/ public transport use, active frontages on higher classification walking/wheeling routes, and contributions to street outcomes and strategic review of existing and future public car parks.	\$ 50,000	Strategic	\$ 50,000		
2.2.3	Goal 2.2: Integrated transport and land use planning	Advocate to the State Government to undertake state-wide transport related amendments to the Planning and Design Code as part of the City Building Height, Strategic in-fill and other code amendments.	\$ -	Operational			
2.3.1	Goal 2.3: New visitor and resident experiences and business growth	Identify locations and develop concept plans for Park Lands Trail crossings (with Safe System outcomes) to improve access to and use of the Park Lands, including the squares and include in prioritised program of transport related upgrades.	\$ -	Operational			
2.3.1	Goal 2.3: New visitor and resident experiences and business growth	Deliver Glen Osmond Road and Sir Donald Bradman Drive Park Lands Trail crossings (with Safe System outcomes) to improve access to and use of the Park Lands.	\$ 2,290,000	Capital	\$ 2,290,000		
2.3.3	Goal 2.3: New visitor and resident experiences and business growth	Permit, manage and promote cycle share and shared e-scooter schemes. Incorporate micromobility corrals on key routes, and mobility hubs (with car share, cycle share and shared e-scooters) at railway stations, on or near the Currie / Grenfell public transport corridor, and at key locations across our neighbourhoods. [partner]	\$ -	Operational			
2.3.4	Goal 2.3: New visitor and resident experiences and business growth	Optimise City of Adelaide public off-street car parking facilities to support visitor trips and changes to nearby street space to facilitate improved precinct experiences. [lead]	\$ -	Operational			
2.4.1	Goal 2.4: Resilient and adaptable street design and management	Develop a Kerbside and Parking Management Policy. [lead]	\$ 80,000	Strategic	\$ 80,000		

Item # (Based on Goal)	Goal & Key Project and Service	Description of works	Preliminary Cost Estimate	Funding Type	FY2026/27	FY2027/28*	FY2028/29*
Health and Sustainability							
3.1.1	Goal 3.1 Cool, calm and connected streets and paths	Integrated Climate Strategy EV charging project	\$ 75,000	Strategic	\$ 75,000		
3.2.1	Goal 3.2: Healthy Streets and healthy people	Use of Healthy Streets Design Checks on all our street renewal/upgrade and new projects. Output will be a key consideration in project options assessment and project prioritisation. [lead]	\$ -	Operational			
Safety and Comfort							
4.1.1	Goal 4.1: Implement the Safe System approach	Implement reduced speeds on Park Lands roads and West Terrace.	\$ -	Operational			
4.1.2	Goal 4.1: Implement the Safe System approach	Implement reduced speeds on main streets and streets with a single lane of traffic in each direction.	\$ -	Operational			
4.1.3	Goal 4.1: Implement the Safe System approach	Update City of Adelaide Infrastructure Guidelines and processes to require Safe System speeds to be considered as part of all infrastructure street projects.	\$ -	Operational			
4.1.4	Goal 4.1: Implement the Safe System approach	Create a prioritised program of intersections, crossings, traffic calming and other transport related upgrades to support Safe System outcomes.	\$ -	Operational			
4.1.5	Goal 4.1: Implement the Safe System approach	O'Connell St / Archer St Intersection Improvements (Blackspot)	\$ 350,000	Capital	\$ 350,000		
4.3.1	Goal 4.3: Create gender accessible and inclusive streets	Audit footpath widths (clear walking/wheeling space) to identify performance gaps and prioritise footpath upgrades.	\$ -	Operational			
Totals			\$ 15,792,000		\$ 7,124,000	\$ 2,154,000	\$ 6,514,000

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Note:

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

Integrated Transport Strategy Unfunded Projects

Jun-26

Item # (Based on Goal)	Project	Description of works	Funding Type	Goal & Key Project and Service
Movement and Access				
1.1.A	School Travel Safety Review Implementation (Phase 2)	Deliver the remaining infrastructure improvements identified in the School Travel Safety Review Implementation Plan	Capital	Goal 1.1 Healthy streets to enable everyone to move
1.1.B	School Streets Open Streets Program	Develop a plan and trial an open street (on a school street) to temporarily restrict vehicle traffic on roads directly outside school gates during drop-off and pick-up times	Strategic	Goal 1.1 Healthy streets to enable everyone to move
1.1.C	Modal Filter Implementation Program	Develop and implement a prioritised program for modal filters on residential streets (reflecting the traffic circulation plan).	Strategic	Goal 1.1 Healthy streets to enable everyone to move
1.1.D	School Travel Safety and Residents Behaviour Change programs	Implement behaviour change programs for schools and residents.	Strategic	Goal 1.1 Healthy streets to enable everyone to move
1.2.A	Bus Priority Measures Implementation	Develop a plan and implement Bus priority measures, such as bus lanes and traffic signals priority implemented on public transport routes to improve service quality (achieve or exceed target minimum performance levels) and relocate layover areas from City Squares and major roads.	Strategic (Partner with State Govt.)	Goal 1.2 Efficient mass movement of people
1.2.C	Grenfell and Currie Street Rapid Transport Upgrade	Undertake a feasibility study for rapid transit corridor along Grenfell and Currie Street, considering public transport priority, wider footpaths, cycle facilities and better shelters, seating and information. [lead/ partner]	Strategic (Partner with State Govt.)	Goal 1.2 Efficient mass movement of people
1.3.A	Tram extension to North Adelaide and Prospect	Prepare an Infrastructure Australia submission for Delivery of tram extension to North Adelaide and Prospect.	Strategic (Partner with State Govt.)	Goal 1.3 Advocate for major public transport projects and initiatives
1.3.B	Rail extensions through the City of Adelaide and beyond.	Advocate for delivery of rail extensions through the City of Adelaide and beyond. [advocate]	Operational (Lead agency State Govt.)	Goal 1.3 Advocate for major public transport projects and initiatives
1.3.C	City Loop tram/bus and underground city railway loop/link	Work with the Department for Infrastructure and Transport to develop the City Loop tram/bus and underground city railway loop/link to reflect City Plan 2036 growth potential. [advocate]	Operational (Lead agency State Govt.)	Goal 1.3 Advocate for major public transport projects and initiatives
1.3.D	Adelaide Airport to the Adelaide CBD Public Transport route Upgrade	Advocate to improve the connection between Adelaide Airport to the Adelaide CBD through a main public transport route along the Grote Gateway in accordance with the City Plan's Local Area Framework. [advocate]	Operational (Lead agency State Govt.)	Goal 1.3 Advocate for major public transport projects and initiatives
1.4.A	Inner Adelaide cycle routes upgrade program	Prepare an Infrastructure Australia submission for a package of inner Adelaide cycle routes. [partner]	Strategic (Partner with State Govt. and adjacent councils)	Goal 1.4: Better travel choices for a more liveable city
1.4.B	Cycle parking upgrade program	Develop and implement a prioritised program for the installation of additional and secure cycle parking, targeting at least 40 new cycle hoops and three secure cycle parking facilities per year. [lead]	Capital	Goal 1.4: Better travel choices for a more liveable city
1.4.C	Quick build cycle lanes program	Develop and implement a prioritised program for quick build cycle lanes starting with Peacock Road (25/26) and Morphet Road-Montefiore Road (26/27). [lead]	Capital	Goal 1.4: Better travel choices for a more liveable city
1.4.D	Healthy Streets upgrades Implementation Program	Implement Healthy Streets upgrade options on key street renewal projects.	Capital	Goal 1.4: Better travel choices for a more liveable city

Item # (Based on Goal)	Project	Description of works	Funding Type	Goal & Key Project and Service
Experience and Place				
2.1.A	Mobility Hub Program	Develop a prioritised plan for mobility hubs (with shared vehicles, cycle share and shared e-scooters) and implement, with a focus on railway stations, Currie-Grenfell public transport corridor and other key locations across our neighbourhoods, to support reduced car ownership and driving in the city. [partner]	Strategic	Goal 2.1: City growth with increased liveability and safe, creative and joyful spaces for people of all ages.
2.1.B	Healthy Street masterplan projects	Develop key Healthy Street masterplan projects to support city growth, including West Terrace, Sturt Street and Halifax Street.	Strategic	Goal 2.1: City growth with increased liveability and safe, creative and joyful spaces for people of all ages.
2.1.C	Road Closure Program	Review opportunities to close roads (full or partial) and develop a prioritised plan to implement, including modal filters, to create community public spaces and support people to make more active and sustainable travel choices.	Operational / Strategic	Goal 2.1: City growth with increased liveability and safe, creative and joyful spaces for people of all ages.
2.1.D	City Ring Road Enhancement Investigation	Investigate opportunities to promote use of the ring road rather than driving through the City and investigate enhancements such as grade separated crossings. Advocate to the Department for Infrastructure and Transport to implement.	Operational / Strategic	Goal 2.1: City growth with increased liveability and safe, creative and joyful spaces for people of all ages.
2.2.A	Active Transport Routes Street Furniture Upgrade Program	Develop a prioritised program to create safer, more comfortable walking/wheeling and cycling to libraries, childcare and community centres, play spaces, grocery shops and main streets: including more water fountains, seating and cycle parking. [lead]	Operational / Strategic	Goal 2.2: Integrated transport and land use planning
2.2.B	City Loop tram/bus and underground city railway loop/link planning	Incorporate the City Loop tram/bus and underground city railway loop/link into the planning framework (Greater Adelaide Regional Plan, State Transport Strategy, City Plan Adelaide 2036 and Integrated Transport Strategy) to reflect City Plan 2036 development potential. [advocate]	Operational / Strategic	Goal 2.2: Integrated transport and land use planning
2.2.C	Strategic Traffic and Transport Monitoring Program	Develop and implement a strategic traffic and transport monitoring program to collect and report on key measures including through car travel on key CBD routes, travel times, speeds, micromobility and active transport movements.	Operational / Strategic	Goal 2.2: Integrated transport and land use planning
2.3.A	Active Transport wayfinding and public art program	Delivery of wayfinding, interpretative boards (incorporating Kaurna history and voices) and public art along key routes, including routes to visitor destinations, schools, libraries and to open spaces.	Capital	Goal 2.3: New visitor and resident experiences and business growth
2.3.B	Precinct kerb side and parking optimisation review program	Precinct wide review of kerb side supply and demand including off-street and on-street car parking for key precincts to optimise kerb side space and City of Adelaide public off-street car parking facilities to support visitor trips and changes to nearby street space and inform precinct planning.	Operational / Strategic	Goal 2.3: New visitor and resident experiences and business growth
2.4.A	Active travel routes network resilience review	Assess active travel routes network resilience for events (within CoA and in adjacent areas) and identify new/upgraded infrastructure required (including the responsible authority) to provide network resilience including Bartels Road cycle route, Botanic Road footpath, Dequetteville Terrace crossing to Kensington cycle route, Fullarton Road, Dequetteville Terrace route.	Operational / Strategic	Goal 2.4: Resilient and adaptable street design and management
Health and Sustainability				
3.1.A	Strategic noise and air quality monitoring program	Implement a program for strategic noise and air quality monitoring within the City of Adelaide in collaboration with the Environment Protection Authority, including development of baseline measures. [partner]	Operational / Strategic	Goal 3.2: Healthy Streets and healthy people
Safety and Comfort				
4.1.A	Intersection upgrades and traffic calming program	Implement the program of intersections, crossings, traffic calming and other transport related upgrades to support Safe System outcomes.	Capital	Goal 4.1: Implement the Safe System approach
4.2.B	Traffic Circulation Plan Implementation	Develop a program to implement the traffic circulation plan and trial one-way streets on key routes to achieve outcomes identified in City Plan 2036 and the traffic circulation plan.	Operational / Strategic	Goal 4.2: Reduce risks and negative impacts from motor vehicles
4.3.A	Footpath Improvement program	Upgrade footpaths to provide suitable crossfalls and clear walking/wheeling space to meet the walking route classification requirements of the Integrated Transport Strategy.	Capital	Goal 4.3: Create gender accessible and inclusive streets
4.3.B	Traffic Signal Review Implementation	Implement the recommendations of the Traffic Signal Review, including auto-green and reduced signal phase lengths, to reduce delays for people walking / wheeling at intersections.	Operational / Capital	Goal 4.3: Create gender accessible and inclusive streets
4.3.C	Behaviour change programs to support more women and families to learn to cycle or get back into cycling.	Support programs such as Ride Her Way (Bicycle SA, 2025) and develop behaviour change programs to support more women and families to learn to cycle or get back into cycling.	Operational / Strategic	Goal 4.3: Create gender accessible and inclusive streets

Capital Works Monthly Project Update - May 2026

Strategic Alignment - Our Corporation

Public

Tuesday, 16 June 2026
**Infrastructure and Public
Works Committee**

Program Contact:
Mark Goudge, Associate Director
Infrastructure

Approving Officer:
Tom McCready, Director City
Infrastructure

This report provides a summary view of the Capital Works Program delivery and financial performance as of 31 May 2026 including a snapshot of headline projects either complete or in progress, future procurement activities and upcoming community consultation and engagement activities.

RECOMMENDATION

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL:

1. Notes the Capital Works Program Update for May 2026 as contained within this report and Attachment A to Item 7.3 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 16 June 2026.
-

IMPLICATIONS AND FINANCIALS

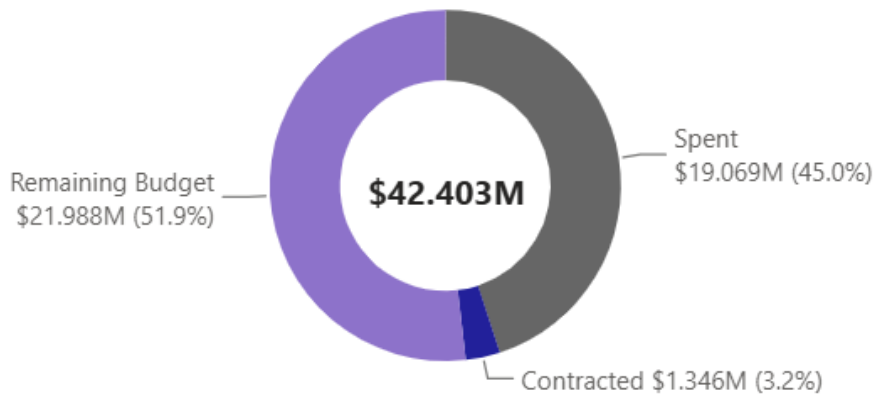
City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Corporation Strategy, Value and Efficiency - Strategic and Capital Projects are delivered on time and on budget (target 75%)
Policy	Not as a result of this report
Consultation	Consultation and / or engagement to various levels as required 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
25/26 Budget Allocation	This report tracks capital works performance against the 2025/26 Capital Works budget of \$112.274m.
Proposed 26/27 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.
25/26 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 a number of projects.

DISCUSSION

1. The total revised Capital Expenditure Budget for 2025/26 approved by Council is \$112.274m.
2. The Capital Works Program is itemised as follows.
 - 2.1. New and Upgrade Projects are identified through Council's Strategies and Plans and defined as complex in nature, installation of new infrastructure and upgrades to existing infrastructure. The revised funding allocated within the 2025/26 financial period totals \$42.403m.
 - 2.2. Renewal Projects are grouped against multiple asset categories and are directly aligned to maintenance service levels contained within Council's Asset Management Plans. The funding allocated within the 2025/26 financial period totals \$69.871m.
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

4. New and Upgrade Projects as of 31 May 2026 reflects \$19.069m in spend and a further \$1.346m in contracted works.



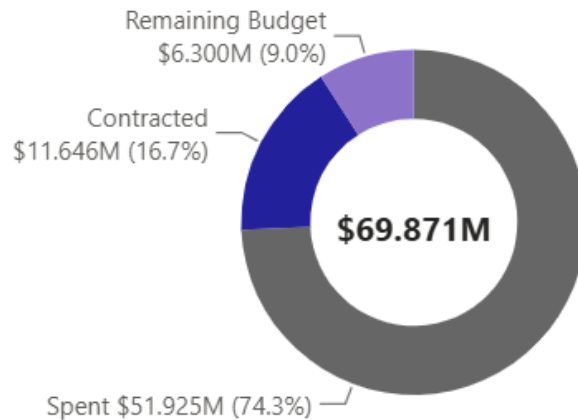
5. New and Upgrade Summary:
 - 5.1. Three projects have reached practical completion in the month of May 2026 including:
 - 5.1.1. Hutt Street and South Terrace – Stormwater Improvements.
 - 5.1.2. HR System - Implementation of Integration Suite.
 - 5.1.3. 215 Grenfell Street (Bike Rack).
 - 5.2. Examples of New and Upgrade Projects:
 - 5.2.1. Council has received Federal Government Road Safety Funding to design and construct new raised, signalised pedestrian and cyclist-activated crossings adjacent the Park Lands Trail. These crossings will follow a similar design to the one on Hutt Street. Both projects are currently at 70% detailed design, with construction planned for completion early 2026/27.
 - 5.2.1.1. Belair-City Bikeway / Adelaide Park Lands Trail - Glen Osmond Road.
 - 5.2.1.2. Adelaide Park Lands Trail - Sir Donald Bradman Drive.
 - 5.2.2. Council has received National Road Safety Grant Funding for the Peacock Road Cycle Project, which will deliver a protected, on-road bike lane in both directions along one of Adelaide's busiest commuters cycling corridors. Detailed design is underway, and construction is planned for completion early 2026–27.

5.2.3. Golden Wattle Park/Mirnu Wirra (Park 21 West) - New Community Sports Building: This project has commenced construction in April 2026 with Pavilion 1 planned to be completed in Q2 2026/27, and Pavilion 2 to follow.

5.2.4. Melbourne Street Wombat Crossings – The Melbourne Street wombat crossings project is progressing well, with early enabling work now completed in preparation for the delivery of two new raised pedestrian crossings at either end of the precinct.

Renewal Projects

6. Renewal Projects as of 31 May 2026 reflects \$51.925m in spend and a further \$11.646m in contracted works.



7. Renewal Project Summary:

7.1. Seven projects have reached practical completion in the month of May 2026, including:

7.1.1. Footpath Renewal - Victoria Drive - Frome Road to Second Driveway Crossover.

7.1.2. Playground Softfall Renewal Program.

7.1.3. Public Art – Veale Park / Walyu Yarta (Park 21)- Pan Fountain renewal.

7.1.4. Road Resurfacing - Wyatt Street - Pirie Street to Flinders Street.

7.1.5. Road Resurfacing - Wyatt Street - Pirie Street to Grenfell Street.

7.1.6. Road Resurfacing – King William Street – Pirie Street to Victoria Square.

7.1.7. Stormwater Improvements - Hutt Street and South Terrace.

7.1.8. Traffic Signal Controller Renewal Program.

7.2. Examples of Renewal Projects being delivered include:

7.2.1. Adelaide Central Market - Roof Renewal.

7.2.2. Rundle UPark Fire Safety and Compliance Upgrade.

7.2.3. Colonel Light Centre – Building Amenity Upgrade.

7.2.4. King Rodney Park / Ityamai-itppina (Park 15) East Glover Playground Irrigation Renewal.

7.2.5. Adelaide Central Market – Renewal projects:

7.2.5.1. Roof Renewal (75% design)

7.2.5.2. Existing stalls sprinkler installation and modifications – completed

7.2.5.3. Market Floor Tenant stall renewal – Last market stall construction due for completion by 30 June 2026

7.2.6. Footpath renewal - King William Rd (Kermode Street to Brougham Place).

7.2.7. Footpath renewal – West Terrace – Hindley Street to Rose Street and Sturt Street to Wright Street.

7.2.8. Carriageway Park / Walyu Yarta Park (17) Public Toilet Renewal.

Greening Adelaide Streets

8. Tree planting completed during the month of May 2026 is listed in the following table:

Street	Tree Name	Number
Trees Planted to 30 April 2026		107
East Terrace	Pyrus Calleryana - Ornamental pear	3
East Terrace	Quercus Palustris – Pin Oak	4
333 South Terrace	Fraxinus Urbdeii - Urbanite Ash	1
West Terrace	Calodendrum Capense - Cape Chestnut	1
Mansfield Street	Bauhinia Variegata - Orchid Tree	6
Mansfield Street	Agonis Flexuosa - Willow myrtle or Peppermint Tree	4
May 2026 Planting	Subtotal	19
Current Total Tree Planting as of 31 May 2026		126

9. Information on activity that occurred during the month of May:

9.1. The planting of ten trees in Mansfield Street.

9.2. City Operations plant trees as part of our Greening Initiative for a total of nine trees, these included the three streets (East Terrace, West Terrace and 333 South Terrace).

9.3. Works will continue across the following streets to achieve the annual target 200 trees for 30 June:

9.3.1. Mansfield Street.

9.3.2. Elizabeth Street.

9.3.3. Ifould Street.

9.3.4. Carrington Street.

9.3.5. Rose Street.

9.3.6. Palmer Place.

9.3.7. Frome Road.

Capital Works Program

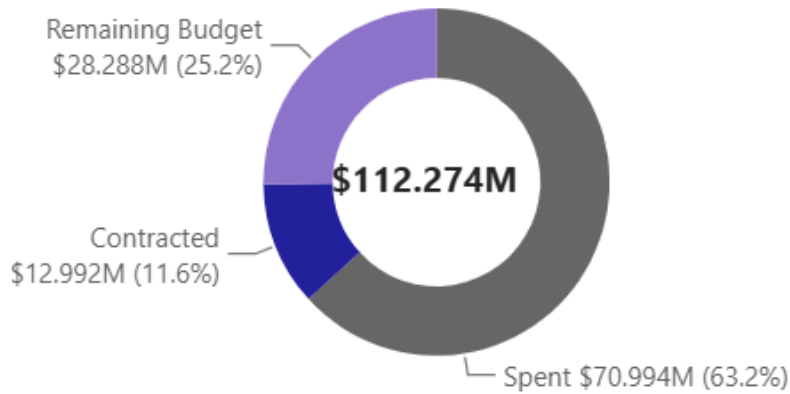
10. There are 427 projects within the approved program in the 2025/26 financial year.

11. Within the 2025/26 Capital Works Program there are currently 117 projects within the Initiate, Concept and Design phase.

12. The total value of projects within the Initiate, Concept and Design Phase is \$7.606m.

13. There are 310 projects in the Delivery Phase with a total value of \$104.667m. Of these projects, Practical Completion has been achieved on 39 New and Upgrade, 79 Renewals and six combined New and Upgrade and Renewals projects – 124 projects in total.

14. The total expenditure against the Capital Works Program to the end of May 2026 is \$70.994m spent with a further \$12.992m contracted, totalling \$83.986m in the first eleven months.



15. Summary of commitments and expenditure by asset class for May 2026.

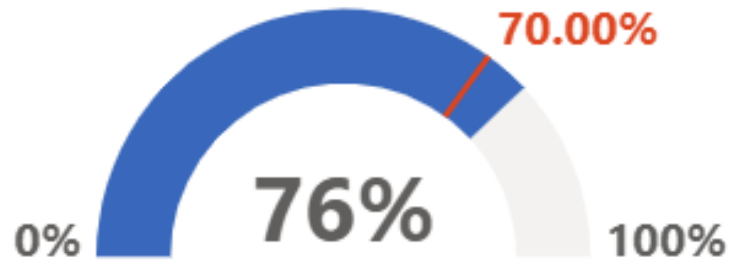
Capital Works	No. of Projects*	Approved Budget	Commitments	Expenditure	Remaining Budget
Asset Renewals	305	\$69.871M	\$11.646M	\$51.925M	\$6.300M
Corporate Overhead		\$6.555M	\$0.000M	\$6.693M	(\$0.138M)
Asset Management	1	\$1.826M	\$0.543M	\$0.202M	\$1.081M
Bridges	3	\$0.263M	\$0.112M	\$0.131M	\$0.020M
Buildings	58	\$14.563M	\$2.433M	\$8.671M	\$3.459M
ICT Renewals	14	\$2.142M	\$0.094M	\$1.815M	\$0.233M
Light'g & Electrical	41	\$4.249M	\$1.143M	\$2.545M	\$0.561M
Park Lands Assets	14	\$1.551M	\$0.166M	\$1.295M	\$0.090M
Plant and Fleet	4	\$2.427M	\$0.575M	\$1.472M	\$0.380M
Traffic Signal	17	\$2.593M	\$0.039M	\$2.515M	\$0.038M
Transport	96	\$25.090M	\$5.315M	\$20.771M	(\$0.996M)
Urban Elements	48	\$4.539M	\$0.976M	\$2.636M	\$0.928M
Water Infrastructure	9	\$4.073M	\$0.250M	\$3.179M	\$0.644M
New/Upgrade Projects	148	\$42.403M	\$1.346M	\$19.069M	\$21.988M
Corporate Overhead		\$5.809M	\$0.000M	\$4.111M	\$1.698M
New/Upgrade Projects	83	\$14.700M	\$3.392M	\$5.560M	\$5.748M
Buildings	20	\$6.838M	\$0.822M	\$1.813M	\$4.203M
ICT Renewals	4	\$0.243M	\$0.005M	\$0.072M	\$0.166M
Light'g & Electrical	2	\$0.200M	\$0.183M	\$0.000M	\$0.017M
Park Lands Assets	4	\$5.777M	(\$4.526M)	\$4.586M	\$5.717M
Plant and Fleet	6	\$1.014M	\$0.000M	\$0.087M	\$0.927M
Streets	5	\$0.813M	\$0.013M	\$0.017M	\$0.784M
Traffic Signal	4	\$0.835M	\$0.142M	\$0.334M	\$0.360M
Transport	14	\$5.017M	\$1.289M	\$2.200M	\$1.528M
Urban Elements	3	\$0.821M	\$0.000M	\$0.001M	\$0.819M
Water Infrastructure	3	\$0.335M	\$0.026M	\$0.288M	\$0.021M
Total	427	\$112.274M	\$12.992M	\$70.994M	\$28.288M

* Inclusive of combined New & Upgrade and Renewal projects.

16. Examples of those works completed or in progress are reflected in **Attachment A - Capital Works May Update**

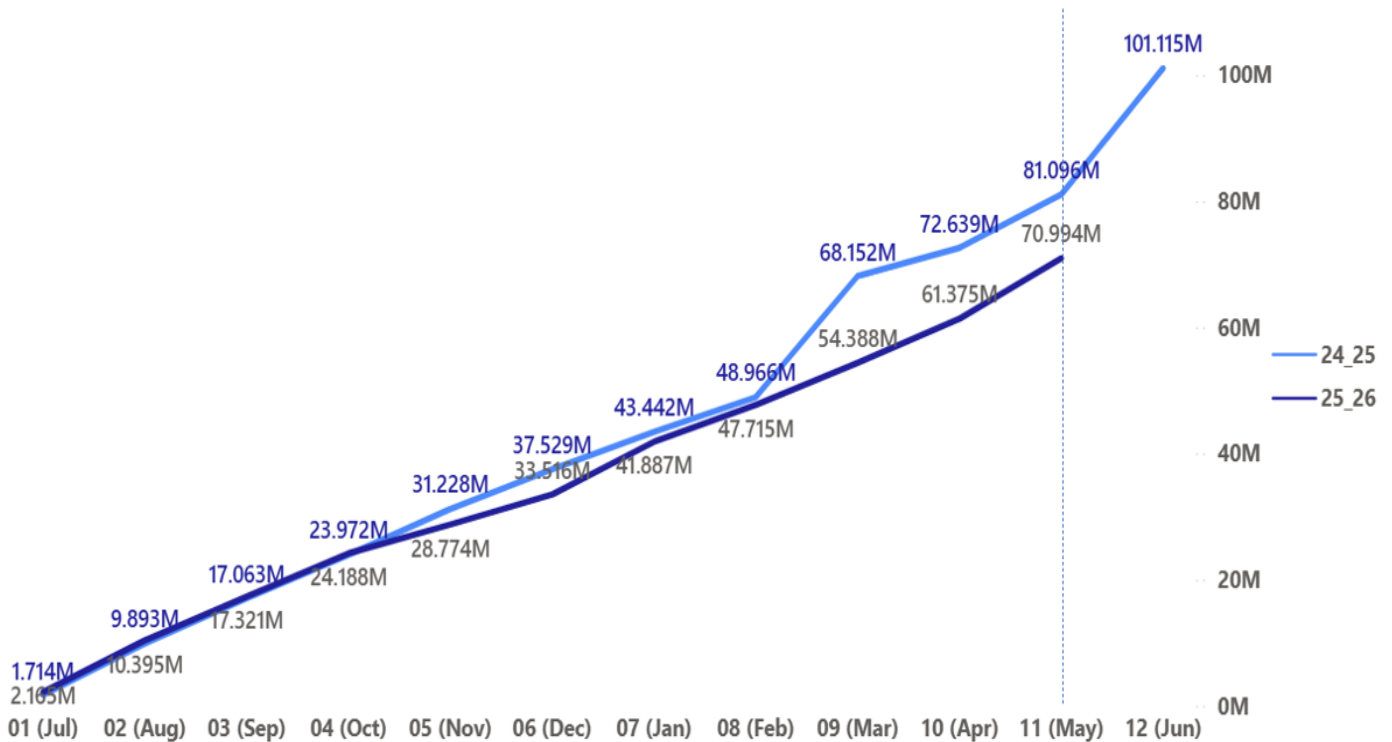
17. Works in Progress (WIP) is the capitalisation of projects within ten weeks following Practical Completion. WIP currently sits at 76%. WIP KPI - 70%.

Works in Progress KPI



Capital Works Year on Year Spend Profile

18. The spend profile for May 2026 reflects a capital spend of \$70.994m year to date, compared to \$81.096m in May 2025. This represents a 12% decrease on the same period last year. The previous years included a significant payment associated with the Central Market Arcade Redevelopment (CMAR) project in the order of \$21m.



Future Procurement Activities

19. The following procurement activities are currently being undertaken or will commence shortly:
- 19.1. Open Procurement - AVEC - Fit out Contractor, Pirie Street Improvements, Parking Guidance Solutions.
 - 19.2. Procurement at Evaluation and Negotiation - Hutt Street detailed design, Flagstone Pavers, Smart Parking Sensors, Botanic Creek, O'Connell Street Footpath Works, Wyatt Street UPark - Fire Monitoring System.
 - 19.3. Procurement to commence shortly - Community Buildings - Standardised Design, Gouger Street Revitalisation, James Place Upgrade, Wayfinding Implementation – Adelaide Central Market and Market Square, Smart Meter Rolling Program, Melbourne Street Revitalisation (Design Services).

Future Community Consultation and Engagement Activities

20. The following are some of the community consultation activities and engagements that are ongoing or planned:
- 20.1. Street Tree Planting (Consult via Our Adelaide from 6 May – 27 May)
 - 20.2. Wombat Crossings (Stage 1 of Melbourne Street Revitalisation) – Inform
 - 20.3. O’Connell Street Revitalisation (Construction heads up and Fixed Furniture) – Inform
 - 20.4. Pavement Rehab Mann Terrace - Targeted Consultation via letter

Grant Funding Confirmed

21. The table below reflects the year-to-date position relating to achieved funding.

Grant Scheme	Project	Grant Amount
Roads to Recovery	King William Road	\$ 449,564
Financial Assistance Grant	Currie / Grenfell Street	\$ 191,960
State Government	Statues Commemorating South Australian Aboriginal Leaders	\$ 291,260
Charter Hall	James Place	\$ 500,000
State Bike Fund	Franklin Street-Elizabeth Street-Byron Place Cycling and Walking/Wheeling Priority Intersection - Detailed Design	\$ 20,000
State Bike Fund	Barton Terrace East Roundabout with Safer Shared Cycling and Park Lands Trails Crossings - Construction	\$ 58,171
State Bike Fund	River Torrens Linear Park - Shared Use Path Improvements (West of Victoria Bridge)	\$ 200,000
State Bike Fund	Pulteney Street, South Terrace, Unley Road Intersection Improvements	\$ 20,000
Blackspot	Morphett and Grote Streets	\$ 245,000
Blackspot	Morphett and Franklin Streets	\$ 260,000
Special Local Roads	Jeffcott Street	\$ 1,000,000
Department of Infrastructure & Transport	25km School Zones / Sturt Street Primary School	\$ 30,000
Department of the Premier and Cabinet	Barry Humphries Statue	\$ 100,000
Safer Local Roads - Tranche 4	School Safety Program	\$ 435,000
South Australian Housing Trust	City East - Flinders	\$ 454,545
Total		\$ 4,255,500

22. The information provided reflects the first eleven months of the 2025/26 financial year. For further details on the 2025/26 Capital Program, the Council Member Corporate Dashboard has a dedicated Capital Works section.

ATTACHMENTS

Attachment A – Capital Works Projects in Focus – May 2026

- END OF REPORT -

Capital Works May Update

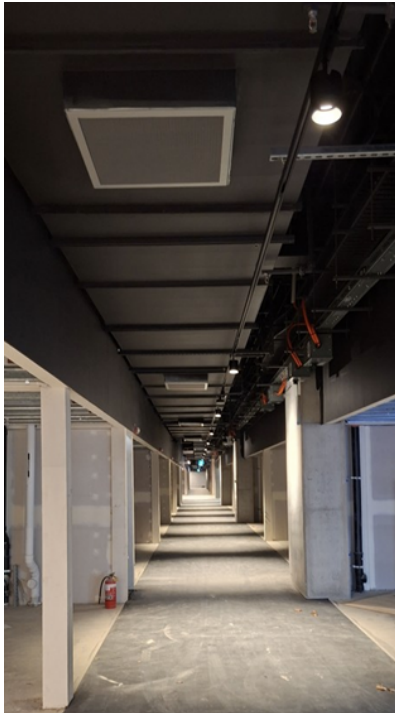
Infrastructure & Public Works Committee

This report provides an overview of Capital Projects either complete or progressing for the month of May 2026.



Central Market Arcade Redevelopment

New/Upgrade



Works within the existing Market UPark facility have been undertaken in coordination with the City of Adelaide, Adelaide Central Market Authority and UPark to minimise disruption and maintain access for customers and visitors.

Footpath works along Gouger Street have been established and civil works have commenced on Grote Street, helping shape a more welcoming and attractive public realm around the Market precinct. As the project progresses, these improvements will support a more connected and vibrant city destination for residents, visitors and businesses.



Carriageway Park / Walyu Yarta (Park 17) Public Toilet Renewal

Renewal

The renewal of the public toilet facility in Carriageway Park / Walyu Yarta (Park 17) is delivering a significant upgrade to improve accessibility, safety and amenity for the growing number of people using this part of the Park Lands.

The Adelaide Central Market Arcade redevelopment continues to make strong progress, with approximately 600 personnel working on site.

Both the north and south towers are now structurally complete, with façade works finished and the final tower crane removed from Grote Street. Internal fit-out works are continuing throughout the south tower and podium, and up to Level 37 of the north tower.



The existing facility has reached the end of its useful life and no longer meets contemporary community expectations for hygiene, reliability or user comfort. This project is replacing the ageing structure with a new fully automated three-cubicle Exeloo facility designed to provide a safer, cleaner and more accessible public amenity for park users, visitors, sporting groups and event attendees.



The upgraded facility includes a Disability Discrimination Act-compliant cubicle, ambulant-access cubicle and standard cubicle, ensuring the space is more inclusive and better able to meet the needs of a diverse community. Modern automated systems will improve hygiene, reduce maintenance requirements and deliver greater reliability, while durable vandal-resistant materials will support long-term performance in a high-use public environment.

Works have been carefully staged to minimise disruption, with the new facility being commissioned before the existing toilet block is removed to maintain continuity of service for the community. Supporting site works include service upgrades, civil works, improved access arrangements and integration with surrounding park infrastructure.

Now complete, the project has delivered a more sustainable, accessible and user-friendly public facility, with improved water and energy efficiency that aligns with Council’s broader sustainability objectives.

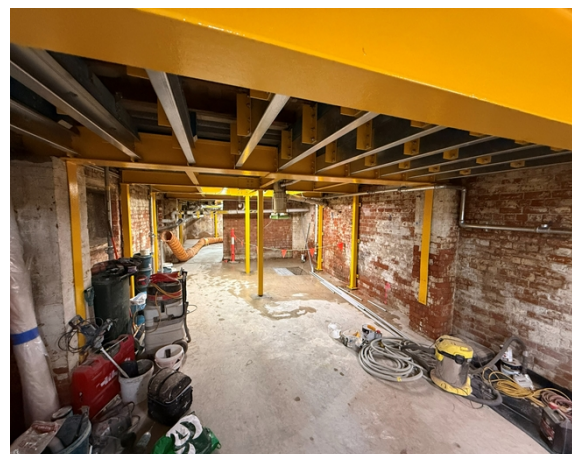
This renewal reflects Council’s continued investment in high-quality public amenities across the Park Lands, supporting accessibility, community wellbeing and the long-term enjoyment of Adelaide’s open spaces.



Adelaide Central Market Basement Structural Rehabilitation

Renewal

The Adelaide Central Market basement structural rehabilitation project is progressing critical upgrades to protect the long-term safety, functionality and resilience of one of Adelaide’s most significant civic and cultural assets.



As a landmark destination that supports local business, tourism, employment and daily community activity in the heart of the city, maintaining the structural integrity of the Market is essential to ensure its continued operation for traders, visitors and staff.

The project is delivering a comprehensive rehabilitation of the basement structural framework, including targeted structural repairs, reinforcement works, waterproofing improvements, and associated upgrades to support building systems where required. These works are restoring the integrity of critical infrastructure, ensuring the facility continues to meet contemporary engineering and safety standards, and extending the operational life of this important public asset.

With the Market continuing to operate as a vibrant live trading environment, works are being carefully staged to minimise disruption to traders, tenants and visitors while maintaining safe access and operational continuity wherever possible.

This proactive investment reduces the risk of more significant deterioration and avoids the need for costly reactive emergency repairs in the future. It also preserves the functionality and heritage value of the Adelaide Central Market, ensuring this iconic destination continues to support economic activity, tourism and city vibrancy for years to come.

As works progress toward completion, this project reflects Council's commitment to responsible asset stewardship, long-term financial sustainability, and maintaining safe, high-quality civic infrastructure that supports Adelaide's most valued places and experiences.



West Terrace Footpath Renewal

Renewal

The West Terrace footpath renewal project is delivering important upgrades to improve pedestrian safety, accessibility and the overall quality of the public realm along key sections of this major city corridor.

Works include renewing ageing asphalt footpaths between Hindley Street and Rose Street, and between Sturt Street and Wright Street, improving the condition and reliability of these well-used pedestrian connections. The project has been designed to maintain existing pedestrian path widths while delivering a safer, smoother and more accessible walking environment for the community.

Importantly, the renewal has also created an opportunity to consider greening improvements along the corridor, supporting Council's broader ambition to create cooler, greener and more livable city streets.



Investigations into street tree opportunities have informed future enhancement options that could further strengthen amenity, environmental outcomes and the overall experience of West Terrace for pedestrians and visitors.



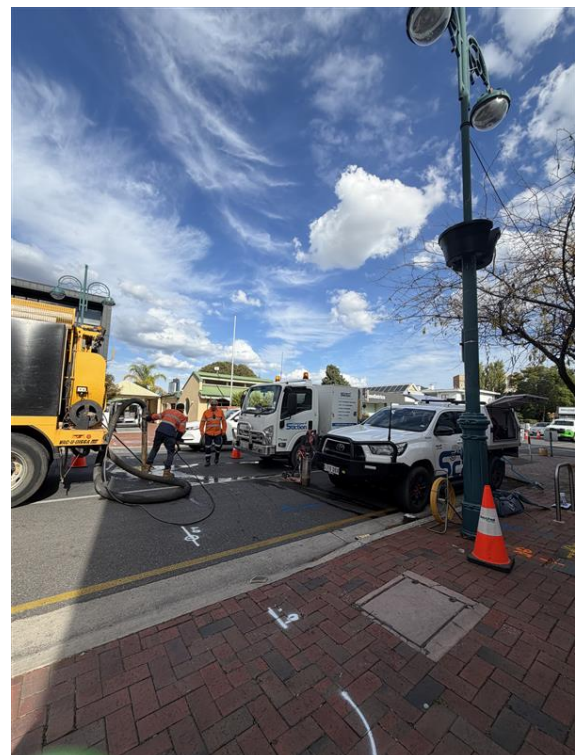
By renewing deteriorated infrastructure now, the project reduces ongoing maintenance requirements, improves asset performance and helps prevent more costly reactive repairs in the future.



As construction progresses, this renewal will deliver practical improvements to pedestrian safety and comfort while laying the groundwork for longer-term public realm enhancement, reflecting Council's commitment to maintaining high-quality infrastructure and creating more attractive, resilient city streets.

Melbourne Street Wombat Crossings

New / Upgrade



The Melbourne Street wombat crossings project is progressing well, with early enabling work now completed in preparation for the delivery of two new raised pedestrian crossings at either end of the precinct.

Initial works have included on-site investigations to confirm underground service locations and depths, ensuring construction can proceed efficiently and minimising the risk of unforeseen impacts during delivery. Community communications have also been

rolled out to support construction readiness, including social media updates, on-site signage, letterbox notifications, variable message signage, and direct engagement with adjacent businesses to help keep stakeholders informed and supported throughout the project.

Construction is scheduled to commence in mid-June, with works progressing toward completion in line with funding program requirements.

Once complete, the new wombat crossings will significantly improve pedestrian safety and accessibility, making it easier and safer for people to move through the precinct while helping to calm traffic and create a more pedestrian-friendly street environment.

As a key first stage of the broader Melbourne Street revitalisation, this project represents an important investment in improving the safety, functionality and attractiveness of one of North Adelaide’s most valued main streets. Supported by funding through the Federal Government’s National Road Safety Program, the project will contribute to a safer, more welcoming precinct that encourages visitation, supports local business activity and strengthens the long-term activation of Melbourne Street.



Council Building Amenities Upgrade – 25 Pirie Street

Renewal



The Council Building amenities upgrade is progressing and will deliver important improvements to bathroom facilities across Levels 3, 6 and 7, enhancing the functionality, accessibility and overall condition of these staff amenities.

The work will deliver a refreshed and more modern amenity experience for building users, ensuring facilities better meet contemporary expectations for accessibility, comfort and usability. By renewing ageing infrastructure, the project will improve the quality and reliability of essential workplace amenities while supporting a better day-to-day experience for staff.

As work progresses across the building, the project reflects Council’s continued investment in maintaining safe, functional and high-quality workplace infrastructure, in line with the Buildings - Asset Management Plan, supporting staff wellbeing and ensuring civic facilities remain fit for purpose into the future.



ensure the corridor remains safe, functional and reliable for the many pedestrians who use the area each day.

Preliminary investigations and site inspections have been undertaken to inform the detailed design process, with the project team assessing opportunities to improve construction outcomes, minimise long-term maintenance requirements and support more sustainable delivery practices. Design development has also considered opportunities to reduce embodied carbon and improve material selection outcomes where practical.

The renewal works will deliver smoother and more consistent pedestrian surfaces, improve accessibility and safety while reducing deterioration and ongoing maintenance needs associated with ageing infrastructure.

As the project progresses through design toward future construction, it reflects Council's continued investment in maintaining high-quality public infrastructure and delivering safer, more accessible and resilient city streets for the community.

Footpath Renewal – King William Road (Kermode Street to Brougham Place)

Renewal



The King William Road footpath renewal project is progressing important upgrades to improve pedestrian safety, accessibility and the overall condition of footpath infrastructure along this key North Adelaide corridor.

The project is renewing ageing asphalt footpaths between Kermode Street and Brougham Place in line with Council's Transport Asset Management Plan, helping



Melbourne Street Revitalisation - Community Consultation Summary

Strategic Alignment - Our Places

Public

Tuesday, 16 June 2026

Infrastructure and Public
Works Committee

Program Contact:

Mark Goudge, Associate Director
Infrastructure

Approving Officer:

Tom McCready, Director City
Infrastructure

EXECUTIVE SUMMARY

The purpose of this report is to seek Council approval to progress the Melbourne Street revitalisation project into detailed design, following Council's endorsement of the concept plans at the Council Meeting held on 9 December 2025 and receipt of stakeholder engagement feedback at the Infrastructure and Public Works Committee workshop held on 19 May 2026.

In response to feedback raised by Council Members during the workshop at the Infrastructure and Public Works Committee meeting on 19 May 2026 regarding the process and outcomes of community consultation, this report also provides further analysis of the engagement results, and an assessment of the effectiveness of the engagement approach undertaken against recognised local government community engagement best practice principles.

Further analysis of the engagement outcomes was undertaken, including consideration of geographic response patterns and community perceptions of similar flexible kerbside space treatments. The analysis found that community views on the proposed flexible kerbside spaces have been significantly influenced by perceptions that Melbourne Street would incorporate a steep rollover kerb treatment, identical to installations delivered in other Council jurisdictions, this is not what is being proposed within Melbourne Street. These perceptions contributed to concerns regarding safety and accessibility of proposed flexible kerbside space, noting that the relevant Council has also acknowledged the steep kerb profile as an ongoing issue.

The robustness of the adopted engagement approach was also assessed and found that the consultation process was comprehensive, accessible, and appropriately designed to support informed decision-making and the continued progression of the project.

The consultation outcomes and proposed concept design support Council's broader objective of transforming Melbourne Street into a vibrant and desirable destination where people want to live, do business and visit, while improving safety, accessibility, amenity and economic activity within the precinct. While the proposed concept design received strong overall support from stakeholders and the community, feedback from Council Members and the community identified opportunities for further technical development, authority coordination, stakeholder engagement and refinement of construction staging during the next phase of the project.

The report further seeks Council approval to implement a 40 km/h speed limit along Melbourne Street in conjunction with the delivery of the Stage 1 wombat crossings. The proposed speed reduction aligns with community feedback received during consultation for the Stage 2 works and has received approval from the Department for Infrastructure and Transport, as the relevant authority responsible for speed limit changes.

RECOMMENDATION

The following recommendation will be presented to Council on 23 June 2026 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Approves to progress Stage 2 streetscape concept to detailed design, which will incorporate community feedback to further refine key design elements.
2. Notes the community engagement process and feedback on the proposed concept design, as contained in Attachment A to Item 7.4 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 16 June 2026.
3. Notes additional information regarding promotional and outreach activities to encourage community participation for Stage 2 streetscape upgrade, as contained in Attachment B to Item 7.4 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 16 June 2026.
4. Notes that a project update will be provided to Council once 70% design and a construction staging plan incorporating community feedback are completed for Stage 2 streetscape upgrade.
5. Endorses speed limit of 40km/h on Melbourne Street to be implemented in conjunction with Stage 1 wombat crossings, which is expected to be completed by 30 September 2026.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Facilitate and activate our places in a safe and accessible way for our community. “Deliver quality street and laneway upgrades, main streets, precincts, and neighbourhood revitalisation and improvements that make Adelaide well-designed, safe and unique.”
Policy	Not as a result of this report
Consultation	On-going community engagement throughout the project lifecycle.
Resource	Not as a result of this report
Risk / Legal / Legislative	Not as a result of this report
Opportunities	Not as a result of this report
25/26 Budget Allocation	The total project budget for Melbourne Street Revitalisation is \$15.5 million and comprises <ul style="list-style-type: none"> • New & Upgrade \$7.1m (including \$600,000 State Government Funding contribution to 2 x Wombat Crossings) • Renewal \$8.4m New and Upgrade budget of \$600,000 is allocated to undertake design and planning activities for the overall revitalisation project in 2025/26.
Proposed 26/27 Budget Allocation	The remaining approved New and Upgrade forward estimate of \$6,500,000 and applicable Renewal allocation will be confirmed via the Annual Business Plan and Budget processes over 2026/27 and 2027/28.
Life of Project, Service, Initiative or (Expectancy of) Asset	Dependent on type of asset, with asset life expectancy between 20-50 years.
25/26 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Minimised through design. 2% per annum maintenance cost increase will be anticipated due to installation of new assets.
Other Funding Sources	To be pursued where relevant opportunities become available.

DISCUSSION

Background

1. Melbourne Street businesses, residents and key stakeholders commenced discussions and planning on the future direction and potential improvements to this main street in 2019, signalling Council's intention and the Community's wish to invigorate and activate the street.
2. Post this initial engagement from 2019, the Administration has in the lead up to this report engaged extensively with Council and key stakeholders towards setting a vision for the street, that vision being;

“Melbourne Street is an appealing destination of choice for locals and visitors. Known for its polish, Melbourne Street offers a range of artisan experiences and celebrates its dining culture to its east, while providing specialist services to its west”.
3. In recognition of this vision, guiding principles were developed and consultation, engagement and seeking Council's direction and Council approvals commenced.
 - 3.1. Melbourne Street Master Plan - City of Adelaide - December 2021 (*a Master Plan was reviewed and endorsed by Council in December 2021*).
 - 3.2. Draft Concept Options - City of Adelaide - May 2022 (*Four concept design options were developed and presented to Council in May 2022*).
 - 3.3. Short-Term Improvement Works - City of Adelaide - August 2022 (*State Government \$1M Grant funding received for the project*).
 - 3.4. Project Budget and Priority for Delivery - City of Adelaide - June 2023 (*Council approves the project budget for planning and design in 2025/26 and construction to commence from 2026/27*).
 - 3.5. Revised Concept Plan - City of Adelaide - November 2025 (*Present concept plans revised to consider the approved project budget*).
4. At its meeting on 9 December 2025, Council endorsed the concept plans for the Melbourne Street Revitalisation Stage 2 project and requested that the outcomes of the subsequent community consultation be presented to Council. ([Link 1](#))
5. Community consultation on the proposed Stage 2 Melbourne Street concept plans was undertaken between 25 February and 25 March 2026 through a broad range of engagement activities. Awareness of the proposed changes and opportunities to provide feedback was promoted through multiple communication channels, with a variety of participation methods provided, including face-to-face engagement sessions and online surveys, to encourage meaningful and accessible community input. Refer to **Attachment A** for the Concept Design Engagement Summary Report.
6. At its meeting on 19 May 2026, a summary of the community engagement process and consultation outcomes were presented to seek Council Members' feedback to inform the progression of the concept plan into detailed design. The advice from the Department for Infrastructure and Transport (DIT) as the relevant authority for speed limit changes was also presented. ([Link 2](#))
7. This report responds to Council Members' feedback and provides the next steps to progress the project in alignment with the revised project delivery timeline approved through the development of the 2026/27 Business Plan and Budget process which can be viewed here ([Link 3](#))

Community Engagement Process

8. The objectives of the engagement were to:
 - 8.1. Gather meaningful community feedback to support Council in making informed decisions about the Melbourne Street Revitalisation concept design, while recognising that these views will be considered alongside technical requirements and budget constraints.
 - 8.2. Design and deliver an engagement process to capture a broad range of perspectives, including input from Melbourne Street businesses, local residents, key stakeholders, and the wider community.
 - 8.3. Accurately and faithfully report the feedback to the project team and the public to close the loop.
9. The engagement process sought to understand:
 - 9.1. Community connection to Melbourne Street.
 - 9.2. How Melbourne Street is currently being used.
 - 9.3. Community aspirations for the street in the future.

- 9.4. Levels of support for the key concept design elements.
10. Opportunities to participate in the engagement process were promoted through the following activities. Refer to **Attachment B** for relevant records and evidence of the consultation promotion and outreach activities:
- 10.1. Our Adelaide website – 1,614 total views, the top three traffic sources being direct, Google search and through Facebook posts.
 - 10.2. Fact Sheet - Letter box dropped to 1,325 properties on/in proximity to Melbourne Street including businesses and posted to 763 owners of property on/in proximity to Melbourne Street.
 - 10.3. Social media - four posts, with a total of 47,210 impressions and 28,800 reach, during the consultation period all pointing traffic to Our Adelaide. An additional two social media posts were released leading up to the consultation to notify the upcoming opportunity to provide feedback.
 - 10.4. Street signage - 30 x A2 corflute posters attached to light poles on both sides of Melbourne Street.
 - 10.5. Consultation packs (hard copy) - distributed to all City of Adelaide community centres and libraries.
 - 10.6. Business forum invitation - distributed by hand (A4 invitation letter) to approximately 50 businesses and commercial premises on Melbourne Street, and email invitation sent to 125 business owners in and around Melbourne Street, with two subsequent emails sent as a reminder to participate by attending the business forum and provided information on other ways to provide feedback.
 - 10.7. City of Adelaide Place Partner for North Adelaide sent two emails to approximately 125 businesses during consultation period to provide information on the business forum and other ways to provide feedback.
 - 10.8. Stakeholder meetings invitations were emailed to five key stakeholders:
 - 10.8.1. North Adelaide Precinct Association – meeting held and written submission provided.
 - 10.8.2. Walking SA – meeting held and written submission provided.
 - 10.8.3. Bike Adelaide – meeting held.
 - 10.8.4. Bicycle SA – meeting held.
 - 10.8.5. North Adelaide Society – meeting declined due to conflicting engagements. Members invited to attend other events.
11. A variety of engagement activities were delivered, providing community members with the opportunity to participate in the way which best suited their needs and preferences. Some community members chose to participate in multiple activities. Engagement activities and participation rates are as follows:
- 11.1. Online survey – 109 responses.
 - 11.2. Written submissions – 14 received from advocacy groups, businesses and residents.
 - 11.3. Business Forum – 14 business representatives attended.
 - 11.4. Community events – 61 people attended across two events.
 - 11.5. Stakeholder meetings – two meetings held representing four advocacy groups.
12. Both qualitative and quantitative data has been used to analyse the overall engagement outcomes. A total of 109 survey responses were received and analysed as part of quantitative assessment. Although encouraged, not all engagement participants provided a written response. Survey respondents, based on post code, comprised of:
- 12.1. 59 respondents from North Adelaide (post code 5006), including 12 businesses.
 - 12.2. Ten respondents from Adelaide (post code 5000).
 - 12.3. 39 respondents from other suburbs, the majority being inner-city suburbs including Walkerville, Bowden and Croydon.
13. Survey respondents residing outside of North Adelaide, including those from Adelaide, indicated that they visited Melbourne Street for shopping, dining, services etc or travelled through Melbourne Street to other destinations.
14. In analysing levels of support for key elements of the concept plan based on geographical considerations, the following can be derived:
- 14.1. There are greater levels of support for flexible kerbside spaces from respondents residing in North Adelaide than elsewhere (37 compared to 25 respondents). Support for flexible kerbside spaces was

divided amongst business owners. Of the 16 responses, eight indicated support and eight gave neutral/unsupportive responses. Flexible kerbside parking was a key issue raised at the Business Forum, with several participants raising concern related to a perceived loss of on street parking.

- 14.2. Both North Adelaide residents and those residing elsewhere support reduced speed limits (39 respondents of both North Adelaide or elsewhere are very supportive or supportive).
- 14.3. Both cyclists and non-cyclists support the proposed cycling treatments included in the Concept Design.
- 14.4. Of the 24 respondents that indicated they use public transport to travel to Melbourne Street, 13 of those respondents indicated support for bus stop consolidation.
15. Refer to **Attachment A** for further details on the activities, participation and feedback through all engagement activities.
16. The consultation for Melbourne Street was considered to be a robust approach as it utilised a range of engagement methods to reach a broad cross-section of stakeholders, including residents, businesses, property owners, visitors and special interest advocacy groups.
17. The purpose of consultation to hear feedback on the overall concept, and the key design elements, to inform the subsequent design development was clearly articulated.
18. Multiple participation channels, including online surveys, drop-in sessions, stakeholder meetings, direct correspondence as well as digital and physical promotion, were used to maximise accessibility and awareness.
19. Feedback was analysed using both qualitative and quantitative methods and captured both supportive and opposing views. The engagement was inclusive, transparent and accessible, which has provided Council with a balanced understanding of community sentiment to inform decision making and progression to the next step with the approved timeline and budget considerations.

Community Engagement Outcome

20. Overall feedback indicates strong to moderate support for the proposed concept design and the broader intent of revitalising Melbourne Street. Around two-thirds of survey respondents indicated they were either supportive or very supportive of the concept.
21. Support was driven by a shared aspiration to see Melbourne Street evolve from a car-dominated corridor into a more people-focused, attractive and vibrant main street that encourages visitation, social activity and economic vitality.
22. At the same time, feedback revealed concerns and areas of contention, particularly among business owners and some residents. Some respondents placed value on parking and traffic flow, while others placed value on increased activation, and safe movement of pedestrians and cyclists. This highlights the importance of balancing placemaking outcomes with access, parking and traffic function.
23. A key theme raised through community engagement was divided support for flexible kerbside zones which is the core of the concept to enable adaptable use of the streetscape, allowing spaces to transition between parallel parking, outdoor dining and community activation areas as required. 57% of the survey respondents indicated that they were either very supportive or supportive of flexible kerbside spaces and 16% of respondents giving a very unsupportive response.
24. The mixed community response to the flexi-zone was expected due to two key factors:
 - 24.1. The benefits of additional kerbside spaces vary depending on business type, location and how the space can be used, acknowledging not all businesses experience the same level of advantage.
 - 24.2. Community views were also influenced by the perception that the proposed flexi-zone kerb design will be identical to the installation at “Design King William” project led by the City of Unley. While the project is widely recognised as a successful streetscape project that has transformed the precinct, it is also acknowledged that there are ongoing safety and accessibility concerns that the kerb edge of the flexi-zone is too steep.
25. The community were also asked to select up to three most liked design elements of the proposed concept, and “more outdoor dining and activation” ranked second with a total of 48 responses, whereas “easier parking” ranked comparatively lower with 30 responses. This shows that support for activation is balanced by concerns on safety, parking loss and practical implementation.

City of Unley Learnings

26. The City of Unley shared learnings across a wide range of areas, including safety, accessibility, maintenance considerations associated with the flexi-zone cross-section, street furniture and material selection, as well as observations relating to increased outdoor dining and activation, community perceptions of reduced traffic speeds and cyclists sharing traffic lanes, management of outdoor dining permits, and feedback from traders. Key findings included:
- 26.1. Increased outdoor dining activity and greater interest in precinct activation following the introduction of flexible kerbside spaces. City of Unley experienced a large increase in outdoor dining permits from pre-development figures (4 permits) to the current number (32 permits).
 - 26.2. The use of a more gradual rollover kerb profile to improve safety for vehicle manoeuvring and for people entering and exiting parked vehicles.
 - 26.3. The importance of appropriately managing outdoor dining permits to maintain a balance between activation opportunities and the provision of on-street parking.
 - 26.4. The streetscape design, including flexible kerbside zones, has lowered barriers to outdoor dining by simplifying approval processes and reducing associated costs. This has increased investor confidence and supported business attraction by creating a more enabling environment for hospitality and retail operators, reinforcing the economic viability and vibrancy of the precinct.
27. In response to feedback provided by Council Members at the Infrastructure and Public Works Committee meeting held on 19 May 2026, testimonials and the relevant permit data provided by the City of Unley have been included in [Link 4](#).

Proposed Speed limit changes

28. The Department for Infrastructure and Transport (DIT) was consulted as the relevant authority to approve a lower speed limit for the street. At this stage, DIT is unable to provide in-principle support for the proposed 30km/h speed limit as part of the Stage 2 streetscape upgrade due to the following considerations:
- 28.1. 30 km/h speed limits are “best suited to locations where the road has been specifically designed to create a speed environment of 30 km/h and alternative routes are available to drivers to discourage through traffic”.
 - 28.2. The proposed streetscape works between Jerningham Street and Dunn Street are consistent with a 30km/h speed environment. However, beyond this section, the road cross section in Stage 2 does not change significantly from the current arrangements to support 30km/h speed environment.
 - 28.3. Preference to avoid multiple changes in speed limit along the road.
29. DIT is supportive of a 40km/h speed limit on (the full length of) Melbourne Street to be implemented with Stage 1 wombat crossings installation, which is anticipated to be completed by end of September 2026, in line with the external funding agreement. A reduced speed limit of 40km/h was approved by DIT on the basis that the current mid-block 85th percentile speed of 45km/h is already below 50km/h, and that localised 40km/h speed limits would otherwise be required at the proposed wombat crossings, resulting in multiple speed limit changes over a short distance along the corridor. This is in line with community’s call for a safer and calmer street, with 72% of respondents indicating that they were very supportive or supportive of reduced speed limits on Melbourne Street. Commentary from respondents indicating this as essential to improving safety, amenity and reinforcing Melbourne Street’s role as a destination rather than a traffic corridor.
30. DIT further recommended undertaking additional investigations to identify alternative traffic routes and monitor changes in traffic patterns and vehicle speeds following implementation of the wombat crossings, to help inform any future consideration of further speed limit reductions as part of the Stage 2 streetscape upgrade.

Next Steps

31. While the support for the proposed concept design is strong, feedback from the community and Council Members calls for some design elements to be refined through the next stages of the project. These include:
- 31.1. Considered design of flexible kerbside spaces to address community’s concerns on safety, accessibility and practicality.
 - 31.2. Develop policies for the management of kerbside spaces, allowing Council to ensure the benefits for economic vitality for businesses are optimised with potential parking loss impact.
 - 31.3. Continued collaboration with the Department for Infrastructure and Transport.

- 31.4. Engagement with businesses to understand construction priorities to develop construction staging plans that incorporates considerations for access, communications, timing and duration to minimise impacts to businesses and the public.
32. The next stage of the engagement is to report the following outcomes to community:
 - 32.1. Consultation outcome;
 - 32.2. Council decision;
 - 32.3. Implementation of a safer speed limit of 40km/h as part of the stage 1 wombat crossings; and
 - 32.4. Opportunities for community engagement during the design development and delivery phases, aligned with the revised project timeline, which anticipates commencement of Stage 2 streetscape construction in 2028/29
33. Once 70% design is achieved, a project update along with a community-supported construction delivery approach that best manages the trade-off between level of interruption, construction duration and predictability of impacts specific to Melbourne Street, will be presented at the Infrastructure Public Works Committee for consideration.

DATA AND SUPPORTING INFORMATION

Link 1 – Council Decision 9 December 2025

Link 2 – Workshop at the Infrastructure and Public Works Committee on 19 May 2026

Link 3 – Draft 2026/27 Business Plan and Budget for Consultation

Link 4 – City of Unley - Testimonials

ATTACHMENTS

Attachment A – Melbourne Street Revitalisation Concept Engagement Summary Report.

Attachment B – Consultation Promotion and Outreach Activities Summary.

- END OF REPORT -

25ADL-1766
25 MAY 2026

Melbourne Street Revitalisation Project

Concept Design

Engagement Summary Report

CITY OF ADELAIDE



Melbourne Street Revitalisation Project

25 May 2026

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V2	24/04/26	J.Wilson	A.Deller-Coombs	Updated following client review
V3	23/05/26	J.Wilson		Changes to Section 3-6 to include additional graphs and survey analysis

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

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Executive Summary

Melbourne Street is the final street to be revitalised as part of the City of Adelaide's Main Streets Program. The Melbourne Street Revitalisation Project aims to upgrade ageing infrastructure while supporting a vibrant business community, improving safety and accessibility, increasing greening, and reinforcing the street's distinctive local identity.

With design principles and a master plan endorsed in 2022 and several short-term improvements already delivered, the City of Adelaide (CoA) is now progressing toward endorsement of a streetscape concept design to enable detailed design and construction.

Between 25 February and 25 March 2026, the CoA undertook community and stakeholder engagement on the proposed concept design for Melbourne Street. This report summarises the feedback received and identifies key themes to inform Council decision-making.

Engagement approach

A four-week engagement program was delivered using multiple methods to ensure a broad range of perspectives were captured. Engagement activities included:

- An online survey hosted on the Our Adelaide platform
- Two on-street community pop-up events
- A dedicated business forum
- Stakeholder meetings with representative organisations.

In total, 109 survey responses and 12 written submissions were received. This was complemented by attendance at in-person events, stakeholder meetings, and individual enquiries. Participants included residents, businesses, visitors, commuters, and advocacy groups.

Overall sentiment

Overall feedback indicates moderate to strong support for the proposed concept design and the broader intent of revitalising Melbourne Street. Around two-thirds of survey respondents indicated they were either supportive or very supportive of the concept. Support was driven by a shared aspiration to see Melbourne Street evolve from a car-dominated corridor into a more people-focused, attractive and vibrant main street that encourages visitation, social activity and economic vitality.

At the same time, feedback revealed concerns and areas of contention, particularly among business owners and some residents. Some respondents placed value on parking and traffic flow, while others placed value on increased activation, and safe movement of pedestrians and cyclists. This highlights the importance of balancing placemaking outcomes with access, parking and traffic function.

What the community supports

The strongest and most consistent areas of support across engagement channels included:

- Improved pedestrian safety, including safer crossings, wider footpaths and traffic calming
- Public realm upgrades, such as improved paving, lighting, street furniture and a more cohesive streetscape
- Reduced vehicle speeds, to improve safety and reinforce Melbourne Street's role as a destination street
- Outdoor dining and activation, where well managed and balanced with residential amenity
- Greening initiatives received the highest level of support, with participants expressing support, provided planting is durable, appropriate and well maintained.

Key concerns raised

The most prominent and polarising issue raised throughout the engagement was on-street car parking. Many businesses and some residents expressed concern that any loss of parking particularly through flexible kerbside spaces could negatively impact business viability, short-stay visits and accessibility for customers, service vehicles and vulnerable users. There were repeated calls for certainty around parking retention, transparency about potential parking losses, and clear management of flexible zones.

Other key concerns included:

- The potential impact of traffic calming and speed reductions on congestion, through-traffic and spill-over into local streets
- Mixed views on flexible kerbside spaces, with support for activation balanced by concerns about safety, parking loss and practical implementation
- Recognition that Melbourne Street is a narrow, high-traffic corridor, presenting challenges to providing safe and adequate cycling treatments
- Questions about whether bus stop consolidation would effect accessibility for older people, those with mobility challenges and those accessing professional services
- Construction impacts on businesses, including disruption, access and project timing.

1. Introduction

Melbourne Street is the final street to be revitalised in the City of Adelaide's (CoA) main street program. This project will see the upgrade and renewal of above and below ground infrastructure and renew ageing assets. Critically, it will also deliver on key objectives of supporting a vibrant business community, safe and accessible streets, increased greening and reflecting local identity.

With design principles and a master plan endorsed in 2022, the design for the revitalisation is now underway.

Several short-term improvements have already been completed or have commenced, including rationalisation of street furniture, footpath extensions and planter boxes, and lighting.

The CoA is now ready to engage on and endorse a concept design for the streetscape, to proceed to detailed design and construction

Between 25 February and 25 March 2026, the community was invited to provide feedback on a proposed concept design for revitalising Melbourne Street.

The feedback received is summarised in this report and can be used to assist Council decision making and consideration of a concept design for the streetscape, to proceed to detailed design and construction.

1.1 Project background and previous engagement

Several studies and community and business engagements have been undertaken by CoA about revitalising Melbourne Street over the last few years. This has improved understanding of the community's views on the priorities, needs and expectations for Melbourne Street and informed the development of a proposed concept plan.

Key milestones are outlined below and demonstrated in Figure 1.

- **Phase 1 – Benchmarking and research (February 2021–June 2021)**

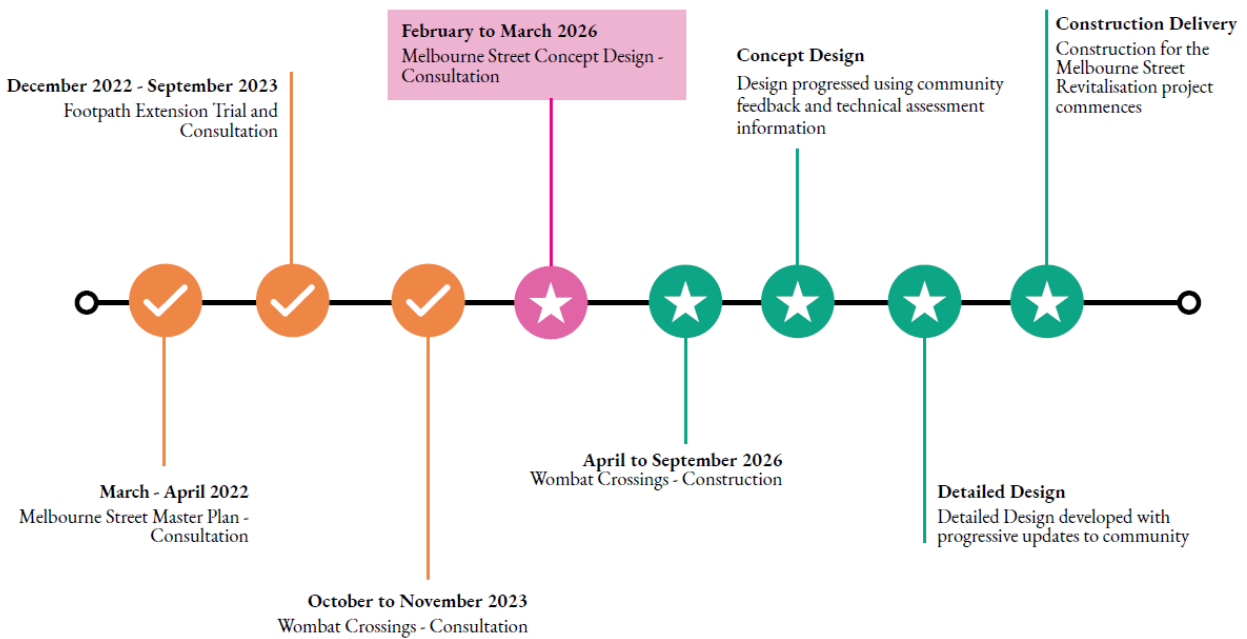
- Place audits for each of the streets
- Single Point of Contact (Place Coordinator) allocated to build relationships and community connections, and to identify opportunities that are place specific
- Lord Mayor Round Tables with stakeholders
- City User Profile Survey
- Focus group with Square Holes to understand people's perceptions regarding the Melbourne Street precinct, including how people visiting the street felt, how often they visited and how they believe it could be improved.

- **Phase 2 - Vision and Design Principles (March - April 2022)**

- Stakeholders reviewed and commented on proposed vision for Melbourne Street and ranked and prioritised design principles to create a series of themes for the street.

- **Temporary Footpath Extension Trial (December 2022 – September 2023)**
 - Feedback was sought on the installation of temporary footpath extensions at three locations along Melbourne Street. Feedback on the trial has been used to inform development of the concept design.
- **Phase 3 - Concept Design**
 - Stage 1: Wombat Crossings Public consultation was undertaken between 18 October and 15 November 2023. Two wombat crossings, creating bookends to the Melbourne Street precinct will be constructed in 2026.

Figure 1: Key project and engagement milestones



2. How we engaged

A range of engagement methods were used to share information with and seek feedback from Melbourne Street businesses, key stakeholders, local residents and the wider community during the engagement period.

2.1 Purpose of engagement

The objectives of this engagement were:

- Gather meaningful community feedback to support Council in making informed decisions about the Melbourne Street Revitalisation design, while recognising that these views will be considered alongside technical requirements and budget constraints.
- Design and deliver an engagement process to capture a broad range of perspectives, including input from Melbourne Street businesses, local residents, key stakeholders, and the wider community.
- Accurately and faithfully report the feedback to the project team and the public to close the loop.

2.2 Engagement undertaken

The engagement was open for a period of 4 weeks, commencing Wednesday, 25 February and concluding on Wednesday, 25 March 2026. Table 1 outlines the engagement activities delivered. Table 2 outlines the ways in which the engagement was promoted and the tools used to engage. The outcomes of engagement activities are provided in Sections 3 to 7. Copies of engagement materials are provided in Appendix A.

Table 1: Engagement activities delivered

Details	Target audience
Online survey (Our Adelaide)	
An online survey was developed to capture feedback on the key elements of the concept design. This was available through the Our Adelaide engagement platform.	All interested community.
Business forum	
A specific business forum was held to provide the opportunity for local businesses to hear about the proposed concept design, ask questions and understand how to participate in the engagement.	Melbourne Street businesses

Details	Target audience
<p>The format of the business forum included a slide presentation by senior project management and CoA staff. The session was facilitated by URPS, including a Q&A session.</p> <p>All businesses on Melbourne Street were hand-dropped a letter inviting them to attend the forum and were asked to RSVP. Where available, email invitations were also provided.</p>	
<p>Community events</p>	
<p>Two community pop-up sessions were held on Melbourne Street, featuring key information and graphics of the concept design. These sessions offered interactive opportunities for community members to speak with project team members and share their feedback. To support accessibility and encourage participation, the sessions were held at different times.</p>	<p>All stakeholders who live, work, visit, commute and own property in and nearby Melbourne Street.</p>
<p>Stakeholder meetings</p>	
<p>Meetings were held with key stakeholders including North Adelaide Precinct Association, Walking SA, Bicycle SA and Bike Adelaide. An invitation was also extended to the North Adelaide Society however couldn't be accommodated during the engagement period.</p> <p>These invite-only sessions provided an opportunity for representative groups to hear about the concept plan and ask questions of the project team relevant to their area of interest.</p>	<p>Key stakeholders identified with the CoA who may have an interest in the concept design.</p>
<p>Other ways to provide feedback</p>	
<p>As well as using the online survey, community members and stakeholders were able to share their feedback with the project team through written submissions, emails, and phone calls. This input has been documented in Section 7.</p>	<p>All interested community.</p>

Table 2: Promotion and engagement tools

Method	Details and audience	Metrics
Our Adelaide webpage	A link to the project page was provided on CoA's Our Adelaide page. Our Adelaide also hosted the survey, fact sheet and concept design.	<p>22 December 2025 - 25 February 2026 (pre-consultation period)</p> <ul style="list-style-type: none"> • 240 views <p>25 February – 25 March 2026 (consultation period)</p> <ul style="list-style-type: none"> • 1614 views
Fact sheet	A fact sheet was developed to outline key information about the engagement and how to provide feedback. It was uploaded to Our Adelaide, delivered via letterbox drop to residents and businesses surrounding Melbourne Street, and posted to property owners.	<p>See Appendix B for catchment areas</p> <ul style="list-style-type: none"> • Australia Post direct Mail: 763 • Letterbox distribution: 1325
Promotion through CoA social media channels	Posts were made across CoA's social media channels (Facebook, Instagram and LinkedIn) to promote the engagement. All social media posts directed traffic to Our Adelaide webpage.	<p>Refer Appendix C for detailed social media metrics</p> <p>22 December 2025 - 25 February 2026 (pre-consultation period)</p> <ul style="list-style-type: none"> • Posted on 22/12/25 and 12/2/26 <p>25 February – 25 March 2026 (consultation period)</p> <ul style="list-style-type: none"> • Posts on 25/2/26, 12/3/26, 23/3/26 and 25/3/26
Corflute promotional signs	Promotional signs advising commuters, visitors and other passers-by of the engagement.	30 promotional signs installed along Melbourne Street
Business forum invite	All businesses on Melbourne Street were hand delivered an invite to the business forum. Where possible invitations were also distributed via email.	About 50 invitations

3. Our Adelaide survey results

This survey was available on Our Adelaide during the engagement period and received 109 responses.

The survey consisted of 20 key questions (refer Table 3) categorised as follows:

- **Demographic information** - The first four questions sought basic demographic information about the respondent.
- **Current and future use of Melbourne Street** - Six questions then sought to understand current and future use and priorities of respondents.
- **Sentiment toward proposed concept plan and key design elements** - Eight questions then focused on their overall sentiment toward the proposed concept plan and the key design elements.

An optional open-ended question provided the opportunity for respondents to comment and make other suggestions for project consideration.

Each question is analysed in detail in Sections 4 to 6 of this report, with verbatim comments included in Appendix D.

Table 1: Survey questions

Question number	Question	Question structure
1.	How do you participate in city life?	Select from 7 options and as many as applied
2.	Are you a CoA ratepayer?	Yes/no response
3.	Age group	Select from 17 preset age cohorts mostly within 5 year age brackets
4.	Postcode	Number response
5.	Which of the following best describes your connection to Melbourne Street?	Select from 6 options (including 'Other') and as many as applied
6.	How do you usually travel to or through Melbourne Street?	Select from 7 options (including 'Other') and as many as applied
7.	What are your main reasons for visiting Melbourne Street?	Select from 7 options (including 'Other') and as many as applied
8.	How often do you visit Melbourne Street?	Select from 5 options

Question number	Question	Question structure
9.	On a typical visit, how long do you usually spend on Melbourne Street?	Select from 5 options
10	What would encourage you to visit Melbourne Street more often or stay longer?	Select from 9 options.
11	Overall, how supportive are you of the proposed concept design for Melbourne Street?	Select from 6 options Opportunity to add free form comment regarding reason for response.
12	Flexible kerbside spaces The concept proposed flexible kerbside spaces that can support parking, outdoor dining or activation depending on what it needed. How supportive are you of this approach?	Select from 6 options Opportunity to add free form comment regarding reason for response.
13	Reduced speed limits The concept proposed reducing vehicle speeds along Melbourne street to create a safer and calmer street. How supportive are you of this change?	Select from 6 options Opportunity to add free form comment regarding reason for response.
14	Bus stop consolidation To enable more on-street carparks and create more accessible space on the footpath for pedestrians the concept proposed to combine bus stops 3 and 3a into a single bus stop, How supportive are you of this approach?	Select from 6 options Opportunity to add free form comment regarding reason for response.
15.	Street trees and greening The concept proposes new trees , garden beds and integrating greening at various locations along Melbourne Street.	Select from 6 options Opportunity to add free form comment regarding reason for response.

Question number	Question	Question structure
16.	Cycling treatments The concept includes changes to support safer cycling. How supportive are you of these changes to support cycling.	Select from 6 options Opportunity to add free form comment regarding reason for response.
17.	Public art and identity elements The concept includes new public art and identity features to strengthen Melbourne Street's character.	Yes/ No response Logic directing to additional question depending on response: <ul style="list-style-type: none"> • If yes, what do you like about these existing art and design features • If no, what do you think could improve art and design featured in Melbourne Street?
18.	What element of the concept plan would you most like to see in revitalising Melbourne Street? (Select up to three)	Choose up to 3 of 9 options
19.	Do you have any other comments or suggestions for the Melbourne Street Revitalisation Project?	Free form response
20.	If you would like to receive updates on the project, please enter your email below	Email response

A note on interpreting the survey data

While the high number of survey responses can provide increasing confidence as to the reliability of the data received, it is important to note that this survey was part of an opt-in engagement process and does not represent statistically valid market research. That is, respondents chose to participate, and the respondent group may not be statistically comparative to the impacted community.

As a result, caution should be applied to the use of quantitative data (i.e. numbers and percentages) throughout. It is recommended that it be viewed as one source of data and balanced amongst feedback received through other mechanisms (including at community events – refer Section 7).

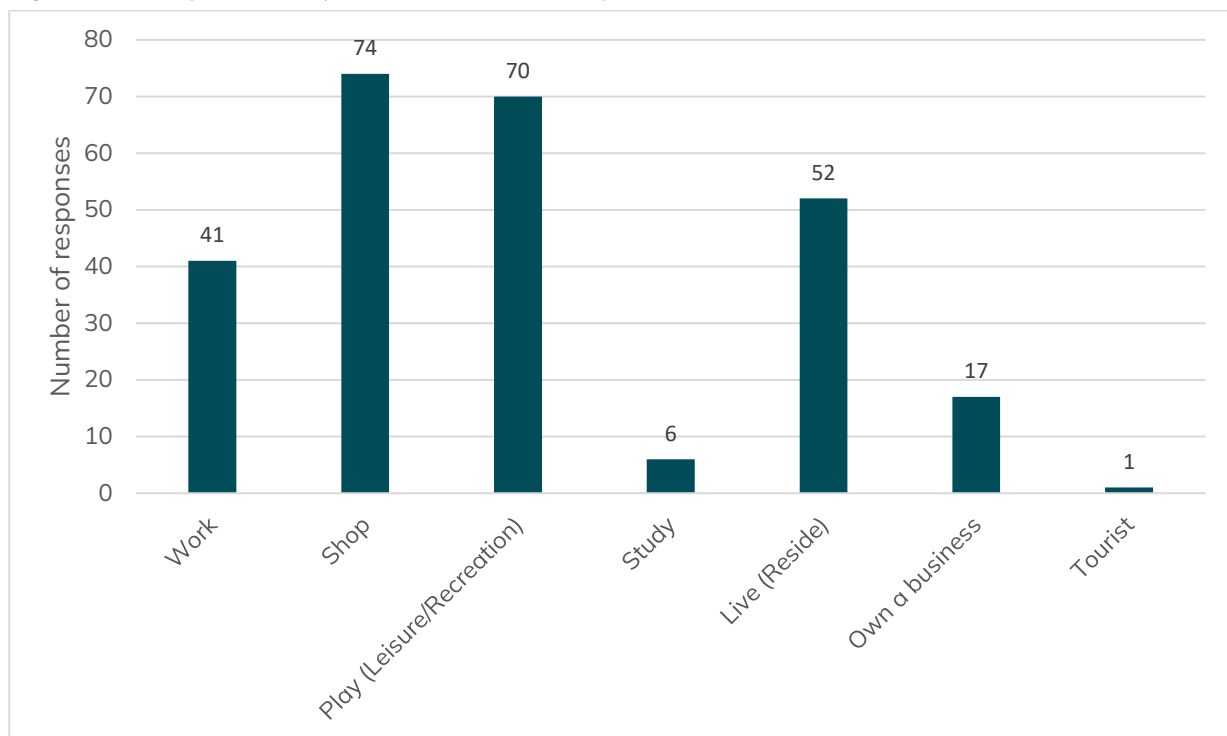
4. Demographic Snapshot

Question 1: How do you participate in city life?

Respondents were invited to indicate the ways that they participate in city life. Seven choices could be selected from, and respondents could choose as many that applied to them.

The most commonly selected choices (refer Figure 2) were shop (74 responses) and play (leisure/recreation) (70 responses). Strong numbers of respondents also indicated that they live (reside) (52) or work (41) in the area. Smaller numbers of respondents indicated that they own a business (17), study (6) or are a tourist (1). All choices received a response, indicating a wide range of respondent types.

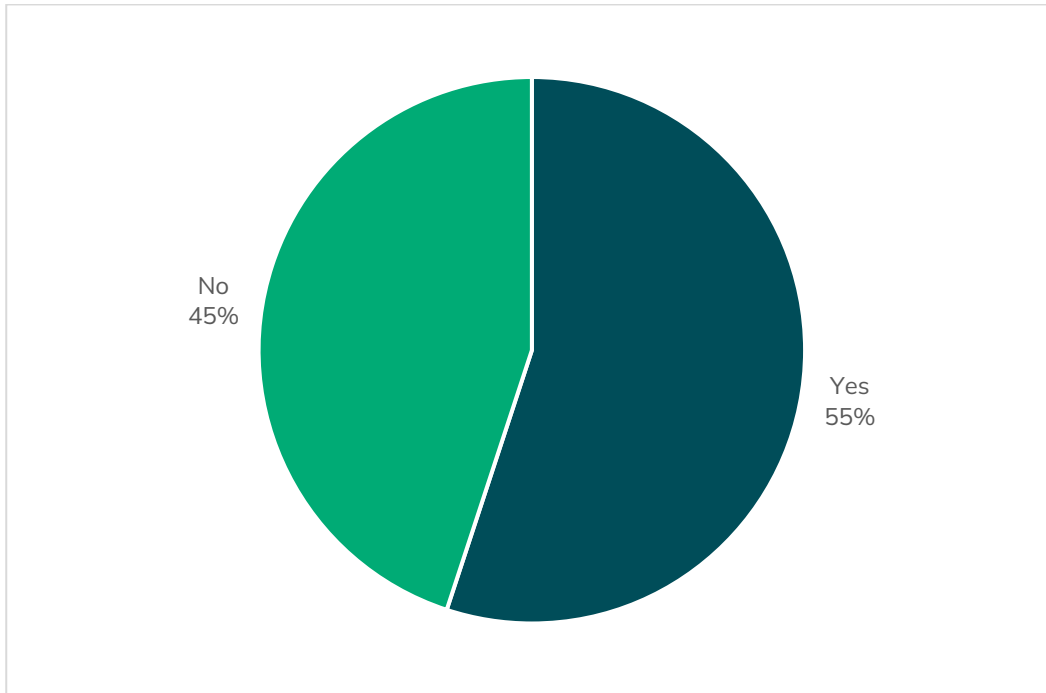
Figure 1: Participation in city life (more than one response allowed)



Question 2: Are you a City of Adelaide ratepayer?

Respondents were invited to indicate whether they were a City of Adelaide ratepayer. The proportion of ratepayers to non-ratepayers within the respondent group was evenly split (refer Figure 3).

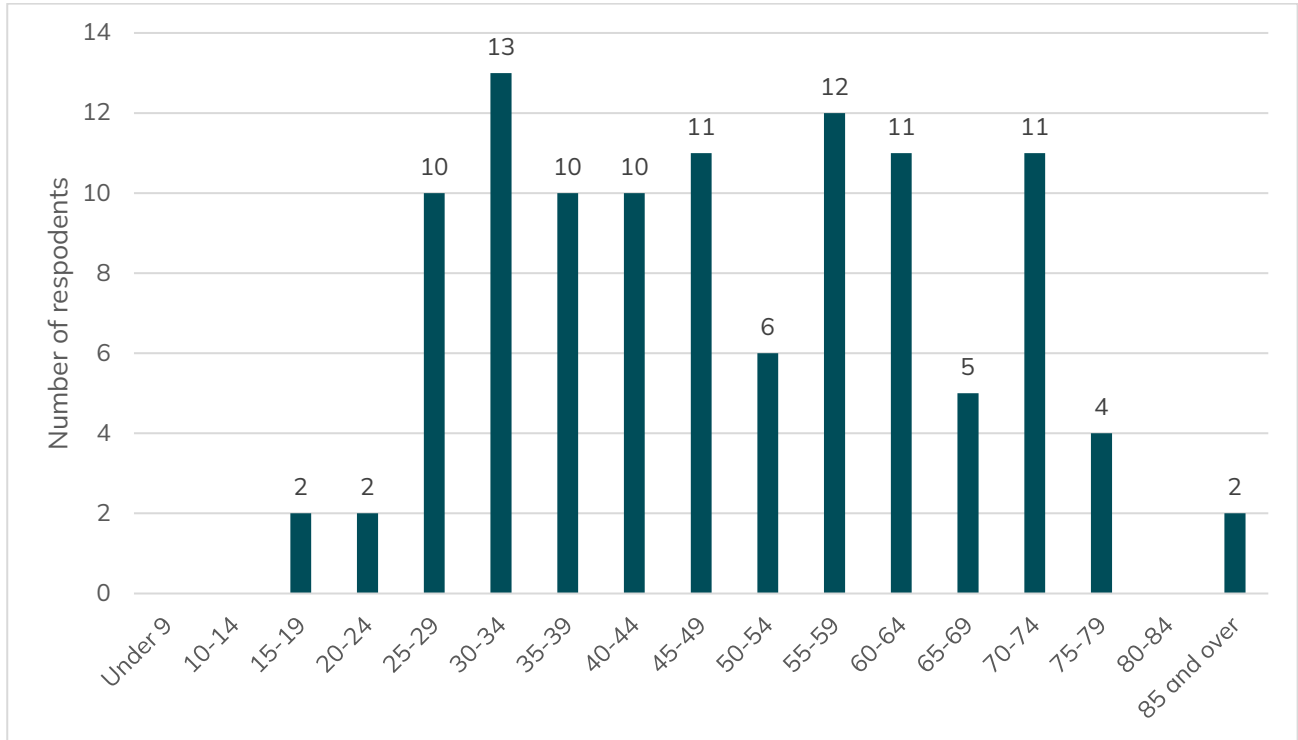
Figure 3: City of Adelaide Ratepayer as proportion of all respondents



Question 3: Age group

Seventeen preset age cohorts could be selected by respondents, mostly within 5 year age brackets. The survey responses indicate a high level of age diversity with almost all cohorts having some level of participation (except for 14 years and under, and between 80 and 84 years old) (refer Figure 4).

Figure 4: Age distribution (all respondents)



Question 4: Postcode

Respondents were required to provide their postcode. The data is presented in terms of whether respondents indicated a North Adelaide (5006), Adelaide (5000) or other South Australian or Interstate postcodes (refer Figure 5). The data indicates that over half of respondents have North Adelaide postcodes (59 55%). Table 2 shows the other post codes provided along with the number of responses received. Many of the suburbs selected are considered inner-city.

Figure 5: Postcode by respondent (all respondents)

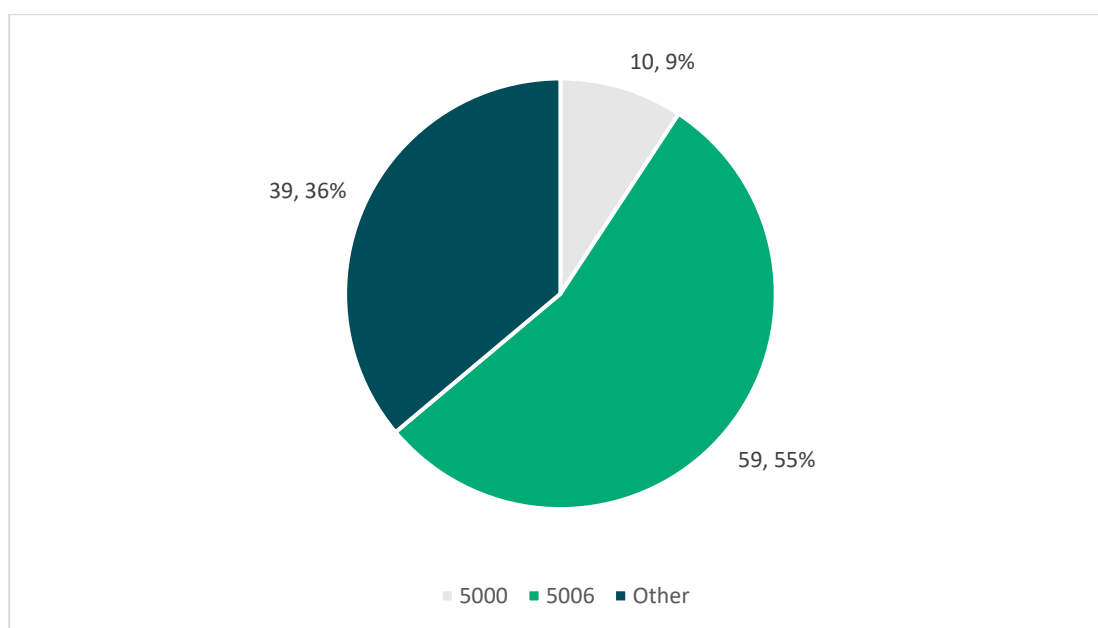


Table 2: Other postcodes by respondent (39 respondents)

Postcode	Example suburb	No. of responses	Postcode	Example suburb	No. of responses
5007	Bowden	3	5068	Kensington	1
5008	Croydon	4	5069	Hackney	1
5011	St Clair	1	5070	Glynde	2
5016	Largs Bay	1	5081	Walkerville	3
5022	Grange	1	5082	Fitzroy	1

Postcode	Example suburb	No. of responses	Postcode	Example suburb	No. of responses
5031	Mile End	1	5083	Nailsworth	2
5037	Glandore	1	5084	Kilburn	1
5039	Clarence Gardens	1	5085	Clearview	1
5052	Belair	1	5086	Oakden	1
5061	Unley	1	5087	Klemzig	1
5062	Clapham	1	5089	Highbury	1
5065	Dulwich	2	5126	Wynn Vale	1
5066	Burnside	1	5136	Norton Summit	1
5067	Kent Town	1	5152	Stirling	1
5068	Kensington	1	3161	Victoria	1

5. Melbourne Street Use and Priorities

Question 5: Which of the following best describes your connection to Melbourne Street?

Respondents were invited to describe their connection to Melbourne Street from six choices, including an 'other' option. More than one option could be selected by respondents.

The most selected choice was **visiting Melbourne Street** (e.g. shopping, dining, services) (76 respondents). Strong numbers of respondents also indicated that that they **live on or near Melbourne Street** (50 respondents) and they **travel through Melbourne Street to get somewhere else** (47 respondents).

Smaller numbers of respondents indicated that they **own or operate a business** (14 respondents) or **work** (12 respondents) on Melbourne Street.

A small percentage of respondents selected **other** (7 respondents). These respondents provided further information to support this selection including visiting family, owning investment property, working at the Women's and Children's Hospital and being a market stallholder.

Figure 6: Connection to Melbourne Street (more than one response allowed)

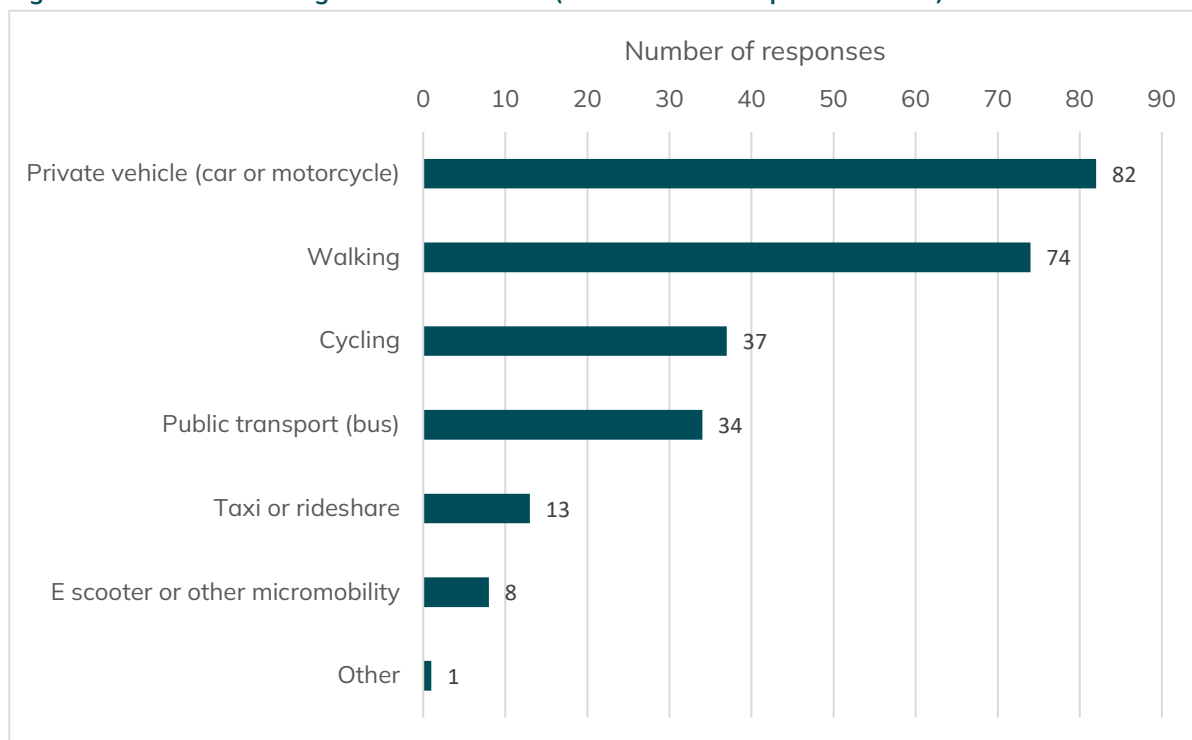


Question 6: How do you usually travel to or through Melbourne Street?

Respondents were invited to share the mode of travel used to travel to and through Melbourne Street (refer Figure 7). More than one response option could be selected, from seven choices, including 'other'.

The most selected choices were **private vehicle** (car or motorcycle) (82 responses) and **walking** (74 responses). Strong numbers of respondents also selected **cycling** (37 responses) and **public transport** (34 responses). One respondent selected **other** stating that they didn't travel to or through Melbourne Street.

Figure 7: Travel to or through Melbourne Street (more than one response allowed)



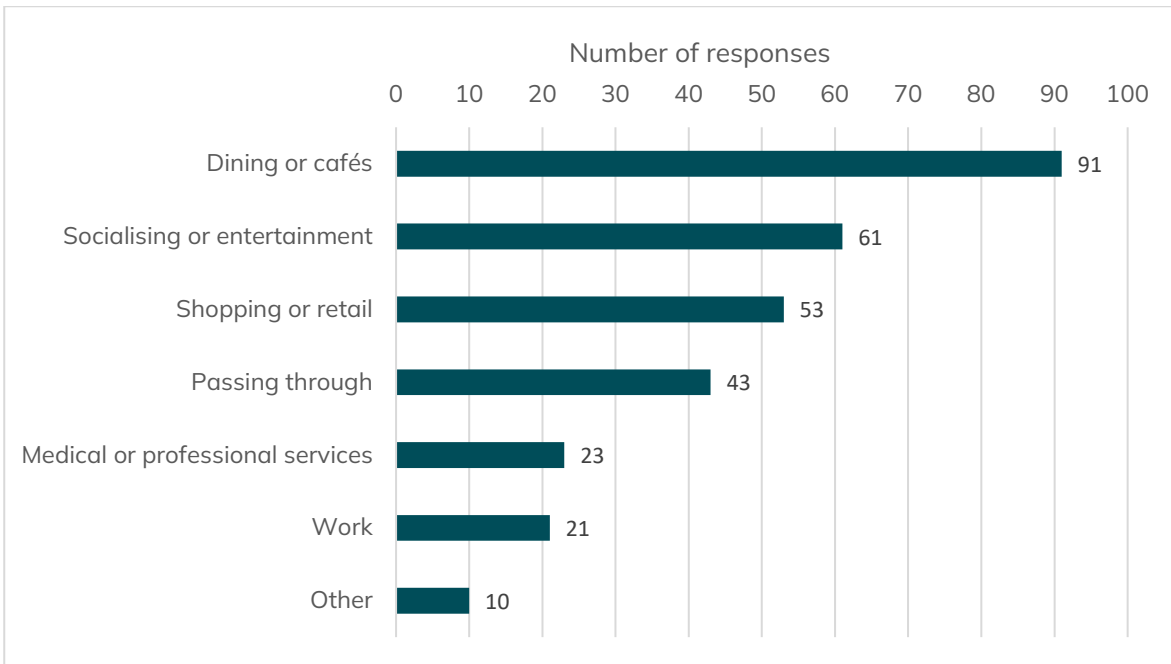
Question 7: What are your main reasons for visiting Melbourne Street?

Respondents were invited to identify how they currently use Melbourne Street and could select more than one response option from seven choices including 'other' (refer Figure 8).

'Dining or cafes' was the most common reason for visiting Melbourne Street (91 responses). Socialising or entertainment (61 responses) and shopping and retail (53 responses) were other key reasons given by respondents.

43 respondents indicated that they passed through Melbourne Street, while smaller numbers suggested they visited to access medical or professional services (23 responses) or for work (21 responses). 10 respondents selected 'other' and indicated that their main reasons for visiting Melbourne Street was to walk home, to access public transport, to visit friends, go to the gym or stay in hotels.

Figure 8: Main reasons for visiting Melbourne Street (more than one response allowed)

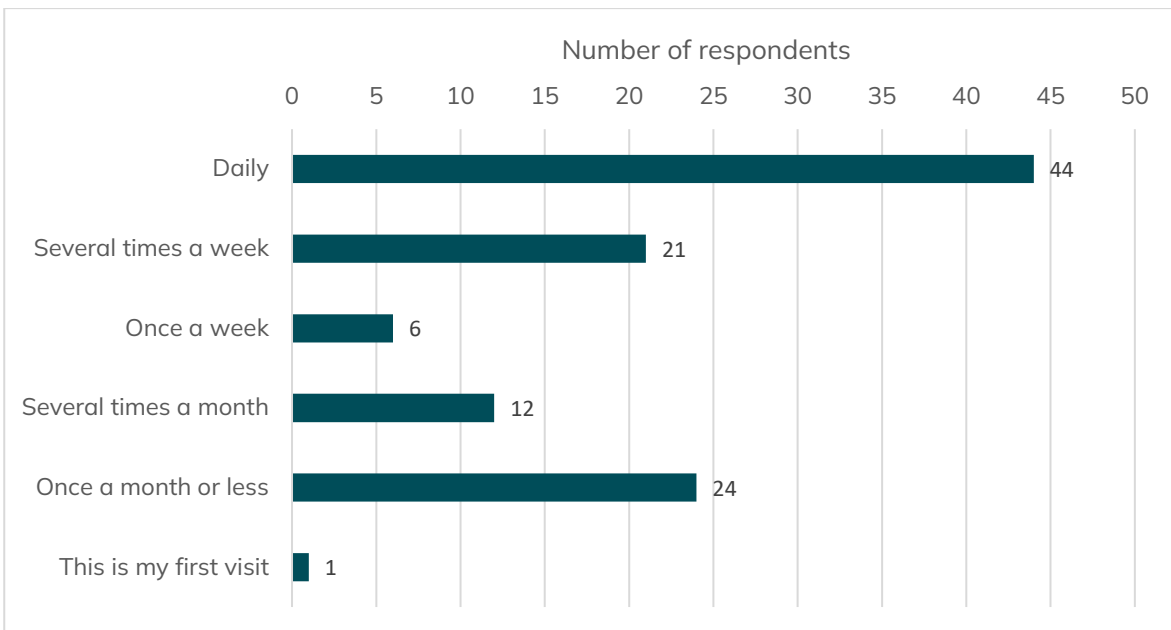


Question 8: How often do you visit Melbourne Street?

Respondents were invited to indicate the frequency of their visits to Melbourne Street from six response options. All except one respondent provided a response to this question (refer Figure 9).

Almost half of respondents (44 respondents) visit Melbourne Street daily. Another 21 visit several times a week.

Figure 9: Frequency of visiting Melbourne Street

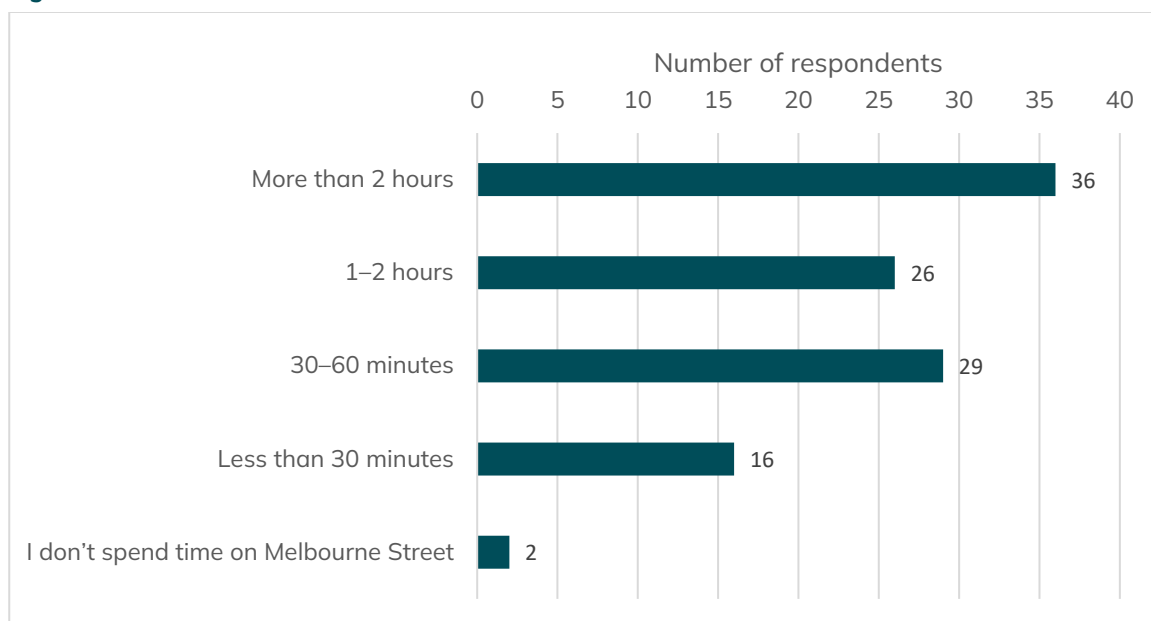


Question 9: On a typical visit, how long do you usually spend on Melbourne Street?

Respondents were invited to indicate how long they typically spend on Melbourne Street when they visit. All respondents answered this question (refer Figure 10).

Over half of respondents indicated that they typically spend **more than two hours** (36 respondents) or **between one and two hours** (26 respondents). Two respondents indicated that they don't spend time on Melbourne Street.

Figure 10: Duration of Melbourne Street visits



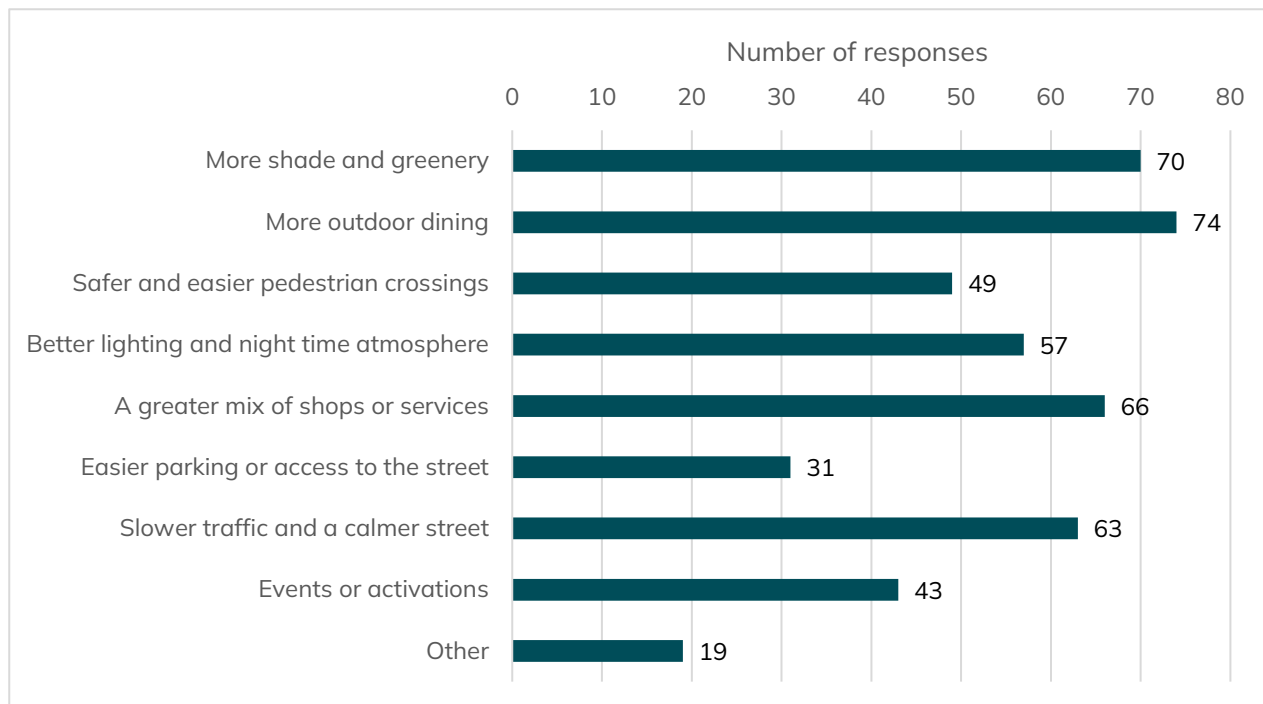
Question 10: What would encourage you to visit Melbourne Street more often or stay longer?

Respondents were invited to identify what would encourage them to increase their visitation to Melbourne Street or to stay longer. Respondents could choose as many of the nine options that apply to them including 'other' (refer Figure 11).

'**More outdoor dining**' and '**more shade and greenery**' were the most common choices that respondents thought would encourage greater visitation to Melbourne Street (104 responses). '**A greater mix of shops or services**' (66 responses) and '**slower traffic and a calmer street**' (63 responses) were also common responses.

19 respondents included '**other**' in their response selection and were prompted to provide comments. The most common responses related to cycling infrastructure (8 respondents), with many saying that they would visit more frequently if there were a bike lane and more bike racks. Others suggested that more parking would make them visit and stay longer. Several comments expanded on the choice selections - for example ensuring that new plants are watered and maintained and that traffic controls are enforced.

Figure 11: Reasons for increased visitation



6. Concept design elements

A note on interpreting the survey data in Section 6.

There was an omission of a response option within the survey (a moderate **unsupportive** choice) for respondents to select.

The response options for the questions in this set included:

- Very supportive
- Supportive
- Neutral
- Very unsupportive
- Not sure/ need more information.

For this reason, neutral responses should be interpreted cautiously as some respondents who may have selected unsupportive, may have selected neutral instead.

The support sentiment (very supportive and supportive choices), however, is robust.

Question 11: Overall, how supportive are you of the proposed concept design for Melbourne Street?

The first question in this section aimed to understand the overall level of support for the proposed concept design. Respondents were invited to indicate their level of support from five response options (refer Figure 12).

Supportive overall

Over half of respondents (71 respondents) indicated that overall they are **'very supportive'** or **'supportive'** of the proposed concept to revitalise Melbourne Street.

Those respondents that indicated overall support thought that the proposed concept design represents a clear shift in the role of Melbourne Street from a car dominated traffic corridor to a more people focused space. Some respondents described the street as dated, under-activated, and oriented toward through traffic. Respondents supported the concept design believing that it demonstrates an intent to prioritise safety, comfort, and everyday use by pedestrians, cyclists, residents, and visitors.

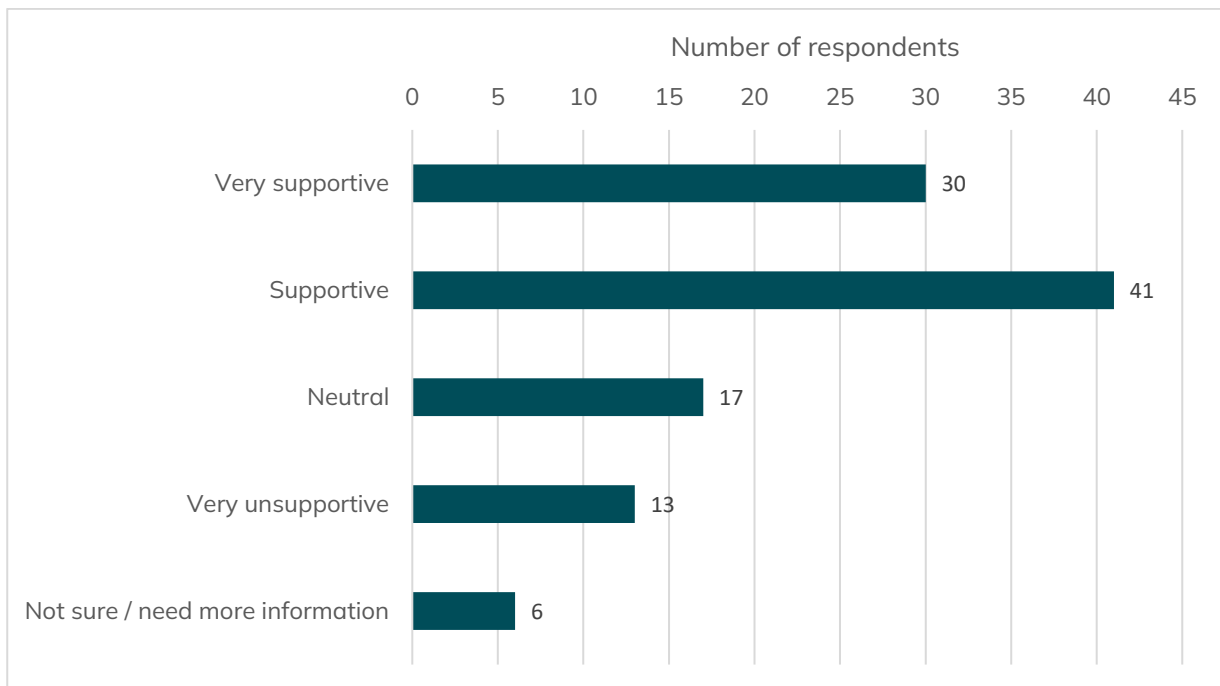
Support was also driven by a shared aspiration for Melbourne Street to become a lively, social destination that reflects contemporary expectations of successful main streets. Respondents value the emphasis on creating a calmer, more welcoming environment that encourages people to linger, socialise, and spend time in the area. The concept was seen as aligned with modern urban design principles and comparable to other thriving local streets, offering hope for renewed civic pride and economic activation.

Other levels of support

30 respondents indicated that overall they are **neutral or very unsupportive** of the proposal. A further 6 respondents indicated that they aren't sure or need further information prior to indicating their level of overall support.

Those that don't support the concept design suggested that there was not sufficient underlying need for change or the value it would deliver. Some said the concept lacked a clear, shared problem definition and did not sufficiently respond to Melbourne Street's established role as a working main street and key thoroughfare. Some respondents perceived the concept design as generic rather than tailored to local conditions,.

Figure 12: Overall level of support for the proposed concept plan



Question 12: Flexible kerbside spaces

Respondents were invited to indicate their level of support to introduce flexible kerbside spaces that can support parking, outdoor dining or activation depending on what is needed (refer Figure 13).

Sentiment was mixed, with 62 respondents indicating that they were either very supportive or supportive of flexible kerbside spaces and 38 respondents giving a neutral or very unsupportive response.

Equally, when analysing the data by respondent type, the sentiment toward introducing flexible kerbside spaces was also divided amongst business owners/operators. Of the 16 business owner/operators who responded to this question eight indicated that that they were either very supportive or supportive and eight gave a neutral or very unsupportive response (refer Figure 14).

There was greater support for the introduction of flexible kerbside spaces from respondents in North Adelaide (5006). 37 respondents with North Adelaide postcodes indicated that they were **very supportive or supportive** of flexible kerbside spaces compared to 25 respondents residing elsewhere (Figure 15).

Figure 13: Level of support for flexible kerbside spaces

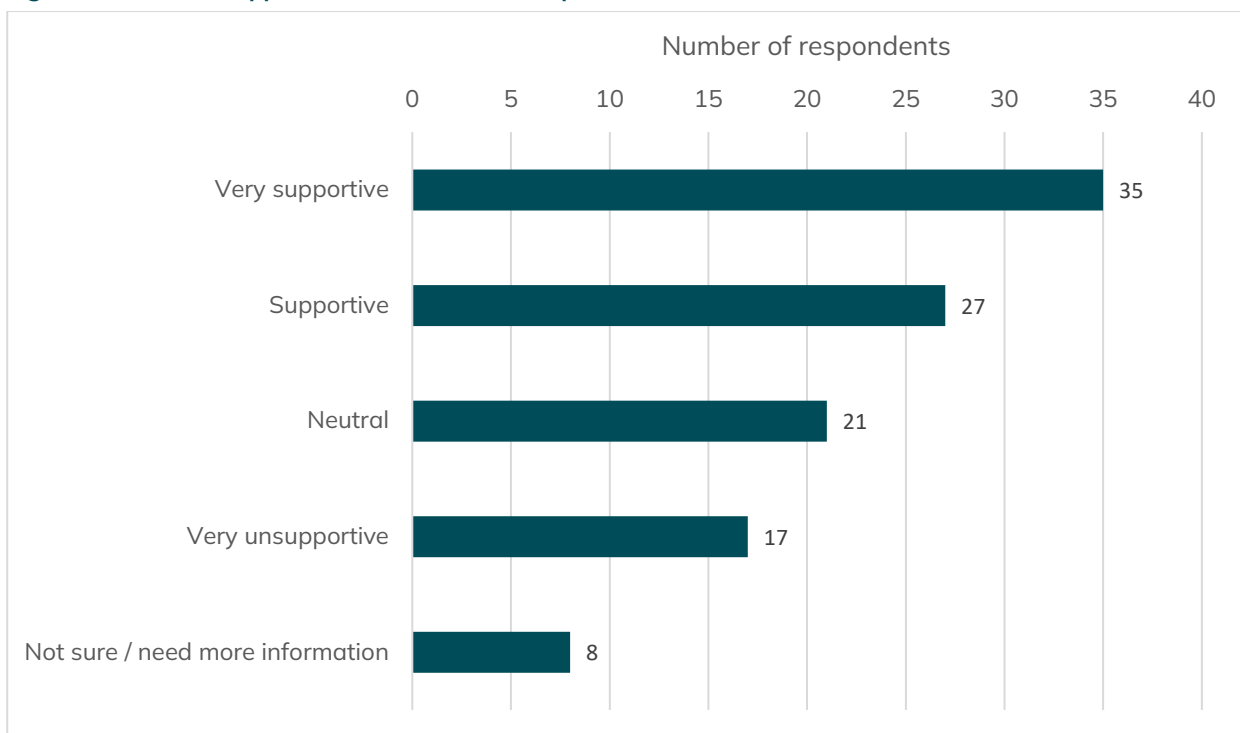


Figure 14: Level of support for flexible kerbside spaces (business owners)

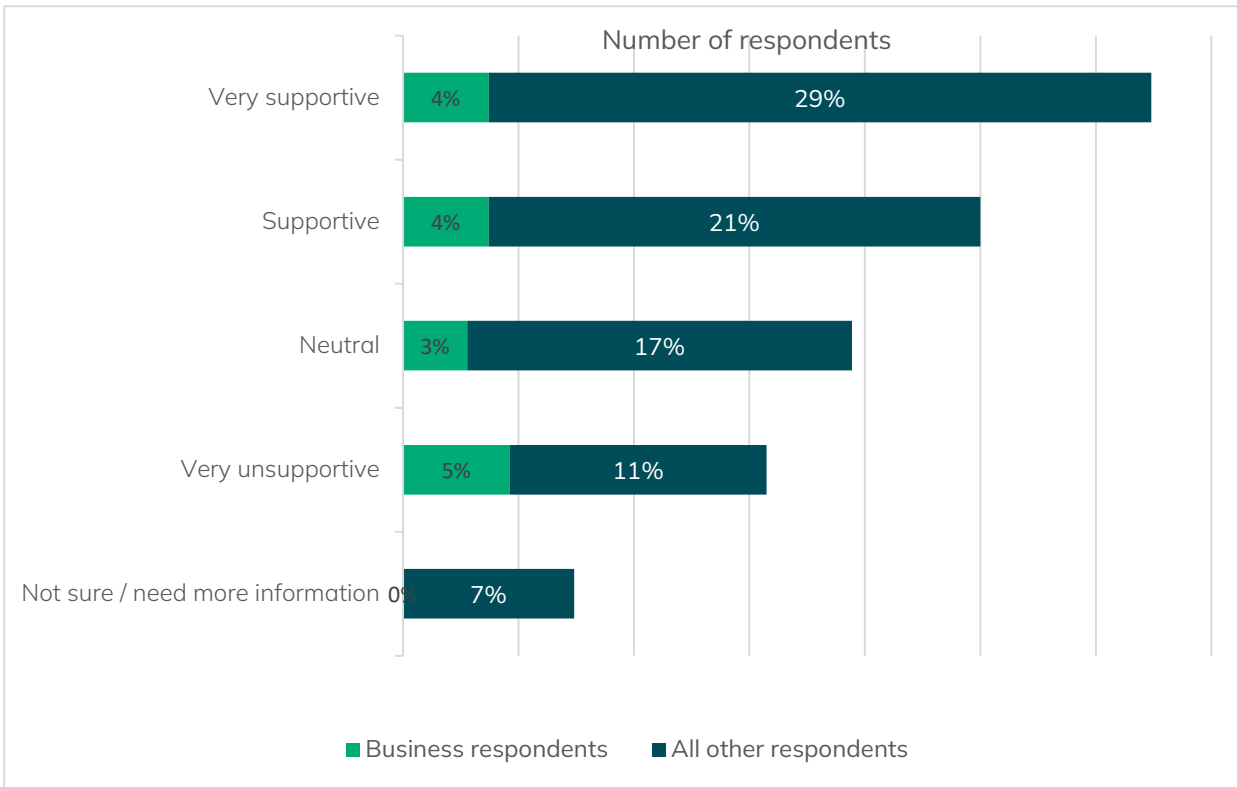
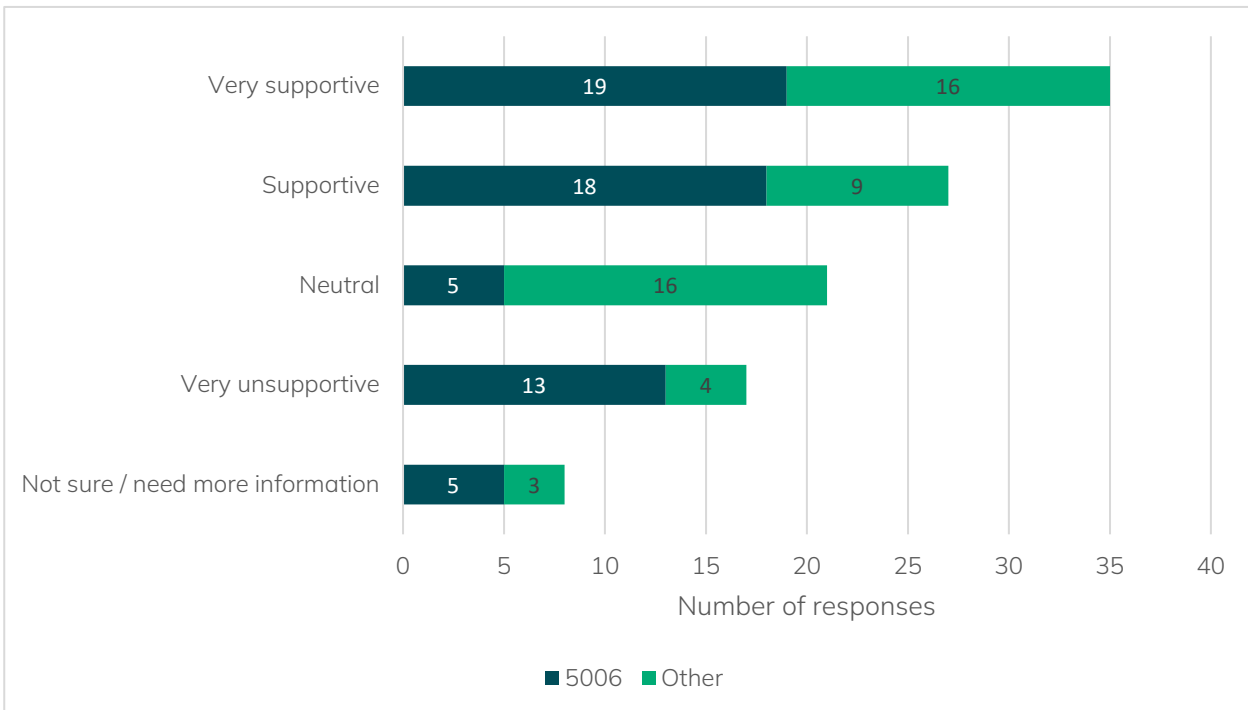


Figure 15: Level of support for flexible kerbside spaces (post codes)



Those that support the introduction of flexible kerbside spaces, reasoned that it allows street space to be used more effectively and helps create a more vibrant, people focused environment. Respondents value that flexible areas **'don't have to be one thing or another'** and can **'multitask'**, making them **'a more efficient use of space for different uses at different days of the week and times of day'**. Some see flexible kerbside spaces as key to activation, noting it will **'bring the street alive'** and that similar treatments **'have been shown to work elsewhere.'** Supporters liked the balance it offers, with one noting they **'appreciate the flexibility and hope it is utilised instead of defaulting to parking only,'** while others highlight that flexible kerbs **'increase the footpath width when not in use and allow businesses the opportunity to have outdoor dining.'**

Respondents that do not support flexible kerbside parking focused on parking loss, safety concerns, and doubts about how the concept would work in practice. Some respondents reasoned that Melbourne Street does **'not (have) enough parking already'** and worry that **'reducing car parking without offering parking elsewhere is detrimental to business,'** with fears that customers will **'go elsewhere'**. Others point to poor experiences with similar layouts, saying the model on King William Road is **'terrible,' 'too difficult to park in,'** and **'clearly hasn't worked.'** There is also distrust of the flexibility itself, with some believing it **'will never be put into practice'** and will either stay as parking or push cars into **'small side streets.'** Safety is another key concern, with kerbside dining described as **'too close to the road,'** feeling **'very vulnerable without separation,'** and creating risks for diners, staff, cyclists and drivers.

Question 13: Reduced speed limits

Respondents were invited to indicate their level of support for reducing vehicle speeds along Melbourne Street to create a safer and calmer street. It is important to note that while a reduction to 30 km/h was referenced elsewhere in the proposed concept plan, the survey question did not specify a particular speed limit. Accordingly, responses reflect sentiment toward speed reduction in general unless respondents explicitly referred to a specific speed (9 specific mentions).

65 respondents indicated that they were **very supportive** of reduced speed limits on Melbourne Street, with a further 13 indicating support. This level of support was evenly shared between those residing in North Adelaide and those residing elsewhere (refer Figure 16).

Those respondents that use private vehicles to travel to or through Melbourne Street were very supportive or supportive of reduced speed limits (49 respondents, refer Figure 17).

Commentary also shows strong support for lowering speed limits, with respondents viewing this as essential to improving safety, amenity and reinforcing Melbourne Street's role as a destination rather than a traffic corridor. Many respondents emphasised pedestrian safety and comfort, noting that slower speeds would **'make it safer for pedestrians,'** particularly for respondents such as a **'mum of two young children'** and for **'an elderly couple'** who find current traffic conditions intimidating. Reduced speeds were also widely linked to creating a place people want to spend time, with respondents noting that **'this is a street not a road. Throughput shouldn't be a priority'**. Supporters highlighted benefits for local businesses and street life, suggesting slower traffic would **'enable people to see what is available and possibly stop to**

visit businesses' and reduce the 'loud, fast traffic [that] makes the road uncomfortable and discourages outdoor dining.'

Neutral and very unsupportive responses made up 28 responses. Opposition to reduced speed limits centred on concerns about congestion, traffic function and the necessity of change, with many respondents suggesting that Melbourne Street already operates slowly under current conditions. Several questioned the value of lowering speeds when 'during the peak hour times...the speed is already about 30 km/hr.' Others expressed concern that reduced speeds would worsen congestion and driver frustration, warning that 'slowing traffic increases congestion' and could create 'phantom traffic jams.' Melbourne Street was viewed by this group as an important connection to the CBD, with some stating that 'it's a main route, traffic should flow quickly.' There was particular resistance to a 30 km/h limit, described by several respondents as 'too slow' or 'impractically low,' with concerns it would 'divert traffic to other roads.'

Figure 16: Level of support for reduced speed limits

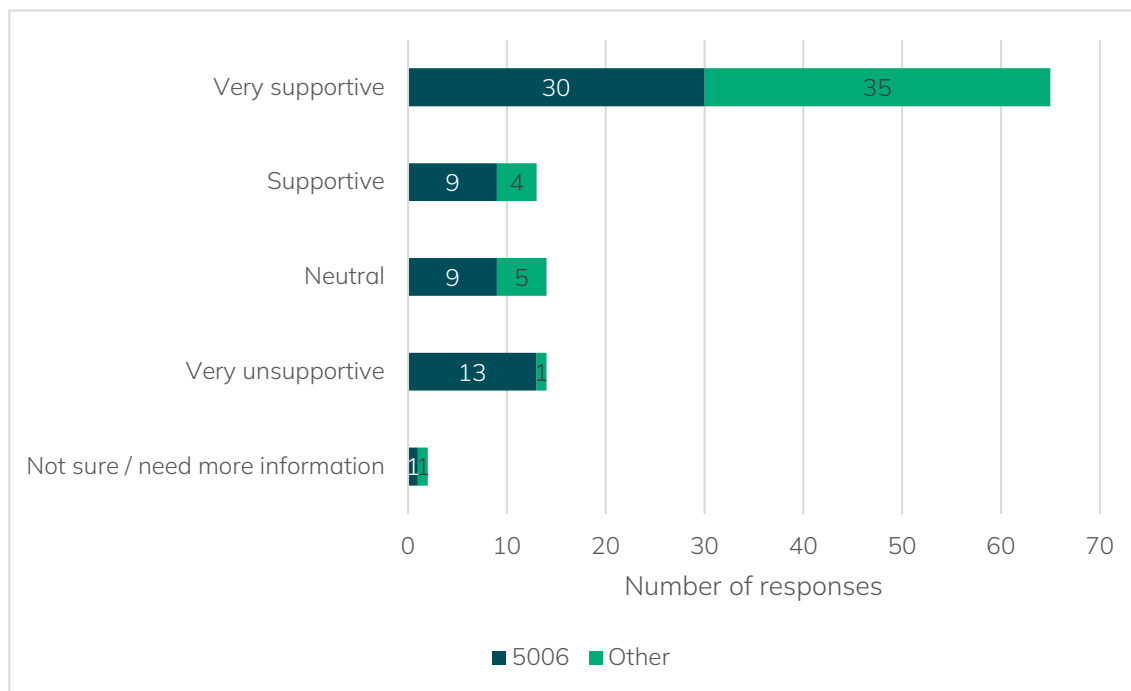
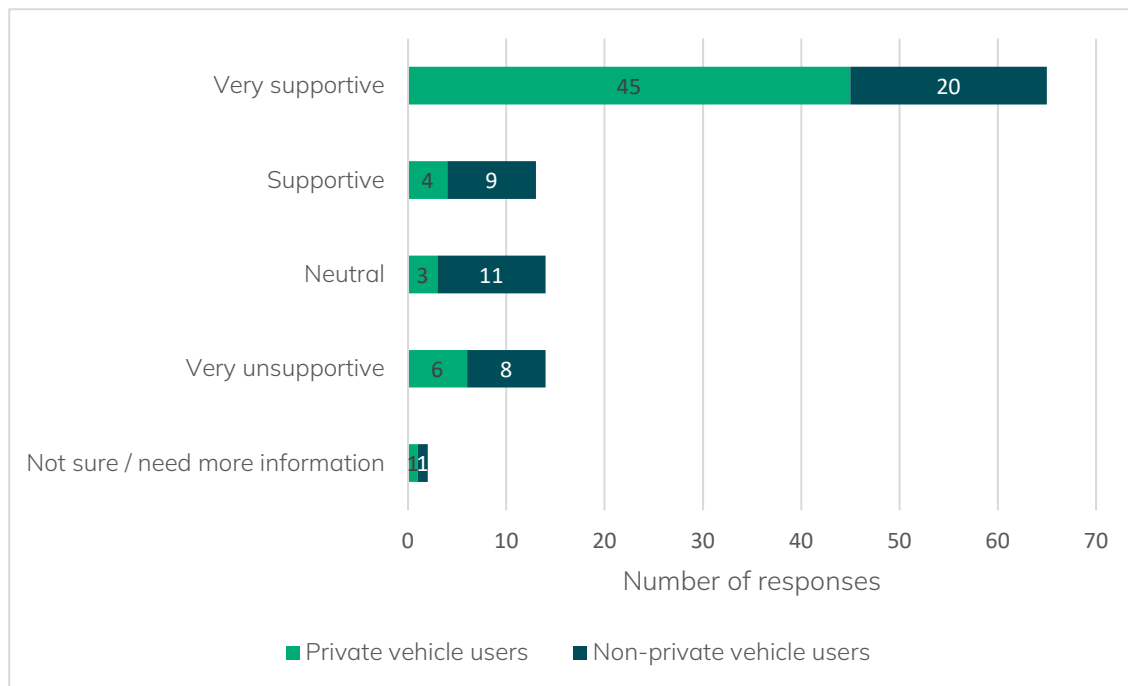


Figure 17: Level of support for reduced speed limits (private vehicle users)



Question 14: Bus stop consolidation

Respondents were invited to indicate their level of support to combine bus stops 3 and 3a into a single bus stop (refer Figure 18).

65 respondents indicated they were very supportive or supportive of bus stop consolidation.

Respondents that gave support to bus stop consolidation viewed the change as practical and efficient. Respondents repeatedly said the proposal **‘makes sense’** and would result in **‘less traffic holdups’** by reducing frequent bus stopping along a short stretch of road. Others supported consolidation because it would **‘free up more space’** for wider footpaths or **‘extra parking,’** helping the street function better overall. Some respondents supporting the consolidation indicated that they use the affected stop and were generally accepting, noting it was **‘slightly less convenient, but I understand the need to move it’** and that it **‘requires only a few extra steps.’** Many who do not regularly use the bus felt it **‘doesn’t impact me but seems logical’**.

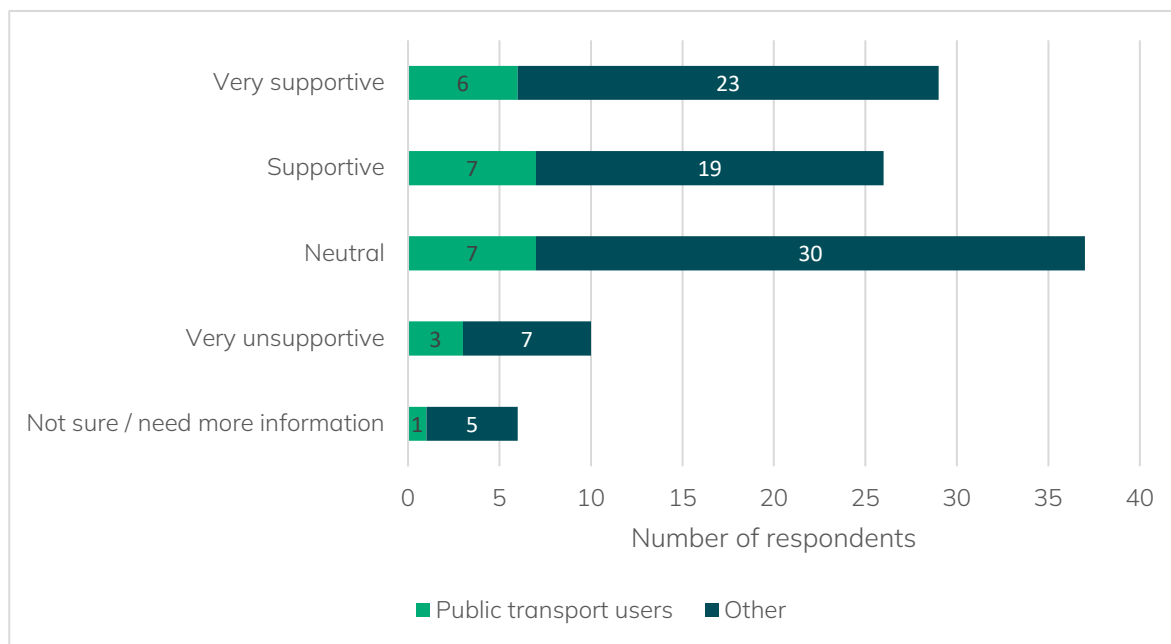
Neutral responses were indicated by 34% of respondents. Most of these respondents indicated that they don’t catch the bus along Melbourne Street and therefore didn’t want to comment.

9% of responses indicated that they were very unsupportive of consolidating bus stops many of these respondents indicated that they regularly catch buses from the affected stops.

Those that did not support the consolidation mentioned that they rely on the stop to access medical services with one respondent highlighting that the affected bus stops are **‘the stops I use regularly to go to and from the City’**. Concerns about accessibility were raised, noting that **‘lots of older people use this area and shouldn’t be made to walk too far’** and that moving the stop would make trips **‘less easy’** for those already vulnerable. Some expressed that public transport should be prioritised over parking, with

comments describing the change as ‘reducing public transport options for the sake of a couple of car parks,’ which was called ‘ridiculous and retrograde.’ Others argued that ‘we should be supporting more public transportation use, not removing bus stops,’ warning that making buses harder to access ‘does not promote not using your car.’

Figure 18: Level of support for bus stop consolidation



Question 15. Greening

Respondents were invited to indicate their level of support for proposed greening initiatives along Melbourne Street including new trees and garden beds (refer Figure 19).

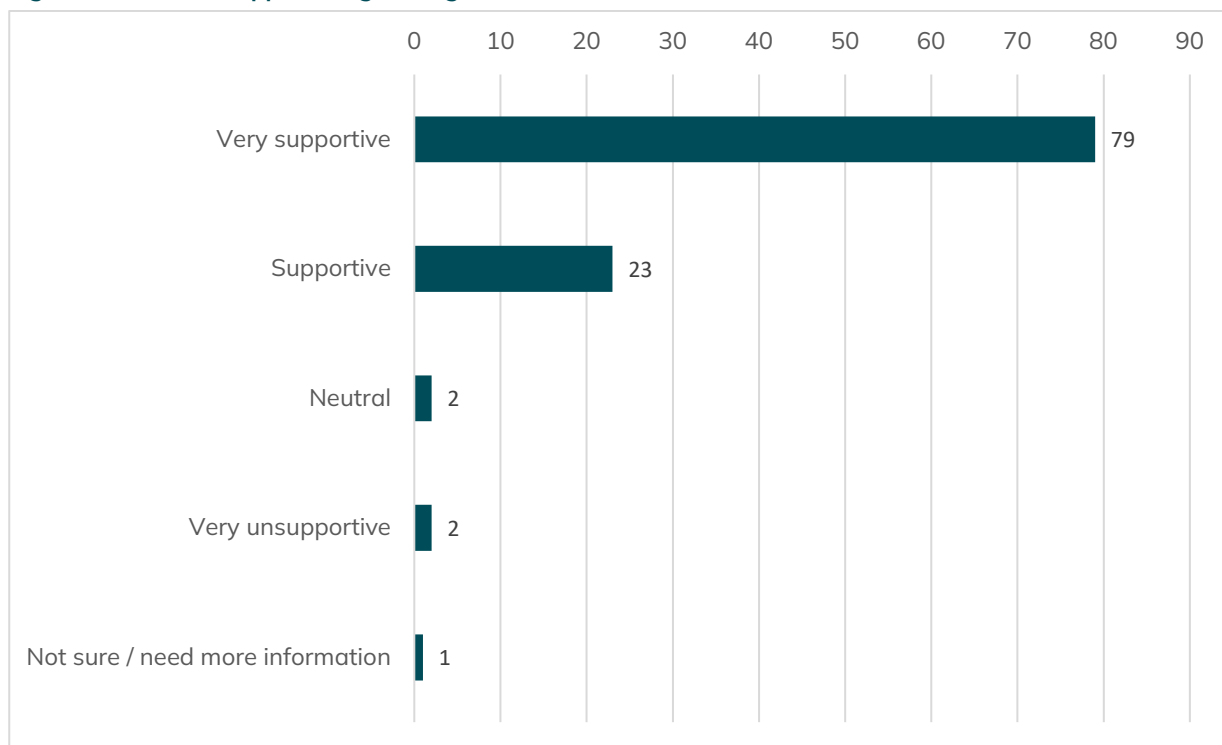
Almost three-quarters of responses to this question (79) indicated that respondents were very supportive of including greening initiatives as part of the proposed concept design. A further 23 respondents indicated support.

Respondents that support increased greening, saw the benefits in shade, cooling, and a more pleasant public space. Some described the street as ‘so hot to walk down in summer’ and said that trees would ‘cool the street, counteract the heat from the built environment’ and provide ‘valuable cooling.’

Respondents emphasised environmental and wellbeing benefits, noting that trees ‘do wonders for the local environment,’ ‘absorb CO₂, create oxygen,’ and support birds and wildlife. Respondents also linked greening to comfort, inclusion, and economic vitality, saying shaded, green streets are ‘more inviting,’ ‘prettier,’ and ‘attract diners.’ While support for greening is strong, it is conditional on quality and care, with frequent calls for ‘the right trees, in the right places, properly maintained,’ reflecting a shared desire for large, consistent canopy trees that make the street cooler, greener, and more enjoyable to spend time in.

There were small percentages of respondents that were neutral or very unsupportive of proposed greening inclusions. Respondents that were unsupportive of greening initiatives were more focused on retaining or increasing parking saying, **'this will just eat up more room for parking'** and **'not if it (greening) reduces parking'**.

Figure 19: Level of support for greening



Question 16. Cycling treatments

Respondents were invited to indicate their level of support for cycling treatments included in the proposed concept design (refer Figure 20).

Over half of responses (35 responses) indicated that respondents were very supportive or supportive of the proposed cycling treatments. This support was evenly distributed between cyclists and non-cyclists.

A high level of respondents selected neutral as their chosen response (30 responses).

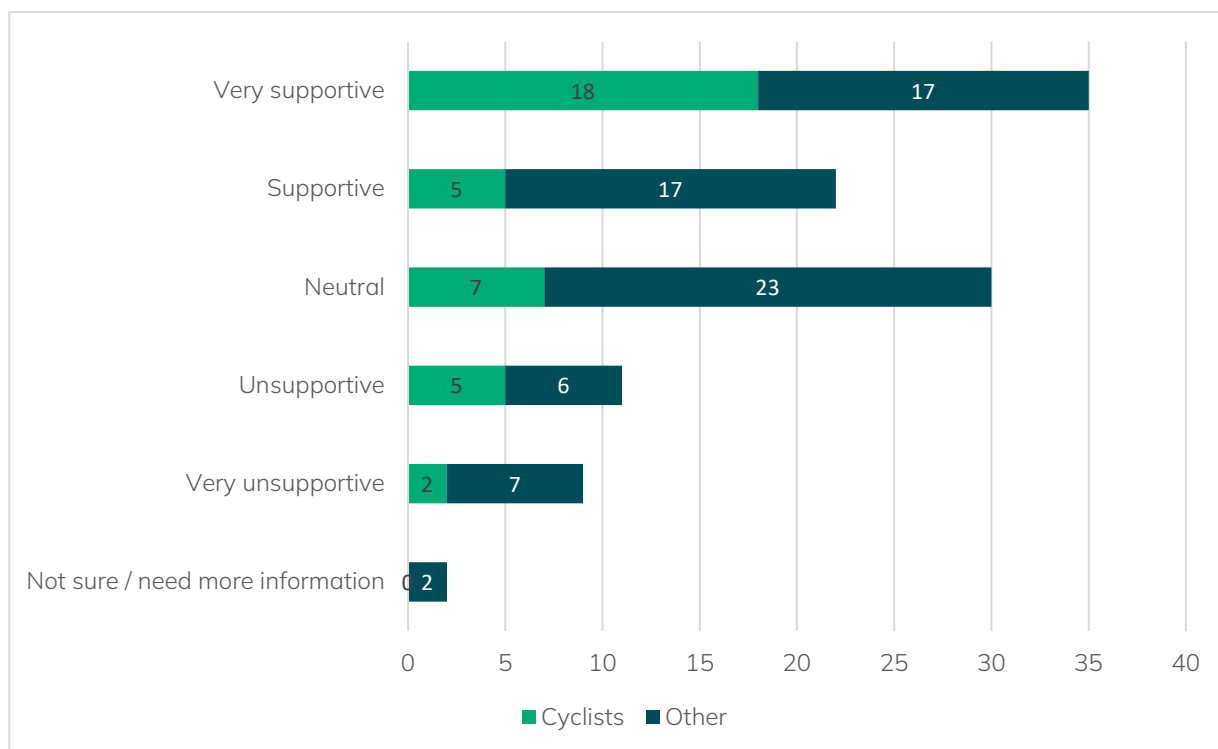
Respondents who indicated their support for proposed cycling treatments indicated that they are necessary to improve safety, accessibility and everyday usability of Melbourne Street. Current conditions were described as unsafe with respondents stating it is a **'busy and dangerous bike route'** and that **'the current road is hostile to cycling, and dangerous to ride through.'** Respondents felt that clearer space for cyclists and lower speeds will encourage more people to ride, including those who currently avoid the street: One respondent said that **'I am too scared to ride my bike but if the streets are made safer this will encourage me,'** and **'as a bicycle user, I tend to not use Melbourne St due to the poor bike lanes and busy traffic.'** Comments also noted that **'more and more people are using the bicycle as everyday transport,**

especially with more e-bikes being available,' and that it 'should be made as safe as possible.' Many also link cycle improvements to broader community benefits, including reduced car traffic and emissions, with one respondent saying the changes will 'help promote cycling hopefully leading to a reduction to motor traffic'.

A further 20 respondents did not support the proposed cycling treatments, with 11 indicating they were unsupportive and 9 indicating that they were very unsupportive.

Respondents that did not support the proposed cycling treatments expressed concern that Melbourne Street is 'not suitable for bikes,' describing it as 'too narrow' and a 'busy thoroughfare' with high traffic volumes and ambulance movements. A recurring theme was that the changes could 'clog up the major thoroughfare' and create 'chaos,' particularly if traffic lanes or turning movements are reduced. Participants questioned the effectiveness of the proposed measures, noting that 'road markings don't make it safer for cyclists' and that bike racks alone are 'not good enough,' with some stating the changes 'won't help me feel safe to cycle.' Concerns were also raised about the loss of 'valuable parking' and increased risks from vehicles pulling out or 'dooring cyclists.' Several respondents suggested cyclists should be 'directed onto other streets in parallel' where routes already exist, while others felt investment was unjustified because 'very few cyclists use this route.'

Figure 20: Level of support for cycling treatments



Question 17. Public art and identity element

Respondents were invited to indicate whether they were aware of the existing art and design features in Melbourne Street (i.e., ash tree memorial, fork sculpture and murals).

Of those that responded, over two thirds were aware of the existing art and design features (refer Figure 21). Respondents who were aware were then asked to provide feedback on what they liked and what could be improved to inform future art and design themes.

What do you like about these existing art and design features?

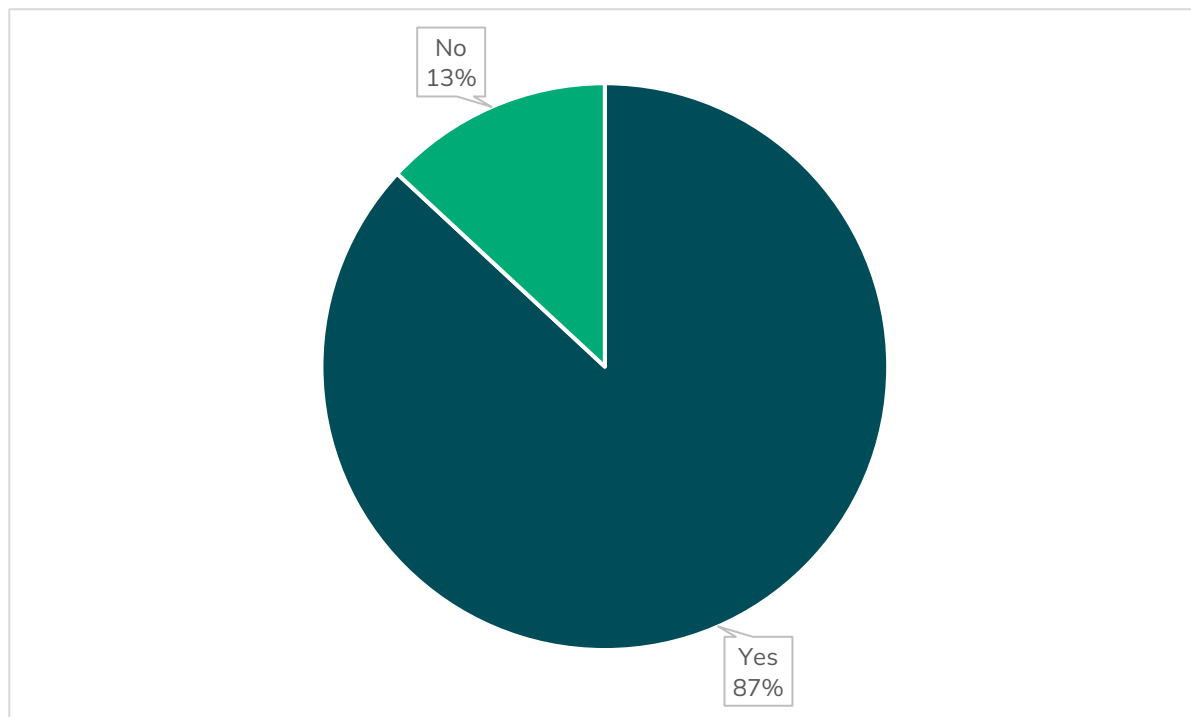
Many respondents value the existing art and design features for the character, identity and visual interest they bring to Melbourne Street. The street was frequently described as feeling **'quirky and unique'** and **'very Melbourne Street,'** with respondents appreciating that the artworks help distinguish the street from other destinations. Artworks were seen as adding colour, personality and moments of interest that encourage people to slow down, stop and engage with the street, with comments noting they reflect **'a caring, proud and civilised community.'**

The playful, changing nature of the art is also widely liked, particularly the mannequins and seasonal elements. Many people enjoy how they evolve across the year, calling them **'fun,' 'whimsical,'** and something that **'makes me smile'**. Families and children were noted as especially engaged, with comments such as **'kids love seeing the mannequins change for events and seasons'** and **'I took so many photos along all year round!'**

What do you think could improve art and design featured in Melbourne Street?

Art and design could be improved by making it more modern, local and changeable, with strong links to greenery and community use. Many respondents felt that **'more of it'** would improve streets, particularly when it **'adds colour, character, life and interest'** and helps **'create a unique environment'**. There was clear support for **'giving preference to local artists'** and for **'active and changing art spaces'** that are refreshed regularly, rather than permanent installations. Several people suggested combining art with nature, noting that **'more greenery... plant-based art like gardens'** would make spaces more cheerful and welcoming. Others highlighted the potential of art to manage graffiti, suggesting it be placed **'anywhere you think graffiti might show up'**, while sceptical voices stressed the need for care and purpose, describing poorly executed art as an **'absolute waste of money'**.

Figure 21: Respondent awareness of existing art and design features

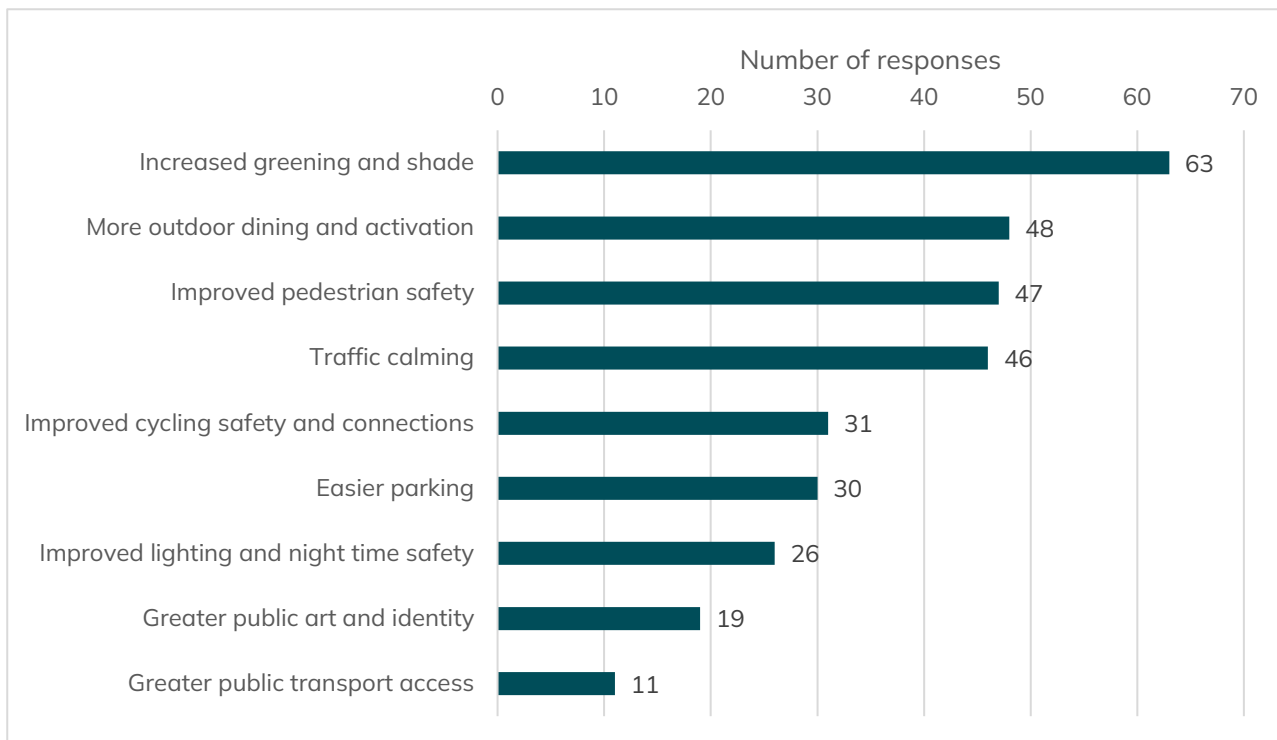


Question 18: What element of the concept plan would you most like to see in revitalising Melbourne Street?

Respondents were invited to select up to three elements of the proposed concept plan that they would like included in revitalising Melbourne Street (refer Figure 22)

The most selected response was **increased greening and shade** (63 responses). Respondents also wanted to see **more outdoor dining and activation** (48 responses), **improved pedestrian safety** (47 responses) and **traffic calming** (46 responses).

Figure 22: Concept plan elements prioritisation



Question 19: Do you have any other comments or suggestions for the Melbourne Street Revitalisation Project?

The final survey questions provided the opportunity for respondents to provide additional comments or suggestions for the revitalisation project. The majority of respondents took this opportunity with many reiterating their sentiment overall and on particular design elements within the concept plan.

This feedback is summarised thematically below.

Pedestrian Priority and Safety

There was strong and consistent support for prioritising pedestrians through safer, more legible streetscape design. Many respondents emphasised the importance of raised, continuous (at grade) footpaths across side streets, with one stating that **‘continuous footpaths across the side streets would be better – make the cars go over the footpath rather than require people to go down to the asphalt level.’** Others reinforced this view, noting that raised crossings **‘at the footpath grade/level’** are essential to alert drivers that Melbourne Street is **‘designed more for pedestrians than vehicles.’** Slower vehicle speeds were also widely supported, which several respondents felt would **‘make the biggest difference’** to safety and comfort.

Cycling Infrastructure

Feedback on cycling infrastructure was mixed. A number of respondents felt the proposed cycling measures were inadequate, with comments such as **'try again on the cycling infrastructure, what you have planned here is very poor/disappointing'** and **'I'm not sure how the plans support improved cycling safety and connections when they do the very opposite.'** Many called for **'dedicated bike lanes'** or **'grade-separated bike paths'** to provide genuine safety improvements. Conversely, others argued that pedestrians are already safe and that cyclists **'have many alternatives.'**

Traffic Flow and Vehicle Impacts

Concerns around traffic flow and network performance were prominent, particularly at key intersections. The Jerningham Street intersection was repeatedly identified as problematic, with one respondent noting it is **'a very busy intersection'** and questioning the impacts of footpath widening. Others raised concerns about traffic diversion, asking CoA to **'speak to your traffic engineers about how to prevent cars cutting through Stanley and Sussex Streets to avoid Melbourne Street.'** Emergency access was also a concern, particularly in relation to the Women's and Children's Hospital, with one respondent suggesting pedestrian prioritisation **'should wait until the WCH moves location'** to avoid detrimental impacts.

Parking Provision and Management

Parking generated the most polarised feedback. Some respondents advocated strongly for reducing or removing on street parking, stating that **'to achieve the stated aims of the project, on-street parking must be minimised'** or that CoA should **'just remove 100% of all the parking spaces.'** Others, however, warned against parking loss without replacement, stressing that it is **'critical to not reduce parking without replacing it.'** Several respondents noted that existing parking is under-utilised due to lack of visibility, suggesting **'a sign with available park numbers would be great.'** Comparisons were frequently drawn to the flexible kerbside parking along King William Road, Hyde Park, with mixed views, including that **'people absolutely hate the parking spaces, bollards etc there,'** while Prospect Road was cited as a more successful example.

Business Viability and Economic Activation

Many respondents expressed concern about declining business activity and vacant shops along Melbourne Street. Comments highlighted that **'many restaurants have closed in 2025 and nothing is taking their place,'** with others noting the street is increasingly **'replaced by an office not another retailer.'** There were calls for CoA intervention, including rent subsidies and incentives, with suggestions that **'Council should subsidise rents and encourage businesses to set up.'** Fees for pavement use were also criticised, with one respondent stating that **'charging for pavement use for cafés has killed several already - review your fees.'** Avoiding prolonged construction disruption was a strong theme, with repeated warnings not to **'have another Jetty Road saga.'**

Outdoor Dining, Amenity and Residential Impact

Outdoor dining was viewed as a key opportunity for revitalisation, with respondents suggesting that **'by increasing outdoor dining and reconsidering strict licensing bounds, Melbourne Street could become the**

centre for enjoying eating and drinking with friends.' At the same time, nearby residents emphasised the need for balance, warning that **'outdoor dining must have strict closing times and noise limits to protect nearby residents, especially families with young children.'** These comments highlight the importance of managing the night-time economy to ensure vibrancy does not come at the expense of residential amenity.

Streetscape Quality, Identity and Experience

Some respondents expressed a desire for a more cohesive, attractive streetscape. Many called for **'more street trees'** and fewer planters, with some noting that **'excess planters just promote dead plants and do nothing to improve the area.'** A consistent theme was the aspiration for a distinctive identity, with references to a **'more cohesive, European-inspired feel that puts people first, not traffic.'** Requests also included better lighting, street art, music, public Wi-Fi, and improved e-scooter management to enhance the overall visitor experience.

Overall Vision and Confidence in Delivery

Overall, there was strong support for the intent of the project, with many respondents expressing optimism that **'the plans look great'** and describing Melbourne Street as **'gorgeous and charming.'** However, this optimism was tempered by scepticism, with some respondents stating they **'really hope Council listens to the consultation results'** and expressing concern that previous feedback in other projects had been ignored. A recurring message was the importance of ensuring the key pedestrian-focused elements **'survive the concept phase'** and are delivered as promised.

Heritage, Built Form and Development Control

While outside of the scope of the Melbourne Street Revitalisation Project, some respondents took the opportunity to express their views on heritage protection and building heights. Some expressed their opposition to large scale redevelopment, with comments such as **'do not let developers build ghastly towers - three storeys should be the max on all sites'** and **'stop knocking down beautiful old buildings.'** Respondents emphasised that Melbourne Street's heritage character **'draws tourists and is why we love North Adelaide,'** and several expressed distrust of future development controls, warning that boundary-pushing developments **'go against efforts to greenify and humanise the street.'**

7. Community events feedback

7.1 Community pop up events

Two pop-up events were held during the engagement period on:

- Friday 13 March 2026, 12-2pm
- Saturday, 14 March, 9am – 11am

Both pop-up events were held on the corner of Jerningham and Melbourne Streets (outside TerryWhite Chemmart pharmacy) and promoted in all engagement collateral and through CoA social media channels.

The pop-up events provided the opportunity for interested community members to view the concept design and ask questions of the project team.

About 61 people participated across the two pop-up events. Most attendees were local residents or business owners and had intentionally planned to attend. There were only a couple of attendees who happened to be visiting Melbourne Street at the time of an event.

Across the two events, attendees expressed strong views about the overall function and vibrancy of Melbourne Street and about particular design elements of the concept plan. The below sections summarise the feedback received at these events. As it is drawn from staff notes, it is thematic in nature and is intended as a high-level summary rather than a verbatim transcript.

- **Overall sentiment**
 - Strong support for revitalising Melbourne Street to improve pedestrian amenities, enhance street vibrancy, and better support local businesses
 - Broad endorsement for upgrades to street furniture, lighting, greening, and paving treatments. Many participants noted that 'Melbourne Street is due for an upgrade', citing tripping hazards, inconsistent street furniture, and need for beautification
 - Consistent support for increased tree canopy to improve footpath shading and comfort.
 - Interest in precinct banners and signage to help establish Melbourne Street as a stronger 'destination.' Many expressed a desire for this treatment to continue along the full length of the street, similar to Unley Road or Hahndorf.
 - Support for bus stop consolidation, with many noting that the current stops feel too close together. Participants felt consolidation could improve bus efficiency and free kerbside space for other uses.
 - Mixed views on flexible kerbside spaces. Many felt these could increase street vibrancy through outdoor dining, events, and activations (provided they are managed well).
 - Some support for a reduced speed limit, with the belief that it would improve pedestrian safety and encourage visitors to spend more time in the precinct.

- **Concerns about design elements**

- Potential impacts of lowering the speed limit on traffic flow and spill-over into surrounding residential streets. Some suggested installing speed bumps to discourage rat-running. A reduction to 40 km/h was seen as more acceptable to some.
- Challenges at the Jerningham Street intersection, particularly the right-turn movements that currently cause traffic to queue.
- Concerns about flexi zones reducing parking availability, particularly if too many are allocated to outdoor dining or activation rather than parking. Some asked whether the CoA would set a maximum number.
- Parking availability more broadly was a significant concern for both residents and business owners. Many felt that limited parking could deter visitors.
- Uncertainty about how engagement feedback will influence the detailed design, with some expressing concern about how decisions will ultimately be made.

- **Suggestions for improvement**

- Extend pedestrian crossing times at signalised intersections, especially at Jerningham Street, and introduce visible countdown timers.
- Ensure accessible kerb ramps and pathways are integrated into final designs.
- Introduce recycling bins alongside standard waste bins.
- Apply consistent place-marking signage along the full length of Melbourne Street, including a prominent banner at the Jerningham intersection.
- Ensure motorists can clearly identify whether a flexi zone space is operating as a parking space versus other uses.
- Increase footpath shading through additional tree planting wherever possible.
- Install more drinking fountains, including dog-friendly options, as the area is popular with dog walkers.



7.2 Business Forum

14 representatives from local businesses attended the dedicated business forum held at the Lion Hotel between 5-7pm on Monday 16 March 2026. The forum brought together a diverse mix of retail, hospitality and boutique businesses, providing an opportunity for operators with different trading models and perspectives to discuss the proposed concept design.

The session outlined the proposed concept design for Melbourne Street, including key elements such as parking, access, pedestrian safety, public space and street activation, as well as providing an overview of the engagement process and opportunities for feedback. The forum featured a slide presentation and was supported by senior project management and City of Adelaide staff. It was facilitated by an experienced URPS facilitator and included a Q&A session to enable questions to be asked, clarification sought about the proposed concept design and feedback provided.

Feedback highlighted strong concern regarding the potential loss of on-street parking, questions about the purpose and implementation of flexible kerbside spaces, mixed views on speed limits and safety measures, and a range of detailed questions about design intent, fees, construction disruption and project timing. Participants also raised broader concerns about business viability, access, lighting, streetscape quality and the ability of the upgrade to attract new businesses. This feedback is summarised below.

- **Car parking**

Parking was the most prominent concern, with many participants highlighting its vital role in supporting business viability. Key points raised included:

- A strong belief that if customers cannot park easily on Melbourne Street, they will choose to continue driving to the city or other precincts.
- Concerns that removing even a small number of spaces would have a disproportionate impact, given the lack of 'depth' for parking in surrounding side streets.
- Repeated questions about where customers would park if outdoor dining were expanded or if additional flexi-zones were introduced.
- Requests for certainty about whether there would be a cap on the number of car parks that could be converted to non-parking uses, and how this would be controlled over time.
- Questions about whether CoA views parking as a priority and whether the proposed approach assumes businesses are willing to lose spaces.
- Concerns from service-based businesses about access requirements for clients, including those with mobility or health-related needs.

- **Concerns about flexible kerbside spaces**

Participants expressed scepticism about the rationale for flexible kerbside spaces and their suitability for Melbourne Street. Points raised included:

- Questions about why flexible kerbside spaces are being proposed and where the idea originated.

- Concerns that outdoor dining would reduce parking without delivering proportional benefits for the wider business mix.
- Comparisons to King William Road, with participants noting that flexi-zones there are difficult to access and have coincided with business closures.
- Questions about what fees would be charged for outdoor dining and how costs would be distributed fairly between businesses.

- **Traffic and speed limits**

There were mixed views on traffic calming and speed reductions. Issues raised included:

- Discussion about whether Melbourne Street should continue to operate as a key thoroughfare rather than a slower, pedestrian-focused street.
- Suggestions that reducing the speed limit to 40 km/h initially may be more appropriate than a drop to 30 km/h.
- Confusion about how wombat crossings would operate and their implications for traffic flow.



- Concerns about encouraging cycling on Melbourne Street, with questions about whether nearby streets such as Finnis Street and Stanley Street might be safer alternatives.

- **Streetscape and maintenance**

Participants raised several detailed comments about streetscape quality and presentation, including:

- Concerns about planter boxes attached to poles, described by one participant as 'coffins for dead plants,' with suggestions that planting needs to be practical and well maintained.
- Questions about whether additional lighting is proposed and requests for improved illumination, particularly given reports that the street is currently very dark at night.
- Suggestions that lighting poles and other infrastructure could be refreshed or repainted to improve the street's appearance.

- **Construction impacts and project delivery**

- Whether construction would occur outside business hours to minimise disruption.
- How CoA will prevent extended disruption similar to that experienced during works on Jetty Road.
- Questions about the project timeline, including whether a lengthy delay between consultation and construction could occur.

7.3 Stakeholder meetings

7.3.1 North Adelaide Precinct Association

Project team representatives met with five members of the North Adelaide Precinct Association (NAPA) on Monday 2 March 2026. At the meeting, the proposed concept design was presented and discussed.

Discussion focused on:

- **Greening:** Tree selection to prioritise shade, using evergreen and native species. Example given of Plane Trees along Stanley Street causing a maintenance issue and damage from leaf litter.
- **Crossing points:** Clarification of number and type of crossing points and questioning whether there is too many and what traffic movement impact could result.
- **Bike infrastructure:** Support given to cycling treatments, including the absence of a dedicated bike lane noting that Melbourne Street is too narrow
- **Flexible kerbside spaces:** Some concern expressed about the loss of parking from the introduction of flexible kerbside spaces with some members equating loss of parking as detrimental to business operations. Also questions about how they would operate, with a desire expressed to have business owners determine how the spaces are used.
- **Reduced speed limits:** Some reservation around speed reductions to 30km/h. While members saw benefit in increased safety and noise reduction, there was a view that drivers may be discouraged from using Melbourne Street and that this may cause a detrimental impact to business.
- **Asphalt treatment:** Support for treatment at intersections to improve safety. Want to ensure that it wears well and doesn't cause adverse impacts (i.e. noise).

Following the meeting, a formal submission was made by NAPA (refer Section 8.1).

7.3.2 North Adelaide Society

An invitation to meet was provided to the North Adelaide Society. Due to unavailability of members and conflicting priorities, the offer was declined. Other engagement opportunities, including the survey and pop up events were promoted to members as an alternative option to participate.

7.3.3 Cycling and walking advocacy groups

A meeting with representatives of Bicycle SA, Bike Adelaide and Walking SA was held on 4 March 2026. The meeting was held online via MS Teams.

At the meeting, the proposed concept design was presented and discussed, with a particular focus on design elements to support walking and cycling. Members of the project team were in attendance, including traffic subject matter experts.

Feedback provided at the meeting is summarised below:

- **Overall sentiment**

Overall support was provided for the design elements focused on walking and cycling. Participants suggested that the treatments, together with speed reductions would provide a safer environment for cyclists and pedestrians visiting Melbourne Street.

There was acceptance that Melbourne Street is narrow which does not facilitate a dedicated bike lane and that there are other nearby alternative routes more suitable for cycling commuting through the area.

Attendees encouraged the 'network thinking approach' in relation to walking and cycling treatments applied to Melbourne Street.

- **Road treatments**

There was a request for a 'scramble' crossing to be considered for the Melbourne Street / Jerningham Street intersection to prioritise pedestrians.

- **Speed reductions**

Support was given to reducing the speed to 30km/h. It was viewed that this was critical to the success of the treatments being applied to support cyclists and pedestrians. To this end, enforcement of the 30km/h speed limit was also viewed as mandatory.

- **Flexible kerbside spaces**

There was some resistance to the introduction of flexible kerbside spaces and the conflicts that this may create between vehicles, cyclists and pedestrians. It was noted that a narrower carriageway would result in difficulty for vehicles (including buses) to overtake cyclists safely. However, it was also acknowledged that a narrower carriage way will encourage improved driving behaviours which in turn should provide better safety outcomes for cyclists.

Comparisons were drawn to King William Road and the project team encouraged to learn from the City of Unley's experience when it comes to delineation of spaces, kerb gradients and space allowance between the flexible kerbside space and the carriageway.

- **Connection to Mann Terrace**

A suggestion was made to look at improvements at the intersection between Mann Terrace and Melbourne Street. Safety risks were highlighted for pedestrians and cyclists at this location and an opportunity seen to address these as part of the project.

8. Submissions

12 submissions were received during the engagement period. These can be read in full in **Appendix E**. A summary of each submission with key issues raised is outlined below.

8.1 North Adelaide Precinct Association

The North Adelaide Precinct Association (NAPA) supports the revitalisation of Melbourne Street, particularly improvements that enhance pedestrian safety, greenery, amenity and the street's identity. Acknowledging Melbourne Street's role as a neighbourhood main street serving hospitality, retail and health services, NAPA stresses that upgrades must balance urban design improvements with the everyday needs of traders and customers.

A central concern is the retention of on-street parking, which NAPA views as essential for short, purpose-driven visits such as takeaway food, medical appointments and quick shopping. The submission strongly opposes any reduction in parking supply, including through the introduction of flexi-zones, which it considers costly and unsuitable for the street's scale.

NAPA supports traffic calming measures, including raised pedestrian crossings and a reduced 40 km/h speed limit, to improve pedestrian safety and comfort. While recognising the importance of cycling, the Association recommends directing cyclists to nearby alternative routes rather than positioning Melbourne Street as a primary cycling corridor.

The submission also supports improved night-time lighting, increased street tree planting and consistent streetscape elements to strengthen Melbourne Street's character. More broadly, NAPA advocates presenting Melbourne Street as a distinct destination precinct, using cohesive furniture, lighting, greenery and heritage storytelling to enhance its appeal while maintaining accessibility for local businesses.

8.2 Walking SA

Walking SA recognised Melbourne Street as **'a key main street in North Adelaide, serving as an important destination for hospitality, retail, services, and local community activity'**. They described the project as an opportunity to strengthen Melbourne Street as **'a vibrant, people-focused destination'** and to create a more attractive and welcoming environment for residents, businesses, and visitors.

Walking SA gave support for the City of Adelaide's objectives, particularly initiatives that improve pedestrian outcomes. Walking SA stated that it **'fully supports the City of Adelaide's objectives to revitalise the street and enhance its public realm'**, with a specific focus on pedestrian safety, accessibility, comfort, and place activation.

Walking SA supported the proposed raised wombat crossings at the eastern and western ends of Melbourne Street, encouraging early delivery of these crossings to provide safety benefits as soon as possible, rather than waiting for the full street upgrade.

Walking SA expressed support for widening footpaths through the narrowing of the carriageway, particularly between Jerningham Street and Dunn Street. They emphasised the importance of prioritising pedestrian comfort in areas with high levels of café and dining activity, noting that **'prioritising wider, accessible, and uncluttered footpaths will significantly enhance the pedestrian experience'**.

Walking SA also supported increased street greening and shade, describing tree planting and landscaping as measures that **'provide shade for pedestrians, reduce urban heat, enhance comfort, encourage longer dwell times, and improve streetscape character'**.

In relation to traffic management, Walking SA supported the proposed reduction of the speed limit to 30 km/h, encouraging further consideration of lower speeds in high-activity areas.

8.3 Businesses

5 submissions were received from Melbourne Street businesses during the engagement period, including Paws Emporium, Majestic Hotel, Elder Fine Art, The Cut House and Yakitori Takumi.

- **Support for revitalisation**

Across submissions, businesses expressed general support for the revitalisation of Melbourne Street and acknowledged the value of improvements that enhance the street's appearance, amenity and overall attractiveness. Respondents recognised the potential benefits of streetscape upgrades, greening, improved lighting and public realm enhancements in creating a more appealing environment for visitors.

However, this support was consistently conditional, with businesses emphasising that beautification and revitalisation measures must complement the functional needs of the street. Submissions stressed that aesthetic improvements alone would not offset negative impacts associated with reduced parking, access or visibility, and that revitalisation efforts must be carefully balanced with the operational requirements of existing businesses to be successful.

- **Car parking**

Submissions from businesses voiced strong concerns regarding the removal of on-street parking, with all respondents identifying parking availability as critical to business viability, customer access and short-stay visits. Several submissions warned that any reduction in parking would directly lead to lost trade and, in some cases, business relocation. There was consistent opposition to flexible kerbside spaces, with businesses noting that the removal of parking spaces for outdoor dining and other uses would not deliver benefits that outweigh the loss of parking. Questions were also raised about whether the number of flexi-spaces converted to non-parking uses would be capped.

- **Construction impacts**

Some business submissions raised concerns about the potential impacts of construction on day-to-day operations, particularly noise, access restrictions and disruption to customers, deliveries and servicing. Accommodation and retail operators emphasised the need to maintain safe and continuous access to premises at all times, including for pick-up and drop-off, guest movements and waste collection.

Businesses also requested clear communication during the construction phase, including advance notice of works, management of disruption and access to a direct point of contact to address issues.

8.4 Residents

5 submissions were received from residents of the Melbourne Street area.

- **Support for revitalisation**

Overall, residents expressed support for the revitalisation of Melbourne Street and acknowledged the need for investment to improve amenity, safety and the street's role as a key main street. Several submissions welcomed efforts to enhance the public realm, improve planting and deliver a more inviting environment for residents, visitors and businesses. There was also strong support for design features that improve pedestrian safety such as the wombat crossings and decreased crossing distances. Residents also emphasised the importance of ongoing maintenance, including upkeep of planting and general cleanliness.

- **Car parking**

Residents raised concerns about existing parking pressures and the potential for these to worsen if on-street parking is reduced through implementation of flexible parking spaces. Submissions noted that nearby public car parks are already at capacity during peak periods and expressed concern that the loss of on-street parking would create additional challenges for residents, visitors and local businesses.

- **Traffic management**

Views on traffic management and speed limits were mixed. Some residents supported slower speeds and additional traffic calming to improve safety and pedestrian comfort, while others expressed concern that further speed reductions could increase congestion and negatively affect traffic flow without clear benefit. Additionally, some residents raised that reducing the speed limit on Melbourne Street may inadvertently encourage drivers to shortcut along side street. It was suggested that traffic calming measures be considered on relevant side streets to manage potential traffic redistribution and protect the safety and amenity of local residents.

- **Public transport**

Public transport, particularly bus traffic, was also raised by some residents. Concerns focused on the volume of buses using Melbourne Street and the impacts of noise, emissions and frequent stopping and starting on street amenity and the outdoor dining environment. While residents recognised the importance of public transport access, suggestions were made to review bus frequency, routing or vehicle type to ensure less impacts on pedestrian amenity.

9. Enquiries

Throughout the consultation period, contact points including email and phone were promoted to receive enquiries.

Five enquiries were received during the engagement period including two phone calls and three emails. All enquirers were provided responses and encouraged to provide written feedback via the survey or written submission.

These enquiries focused on the following aspects of the concept design:

- Environmental and biodiversity considerations including application of water sensitive urban design principles
- Greening initiatives including maintenance of existing and new plantings
- Adequacy of cycling treatments
- Clarification on timing for wombat crossing construction
- Confirmation of number of parking spaces
- Clarification on how flexible kerbside spaces would operate and the number of spaces
- Safety risks at Melbourne Street/ Park Terrace intersection
- Traffic calming treatments including pedestrian crossings, speed limit reductions and potential impacts on traffic flow and visitation
- Strategies to address vacant premises, attract new business and support existing businesses
- Concern about cycling treatments within side streets to Melbourne Street
- Management approach to construction impacts including access and noise
- Specific locations of treatments/ design in relation to businesses.

10. Key considerations

A strong participation rate was received during engagement on the proposed streetscape concept design to revitalise Melbourne Street. This included good representation from local residents, business and key stakeholders.

The engagement demonstrates broad community interest in the future of Melbourne Street and a shared desire to see it revitalised as a safer, greener and more vibrant main street.

While support for the proposed concept design is strong, the feedback calls for some elements to be refined through the next stages of design to ensure the streetscape renewal benefits businesses, residents and visitors alike.

The following key insights can be drawn from the engagement outcomes:

- Pedestrian prioritisation is supported through traffic calming initiatives, increased crossing points and wider footpaths
- There is strong support for greening initiatives to create a cooler and more inviting environment
- Art is seen as important to maintain and build on the streets unique identity
- There is broad acceptance that Melbourne Street does not facilitate safe commuter cycling, with support given to the cycling treatments proposed
- There are mixed views on the introduction of flexible kerbside spaces, with some raising the importance of on-street parking to enable businesses to thrive and others encouraging greater outdoor dining and activations to create vibrancy
- Careful design of flexible kerbside spaces was called for with many drawing negative comparisons to King William Road
- Bus stop consolidation was generally supported, however there was concern raised from those that use the bus service in relation to the impact this may have on accessibility
- There is support for lowering speed limits along Melbourne Street however there were mixed views on the level of reduction
- Some concern was raised about the potential for commuters to avoid or bypass Melbourne Street which may result in adverse impacts to business and surrounding residents.

The findings in this report provide a robust foundation to inform Council's consideration and of the streetscape concept design and progression to detailed design and construction.

Appendices

- Appendix A – Collateral
- Appendix B – Letterbox catchment areas
- Appendix C – Social Media metrics
- Appendix D – Survey verbatim comments (redacted)
- Appendix E – Submissions (redacted)

Appendix A

Collateral

February 2026

Melbourne Street

Main Street

Revitalisation

Streetscape Concept Design Consultation

Help shape the future of Melbourne Street

As part of the City of Adelaide's Main Street Program, we are revitalising Melbourne Street.

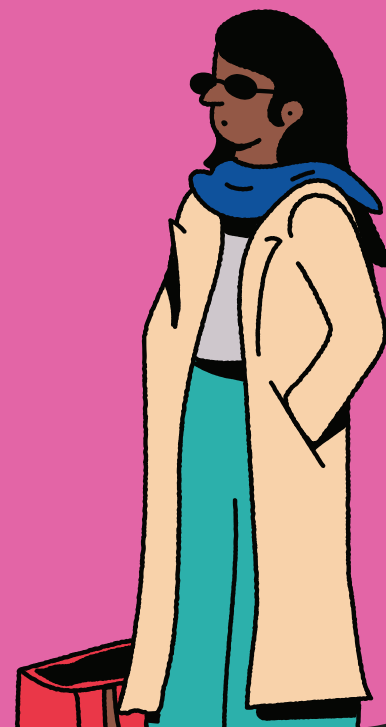
We are progressing plans to lift the appearance and functionality of Melbourne Street to elevate its appeal as a well-loved and attractive destination.

Guided by a shared vision, design principles and a Master Plan shaped through previous engagement, the plans include short-term improvement works and a long-term upgrade to the streetscape.

Improvements are already underway, with two wombat crossings soon to be established at each end of Melbourne Street.

We are now seeking your feedback on a proposed concept design for the streetscape. We want to hear your thoughts on key design features including street furniture, trees and landscaping, and proposed safety improvements.

Your feedback will help to refine the streetscape concept design and inform the next phase of design and construction.



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Why is Melbourne Street being revitalised?

Melbourne Street is the focal point for lower North Adelaide with the Adelaide Park Lands as its bookends. It serves as a busy road link from the north-east suburbs into the central CBD.

It has long been valued for its diverse mix of cafés, restaurants, specialist medical practices, and boutique retailers. It has strong foundations, with opportunities to improve the streetscape to support a more consistent and connected experience.

What is the design based on?

Community input gathered through previous consultation shaped the Melbourne Street Master Plan. This plan identified community priorities for Melbourne Street as:



Creating a unique brand and identity



Refreshing the public realm



Introducing more vibrancy and creative connections



Curating a diverse business and commercial mix



Improving accessibility and connectivity for all users

What are the key features of the proposed concept design?

The concept reimagines Melbourne Street as a vibrant destination that celebrates local culture and supports businesses to thrive.

The Melbourne Street Revitalisation will see:

A more accessible, comfortable and welcoming street

- Additional greening with more street trees and landscaped areas
- New furniture including seating, rubbish bins and bike racks
- Balancing customer access and business needs with safety by retaining or reconfiguring most of the existing parking spaces
- Introducing flexible kerbside spaces and activity zones within the main strip that can be used for parking, outdoor dining or events

A safer street for all

- Pedestrians prioritised with wider footpaths and a shorter crossing distance at Jerningham Street
- Reductions to speed limits
- Traffic calming through paved intersections, kerb extensions and textured road surfaces that signal slower speeds and create safer crossing points
- Clearer road markings at intersections and along key routes to help drivers better see cyclists and understand where cyclists are likely to travel
- New improved street lighting for the precinct

Improved connectivity

- Upgraded footpaths with linkages to active transport networks and public transport amenities
- Road markings for cyclists on side streets to connect to wider cycling network
- Bike racks at bus stops to support active transport

Melbourne Street - Main Street Revitalisation

What else is happening?

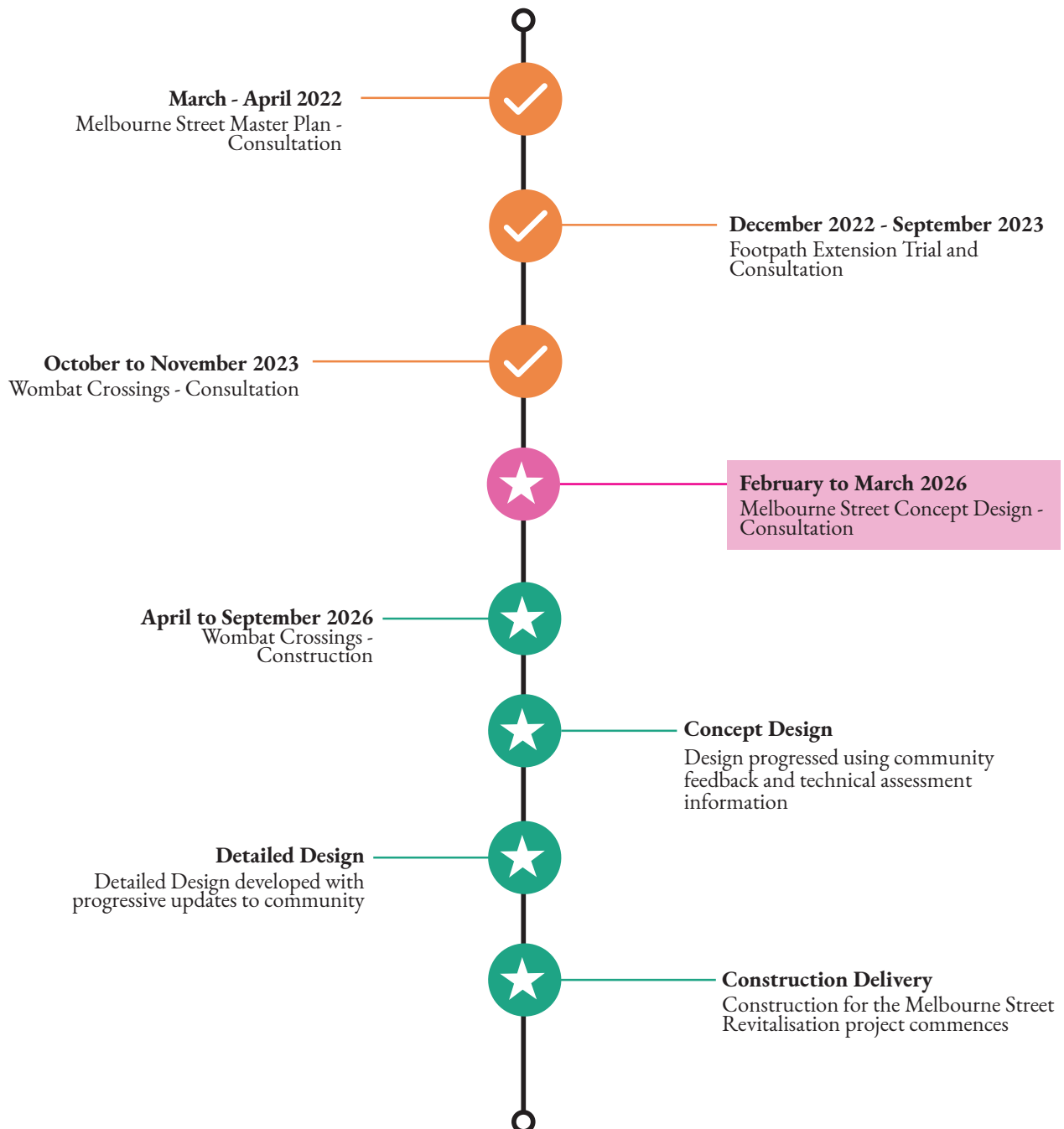
A range of short-term improvements have already been delivered on Melbourne Street, including updating and streamlining street furniture, temporary footpath extensions, lighting and greening initiatives.

Targeted safety upgrades are also progressing. Public consultation on proposed wombat crossings showed strong community support. The result will see two raised pedestrian-first crossings established at the eastern and western ends of Melbourne Street. With a 40km/h speed limit at and on approaches to the crossings, safer pedestrian crossing points will be established as bookends to the precinct.

Construction of the wombat crossings is planned for 2026 and will be delivered during the concept and detailed design stages of the broader revitalisation project.

Indicative Project Timeline

The figure below outlines the project timeline, highlighting the current consultation phase.



How do I provide my feedback?

Take our survey

Scan the QR Code to view the concept plan and take our online survey.



Visit us at a pop-up session

Come and meet the project team, view the streetscape concept plan and ask questions at one of our pop-up events.

When: Friday, 13 March
12.00 - 2.00pm

Saturday, 14 March
9.00 - 11.00am

Where: Corner Jerningham & Melbourne Streets
Outside TerryWhite Chemmart,
North Adelaide

How will my feedback be used?

We are committed to working with stakeholders and the community on the future of Melbourne Street.

Your feedback will help refine the streetscape concept design and inform the next phases of design and construction, alongside the need to balance technical and budget considerations.

Written Submissions

All written submissions must be received by 5.00pm on Wednesday 25 March 2026 and should be addressed to:

Community Consultation
Melbourne Street Revitalisation Project
GPO Box 2252, Adelaide SA 5001

Find out more

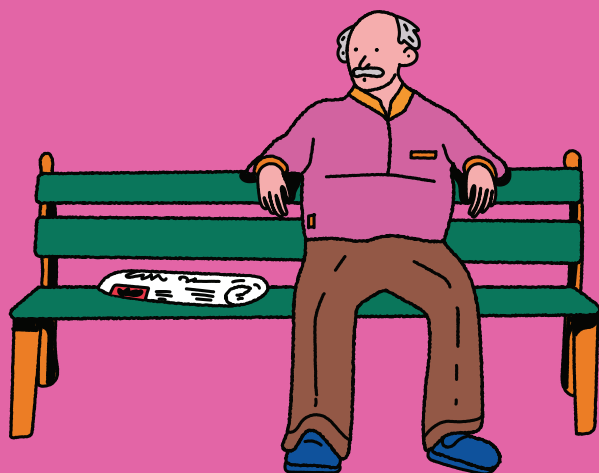
Got questions or need more information?

Visit
ouradelaide.sa.gov.au/melbourne-street

Email
feedback@melbournestreetupgrade.com.au

Call
1300 848 423

**Consultation closes at 11.59pm
Wednesday 25 March 2026**



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Concept Design Consultation

Help shape the future of Melbourne Street

You are invited to learn more about the revitalisation of Melbourne Street and provide feedback on the proposed concept design.

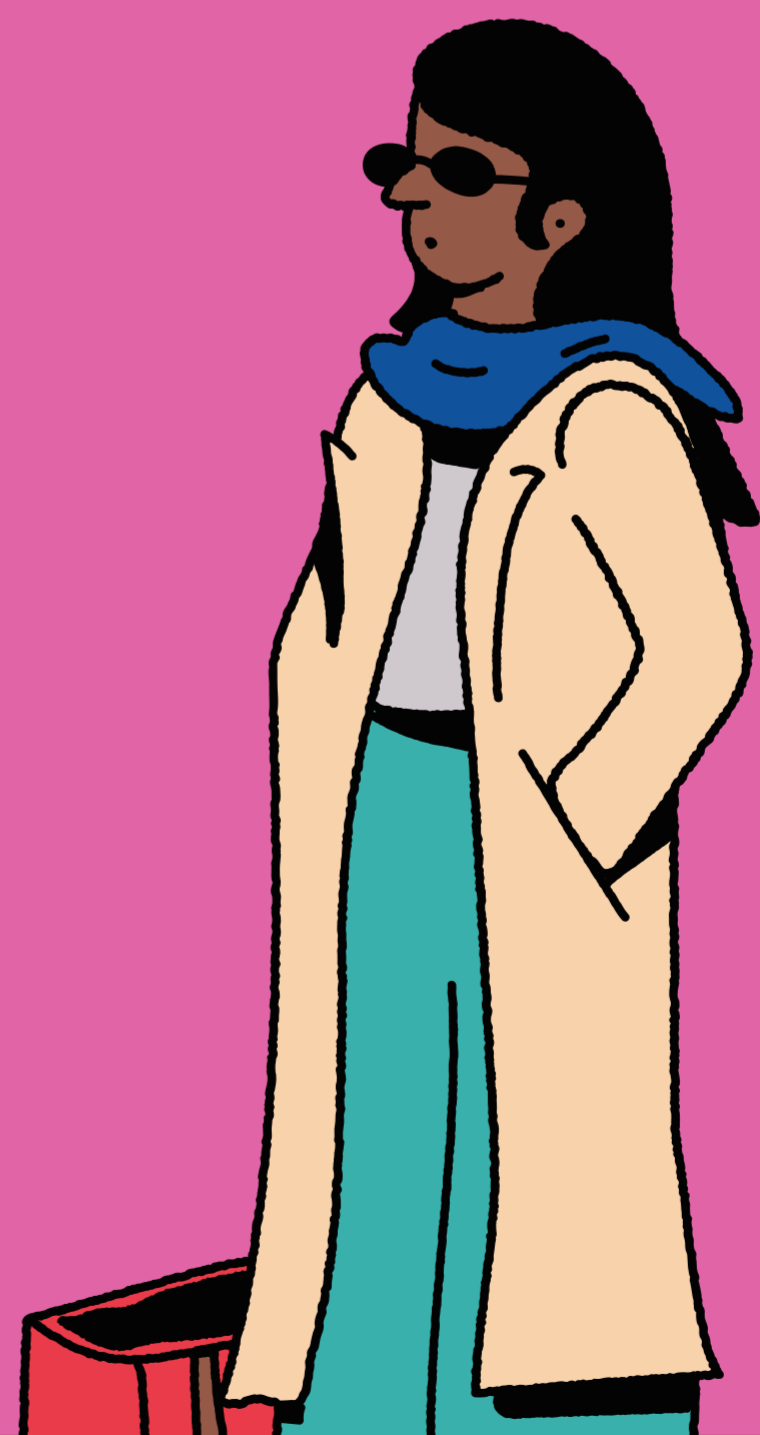
Visit us at a pop-up session

- Friday, 13 March, 12-2pm
- Saturday, 14 March, 9-11am

Corner Jerningham & Melbourne Streets
(Outside TerryWhite Chemmart)

Share your feedback by
11.59pm, Wednesday 25 March 2026

Scan the QR or visit
ouradelaide.sa.gov.au/melbourne-street



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Tell us what you think.

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Appendix B

Letterbox catchment area













Appendix C

Social Media metrics

Content performance

1 filter Missing Data

DATE ↓	POSTS		IMPRESSION	REACH	ENGAGEMENT	ENGAGEMENT	REACTIONS	COMMENTS
-	10		89,85K	56,73K	604	0,67%	477	28
23 Mar 4:36 PM		🚧 Last chance to have your sa... 📍 City of Adelaide 📍 Melbourne Street Revita...	2,15K	1,48K	3	0,14%	3	0
12 Mar 3:00 PM		🚧 Have your say on the future... @ City of Adelaide 📍 Melbourne Street Revita...	12,58K	7,39K	96	0,76%	66	2
12 Mar 3:00 PM		🚧 Have your say on the future... 📍 City of Adelaide 📍 Melbourne Street Revita...	6,22K	4,47K	29	0,47%	21	5
25 Feb 12:00 PM		Community consultation has of... @ City of Adelaide 📍 Melbourne Street Revita...	13,39K	8,02K	103	0,77%	77	6
25 Feb 12:00 PM		Community consultation has of... 📍 City of Adelaide 📍 Melbourne Street Revita...	12,87K	7,44K	51	0,4%	31	7
12 Feb 3:54 PM		🚧 Changes are coming to Mel... 📍 City of Adelaide 📍 Melbourne Street Revita...	17,64K	11,82K	105	0,6%	92	4
12 Feb 3:52 PM		Melbourne Street Revitalisation... 📍 City of Adelaide 📍 Melbourne Street Revita...	3,97K	2,76K	44	1,11%	42	2
12 Feb 3:50 PM		🚧 Changes are coming to Mel... @ City of Adelaide 📍 Melbourne Street Revita...	10,8K	6,51K	113	1,05%	91	0
22 Dec 2 5:19 PM		Community consultation will st... 📍 City of Adelaide 📍 Melbourne Street Revita...	2,61K	1,8K	28	1,07%	28	0
22 Dec 2 5:18 PM		Community consultation will st... 📍 City of Adelaide 📍 Melbourne Street Revita...	7,62K	5,05K	32	0,42%	26	2

Appendix D

Survey verbatim comments

What would encourage you to visit Melbourne Street more often or stay longer?

- Traffic able to pass through quicker and not be a bottleneck
- Better bike access from Linear Park, better cycle facilities (lane and racks)
- More parking
- nothing would
- Better cycling access. 30kmh would be fantastic for me to visit, as I don't drive. Continuous footpaths would also be good.
- more parking
- Please plant trees and water them
- Safe cycling!
- bicycle lanes along the street
- Historic buildings walking tours highlighting preserved buildings
- Safe and easy bike access by way of clear, wide bike lanes
- Improved bicycle access
- Safe cycling/bike lane and MORE bike racks - add what you think you need and then double it and it will be about right. There is never enough room to park your bike but empty carparks - insanity!
- Less street parking
- Slower traffic flow along Melbourne Street. Cars speed along with little regard to the 50 speed limit
- more car parks, much more
- Pedestrianised road would be nice or as close as you can get it
- Dedicated cycle path
- The street would benefit from stronger heritage consistency.

Overall, how supportive are you of the proposed concept design for Melbourne Street?

- I like the 30kmh vibe you are trying to create, wider footpaths and the increased shading.
- not enough car parking for working people and visitors in the area!! Especially during event / football at the oval

- Speeds limit is ridiculous and does not need to be changed and we do now want our road to look like King William road with wider footpath and harder parking
- I agree many good ideas, disagree with some, and missing some.
- Firstly the removal of bus stops #3 (both sides). I am elderly & use these regularly - NO!! Removing those stops is unacceptable. And for 2 carparks! Ridiculous. Restrictions at Jerningham, activity zones, bike lanes, new pavers - all totally unnecessary.
- Please ensure bus stops have shaded seating areas.
- I've loved Melb St for years but it's turned into a car thoroughfare. This tries to turn it into a people place. I'd hope more outdoor dining follows, often want to go there but there aren't many choices.
- I don't know enough about the project, or its history, or if designers looked at what works in other cities, budgeting and source of funding.
- Melbourne Street looks tatty and uncared for. This plan should make it feel cared for and purposeful.
- Some good elements but changes to car parking is diabolical
- Melb st has 127 parks, proposing to remove 41 parks in a 200m congested location of the road will have a crippling impact to long standing businesses. surrounding parking not available due no depth of residential parking, due to surrounding parklands
- You are removing far too many carpark spaces this pushing additional cars onto a tiny one way street that is Sussex Street, residents can't get a carpark in their own street now as it. Please make Sussex st residential only. Allow people to park on Stanley
- Response is really 'somewhat unsupportive but there was no option for that. Carparking is an issue and we'd be losing spaces, need more retail/dining. Footpaths don't need widening. Footpath carparks are no good. 30km per hour speed limit not necessary
- Parking is already an issue and has been for many years. This proposal will reduce the number of parks. They need to do something about parking.
- Are current multi level apartment approvals on the street in line with "human scale density???"
- It's another not super exciting revitalisation. Just more of the same without anything bold or innovative
- 30 kms speed limit is ridiculous for a major thorough fair especially all the buses, will reslly clog up the system
- Prioritisation of cars and car parking - the speed limit is good as are the wombat crossings but it's not much.
- I completely align with you in regard to the reduced speed, quieter traffic and better use of the pedestrian area(s) but am a little concerned given I have to drive and park , people like me still need good carparking access
- the merging of bus stop 3 and 3A is good; the 2 wombat crossings are good to implement

- It's a wasted street at present largely due to considerable lack of parking. If I am meeting friends in Melbourne St they find it very hard to find a park. It looks like there will be even less if footpaths are widened & bicycle lanes are added
- The concept is good but i have concerns with some elements, especially the placement of outdoor dining.
- I support slower speeds
- It's a total waste of money
- It is not clear if there would be any reduction in street parking which I would be against. I often just pop in or come for a coffee chat with friends and don't want to have problems finding a park.
- It is a street design that is not solely focused on motorised traffic. It caters quite well for active transport, and for the amenity of people spending time on Melbourne St. Bike lanes west of Jerningham St would be an improvement though.
- Raised wombat crossing should be the council's default pedestrian crossing standard. It forces the cars to slow down and makes pedestrian crossing much safer, unlike the crossing on Gouger St at the markets which is the most unsafe crossing in the city
- I think there should be a 30km/h speed limit and a fully separated bike lane
- I strongly support the proposed changes.
- Some good improvement.
- Any change like this is good, but it doesn't go far enough. Pedestrianise the street and start attracting people. 30km/h is good though if you have cars.
- I like the expanded footpaths.
- Too many unexpected results out of the plan
- Sensible and creative ideas that meet the needs of a wide range of residents and visitors.
- I would like to add that the flexi parking on the northern side of Melbourne Street is not necessary because the footpath is wide enough to accommodate seating & pedestrians. Greater benefit to traders for car parks to be maximised- not reduced.
- I would like to see an increase in outdoor dining, venue licensing and overall promotion of food and beverage along Melbourne St.
- I detest wombat crossings
- Not too fussed.. as long as we have the same or more parking, and ideally not 30km!! That's sooo slow
- Excellent step to evolve Melbourne St to be a diverse, local main street. Support the concept. 2 comments. Pay very close attention to the risk of cars rat running through Sussex and Stanley Streets when complete. Reduce bus numbers on Melb St

- I find the fast and volume of traffic problematic both as a commuter and visitor. It also a great street that seems to be under serviced only offering a narrow range of offerings the vision presented would promote business activation. Bike path is a must
- There are aspects of the design improvements that do not improve the environment in the long term. Planter boxes - Plants die and add cost to maintain. More trees needed. NO Wombat x'ing - its a Main Street.
- More lively street
- The excessive parking provides no benefit and compromises amenity. Parking should be limited to loading zones and disabled parking only to maximise space for pedestrians.
- Today in conversation with Council staff got the impression they were focusing on attracting more pedestrians. While this is great I would like the focus on giving Melbourne Street a "point of difference" that is why come to Melbourne St ?
- Melbourne Street doesn't compare to lively streets across Europe where people are out every night. I live here and want that same energy, but the strip is dull and cluttered. The revamp is needed to create a street worth walking out the door for.
- Encourages better dining options on Melbourne St
- I live on Melbourne Street and believe that the East End Strip has massive potential to be an incredible social hub and changing the layout of the footpath to be wider allowing for more outdoor dining will help motivate that.
- Melbourne Street needs a facelift, businesses are failing so councils and landlords need to find away to help them thrive and survive!! We love where we live and our little village community but sometimes it feels dead.
- Very happy about reducing speed to 30kph. Would like No smoking — including shells bars on the street
- The concept appears to support revitalisation with a emphasis on pedestrian safety and experience. The reduction in speed limit is welcome. The lack of bike lanes is disappointing. Council should consider the merits of a dedicated bikeway or sharrows
- Slowing traffic and making it more pedestrian friendly, particularly with young children will make it safer and more enjoyable. Greening the street is important.
- There should be bicycle lanes along the street. While the existing ones have been removed. They could be informal edge line that narrow the carriageway width. Diagonal chevrons could create a buffer in this area, include sharrows, giving users options.
- Do not reduce speed to 30km as will increase frustration of drivers as Melbourne st is a THOUGHFAIR AND WILL KILL THE BUSINESS AS DID THE RING ROUTE WHEN ESTABLISHMENT as all streets are one way, no through and dead end already, limit outdoor dining
- improves most amenities, pedestrian access, calms the traffic and improves the look and feel of the area.

- Just visiting ! But charmed !
- It's a nice area with a lot of unlocked potential
- Melbourne St needs passing traffic if it's going to get back to the vibrant street it was 40 years ago. Reducing the speed limit is going to make commuters divert around it. Reducing the speed limit on King William Road has not worked
- I like that the design will make for a safer, more friendly street, with more room for people (dining, walking, socialising)
- Why do the bike lanes that enter Melbourne Street suddenly disappear? Other than this, it is a reasonable plan.
- Making the plans more bike friendly would increase visitation by bike e.g. for coffee, increasing business for F&B traders in the area, reducing parking woes and creating a cleaner environment.
- It's disappointing to see the bike lanes being removed. A similar design is used at West Hindley Street and it doesn't work. Cars aggressively drive close to bikes. This will be more of an issue on Melbourne Street as it is a main thoroughfare for cars.
- I would love for Melbourne St to become more like King William Rd in Hyde Park. The changes there in the past few years have been amazing, and I'd love to see similar on Melbourne St
- All looks good - really important to boost carparking, not decrease it like other strips
- Absolute measly bike lane. ACC goes on about active transport and yet does this. Make it make sense. Every urban design study shows the benefits of pedestrianisation. Yet you listen to a few angry businesses who would benefit from dedicated bike lanes.
- Overall there are some good changes to make Melbourne St a more pleasant and inviting place, but I feel council could be more ambitious as some things could be done better.
- I like the pedestrian crossings and 30km/hr. These signal that Melbourne St is a DESTINATION, not a thoroughfare. There should be more of the flexible outdoor dining/parking zones.
- The street is dated and not aesthetically cohesive. I would love to see a cosmopolitan street with diverse offerings for retail and dining. I would like to see a high end approach to the materiality of the concept eg cobblestones, elegant plants etc
- Melb Str is currently outdated and needs to become more modern/vibrant
- I think it's long overdue. It used to be a vibrant restaurant and cafe strip and now it's a ghost town
- less concrete pls
- The proposed changes to traffic on Melbourne St will make the area less noisy and calmer, and it makes cycling and walking safer. Wider footpaths and better use of space are also welcome.
- Would be more supportive if the cycling infrastructure was more evident rather than just paint on the road

- The project looks absolutely amazing — well done to everyone involved. Great effort from the whole team, you should be proud!
- There is too much space given to possible car parking on the main street. A bus stop is being removed to add is a couple extra carparks. Car parking is a waste of valuable public space for private storage.
- The concept for the street feels so cozy and nice! I'd love to have a seat under the shade to read my book. Thank you!
- Hoping car parking isn't compromised. Another car park needed if street parking is reduced. Improvements in buildings (incentives) as some looking shabby.
- The cycling line marking design looks sensible and will greatly add to safety. The wombat crossings look well placed, although more pedestrian priority crossings are needed.
- Overall concept plan is good. Speed reduction seems unnecessary & excessive
- The proposed design doesn't seem to prioritise public or active transport.
- I love that more greenery is being added. I think additional lighting at night while unnecessary is fine provided it is all warm toned.
- Traffic needs to be slower, reduce speed limit, feel unsafe as a cyclist
- Supportive of some aspects, unsupportive of others.
- It's not clear if Bus stop 4 will be retained and no indication on checking 24/7 lower speed limits. Melb St is currently a super speed zone and Sussex St [my residence] will take its place during construction.
- I like the pedestrian humps, the outdoor dining and the trees
- Pedestrian focus is how most major cities around the world have successful streets with shopping and dining, maybe need less on street parking
- I think you are wasting money as all the businesspeople I talk to comment on the lack of foot traffic and that's because of the lack of parking spaces
- The street will be safer and more pleasant to walk and cycle along and visit restaurants and shops
- Some parts are very good like the 30kph, other parts I have concerns around noise for residents especially as it relates to outdoor dining permits and amplified music
- Some great elements. A bit concerned about the impact on cycling. I would like to cycle around north Adelaide but will not without safe bike lanes.
- What it adds I really like and agree with (raised pedestrian crossing, trees, etc.). But I feel it still has far too many shortcomings to really make this a place I'd actually go and spend time in (e.g. actually safe cycling infrastructure)
- I don't support the 30km speed limit, it's much too slow and too many carpark losses in plan will impact accessibility of business, push cars to residential streets, increase walking distances to Melbourne St for elderly

- This seems like a sensible, balanced and attractive proposal. I strongly support the reduced speed limit, the extra crossings and the increased lighting and tree plantings. This will improve safety, as well as being prettier and more sustainable.
- The speed of the cars is reduced to make it safer
- Its clear and future directed but would love to see fewer parking
- I am happy about the proposed traffic controls, both speed and crossings
- Love to see the Street come alive again 😊
- It has not provided enough safety and emmenity for people and is similar to the current design that prioritises private car vehicles
- Good minor improvements to make the street nicer and to encourage more outdoor dining and shopping, nothing ground breaking but a good step for the strip.
- I support the upgrade, but stronger design guidance is needed so buildings reflect North Adelaide's heritage character and restore the street's appeal.

Flexible kerbside spaces

- Dislike the parking on King William Rd. Worry that this will make patrons go elsewhere.
- it will provide more opportunities to maximise the value of space
- FLEXIBLE? still not enough car park
- Not necessary
- Parking is necessary to allow local businesses to get customers. With the v.high rental rates here it's tough enough for them. Prospect Rd is as vibrant as they come (lower rents) - they haven't resorted to restricting traffic flow by widening footpaths.
- I appreciate the flexibility and I hope it is utilised instead of defaulting to parking only
- Good for markets but not there all the time. They're a bit big in places - want bike lanes and bike parking.
- Alfresco dining activates a space. People like to see others having a good time. Problems with protection from weather, traffic noise, smell, exhaust heat during peak hour), keeping space clean (it can be very dusty and dirty on the streets here)
- Reducing street parking will make it difficult for people to visit my business. This has been the experience at King William Road, Hyde Park. If there isn't easy parking, people will not come.
- Parking is already limited and taking more parking away deters potential customers as they find it too difficult to park. This hybrid space system is harder to reverse park in for drivers and clearly hasn't worked on King William Rd.

- if people cannot see parks on the street they will pass through and go to the CBD as the street is a thoroughfare from the north to the city. how does a business thrive when customers have no where to park eg with ease/convenient.
- The idea is good but will never be put into practice, they will just remain up and not allow for parking pushing cars on to small side streets
- Too difficult to park in
- Parking will be an issue
- Providing more places to sit or hold activations is very positive
- Don't take away car parking that is why people shop in Melbourne st. 30 kms spread limit is absolutely ridiculous being this is a major thoroughfare for all the buses from the cut and machines in general, it will definitely create a real blockage
- These are used in Pitt St and Bentham St and in reality are carparks and make the area unsafe for pedestrians and other users.
- I guess I would like (as the above answer states) more information. For example, how often would you turn a table and chairs scenario into a parking bay, random or set day and time rotation, etc
- it is more efficient use of space for different use at different days of the week and times of day
- Still need more parking... perhaps a parking station as the carpark across from the Lion is being turned into apartments
- Kerbside outdoor dining places diners alongside traffic increasing danger to diners. Wait staff have to cross footpaths carrying food and drinks in order to provide table service exposing them to risk from cyclists, scooters and other mobility devices.
- Outdoor dining is nice, especially if traffic is slower
- why would you?
- It still looks like a reduction in street parking. What is the point in providing more outdoor seating if it results in less parking and so is a disincentive for people like me to visit?
- Because it considers that areas don't have to be one thing or another. They can multitask.
- Gives the shop front a choice
- This will bring the street alive. These sorts of treatments have been shown to work elsewhere. Prospect Road is a perfect example. Plus, people want to enjoy their city this way
- Permanent parking removal would be better.
- Just make it permanent outdoor use, no parking.
- I like the expansion but it could be 100% for dining and activations. The parking is not needed.
- I am assuming it is like King William Road Hyde Park. If so that mode of parking is terrible. I avoid them and I do not know of one person who lives or works in that area who is in favour of them.

- If it enhances the quality and viability of restaurants it is good, but given what restaurants exist currently, very few warrant outdoor dining as they are mostly cafes or coffee shops.
- I prefer that no cars can park on Melbourne Street!
- Reducing car parking without offering parking elsewhere to accommodate is detrimental to business in the street.
- Additional outdoor dining is crucial to the success of the hospitality businesses and the overall sense of community.
- Not enough parking already
- Interactive. Be wary of sloe angles so people can safely get out of cars when parked
- It is already hard to find a seat at times during the day and the footpaths become congested.
- More outdoor cafe's bring more people BUT car parking must the respond to Monroe people
- I am concerned that the process to close off an activity zone will be too lengthy. Council should either make the process simple, or eliminate the parking space
- Because I'm not sure
- I think it is working well on King William Road, Hyde Park.
- Similar to King William Rd Hyde park, then again because there are alot of backstreets around Melbourne St we could do without parking on Melbourne st
- Need this
- we still need some parking but allowing the local businesses (cafes, restaurants) the option to have street side dining is crucial in making the vibe of Melbourne street more welcoming and pleasant to spend time in.
- This will feel more inviting but needs to have shade for all weather conditions
- Those chairs and tables look crappy. Seating areas need protection from cars and traffic
- Just commit to permanent activity zones if you wish to truly support pedestrian access and improvement.
- If there are slower cars this would be good to increase capacity of places and to enjoy the outdoors.
- Because they increase the footpath width when not in use and allow businesses the opportunity to have outdoor dining.
- Need to limit out door dining to allow for pedestrians to walk on footpaths, need more parking spaces rather than dinners, allow only outdoor dining if space permits
- outdoor dining greatly improves the area's attractiveness
- I'm supportive in theory but I would never support Melbourne St being blocked off like Rundle St in the Fringe due to it been an important access route to WCH
- It's what Melbourne St need badly. Right now it's dark, closed in and generally uninviting.

- I would prefer dedicated outdoor dining which can't be removed in favour of car storage
- Reducing traffic and vehicle movements and therefore noise/air pollution would only boost amenity.
- Needs dedicated bike lanes
- These kerbside spaces are also on West Hindley Street. The spaces are not used by the businesses nearby and when cars attempt to park in them, they hold up traffic as they are a tight space to get into. We don't need so much parking on Melbourne Street.
- As long as this doesn't get rid of the bus stop area
- Vital to create an atmosphere, and also essential for visitors to be able to park near the business they are going to.
- Stop trying to appeal to a few businesses and listen to experts in design. Should prioritise pedestrians/dining all the time.
- Reclaiming space from cars for dining/events is always a big plus but these spaces should be permanently reclaimed for outdoor dining etc.
- Very good and work well in King William Rd Unley! But I think there should be more of these in the concept. Why not extend it to the entire eastern half of Melbourne St?
- It will enhance the street and increase my desire to spend more time shopping and socialising on the strip
- Melb Str has so much potential to become more lively
- too close to road, feels very vulnerable without separation
- Only if the flexible parking part is at certain hours i.e. early morning for deliveries (like in Europe)
- Better than carparking but far worse than no parking at all as once carparking is normalised drivers become entitled to their free private property storage space.
- Very nice!
- As mentioned earlier, if roadside carparks are removed, extra parking elsewhere required.
- It would be good if this was permanent public space, rather than being given up to car parking sometimes
- Seems reasonable though I don't understand how this works or who decides what is needed
- It should be a full-time space for people.
- I think it's so smart to have multi use spaces to maximise their utility.
- Will slow down regular traffic and cause accidents with unexpected and tricky parking actions. Such parks are not user friendly to drivers. Melb St is currently a speed zone.
- Want it to be permanent outdoor dining. Off street car parking preferred, major cities around the world, i.e. Japan do not let people park right out the front of a restaurant for example. Car parks are where people cannot see the car from the shops

- dining spaces are not the problem as businesses are leaving, people need parking spaces so they can make Melbourne street a destination...its currently only a route from north eastern suburbs to the city and back
- This is a good transition approach. But I'd prefer no on street parking.
- Deends on how much parking is lost
- If the choice is parking or flexkerbs, I strongly support flexkerbs. If the choice is footpath or flexkerbs, I'd vote for footpaths.
- I support more out door dining but it looks like most carparkns will not be available around the Jerningham intersection
- I like the balanced option that allows increased flexibility. As a resident of Stanley Street, I worry about increased visitors parking in the residential area instead.
- Good idea!
- Footpath usage
- I hope it brings life to the street
- More pedestrian space and narrowed road space will promote slower safer through traffic speeds and encourage more people to shop and spend time in Melbourne street.
- Make them always outdoor dining
- The bollards are a nice touch. If installed, consider using a heritage style

Reduced speed limits

- Slowing traffic will enable people to see what is available and possibly stop to visit businesses. Hopefully will reduce traffic noise. Make it safer for pedestrians.
- Nobody likes streets that are dominated by traffic. This should make traffic more quiet and make it easier to cross the road.
- this is one of the main street connecting city to the out skirt. what will it make any different if the speed limit is slowed down? no parking, still wont encourage people to stop in Melbourne Street
- This is absolutely ridiculous, Melbourne street flows well as it stands and reducing the speed limit would only further congestion at non peak times
- There is no problem with the existing speed limit. There are several bus lines on the street, so reduced speed limit will lenghten the time of the trip. Actually I can't imagine the idea of reduced speed limit comes from someone who lives here or nearby.
- That's crazy. Have you visited at peak hour?? There's enough of a bottleneck caused by that decades long lane occupation at WCH!!! Nearly all the strategies proposed in this concept design will make the Melbourne St bottleneck worse.

- This is a street not a road. Throughput shouldn't be a priority.
- Would go a long way to changing the character to a people place. Cars are so threatening on roads, it's like it's just another arterial ATM. Even Hobart has 30km/h.
- Encourages drivers to find another route (though the traffic on major arterials is surprisingly bad here)
- During the peak-hour times I travel, the speed is already about 30km/hr. I think people will just go around North Adelaide via side streets to avoid the slow crawl.
- To help with safety of pedestrians and enable people to slow down and see what is available to people on the street.
- But yet tiny Sussex Street which is a one way lane with residential parking is still 50, Sussex Street should have been reduced to 25 years ago. I have nearly been hit on many occasions trying to get children out of my car parked on the street.
- Supportive but make it 40km not 30
- The street is already used too much as a bypass from Dequetteville Tce and traffic is increasing. Slowing the speed would deterr thoroughfare traffic and allow a more human-centred main street.
- If you're serious about being a walkable city, then pedestrian-centric policy and development decisions need to be made (like lower speed limits)
- Excellent but I am not sure it will be adhered too without barriers to speeding
- If you are going to have more people walking, crossing the road, or sitting down outside for a "coffee & cake" it makes it more people friendly
- slower speeds are safer for walking and cycling and improves the amenity and reduces the noise at the outdoor dining areas
- Speed limit is irrelevant as traffic doesn't flow
- Slowing traffic increases congestion. It can always be argued that slowing traffic increases safety due to lower impact speeds but it increases frustration and reduces attentiveness.
- Safety and amenity
- I have no iintention of going there
- I think 40kph is slow enough.
- I am not a car driver, so it invites me to use Melbourne St. It also provides for a calmer area for people who are on the street dining or shopping, actually using the area rather than just passing through.
- Default speed should be 30 along this street and 40 across the rest of the city. It's safer for all
- Slower traffic means a safer, more pleasant environment for everyone. Melbourne Street is more than a traffic thoroughfare - it is a destination. Plus, journey times for motorists will not increase at all
- Reduced speed for inner city roads is a great safety initiative and will save lives.
- Speed reduction encourages people, and is safer. More of this please.

- It has no material impact on traffic flow and will improve comfort and safety for visitors.
- I believe the speed limit is going to be reduced to 30km/hr. Ridiculous ! Why not make it 40 like other areas. As a motorist there are too many speed limits to observe already.
- You will create a continual car park situation for Melbourne St and access to the CBD from the north is already limited. The new crossings should be able to do this speed control. And why is this being done?
- Safety, safety, safety
- friendlier for retail and more enjoyable for outdoor diners.
- I believe the current speed limit is appropriate and there are no current speeding issues
- It is slow enough already
- 30kmph is too slow
- Critical to developing local main street environment
- The whole project will fall apart without it the statistics speak for them self this has been effective in other city locations.
- The street is already slow. Too narrow and too many cars for speed. Traffic lights regulate numbers already.
- safer
- Speed should be further reduced, given the width of the road corridor drivers may naturally drive faster
- It's a main route, traffic should flow quickly
- Slower traffic so hopefully safer and a deterrent for people cutting through to and from work as is the case now. through
- Lower speeds are crucial for transforming Melbourne Street into a safer, calmer place where people actually want to walk, meet and spend time.
- In order for the East end strip to be a calm, welcoming but bustling area the patrons need to feel safe. and lowering the speed of vehicle traffic through that area helps reduce the tension and heightened energy that cars racing through street create.
- This will help make the street feel more like a village and be safer for crossing the road
- The speed of traffic, including buses and trucks is quite intimidating for us as an elderly couple
- It would be very rare to travel in excess of 30km/h consistently on Melbourne street given the traffic lights and current parking arrangements. A reduction in speed is logical and supports pedestrian and cyclist safety.
- Yes, as a mum of two young children this is important.
- Reducing the speed makes it safer for everyone in the street and reduces noise.

- No need to reduce speed as already 50km and wombat crossing and traffic lights will sole traffic, my concern is if you steer traffic away from Melbourne street will suffer and loses life and business need to rely and own promotion and not rely on street
- very important - there has been an increase in drivers racing down the street late at night
- A 40km/h zone in a short section a better compromise as this road will otherwise become a nightmare in peak hour due to reduced flow and traffic will only divert itself though Finniss St, Bundeys Road and Stanley St. Something similar Magill better
- Melbourne St functions more as a corridor and less of a North Adelaide access road. Through-traffic gives the street visibility and exposure to the business and lifestyle there. The street needs MORE through traffic, not LESS.
- This is a key reason why Melbourne St is currently uninviting. Loud, fast traffic makes the road uncomfortable and discourages outdoor dining
- Sorely needed - help reduce this as a thoroughfare.
- Safer for pedestrians and cyclists
- We need to encourage more active transport and make it easier and safer for pedestrians to get around Melbourne Street.
- If Melbourne St wants to increase pedestrian shoppers and diners then the speed limit should be lowered to 40 km per hour
- I think 50 is fine
- This is an excellent change that should be applied to all of the CBD and North Adelaide. There is no reason that cars (especially when they are getting larger) should be travelling at high speeds through the city centre.
- Great idea. Will make it safer for everyone and a more pleasant atmosphere.
- It will improve safety
- Think it's ok currently
- It's already congested so this will create phantom traffic jams
- i hate cars
- The intersection of Melbourne & Jerningham Streets can be a bit dangerous to cross as a pedestrian or cyclist, particularly during peak hour. Lower speed limits would help make it less dangerous.
- Anything to get motorists to slow down. Would love to see this enforced
- Great spaces need to be great for people not for cars. People patronise businesses not cars.
- We need to feel safe to enjoy the life.

- Melbourne St is a bit of a thoroughfare so reducing limits will hopefully reduce traffic flow as there are other ways to get from A to B aside from Melbourne St. However, am concerned that it may then increase traffic through Finniss Street
- This creates a nicer, quieter and safer space for those using the shops and services along Melbourne Street.
- 30 is too low & will divert traffic to other roads (Stanley st)
- 25 would be an appropriate speed for a shared street as shown in the proposal.
- I don't think it's necessary but I don't think it's a bad thing given that typically I end up driving around the 30 mark when passing through anyway. It will help avoid unpredictability fast cars.
- No indication of speed checks. Melb St is a speed zone and akin to a major highway to and from Adelaide. I'm worried that drivers will deviate and speed along Sussex St, my residence area as they do when Melb St is under construction
- Increase in pedestrian friendly design, trees and outdoor lighting and dining
- Incentivised public or active transport
- there is no reason to reduce the speed limits as there are very few incidents/accidents now. Most vehicles are driving quite slowly in any case
- Hoon driving is a big issue on melbourne street. For real impact, it must be backed by enforcement such as fixed speed cameras, so speeding is actually deterred. Be worth messaging NSW to see if their hoon cameras were effective.
- This is critical to feel safe and comfortable on the street. This will make a huge difference and make me far more likely to spend time here.
- Lots of walkers, kids etc
- If Melbourne Street wants to be a nice place to visit and spend time, it has to be quieter and have lower speed limits.
- It's over the top. There is NOT a speed issue on Melbourne Street currently. No need to change to this impractically low speed.
- This improves safety and may re-direct people using the street as an unnecessary thoroughfare.
- This is very important!! Great work
- Safer, and would encourage more people to walk and shop
- Cyclist and pedestrian protection
- I lie in bed at night hearing people go at high speed down the road.
- Will bring more people to the street, families

- To create a safe design that acknowledges human drivers can and do have lapses in concentration, slower speeds mitigate serious injuries and deaths to pedestrians, especially children. It also encourages more active transport use for local trips.
- It's Melbourne street, one of the few very short stretches of pedestrian forward streets in the city, it should be a destination not a highway, capacity and travel speed is not constrained by the speed anyway, it won't change the average travel times.
- Used as a common thoroughfare but no incentive to stay as no quality establishments. Streets are narrow and not an appealing place to be.

Bus stop consolidation

- Seems sensible.
- Bus stops do not have to be as frequent as they are. Take up space and add noise.
- no comments
- The change has no advantage for the people. They will have to walk more.
- The current stops #3 are the stops I use regularly to go to and from the City. They are used for patients of Benson Radiology and the medical services at #226 also.
- I hope this will on average reduce walking distance to places of interest.
- I don't use the bus stop. It seems a lot to add in distance.
- the bus stops are important to the older demographic using the medical practices. Too far for less mobile to walk in the weather
- There is only a small difference in distance. Will not impact bus travellers significantly, will create street-side space and help the traffic to flow better.
- Seems fine
- There are currently too many bus stops outside of main shopping/dining area and too close together.
- There's no 'unsupportive' option here... this is dumb, there doesn't need to be more on-street parking
- What will happen without bus stop 3 we quite often used this for medical appointments
- I regularly travel by bus through the area and there are many bus users which need to access medical services and the extra distance makes that less easy.
- I vary rarely use the bus, this has little to no impact on me
- it improves the bus service with one less stop for passengers to wait at; it allows for more length of the kerbside space to be use for other purposes
- I don't use public transport to access the area
- Lots of older people use this area and shouldn't be made to walk too far
- I have no intention of going there

- I do not use the bus.
- I don't use the bus stops and probably won't in future. I have no view on it.
- Being closer to business is better for bus passengers and brings added social safety
- Reducing public transport options for the sake of a couple of car parks is ridiculous and retrograde
- I don't use the bus.
- Good idea as the one opposite the Lion is in a bad space.
- It makes sense and requires only a few extra steps!
- makes sense
- Less traffic holdups
- Extra parking is good
- Should reduce bus numbers on Melbourne st
- Does not impact me
- Bus stop should be retained. There is plenty of parking, and public transport should be prioritised
- I don't use the bus
- Further for me but ok especially if you have the wombat crossing by McDonalds House
- support combining bus stops 3 and 3a. It frees up more on-street parking and creates wider, safer footpaths for pedestrians, which will make the street more accessible and inviting.
- It doesn't really affect me but I see how this can be a good change via increased efficiency of the buses stopping less. I can also see how this could be a negative in a very niche way where old or physically compromised people may have to walk further.
- I don't use this stop so I can't really comment
- I think bus stops near the PO and Lion were good
- I don't use this bus route, but it appears to make sense.
- The stops look good.
- Increasing access for public transport is always beneficial and shouldn't be removed if it is intended to increase car parking.
- Many busses travel down Melbourne street
- I don't use bus stop 3 very often so doesn't affect me
- Don't mind either way, current bus stops are fine but as long as the number along stays the same I don't think it matters that much to bus users
- I don't use public transport

- Removing a bus stop in favour of a couple of car parks seems counterproductive, but I agree with the consolidation
- This will help deliver visitors into the heart.
- The location of the bus stop doesn't really matter as long as there is a proper sheltered bus stop for people to wait safely, protected from the weather
- We should be supporting more public transportation use. Not removing bus stops for more car parking.
- There are lots of elderly people in North Adelaide who need the number of bus stops we have
- Need buses, but there may be one or 2 too many that would be better for car parking.
- "Very unsupportive" is a bit strong here as I realise the changes here are somewhat negligible. However I don't agree with increasing the amount of car parks. We need to be encouraging people to use PT as much as possible, not mostly single-occupant cars
- I do not catch the bus to Melbourne St.
- I don't take public transport and have no personal views on this
- Not sure
- Looks like it will support better traffic flow and safety
- I don't catch the bus
- It makes it slightly less convenient for me to catch the bus (currently from Stop 3A), but I understand the need to move it.
- Whilst ADL doesn't have all electric buses centralise the pollution
- it is a poor choice to move the bus stop further from your development zone
- Don't impact too much on walking time, but will be better as the traffic flow will be better without too many stops there.
- Makes complete sense
- I don't use these bus stops and can't comment
- The bus stops clutter the street scape and make it inconvenient to drive through. One is reasonable for such a short distance.
- Stop 3 is rarely used during my regular travel along Melbourne street.
- Makes no difference I use bus stop 2 and 3
- Making it more difficult for public transport does not promote not using your car
- I don't take the bus
- Doesn't impact me but seems logical.
- Doesn't affect me

- How much more of a walk does this create for bus riders? Is there any improvement?
- Seems fair enough
- I don't catch the bus regularly so I don't have an opinion.
- Sensible
- It makes sense
- I support removal so more parking can be reinstated as I am sure spaces will be lost with the wombat crossing
- We need better public and alternative active transportation options to discourage car use in the area.
- Good idea

Street trees and greening

- Greening is important visually and for temperature control. Creates a pleasant environment.
- nice
- Trees are so important for shade and counteracting the heat from the built environment. But please select trees wisely. Those "peppercorn" trees are so dangerous. When they fall, it's like walking on ball bearings.
- Generally very supportive of greenery, but it's often added badly. Maybe make tree guards also usable as bike parking thru signage?
- Thinking of the care needed to ensure they thrive. There are people that regularly come through and pull the plants out and throw them about. Maybe include cctv on the streets as these people are often aggressive, lashing out at others, unpredictable,
- It is so hot to walk down the street during summer, very little shade. Means I avoid going out for lunch when it is hot.
- cool the street, encourage wildlife, create more oxygen and absorb CO2
- current proposal shows loss of park to Jerningham St, which again decreases parking to existing traders.
- Why do we need to spend more money on new green zones, there are plenty of establish trees already on Melbourne street. This will just eat up more room for parking.
- Good idea but seems like this happens every couple of years and we get new planters and then different planters and then more planters. Also think the planters half way up the light poles are useless - too high and not the right plants
- Not if it reduces parking
- the more greenery , the better

- As long as they're not bloody London Plane trees
- Boring street
- I get despondent in hearing trees being cut down to make way for roads or other infrastructure, finally someone wants to put more in
- more trees and low shrubery will improve the amenity of the street and keep it cooler in summer
- Love greenery
- Trees = shade
- I have no intention of going there
- Any proposal to increase street trees has my support
- More trees are always good
- More tree cover is needed
- We cannot have enough trees. They do wonders for the local environment, including valuable cooling
- Trees are good
- It will help provide urban cooling.
- ON THE PROVISIO that whatever street greening is done is MAINTAINED by the council. You cannot rely on shop traders as sadly it does not appear to be a priority. The plantings all need to be the same ie consistent and must be watered and maintained.
- This is a good initiative if it is quality, consistent and maintained.
- This is a no brainer. How could anyone not support it!
- As long as plants are watered and maintained instead of letting them die and look worse than if you did nothing.
- I sunburn easily.
- As long as we don't lose parking
- The amenities of the street and aesthetic are all attached to the tree lined street adding to this will only make it all cohesive
- Greening Very good BUT do not install planter boxes. Who will maintain them - Council will pay a cost a huge cost to maintain them and they do amount and further crowd the footpath with dead plants...install more significant trees instead and provide water
- more trees and green
- Strongly support, however excessive car parking will limit the benefits and cause urban heating
- Get rid of the planter boxes, they look messy .plant advance trees
- North Adelaide is becoming hotter especially with the building of more apartments with their hard surfaces so established trees with canopies important as are new trees

- I support more trees and integrated greening, but the current planter boxes look messy and inconsistent. The plants don't match, the concrete bases are cracked and unsafe, and some trees still have broken fairy lights hanging off them. We need cohesive pl
- More trees and Greenery is always good. It helps increase the beauty of the area which makes the area a more pleasant are to spend time in.
- Trees and plants will help soften the streetscape, add shade and maybe lighting can be added in the trees once mature enough
- Great as long as they are maintained— don't like dead tree boxes
- The council must commit to urban greening.
- Yes, currently it is sparse and adding greenery will make it more shaded and enjoyable to sit outside.
- Helps to keep the street cool and more enjoyable to spend time.
- Greet if always appreciated
- great improvement
- Green always good but would insist on careful planning on junctions/corners. The existing planter boxes on the corner of E Pallant St and Melbourne St are disastrous & unsafe, obstructing drivers' view when they are trying to pull out of the side street
- The streetscaping is outdated and uninviting as is. It needs opening up.
- Increased greenery is needed, especially if this is the right choice.
- The greener the better
- There is very little shade on Melbourne Street. A number of trees have been removed recently and have not replaced.
- Greenery attracts diners
- Vital to keep the place green, attractive, and cooler.
- Awesome!
- It will enhance the beauty of the strip and provide much needed shade. Please be sure to plant the trees where benefit can be had when sitting along the strip.
- Yes needs more greenery
- It needs more greenery
- Quite unpleasant to walk down in the summer
- More tree canopy is badly needed, it's so hot with the sun reflecting on all that concrete
- green space makes places nicer to be in there is not enough of this in the plan
- Please, more trees in! Butterflies, birds, colour, flowers are all that Melbourne Street needs.
- Please consider the trees being planted! Non allergenic trees so no plane trees!

- Greening supports healthier air, better connection to the environment and cooler streets. It also buffers from cold winds in winter
- Additional greening is much needed
- This is essential to improving the look and feel of Melbourne street. There is a proven benefit to mental health and reducing summer temperatures.
- These are urgently required to provide a concerted approach to greening the street. Not adhoc as at present.
- I use bus stops 2 and 3.
- Greenery makes a street more beautiful
- more trees are always good, garden beds take up space and are not appreciated
- I seek out cool spaces in summer so anything to reduce temperatures is good.
- Use existing footpaths.
- More trees for birds and shade is great
- This is prettier, will reduce street temps and promotes sustainability and environmental friendliness.
- Cooling
- It helps create a warming and loving atmosphere
- Trees are good
- current trees are a mess
- Will improve the look of the street, far more inviting
- We need more tree canopy to keep pedestrian spaces cooler in warming climate conditions
- Everyone loves more greenery and is a clear improvement
- I support the proposed greenery, but encourage large, uniform trees that could form arches over the road to improve visual appeal and create a more cohesive streetscape.
- Desperately in need of this

Cycling treatments

- We should encourage safe cycling. Cycling may become more popular as petrol prices skyrocket. Reduced traffic speed could increase cycling safety and popularity
- Not that happy with the assumption that cyclists will be happy to share space with vehicles travelling 30kph. All the side streets should allow for counterflow cycling as a traffic calming measure. More bike parking.
- do this means, less off street parking?

- Look what a mess the bike lanes in Frome Rd have caused. Whoever came up with THAT stupid idea? Frome Rd from the High School to N.Tce had a shared bike lane on the v.wide East side footpath. Perfect! As they say 'if it ain't broke don't try to fit it'.
- Sharrows aren't great but hopefully low speed will make it safer for cyclists. Not confident that there is enough bike storage in this design
- Green boxes good. But markings only at intersections? Where are the bike lanes?! Especially connection at western end. And every one way street should have contraflow.
- cleaner than petrol and diesel vehicles.
- Cyclists need a fair go and greater ease of cycling
- Public consultation at Old Lion noted cyclists being directed to path on McKinnon Parade not clear in the concept design how this will work?
- I'm more in favour of bikes than cars though I find the changes on Frome Road far outweigh the advantages for cyclists over motorists. These changes have created a deadlock.
- road markings don't make it safer for cyclists.
- Will clog up the major thoroughfare of all the traffic from the city stop the flow and narrow the tartaric flow
- These will not promote safer cycling or multi-use transport, it's window dressing while you actually prioritise cars.
- This proposal has little to no relevance for me. Having said that, I do not see any real negative in it
- these measures improve space for cyclists; I am a regular daily cyclist and this is a good idea
- Makes sense
- Negative view of cyclists adherence to road rules. Their use of footpaths in lieu of provided road space negates improved marking.
- bike lane should be reintroduced in western half of Melbourne St where footpath widths will not be widened
- I have no intention of going there
- As a non-driver, this makes it more likely that I will use Melbourne St. More bike parking is needed though, as cyclists need parking just like motorists do. Contraflow on the one way streets near Melbourne St would also be good.
- Not as good as a physical barrier, but it's a start
- There should be a fully separated bike path
- More and more people are using the bicycle as every day transport, especially with more e-bikes being available. It should be made as safe as possible

- Still on road non separated cycle lanes. Also not sure that bike storage at these locations will be used so close to the CBD for multi-mode trips.
- Magic road paint to protect cyclists is the usual cheap and ineffective approach. Safe cycling and pedestrianisation attracts people to businesses, that's what the studies show.
- It's a busy and dangerous bike route as is. Improvements are desperately needed.
- There are many avenues for cyclists already like Lefevre Terrace for example. I oppose considering cyclists for that reason.
- Too much emphasis for cyclists already that don't exist! Rarely see a bike on a bike rack in Melbourne St now!
- Anything to make PA more convenient and safe.
- Enough cycling chaos already.
- I ride through and up the street and it is not well organised. Anything allowing for more space and demarcating this would be appreciated
- Direct cyclists (i am one) onto other streets in parallel (stanley or MacKinnon Pde) Don't reduce the size of melbourne St more. Defiantly do not add any concrete edged lane (a hazard for cyclists pedals) and it would take valuable parking.
- dont cycle or bike
- While a bike lane is not necessary given the proposed speed limit. The excessive on-street parking will be a major hazard as drivers pull out into or "door" cyclists
- Melbourne st is not suitable for bikes ,Way to many cars , the street is too narrow and also has a lot of Ambulances
- Cycling a mixed blessing because of safety of all and space they occupy. Suggest they are encouraged to cycle on the perimeter of Melbourne St and bike stands /water stands located there
- I support the cycling improvements, but the bigger issue is scooters scattered across footpaths. Any new bike storage or markings should be paired with proper scooter parking near bus stops, traffic lights and pedestrian crossings to keep pathways safe
- these changes will help promote cycling hopefully leading to a reduction to motor traffic along Melbourne St
- Bikers need to feel safe
- Does this include all the scooters that are left all over the sidewalks — they are a nuisance
- I marked very supportive but would think the council can do more such as a considering a dedicated bikeway, painting bike sharrows (or a similar visibility measure) throughout Melbourne street and maximising access to bike parking outside shopfronts.
- I am too scared to ride my bike but if the streets are made safer this will encourage me.

- Yes active transport is how residents move about the city and any improvements should be encouraged and included.
- Not sure
- improving cycling accessibility and safety is vital
- North Adelaide is a great spot to link in to the city and always support changes that make cycling safer
- The current road is hostile to cycling, and dangerous to ride through. The speed limit change will make the biggest difference, but I'd like to see more safety improvements at the Mann Tce end
- Proper cycling lanes would be better, and would help to calm traffic and encourage better driver behaviour.
- No use having bike storage if there are no bike lanes for cyclists to have a safe way to get into north Adelaide. It's incredibly unsafe cycling next to cars who don't give second thought to hitting cyclists
- Road markings and a bike rack do not make for safer cycling. Removing the bike lanes will make cycling more dangerous.
- Cyclists are often their own worst enemies, and often disregards signage, and are abusive towards cars.
- Not good enough. Needs dedicated bike lanes for safety. This does not change anything
- While I'm very much in favour of improvements I find some changes highly questionable. Chiefly the complete lack of bike lanes (even with the speed limit reduction), and future proposed layout of the Jerningham St intersection bike lanes.
- Good, but the cycling provisions could go further. Please add bike parking along the length of the street for people to access businesses etc.
- Safety at all times.
- Stop investing in cyclists!!
- As a bicycle user, I tend to not use Melbourne St due to the poor bike lanes and busy traffic (instead taking Finnis St to get to Frome Rd). I strongly support any changes to improve conditions for cyclists..
- Need more bike parks near cafes. Need safer routes for bikes using and crossing Melbourne st
- It's not enough + bike storage near bus stops is impractical and not safe (particularly at night). We want bike racks accessible in all parts of the street so we don't have to park down one end and then walk the entire strip.
- Bike boxes are great but paint is not infrastructure. Sharrows are not a recommended treatment as they provide no safety to riders nor force any change of behaviour to drivers they are just a feel good paint symbol for planners
- Stanley st it's nicer and quieter for cycling. Melbourne there's bus route which is not good for cyclists. I think is better to have rest areas and seats and bike hoops to assist cyclist to stay at Melbourne st, not passing by.

- Very disappointed with the Frome Road changes. Supposedly improvements but it has caused major congestion in the area. As a result, I'm not sure how I feel about road markings for cyclists?
- The line markings look sensible and address many of the concerns I have in this area currently
- Good quality cycling infrastructure needs to be separated.
- Cyclists create very dangerous situations when they don't have suitable infrastructure.
- Safer cycling, generally, is a good idea. The changes to the Jerningham Rd intersection are going to cause chaos. Some days the southern side is already banked up past the roundabout, having a left turn only lane heading north will make it more congested.
- Good to assist cyclists but what about the current bikes for hire? Do such riders need to wear helmets and ride safely?
- Cyclists and buses integrated
- Increases active transport. Proven in Europe
- very few cyclists use this route as it is a busy thoroughfare for vehicles, waste of money
- This won't help me feel safe to cycle.
- But don't squeeze car lanes out!
- It's an improvement but I don't think this does nearly enough to make me feel comfortable on Melbourne Street. With a slower speed limit (e.g. 30) I'd be more supportive
- I am supportive in principle but don't regularly cycle.
- Not much to encourage families here. We will be sticking to the footpath annoying the pedestrians unfortunately
- Supporting different options to travel
- If all able bodied people cyclised instead of using cars, the world would be a better place
- I would not support making Jerningham Street single lane at the intersection by making a bike lane. The junction would be chaos, and from your plans it looks like that is proposed.
- Less emissions from cars
- No where near enough changes to encourage and improve safety for cycling and active transport. Families should feel safe cycling for transport, not just recreational cyclists.
- it's an important step seeing as you're not putting in a proper lane
- I am not supportive of introducing cycling treatments. Based on examples like Frome Road, such changes can detract from the streetscape and create visual clutter, though I understand it is ultimately the Council's decision.

What do you like about these existing art and design features?

- Create interest to stop and look. Create a unique streetscape.
- Sorry, didn't notice it enough to like anything in particular.
- i do not think this will actually attract people attentions and do nothing to the area. money spend for what?
- Enjoy the art and mannequins how they change with seasons and events
- Modern art. Plus some changes in every season and occasion
- OK, I guess. But do we really need more? Residents & business owners who live and work here get rather tired of this "new plants, paving and flags" that crops up each year. It's such a waste of ratepayer's money.
- Local identity
- I like how the mannequins change. But, they're on a big build out - surely bike rails could have fit behind them? The fork was designed as bike parking, but who remembers that?.
- They are lovely, adding colour, character, life and points of interest in the street.
- That it is quirky and unique. Adds interest and character. Makes me smile.
- I do not like any of these, mural on Apartments is depressing and not in keeping with the current times compared to other apartment murals around adelaide. Mannequins that hold flowers do not appeal to everyone. Ash Tree Memorial serves no purpose.
- They look cheap and nasty and are a waste of rate payers money
- Add character
- Artwork in the street is a sign of a caring, proud and civilised community.
- The old Arts school used to be in Stanley Street, I see any art in Melbourne street as a relationship / reference to the old school
- they are interesting and unique
- They make the street scape interesting
- Adds to interest
- They add interest to the street
- The mannequins are just ok right now with petunias in situ but when they are dressed up for occasions like the football they are an embarrassment. So no I don't like them
- Some are totally inept.....mannequins are very poor.....replace with year round properly maintained greenery.
- I like most public art.
- brings a creative feel to the street instead of making it 'bland'

- They provide interest to the street however I wouldn't suggest that more are required, what we have now is great.
- I appreciate the natural materials offerings more. My daughter really likes interacting with them.
- Complete waste of space and money. They do nothing to improve the ambiance of the street.
- different and colourful
- I don't like the bike art trail, this has generally resulted in non-functional bike parking
- Absolutely hate they , they in poor taste
- Really like the mannequins and the art work on some of the buildings
- The existing art and design features feel very random and not cohesive. The mannequin planters look tacky, the flowers have been pulled out, and the placement doesn't make sense. The street needs coordinated, well-maintained art that actually enhances the
- I like them
- Love the mannequins on Jerningham St — they are well watered and cared for. And the fork is iconic. Mural on the bottle shop wall, Majestic Hotel and especially the twin murals on the high rise near The Melbourne Hotel
- They add character and points of interest.
- They are unique to Melbourne street. Also the fork sculpture can be used as a bicycle rack.
- Need to maintain art work and refresh often
- makes the place a beautiful environment to live and enjoy, more art is needed
- Add to the character of the street
- The existing art is fine but should be extended to show the arts culture of North Adelaide
- They are a small nod to past local history.
- They feel a bit dated and could use a clean
- They aren't amazing but I do like them as they are now part of the character and charm of Melbourne Street. I do wonder about the expense of maintaining the mannequins.
- They are fine. More greenery would be a higher priority than this
- Good fun - interesting !
- Love them, needs more!
- The fork is amusing!
- They add personality and character to the street however I would like to see stronger works at a larger scale at key locations.
- Again it needs more vibrancy

- fork makes me giggle, flowers make the street more pleasant
- MUrals are colourful and cheerful, as are the flowers
- It's not really representative of present day residents.
- I took so many photos along all year round! So nice!
- I like the murals but not fond of the others. They look tacky. As do the planter boxes that all vary and plants dying. Also find there is inconsistency with current art/design features that look haphazard. A more classy and unified streetscape is desired.
- I dont think the current street art stands out at all. The mannequins blend into the background and don't add anything to the intersection. Bolder and brighter street art would be nice. I like the facade of UR Caffè
- I don't like the mannequins but others are good
- I like the flower basket dress things, they're quite whimsical. Very Melbourne St.
- The mannequins.
- Aesthetically pleasing
- They improve the street look and feel
- They are unique.
- Love the mannequins and their seasonality. They are fun!
- It adds identity and colour to the street. Kids love seeing the mannequins change for events and seasons.
- They provide some focal points and whimsy that are unique to the area.
- Good art is good bad art is cringe
- I dislike them intensely. They are not sophisticated in any way.
- Add interest and colour
- More murals and street art is welcomed
- that they exist, they are nice to look at and help establish what the street is for.

What do you think could improve art and design featured in Melbourne Street?

- Nothing
- Unsure. I'm not the artistic type.
- Your approach sounds good.
- More of it
- Giving preference to local artists, encouraging active and changing art spaces (e.g. dedicated graffiti art walls)

- Make it more modern and creative so that younger people are engaged
- I like art im just not good at noticing it more art and more greenery and maybe even some plant based art like gardens
- Put art anywhere you think graffiti might show up, to prevent graffiti
- absolute waste of money; no-one appreciates it. they will not add to foot traffic and vibrancy
- Big fussed about that
- yes

Any other comments or suggestions?

- Planter boxes should remain and be consistent along the entire length of Melb St. Waste management and recycling needs to be considered. Light pole planter boxes are too high. Signage along full length of street should be upgraded to identify the district
- The sides streets don't look like continuous footpaths. Are they? If so they should look like them.
- Council should control the numbers of particular business in the area. should encourage more dining / bars where attract more people to the area, rather than medical or other offices only
- Changing speed limits and adapting parking to create other opportunities is not needed on this street. The street flows well and is only busy for 1-2 hours in AM and PM peak times otherwise flows well throughout the dayThe greenery and shade is important.
- What is missing mostly in Melbourne Street is a proper shop, like a small Coles or Woolworth.
- How about rent relief for businesses. That's what will "revitalise" the street. Not these "bread and circuses" ideas. Or re-route peak hour traffic - but that's just a dream as we're stuck with that unless a viaduct is built over R.Torrens to Hackney Rd!
- Traffic calming= pedestrian safety= improved cycling safety. Stupid square build outs - street sweepers go in curves. Combine poles with bike parking. Sad not to see continuous footpaths at side streets.
- CCTV in the street would be good as safety is hugely important. See previous comments - eg: accountability for poor behaviour of people who often sleep in tent in park near tennis courts. Aggressive, violent speech as they walk past families, elderly,
- Would be lovely to be able to sit on a street-side bench and eat lunch, watch the world go by. At the moment there is no way to linger once your food (or other errand) has been completed. Makes it a transactional street rather than a welcoming place.
- The loss of carparks cannot be traded for increased activity and revitalisation of the street, it is counter productive. Street traders are crying out for increased parking and your proposal is to ultimately remove carparks to try to increase growth.
- Please lower the speed limit on Sussex Street to 25 before someone is killed. Please also think about ratepayers living in the area and make Sussex Street residential only, we pay a fortune in taxes and can't even get a park in our own street.

- Look at Prospect Road and what they have done for a successful revitalisation
- "select up to three"... selects one.... "(I) This question must have 3 items... wow you've really stuffed up the mechanics of this survey.
- You should have continuous (raised) footpaths and cycle paths at all lanes along the street (act as speed bumps) and remove parking except for short terms for commercial vehicles. If you want to make the street more than a feed road to the city.
- No
- I support the two wombat crossings for the proposed locations. I look forward to using them as a pedestrian and cyclist. The north-south bicycle route in Jerningham Street is a good idea. Merging bus stops 3 and 3A is a good idea.
- New st off Melbourne st should be 1 way from south to north to stop the through traffic from Le Fevre Tce
- I have no intention of going there
- No
- It's a good start. Continuous footpaths across the side streets would be better. Make the cars go over the footpath rather than require people to go down to the asphalt level.
- I hope this goes ahead in accordance with the plan
- Cycling safety should be further improve with grade separated bike paths.
- Pedestrians are perfectly safe already, cyclists have many alternatives. My concerns are traffic flow especially at the Jerningham St intersection as i believe you intend widening the footpath there ? It is a very busy intersection.
- People I know use King William Rd Hyde Pk a lot and absolutely hate the parking spaces, bollards etc there. Prospect Rd is a better example. Also I feel for the traders whilst this is all happening. We do not want another Jetty Rd saga!
- None. The plans look great!
- More parking is required, especially if you are planning to remove parking spaces by way of businesses coming into the street because they are attracted by the use of the flexi parking space. Critical to not reduce parking without replacing it.
- To reiterate, providing support to hospitality venues by increasing outdoor dining and reconsidering strict licensing bounds, Melbourne St could become the centre for enjoying eating and drinking with friends, life's simple pleasure.
- No wombat
- Speak to your traffic engineers about how to prevent cars cutting thru Stanley and Sussex streets to avoid Melbourne St and can you deduce bus numbers. They are loud and pollute which is at conflict when trying to bring more Street activity

- This has been to long communing and with the new residential buildings mooted for the strip it is essential this happens sooner rather than later. GoodLuck Love the plans.
- The retail presence needs reinvigorating. Charging for pavement use for cafe's has killed several already - review your fees. Get rid of excess planters as they promote dead plants and do nothing to improve the area.
- To acheive the stated aims of the project, on-street parking must be minimised
- We need to encourage better business to the street
- Thanks for this. Benchmark for two vital precincts in Adelaide are King William Road Hyde Park and Rundle Street City. These two have great mix of wining and dining. Really grateful to David Roach Foundation. Currently its safe from developers hands
- More cohesive, European-inspired feel that puts people first, not traffic. A clear theme, better lighting, consistent planting, more outdoor seating outside of stores, music, solution to the scooters, free street wifi now that Nokia plans an Upgrade thate
- Do not let developments build ghastly towers, we need to keep the heritage feel. Stop knocking down beautiful old buildings, 3 should be the max on all sites!! Don't ruin the tourist appreciation of Eastern end Heritage Vista!!!!
- The business mix is not great currently. Two shisha bars is too much. Hope it doesn't degrade to sex and drugs strip at night.Thank goodness One Rundle Street brought some boutique vibes to the corner. Disappointing that restaurants have closed
- Do not let developers come in & build ghastly towering buildings of obscene heights. Maintain & enhance our unique heritage of Nth Adelaide - it draws tourists & is why we love Nth Adelaide. Their boundary buildings go against efforts to "greenify"!
- the linemarking should provide an edge line to narrow the carriageway width. It doesn't have to be marked as bicycle lanes. Allowing for an informal bicycle lane. Sharrows could be installed to the standard. This would give users options on what feels safe.
- N/A
- ThanksFor asking ! Gorgeous and charming
- I think prioritising pedestrians and slowing everything down on Melbourne St should wait until the WCH moves location. Doing it now will affect the current ease of access and be detrimental to patients when teams are called back in for emergencies
- There is a good open parking area on the south side of Melbourne St which not many people know about. Commuters might be more likely to stop and use the amenities if they knew there was easy parking. A sign with available park number would be great.
- I hope that the most important parts of this design survive the concept phase. The 30km/h limit and footpath expansions will make the biggest difference.
- Dedicated bike lane

- I'm not sure how the plans support "Greater public transport access" and "Improved cycling safety and connections" when they do the very opposite.
- King William Road in Hyde Park is a great example of what Melbourne St could become
- no, i think ive covered it!
- The footpaths really should be raised and 'continuous' over the minor side streets. This has been successfully adopted elsewhere and really makes the walking experience better.
- Encouraging small businesses to invest in the area. There seems to be a great deal of empty space along the retail strip. Is Renew Adelaide an option?
- Council should subsidise rents and encourage businssses to setup. Many restaurants have closed in 2025 and nothing is taking their place. O'Connell street is now busier
- Safer crossings on access route to Melbourne st. In particular crossing McKinnon parade between jerningham st and packer court. Crossing the road here can be very difficult at sunrise or sunset when the sun in right in your eyes - this makes it very dif
- Try again on the cycling infrastructure, what you have planned here is very poor/disappointing
- More Seats, please
- deprioritise cars with a future goal of pedestrianizing the area for greater human scale development
- Creating a more sophisticated approach to Melbourne St. Less traffic, good parking and more greenery. We need to encourage great retailers/cafes/restaurants to the area with better outdoor dining options.
- The plan looks really good, more street trees would be great!
- Traffic speed cameras all along Melbourne Street St. No kerb parking type as suggested. Feel that the later are dangerous additions to busy streets and impede traffic flow Melbourne St is now treated as a freeway for speedsters!
- More street art
- Tram line
- think foot traffic - melbourne street used to be a bustling part of Adelaide, now its dead, with businesses changing hands, going broke. We need supermarkets, butchers, stationers, clothing retailers, night clubs, bars
- Outdoor dining must have strict closing times and noise limits to protect nearby residents, especially families with young children. Without firm cut-offs and enforcement, late-night noise will significantly disrupt sleep and quality of life.
- Nice to see some positive changes for Melbourne street.
- Make sure that turning lanes are maintained, not like the idiocy of a single lane at Rundle St/East tce and Barton Tce opposite the Picadilly
- I really hope CoA listens to the consultation results. I can't help but feel that I'm wasting my time filling out this form given consultation results were completely ignored for Hutt Street.

- On the north side of Melbourne Street near St Ann's College pedestrians often take a short cut through the middle flower bed. I would suggest making a path there that follows the curve OR putting in some type of fence to prevent this to improve safety.
- Make it nicer for the people visiting not the people passing through
- I understand the Council cannot control this, but every time a retailer leaves the street it is replaced by an office not another retailer. The street will not revitalise with a street full of offices.
- More retail shops
- Will the wombat crossing and other pedestrian crossing be at the footpath grade/level? This is an important step towards safe pedestrian access and alerts car drivers that the area is designed more for pedestrians than vehicles. It is important for safety
- Would be better if you just removed 100% of all the parking spaces.
- I strongly encourage a review of the existing building façades on Melbourne Street. The current eclectic mix lacks cohesion and appeal, and thoughtful upgrades would help restore the street's character and attractiveness

Appendix E

Written submissions

NAPA Position on Melbourne Street Streetscape Revitalisation

The North Adelaide Precinct Association (NAPA) supports the revitalisation of Melbourne Street and welcomes improvements that enhance pedestrian safety, greenery, clear identity and the overall attractiveness of the precinct.

Melbourne Street plays an important role as a neighbourhood main street serving hospitality, boutique retail, health care and local services. Revitalisation should therefore balance urban design improvements with the practical needs of traders and customers.

NAPA proposes the following principles to guide the final streetscape design.

Key Principles NAPA Could Advocate

1. Retain Existing On-Street Parking

Convenient short-stay parking is essential for Melbourne Street businesses.

Many visits to the street are brief and purpose-driven, including:

- takeaway coffee and food
- pharmacy, medical and dental visits
- quick retail purchases
- short business meetings

These trips rely on easy parking close to shops and health care facilities.

NAPA therefore recommends:

- retaining or adding to the existing number of on-street parking spaces
- prioritising 15-minute and 30-minute high-turnover bays
- improving parking signage and turnover management

Removing parking spaces could reduce accessibility and will divert customers to competing retail and service areas.

2. Avoid “Flexi-Zones” That Remove Parking

Flexible kerbside zones that replace parking with temporary uses are better suited to larger CBD streets. For Melbourne Street, NAPA believes revitalisation should focus on streetscape quality improvements without reducing parking supply. We strongly oppose the expensive introduction of flexi-zones.

These improvements may include:

- upgraded paving

- improved seating areas
- better landscaping
- enhanced pedestrian crossings

3. Divert Cycling Routes to Alternative Streets

While cycling connectivity is important, Melbourne Street’s limited width and strong retail focus make it less suitable as a primary cycling corridor.

NAPA suggests the City consider:

- directing cyclists to nearby quieter parallel streets
- strengthening cycling connections through the Park Lands network
- allowing Melbourne Street to operate as a slow-speed shared street environment

This approach supports cycling safety while preserving kerbside access for traders and customers.

4. Support Traffic Calming Measures

NAPA supports measures that make Melbourne Street safer and more comfortable for pedestrians.

In particular, the Association supports:

- installation of raised pedestrian “wombat” crossings
- introduction of a 40 km/h speed limit
- design measures that encourage slower traffic speeds

These initiatives will improve pedestrian safety and street amenity without restricting access to the precinct.

5. Improve Night-Time Lighting

Melbourne Street has strong evening activity due to its restaurants, cafés, and bars. Improved lighting would enhance both safety and ambience.

NAPA supports:

- improved pedestrian-scale street lighting
- feature lighting for trees and landscaping
- warm lighting that enhances the evening dining atmosphere

Well-designed lighting can significantly improve the night-time economy of the street.

6. Plant Attractive Street Trees

NAPA strongly supports additional street tree planting to improve shade, beauty, and comfort.

Suggested tree types could include attractive flowering species (such as crepe myrtles, jacaranda, SA blue gum etc) or similar varieties that:

- provide seasonal colour
- suit the scale of the street
- do not overly obstruct shopfront visibility

Tree planting should aim to create a cohesive and visually appealing boulevard effect along Melbourne Street.

7. Position Melbourne Street as a Destination Precinct

Melbourne Street should be positioned not just as a local shopping street, but as a distinct destination within Adelaide.

Possible positioning themes could include:

- North Adelaide's Café & Dining Boulevard
- Adelaide's Village High Street
- North Adelaide Lifestyle Precinct

A clear identity helps:

- attract visitors from across Adelaide
- shaping retail and service mix
- strengthen trader collaboration
- support events and marketing campaigns.

Streetscape Elements that Create Identity (some already incorporated in Concept Design)

Gateway Features

Introduce subtle entry markers at both ends of Melbourne Street (near Jerningham Street and Mann Road).

Examples:

- heritage-style signage: "*Melbourne Street – North Adelaide*"
- banner poles
- distinctive lighting elements

These visually signal that visitors are entering a special precinct.

Consistent Street Furniture and Materials

A strong identity often comes from consistent design language.

Council could adopt a unified palette for:

- benches / lighting poles / bike racks / bins /paving materials

This creates a cohesive visual character.

Seasonal Banners and Decorations

Banner poles along the street could display:

- Melbourne Street branding
- seasonal themes
- festival promotions
- art or heritage imagery

This helps keep the street visually dynamic and recognisable.

Tree-Lined Character

If planted consistently along the street, attractive flowering trees (such as crepe myrtles) could become a signature visual feature.

Benefits:

- seasonal colour
- strong visual rhythm along the street
- improved shade and comfort

Over time the street becomes known for its distinctive tree canopy.

Lighting Identity

Lighting can dramatically define a street's atmosphere.

Possibilities include:

- warm pedestrian lighting
- tree uplighting
- festoon/string lights in dining areas

This would strengthen Melbourne Street as an evening dining destination.

Public Art and Heritage Storytelling

Melbourne Street has rich local history.

Council could include:

- small heritage plaques
- sculptures
- artistic pavement inlays
- murals celebrating North Adelaide's culture

This adds character and storytelling.

Summary Position

NAPA supports the revitalisation of Melbourne Street and welcomes improvements that enhance safety, greenery and pedestrian comfort.

However, revitalisation should:

- create a strong visual and cultural identity for Melbourne Street
- retain or extend existing on-street parking
- avoid costly flexi-zones completely (that remove parking spaces)
- direct cycling routes to nearby alternative streets
- introduce traffic calming measures such as wombat crossings and a 40 km/h speed limit
- improve night-time lighting
- plant attractive street trees such as crepe myrtles

These measures would help Melbourne Street become a more attractive, safe and vibrant destination while protecting the accessibility that local businesses depend upon.

On behalf of North Adelaide Precinct Association members

Paul Lam

President, North Adelaide Precinct Association

napa.president2025@gmail.com

0414 588 038

From: [Anna Mavrikakis](#)
To: [Melbourne Street - Upgrade](#)
Subject: Melbourne Street Revitalisation Enquiry
Date: Tuesday, 17 March 2026 11:40:51 AM

[You don't often get email from aromapawscandles@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I'm opposing these changes as it's not going to benefit or help my business it's going to give us less parking & loss of customers for us small businesses only ones that may benefit r the cafes & restaurants, if this goes through I be leaving the street & move else we're. Paws Emporium

Sent from my iPhone

From: [Adrian Hill](#)
To: [Melbourne Street - Upgrade](#)
Subject: Carparking
Date: Thursday, 19 March 2026 9:57:52 AM

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Good morning,

As a Melbourne St.resident I am concerned with the lack of parking and if we lose street parks with the upgrade it will create a g bigger problem.The Dunn St., Carpark is full at peak times. I am also concerned for the cafe's during this time, some will go broke. At the moment most have footpath dining anyway so I'm not sure extending the footpaths achieves that much.

Regards

Adrian

Lori & Jeremy Blanks
50 Sussex Street
North Adelaide 5006
Ph: 0412 103 501
E: jrblanks@gmailcom

18 March 2026

Community Consultation
Melbourne Street Revitalisation Project
GPO Box 2252
Adelaide SA 5001

Dear Melbourne Street Revitalisation Team,

On the weekend we attended your information and feedback session on Jerningham Street. This was our first opportunity to examine the entire project in detail. We congratulate ACC on this initiative and are fully supportive of the initiative, its objectives and outcomes.

We have however found two very concerning issues that we wish to raise; firstly bus traffic in the Melbourne Street transport corridor and secondly the high likelihood that there will be unintended traffic consequences for Sussex and Stanley Streets that can be remedied if included in the design phase.

Our concern is that these issues are directly at odds with what the project is striving for and will seriously detract from the outcomes that could otherwise be achieved. We raised these concerns with the team on the weekend but want to ensure they are fully understood and the necessary actions are taken to ensure the project is a success.

Bus Traffic on Melbourne Street

Our first concern is the fact that creating a safe and inviting atmosphere for customers and families to restaurants, cafes and shops on Melbourne Street will be difficult to achieve with the bus noise and pollution. Having done further research since the weekend, we are concerned about the exorbitant number of buses that travel the one-kilometre corridor of Melbourne Street every day.

We have sourced information from the Adelaide Metro website and its route information section. A reasonably accurate estimate is that there is up to 440 buses each weekday, 260 buses each Saturday and 200 buses each Sunday travelling that short one-kilometre section of road. That is an estimated total of at least 2,660 buses per week, at a frequency of one bus every 3-4 minutes during peak, plus the 49 bus services the City Connector provides from Jerningham Street. There are simply too many buses travelling down this small street when the primary objective for this project is to reduce and slow traffic to make the atmosphere conducive to outdoor dining and growing the diversity of shopping.

This equates to Co2 emissions of 586.8 kgs per day (214,182kgs per year) along Melbourne Street, impacting the atmosphere and environment for customers, retail and office workers and nearby residents. To put this amount into perspective, it is the equivalent of burning 250 litres of diesel/petrol per day (91,250 litres per year), from the buses alone, and not accounting for the other cars and trucks traversing this route.

In addition to the fumes, the buses are very loud as they accelerate, decelerate and stop/start. On many occasions we have been at various restaurants and cafes only to have the outdoor setting overtaken by noise and fumes from buses.

The Wombat crossings, the first improvement in the program, are an excellent idea. However, has anyone from ACC calculated the general emissions on Melbourne Street and the increase in CO2 emissions resulting from more stopping and starting of buses and other traffic? Here are the statistics for your consideration:

Emission breakdown:

20-25% of a bus's total trip emissions are generated within the immediate vicinity of bus stops.

Idling accounts for 15-25% of total nitrogen oxide emissions (wombat crossings and crosswalks).

In addition to CO2 the stop-start cycle generates high levels of local pollutants, with nitrogen oxide emission factors being very high.

There is an opportunity for this project to contribute to ACC key green objectives (Integrated Climate Strategy 2030).

Comparing Melbourne Street to King William Road in the Hyde Park precinct—which features beautiful outdoor restaurants, retail shops, and traffic calming devices—only 133 bus trips occur on its similar length (1.3km) strip from Mitchell/Park Street to Hughes Street every day.

If the ACC is committed to making this worthwhile investment a success and bringing people back to shop and eat, and encouraging business investment in this area, the bus situation should be at the very top of the list for creating a pleasant and clean atmosphere where residents and visitors can enjoy themselves without choking on fumes or having to cover their ears as buses continuously rumble past.

Lobbying the state government to use low emissions and quieter buses on this route would be an opportunity to start with now, followed by ways to reduce overall bus numbers.

Vehicles Shortcutting to Avoid Traffic Calming

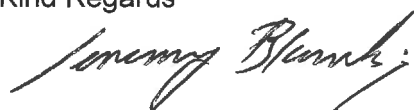
The second issue is the very high risk that well designed traffic calming and slower speed limits on Melbourne Street inadvertently encourage drivers to short cut along Sussex and/or Stanley Streets to avoid the initiatives put in place. We believe that this can easily be headed off via minor redesign of Stanley and Sussex Street traffic flows and (potentially) adding traffic calming measures to one or both streets.

Including the investigation and addition of appropriate measures to prevent short cutting in the design phase, will avoid retro fitting and the extra, later expense of what are likely to be necessary measures.

Melbourne Street can genuinely, once again become one of Adelaide's premier shopping strips and we support your endeavours to achieve this.

We look forward to receiving advice on this matter and are open to discussing these concerns in more detail to assist achieve the best outcome possible for this project.

Kind Regards



Lori & Jeremy Blanks

From: [Aditya Nanda](#)
To: [Melbourne Street - Upgrade](#)
Cc: [Alex Schumann](#)
Subject: RE: Attendance for Business forum- CoA Melbourne Street revitalization
Date: Thursday, 19 March 2026 4:10:18 PM
Attachments: [image001.png](#)
[image003.png](#)

Hi Jane,

Thanks for the online meet and for sharing with us the details about the Melbourne street revitalisation plan.

Below are the main points that we would like lodged with Council regarding the Melbourne Street upgrade:

- Street frontage / landscaping: We would prefer that no trees are installed directly in front of Majestic Minima Hotel. We have spent lots of money painting artwork on the front of our building and don't want trees blocking this. We also have a canopy that is needed so that there is cover from rain as people pick-up/drop-off in front of our hotel. We would be open to alternative options such as low-level planting or planter boxes on the footpath, provided these do not reduce the number of car parks available.
- Car parking configuration: It is important that the car parks directly in front of the hotel remain at standard road level rather than being converted to raised or multi-use spaces. Our property does not utilise outdoor dining, and the majority of vehicle movements are short stay (pick-up/drop-off). Raised or shared-use zones would likely create challenges for taxis, rideshare services and guests requiring quick access.
- Short-term parking / drop-off zones: We request the inclusion of 15–30 minute parking bays directly in front of the hotel, ideally signed to support guest pick-up and drop-off. Without this, there is a strong risk of vehicles double parking on the road, which would create safety and traffic flow concerns.
- Construction impacts: To minimise disruption to guests we request no night works that would cause noise and continuous access to the hotel entrance and on-site car park must be maintained at all times. We have large deliveries for linen trolleys and skip bins.
- Post-construction: We request that the building frontage is cleaned upon completion of the works due to expected dust and debris from construction.
- Communication during works: It would be appreciated if we could be provided with direct contact details for the site manager during the construction phase, so any issues can be addressed promptly.

We are supportive of improvements to the streetscape, however, given the nature of our business, above are the key considerations we would appreciate being incorporated into the planning.

Kind Regards,

Aditya Nanda

Rooms Division Manager

Majestic Old Lion & Tynte Street Apartments

Majestic Minima Hotel

9 Jerningham Street North Adelaide SA 5006

P: (08) 8334 7780 **F:** (08) 8334 7788

E: rdm.mola@majestichotels.com.au

W majestichotels.com.au



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From: Melbourne Street - Upgrade <feedback@melbournestreetupgrade.com.au>
Sent: Tuesday, 17 March 2026 9:55 AM
To: Aditya Nanda <rdm.mola@majestichotels.com.au>
Cc: Alex Schumann <gm@majestichotels.com.au>; Melbourne Street - Upgrade <feedback@melbournestreetupgrade.com.au>
Subject: RE: Attendance for Business forum- CoA Melbourne Street revitalization

Hi Aditya

Thank you for your email. I spoke with Alex briefly yesterday prior to the Business Forum and will call later today to discuss.

Kind regards, Jane
Melbourne Street Revitalisation Project Team

ouradelaide.sa.gov.au/melbourne-street

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From: Aditya Nanda <rdm.mola@majestichotels.com.au>
Sent: Monday, 16 March 2026 2:08 PM
To: Melbourne Street - Upgrade <feedback@melbournestreetupgrade.com.au>
Cc: Alex Schumann <gm@majestichotels.com.au>
Subject: RE: Attendance for Business forum- CoA Melbourne Street revitalization

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Good afternoon Melbourne Street Revitalisation Project Team,

I called earlier to advise of our unavailability for the event this afternoon, but I thought I would also send a quick email to confirm.

Unfortunately, both Alex and I will not be able to attend the Business Forum on 16 March. However, we would definitely appreciate the opportunity to meet with you at another time to better understand how the upcoming works may affect our operations at Majestic Minima Hotel on Melbourne Street.

In particular, we would like to understand:

- Whether there will be any construction noise and if quiet hours between 9:00 pm and 7:00 am can be maintained, as we operate as a hotel.
- Whether access to the property will be impacted for guests entering or exiting.
- If guest parking access along Melbourne Street will be affected.

Thank you, and we look forward to hearing from you and hopefully arranging a suitable time to discuss this further.

Kind Regards,

Aditya Nanda

Rooms Division Manager

**Majestic Old Lion & Tynte Street Apartments
Majestic Minima Hotel**

9 Jerningham Street North Adelaide SA 5006


P: (08) 8334 7780 **M:** 0448 878 899

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From: Melbourne Street - Upgrade <feedback@melbournestreetupgrade.com.au>

Sent: Tuesday, 10 March 2026 9:14 AM

To: Aditya Nanda <rdm.mola@majestichotels.com.au>

Subject: RE: Attendance for Business forum- CoA Melbourne Street revitalization

From: Aditya Nanda <rdm.mola@majestichotels.com.au>

Sent: Friday, 6 March 2026 3:10 PM

To: Melbourne Street - Upgrade <feedback@melbournestreetupgrade.com.au>

Subject: Attendance for Business forum- CoA Melbourne Street revitalization

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Good afternoon,

I would like to RSVP attendance for the business forum for myself and for my Group General Manager, Alex Schumann.

Please let me know if any other details are required.

Kind Regards,

Aditya Nanda

Rooms Division Manager

**Majestic Old Lion & Tynte Street Apartments
Majestic Minima Hotel**

9 Jerningham Street North Adelaide SA 5006

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From: [The Cut House](#)
To: [Melbourne Street - Upgrade](#)
Subject: Feedback
Date: Monday, 23 March 2026 4:00:38 PM

You don't often get email from thecuthouse@gmail.com. [Learn why this is important](#)

The proposed shared use of parking spaces as business seating areas is not suitable for King William Road and, for the same reasons, will not work for Melbourne Street.

Parking in these areas is already extremely limited, and removing additional spaces will only place further strain on local businesses, customers, and residents. These parking spaces are essential for accessibility and convenience, particularly for those who rely on close proximity parking.

There is no clear evidence that converting parking into seating will increase foot traffic or attract more people to the street. On the contrary, it risks discouraging visitors who depend on available parking to access shops and services.

Overall, this proposal takes away far more than it gives and is not a practical or beneficial solution for either location.

Regards Justine
The Cut House

Suggestion for Melbourne Street Revitalisation 2026

Introduce very low speed limit in Melbourne Street
- among other things - to get more North East Road
traffic onto Hackney Road both to and from the City.

Provost Street townhouse owner

Community Consultation
Melbourne Street Revitalisation Project
GPO Box 2252
ADELAIDE SA



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From: [Elder Fine Art](#)
To: [Melbourne Street - Upgrade](#)
Cc: [Louise Alderson](#)
Subject: Feedback from Elder Fine Art RE: Melbourne Street Upgrade
Date: Wednesday, 25 March 2026 10:47:10 PM

Dear Melbourne Street Revitalisation Project Team,

Please accept this as additional feedback to my comments submitted in the online survey. I feel it was unfair to narrow the word count of the survey responses to 200 words on high level queries within the survey.

Because we have two premises at both 106 / 110 Melbourne Street, I feel as a long standing business owner on the street that we have a right to speak further outside of the survey.

Acronymns Used in the below:

MS = Melbourne Street

KWR = King William Road

My family has been active and trading on Melbourne Street (MS) since the mid 1970's, having multiple shops on MS and Jerningham Street in the 70's and then finishing our purpose built gallery in 1982.

We know MS just as well as any long standing resident in this area.

Our main objection:

- Is to Flexi-Parking, removal of parking for green space and the removal of any on-street parking.

- We are extremely concerned and disappointed with the councils thought process on the Flexi-Park System on Melbourne Street. In our view, the council has simply now run out of ideas on how to invigorate, and wants to now carbon copy the failing KWR street precinct project and drop it into MS.

- It is extremely mis-leading by the Council and the project team to say that we will only lose 2 carparks. It is not clear in the proposal exactly how many Flexi-parks will eventually become outside dining areas. That is a high loss of

car parks. No where in the documentation is it stated the official number in writing? Which means we could lose over half our available on-street parking to your design.

Key Reasons why this wont work and why we need on street parking:

Residential Street Depth - We have four parallel streets to MS. No more, no less. Thats all we have. Parklands on one side, parklands on the other. Our Customers (let alone staff) cannot simply drive into the backstreets to get a park and then walk back to the shops, cafes or restaurants. We don't have that depth of parking/residential buffer backing onto MS.

CBD is just a stone throw away - If you cant park on the street, why stop? It is human nature to keep driving. If you're coming the other way, then you will just head home to the North. Why stop? This is just the way it is. We have heard it from our clients since the 90's. Over and over again. If you have not experienced actually working on this street, you don't hear it.

No Rear Business Car Parks Blocks - Go to Google Maps and please visit KWR and have a look to see how many buildings along the strip, actually have car parking at the rear. Almost every second building has car parking at the rear, for either staff, customers or for the public. Plus they have the suburban streets surrounding KWR to act as feeder parks for the street.

Residential Permit Parking - MS parallel streets have even less available parking due to residential permit zones, which means less parking for the general public. Try getting a park on Sussex Street...?

Here is the craziest part - The reason why KWR has the Flexi parks is because their footpaths were too narrow. It did not allow for quality outside dining pre development. MS has wide footpaths with the majority of the cafe/restaurant businesses already having ample room for outside dining. We have dining outside already along the street. The council simply wants to use the Flexi-parks to make it appear bigger and more amplified to try make it look like a busy and attractive square/space. To create atmosphere. Atmosphere at the expense of on-street parking. Why create a busy thriving area with no where to park?

Have you visited KWR and compared our streets - This week I went down to KWR and walked down from Mitchell Street through to Thomas Street. This is the exact length of street that you plan to place Flex-Parks on MS. Like for Like. In that length of KWR, only 23 parks were available public parking spots. All other parks were screened off by Bollards for Restaurant and cafe use. Flexi-park design for MS will simply reduce our street parking in the main section of MS by half, If not more? How is this feasible?

Dunn Street Carpark - Did you know that if you are driving down MS and miss the turn to Dunn Street when heading South, you will then have to go the full block around to then re-enter off MacKinnon Parade? What happens if there are no carparks available within this hardstand? You then need to come out of the carpark, but you cant turn left back into MS? No, you cant enter MS, its a no through/no access road. You have to go all the way around the block again, right at the round-a-bout onto Jerningham Street, past the Old Lion and then turn back onto MS. What would you do? What would most people do, keep driving and head to the CBD, The Parade, O'Connell Street. People will instinctively just keep driving. I certainly would, it is just too hard to get a park.

Please come down to Melbourne Street and Elder Fine Art, I request the opportunity as part of this review period to walk the street with your team and show you the back streets. The closed shops. The lack of parking. The business owners. The Busy mornings, the dead afternoons.

Green the street, change the speed limit, put in wombat crossings, BUT don't take away street parking. It will be the final nail in the coffin for MS

There are other alternatives for this unique street. I implore your team to please explore them!

Regards,

Justin Elder
ELDER FINE ART
Ph: (08) 8267 2869
Mob: 0417811184
106 Melbourne Street

110 Melbourne Street
North Adelaide SA 5006

From: [Yakitori Takumi](#)
To: [Melbourne Street - Upgrade](#)
Subject: Yakitori Takumi Feedback
Date: Wednesday, 25 March 2026 10:42:48 PM

You don't often get email from yakitori.takumi@gmail.com. [Learn why this is important](#)

To Whom it may concerns,

This is solely my personal point of view, i hope it can be a useful input to the project

I own the business and the building on Melbourne Street since 2007. The nature of our business is a yakitori izakaya where we trade only at night time from 6pm. We do preparation in the shop during the day time.

from my observation for almost 20 years on Melbourne Street

1. Car Parking:

This is a main problem, there is not enough car parking area. We are still lucky, as we are a small restaurant with a capacity of 30 people only. For the last few years, we do have many booking customers who are late due to hard finding a parking spot, and some will just call in and cancel, because no car park

This problem is getting frequent after the new 6 stories accommodation completed, and whenever there is an event at the Oval, football match / concerts

Many claim the oval will bring more traffic to Melbourne street, but from my personal experience, no one can get parking on Melbourne street during an event at oval, and it is too far to get food and drinks from Oval to Melbourne St. is closer to walk across the bridge for food and drinks in the city.

Businesses, at least to me, are dead whenever the oval has an event on.

the only bigger parking area on Melbourne street now is behind the bottle shop, used to be Melbourne Street Cellar.

2. Flexible Kerbside Space:

The idea is great, to encourage more outdoor sitting / activities from a restaurant / bar. I think this is only another way for the council to make some extra money. because these are NOT free spaces for the business to use.

- regardless, off street parking numbers are cut down

- if the business can afford the space, less parking on Melbourne St, IF 10 businesses can afford the space, NO parking available on Melbourne St.

- No parking, No traffic, No customers .. business will be dead at the end but council can still collect RENT. Personally, I don't see the point. The Parklet project is very similar.

What problem are we solving here? attracting more traffic in, then keep them away because they can not find a car park.

3. Melbourne Street Future:

Personally, I do really hope Melbourne street can be better and restore its glory like 30 - 40 years ago. my bald opinion is, if Melbourne street gets better, my property value will go up as will my business. To make Melbourne street better, is my utmost interest.

I am trying very hard to make our restaurant a reason for people to travel to Melbourne street at night, but I need more businesses to work together, and give people a reason to visit Melbourne street.

The problem now is, there are not enough businesses on Melbourne street that attract

visitors / traffic. We mostly have medical and finance offices on the street. Regardless, day or night time, the street is dead.

To make the street visually better, does it really give reasons / can attract interesting business operators to invest in Melbourne Street?

4. Solutions:

i think the council should limit the numbers of particular businesses in the area, i.e cap a number for medical practices or financial offices. but allow restaurants or bars, fashions ease to set up in the area. These policies, in conjunction with the street upgrade, will attract more visitors and business operators to the street.

5. Melbourne Street Challenges:

- lack of parking space
- lack of businesses that attract people into the street
- slowing down the speed limit, for what purpose? so drivers can see an interesting shop to visit, but can't get a parking spot?
- Wombat Crossing, do we have that much walking traffic on Melbourne Street now? What are they doing in Melbourne Street?

These are my thoughts. I appreciate your team for taking up this uneasy project. I have talked about problems that you all already know, but no solutions.

How are we solving the parking issue during the oval event? how to increase more parking space in the area? how to attract more business investors into Melbourne Street, i don't know. but these are the current problems, that few more trees and art work display will not solve the problem.

thank you for reading

regards,
Eddie

--

Yakitori Takumi
60/ 55 Melbourne Street,
North Adelaide 5006
South Australia
08 8239 2111

Melbourne Street - Main Street Revitalisation

Survey

19. Do you have any other comments or suggestions for the Melbourne Street Revitalisation Project?

Melbourne St needs to have 3 Zebra crossings and one traffic light crossing. One near Boncellet, McDonald House, one where the existing pedestrian lights are near the Barber Shop and one between there and the lights at the entry to Melbourne St from the East.

Jetty Road redevelopment has created a major problem for the profitability of traders. Be aware of this and plan accordingly.

Melbourne St needs some proper downtown shops and restaurants. Most food outlets are really just cafes. Slowing the traffic down to 30 kmph is a bad idea and will create bigger traffic problems. It is not an issue now, so why change it.

The addition of new planter boxes has been a good thing. However these need to have consistent planting in them, and be watered and trimmed regularly.

The silly things half way up a pole are ridiculous!

All of the street light poles need to be painted a more pleasant colour than green. This alone will enhance the street scape.

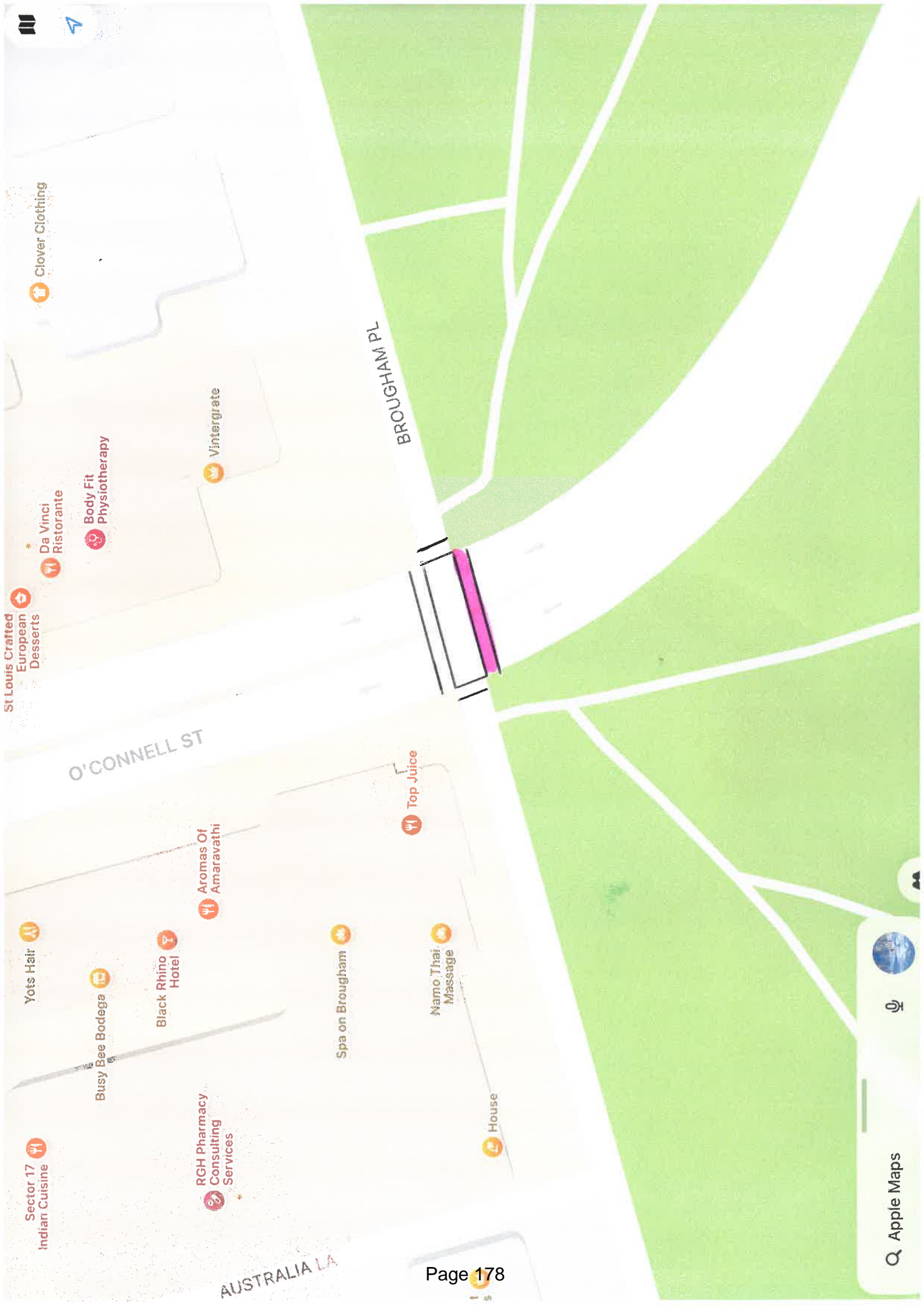
Melbourne St needs revitalisation! It is a major road into the city and will always be, unless other options are found. By doing what you plan you will make bigger problems than currently exist!

20. If you would like to receive updates on the project, please enter your email below:

at the corner of Brougham Place and O'Connell St there needs to be an additional pedestrian crossing installed. There are currently 3, but a fourth needs to be installed on the southern side. With more apartments, Uni colleges etc, pedestrian traffic

is going to increase.

* Please see the diary page 177



BROUGHAM PL

O'CONNELL ST

AUSTRALIA LA

Melbourne Street - Main Street Revitalisation

Survey

19. Do you have any other comments or suggestions for the Melbourne Street Revitalisation Project?

Need to address easy parking ~~as~~ for a destination street. Currently some businesses haven't thrived on Melb St as people can't park easily + pop in to shops. Being an arterial like road hasn't helped + this needs to be discouraged (hence your proposed speed limit change).

Would love to see revitalisation like King William St + encouragement for new cafes etc but need to work on keeping mafia type element out and money laundering. We don't want to end up like O'Connell St with fire bombs + shootings in the past!

have the free connector bus!!

20. If you would like to receive updates on the project, please enter your email below:



walkingsa.org.au

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

NEW OFFICE: 55 Exchange Place, Adelaide SA 5000

Walking SA Inc. ABN 78 019 005 437

feedback@melbournestreetupgrade.com.au

10 April 2026

Dear Sir/Madam,

Walking SA appreciates the opportunity to provide feedback on the Melbourne Street Revitalisation Project.

Melbourne Street is a key main street in North Adelaide, serving as an important destination for hospitality, retail, services, and local community activity. The revitalisation project presents an opportunity to strengthen Melbourne Street as a vibrant, people-focused destination and create an attractive, welcoming environment for residents, businesses, and visitors alike.

Walking SA fully supports the City of Adelaide's objectives to revitalise the street and enhance its public realm. We particularly endorse initiatives that improve pedestrian safety, accessibility, comfort, and overall place activation.

About Walking SA

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

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

Our Response

Walking SA appreciated the opportunity to meet with the project team on 3 March 2026 and to gain a deeper understanding of the project, including its opportunities and constraints. In response to the concept design currently under consultation, Walking SA provides the following comments.

· Support for Safer Pedestrian Crossings

Walking SA strongly supports the delivery of the raised wombat crossings proposed at the eastern and western ends of Melbourne Street. We acknowledge that, combined with the signalised crossings, this provides safe crossing points approximately every 200 to 400 metres along the

Supported by:



Government of South Australia
Office for Recreation, Sport and Racing

**Recreation
Transport
Education
Engagement
SA's Trails Database**

street between Brougham Place and Mann Terrace, significantly enhancing both safety and accessibility.

Best practice recommends providing crossing points at least every 80 to 100 metres along main streets. However, Walking SA considers the proposal a significant improvement on the existing situation, noting that priority crossings help create gaps in traffic and make it easier to cross at uncontrolled locations. Raised crossings are proven to improve pedestrian visibility, reduce vehicle speeds, enhance accessibility for people with mobility impairments and create a safer environment for people walking.

We also strongly support the early installation of the wombat crossings, rather than waiting for the full main street upgrade, to deliver safety benefits to pedestrians as soon as possible.

Given Melbourne Street's role as a busy hospitality and retail precinct, Walking SA also recommends that, where small unsignalised side streets intersect with Melbourne Street, the Council take the opportunity to include continuous footpaths as part of this significant upgrade. This would further strengthen Melbourne Street's position as one of the premier main streets in the City of Adelaide.

Walking SA also strongly supports the widened kerb build outs at Jerningham and Melbourne Street signalised intersection. We also encourage Council to consider a scramble crossing arrangement at this location. A scramble crossing design would improve access not only for pedestrians but also for cyclists using Melbourne Street or Jerningham Street, noting that Jerningham Street will serve as the main thoroughfare for cyclists accessing Melbourne Street. A scramble crossing would also allow for the inclusion of bike boxes at the Jerningham Street approaches, further enhancing safety and accessibility for cyclists.

- Support for Wider and More Comfortable Footpaths

Walking SA supports measures that increase pedestrian space and improve footpath amenity. We endorse the proposal to narrow the carriageway and widen the footpath along the section between Jerningham Street and Dunn Street.

Walking SA also recommends the inclusion of bike parking nodes to support cyclists. This would allow through-riders to use the parallel bicycle routes while providing visitors to Melbourne Street with safe and convenient locations to park their bikes before walking to their destinations.

We encourage the City of Adelaide to:

- Maximise footpath widths wherever possible.
- Maintain clear pedestrian through-routes that are accessible for all users.
- Provide sufficient space for outdoor dining without obstructing pedestrian movement, noting that flexible parking spaces support this objective.

- Ensure footpaths comply with universal access standards.

Pedestrian comfort is particularly important on streets with high levels of café and dining activity, where congestion and clutter can occur. Prioritising wider, accessible, and uncluttered footpaths will significantly enhance the pedestrian experience and help establish Melbourne Street as a vibrant and welcoming main street..

- Support for increased street greening and shade

Walking SA supports increased greening as part of the revitalisation works. Street trees and landscaping provide shade for pedestrians, reduce urban heat, enhance comfort, encourage longer dwell times, and improve streetscape character.

Given Adelaide's increasingly hot summers, shaded walking environments are essential to support active transport and vibrant street life. It is also important that greening and shade are provided near bus stops to make waiting in hot weather more comfortable and enjoyable.

- Support for lower speed limits and slower vehicle speeds

Main streets function best when vehicle speeds are low and pedestrian activity is prioritised. Walking SA strongly supports the City of Adelaide's proposal to reduce the speed limit along Melbourne Street to 30 km/h and encourages consideration of a further reduction to 25 km/h.

This is particularly important on the section between Jerningham Street and Dunn Street, where cyclists will be required to share the roadway with vehicles due to the narrowed carriageway needed to accommodate widened footpaths.

Lower vehicle speeds improve safety and create a more comfortable, inviting environment for people walking. They also better support cyclists, particularly given the proposed removal of the existing non-standard advisory bicycle lanes.

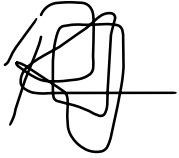
Conclusion

Evidence consistently shows that walkable streets support local economies. Streets designed for people encourage longer dwell times, increased visitation, higher retail activity, and stronger street life and vibrancy.

Walking SA strongly supports the Melbourne Street Revitalisation Project and commends the City of Adelaide for investing in improvements to one of North Adelaide's key main streets. While it is appreciated that funding constraints may necessitate the removal of some elements, such as continuous footpaths across side streets, Walking SA strongly recommends reconsidering this, noting that once constructed, opportunities for future improvements may be decades away.

Thank you for the opportunity to contribute to this important and much-needed project.

Yours sincerely



Rod Quintrell
Executive Director

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urps.com.au

Attachment B - Consultation Promotion and Outreach Activities Summary

Our Adelaide Website

Details and audience

A link to the project page was provided on CoA's Our Adelaide page. Our Adelaide also hosted the survey, fact sheet and concept design.

614 total views, the top three traffic sources being direct, Google search and through Facebook posts

Metrics

22 December 2025 - 25 February 2026 (pre-consultation period)

- 240 views

25 February – 25 March 2026 (consultation period)

- 1614 views

Fact Sheet

Details and audience

A fact sheet was developed to outline key information about the engagement and how to provide feedback. It was uploaded to Our Adelaide, delivered via letterbox drop to residents and businesses surrounding Melbourne Street, and posted to property owners.

Metrics

- Australia Post direct Mail: 763
- Letterbox distribution: 1325

The catchment area shown below:



A UNIQUE TEAM CREATING AN EXTRAORDINARY CITY

The City of Adelaide acknowledges the Kaurna people as the Traditional Owners of the Country where the city of Adelaide is situated, and pays its respect to Elders past, present and emerging.

Social Media

Details and audience

Posts were made across CoA's social media channels (Facebook, Instagram and LinkedIn) to promote the engagement. All social media posts directed traffic to Our Adelaide webpage.











Metrics

22 December 2025 - 25 February 2026 (pre-consultation period)

- Posts on 22/12/25 and 12/2/26
- Total impression of 42,64k
- Total reach of 27,93k

25 February – 25 March 2026 (consultation period)

- Posts on 25/2/26, 12/3/26, 23/3/26 and 25/3/26
- Total impression of 47,210
- Total reach of 28,800

DATE ↓		POSTS	IMPRESSION	REACH	ENGAGEMENT	ENGAGEMENT	REACTIONS	COMMENTS
-		10	89,85K	56,73K	604	0,67%	477	28
23 Mar	4:36 PM	 <p>🚩 Last chance to have your sa... @ City of Adelaide Melbourne Street Revita...</p>	2,15K	1,48K	3	0,14%	3	0
12 Mar	3:00 PM	 <p>🚩 Have your say on the future... @ City of Adelaide Melbourne Street Revita...</p>	12,58K	7,39K	96	0,76%	66	2
12 Mar	3:00 PM	 <p>🚩 Have your say on the future... @ City of Adelaide Melbourne Street Revita...</p>	6,22K	4,47K	29	0,47%	21	5
25 Feb	12:00 PM	 <p>Community consultation has of... @ City of Adelaide Melbourne Street Revita...</p>	13,39K	8,02K	103	0,77%	77	6
25 Feb	12:00 PM	 <p>Community consultation has of... @ City of Adelaide Melbourne Street Revita...</p>	12,87K	7,44K	51	0,4%	31	7
12 Feb	3:54 PM	 <p>👉 Changes are coming to Mel... @ City of Adelaide Melbourne Street Revita...</p>	17,64K	11,82K	105	0,6%	92	4
12 Feb	3:52 PM	 <p>Melbourne Street Revitalisation... @ City of Adelaide Melbourne Street Revita...</p>	3,97K	2,76K	44	1,11%	42	2
12 Feb	3:50 PM	 <p>👉 Changes are coming to Mel... @ City of Adelaide Melbourne Street Revita...</p>	10,8K	6,51K	113	1,05%	91	0
22 Dec 2	5:19 PM	 <p>Community consultation will st... @ City of Adelaide Melbourne Street Revita...</p>	2,61K	1,8K	28	1,07%	28	0
22 Dec 2	5:18 PM	 <p>Community consultation will st... @ City of Adelaide Melbourne Street Revita...</p>	7,62K	5,05K	32	0,42%	26	2



A UNIQUE TEAM CREATING AN EXTRAORDINARY CITY

The City of Adelaide acknowledges the Kaurna people as the Traditional Owners of the Country where the city of Adelaide is situated, and pays its respect to Elders past, present and emerging.

Street Signage

Details and audience

Posts were made across CoA's social media channels (Facebook, Instagram and LinkedIn) to promote the engagement. All social media posts directed traffic to Our Adelaide webpage.

Metrics

Promotional signs advising commuters, visitors and other passers-by of the engagement.

30 promotional signs as A2 corflute posters installed along Melbourne Street, attached to light poles on both sides with indicative locations and photos shown below:



Stakeholder Meetings – North Adelaide Society

Meeting declined due to conflicting engagements. Members invited to attend other events
Request to meet via email on 12/02/2026, 3/03/2026, 4/03/2026.

Business Forum Invitation

Details and audience

All businesses on Melbourne Street were hand delivered an invite to the business forum.
Where possible invitations were also distributed via email.

Metrics

Distributed by hand (A4 invitation letter) to approximately 50 businesses and commercial premises on Melbourne Street.

Email invitation sent to 110 business owners in and around Melbourne Street, with 2 project reminder emails sent on and 2 CoA reminder emails sent.

Promotion from City of Adelaide Place Partner – North Adelaide

Details and audience

Emails sent with links to notify upcoming consultation, business forum, drop-in sessions, surveys and other way to participate.

Metrics

Email data base included 125 businesses mostly on Melbourne Street, east of Jerningham Street with a few at the western end and surrounding street, as well as the North Adelaide Precinct Association.

22 December 2025 - 25 February 2026 (pre-consultation period)

- 17/02/2026
 - Highlighting Facebook and Instagram posts
 - Melbourne St works overview
 - Wombat crossings progressing in the coming months
 - Revitalisation Community Consultation coming soon
 - Short term works completed

25 February – 25 March 2026 (consultation period)

- 25/02/2026
 - Forward of the above email
 - Plus Community Consultation now open
 - Business Forum date and invitation coming
- 12/03/2026
 - Business forum reminder
 - Drop-in session dates
 - Feedback links



Exclusion of the Public

Agenda Item 9

Tuesday, 16 June 2026

Infrastructure and Public Works Committee

Program Contact:

Anthony Spartalis, Chief Operating Officer

Approving Officer:

Michael Sedgman, Chief Executive Officer

Public

EXECUTIVE SUMMARY

Section 90(2) of the *Local Government Act 1999 (SA)* (the Act), states that a Council may order that the public be excluded from attendance at a meeting if the Council considers it to be necessary and appropriate to act in a meeting closed to the public to receive, discuss or consider in confidence any information or matter listed in section 90(3) of the Act.

It is the recommendation of the Chief Executive Officer that the public be excluded from this Infrastructure and Public Works Committee meeting for the consideration of information and matters contained in the Agenda.

For the following Reports for Recommendation to Council seeking consideration in confidence

- 10.1** Review of the Charter of the Brown Hill and Keswick Creeks Stormwater Board [section 90(3) (h) of the Act]

The Order to Exclude for Item 10.1:

1. Identifies the information and matters (grounds) from section 90(3) of the Act utilised to request consideration in confidence.
2. Identifies the basis – how the information falls within the grounds identified and why it is necessary and appropriate to act in a meeting closed to the public.
3. In addition, identifies for the following grounds – section 90(3) (b), (d) or (j) of the Act - how information open to the public would be contrary to the public interest.

ORDER TO EXCLUDE FOR ITEM 10.1

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE:

1. Having taken into account the relevant consideration contained in section 90(3) (h) and section 90(2) & (7) of the *Local Government Act 1999 (SA)*, this meeting of the Infrastructure and Public Works Committee dated 16 June 2026 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 10.1 [Review of the Charter of the Brown Hill and Keswick Creeks Stormwater Board] listed on the Agenda in a meeting open to the public would on balance be contrary to the public interest.

Grounds and Basis

This Item is confidential because it contains legal advice for Council's consideration.

The disclosure of information in this report could reasonably prejudice Council in its decision-making in relation to its role on the Brown Hill and Keswick Creek Stormwater Management Board

2. Pursuant to section 90(2) of the *Local Government Act 1999 (SA)* (the Act), this meeting of the Infrastructure and Public Works Committee dated 16 June 2026 orders that the public (with the exception of members of Corporation staff and any person permitted to remain) be excluded from this meeting to enable this meeting to receive, discuss or consider in confidence Item 10.1 [Review of the Charter of the Brown Hill and Keswick Creeks Stormwater Board] listed in the Agenda, on the grounds that such item of business, contains information and matters of a kind referred to in section 90(3) (h) of the Act.

DISCUSSION

1. Section 90(1) of the *Local Government Act 1999 (SA)* (the Act) directs that a meeting of Council must be conducted in a place open to the public.
2. Section 90(2) of the Act, states that a Council may order that the public be excluded from attendance at a meeting if Council considers it to be necessary and appropriate to act in a meeting closed to the public to receive, discuss or consider in confidence any information or matter listed in section 90(3) of the Act.
3. Section 90(3) of the Act prescribes the information and matters that a Council may order that the public be excluded from.
4. Section 90(4) of the Act, advises that in considering whether an order should be made to exclude the public under section 90(2) of the Act, it is irrelevant that discussion of a matter in public may -
 - (a) *cause embarrassment to the council or council committee concerned, or to members or employees of the council; or*
 - (b) *cause a loss of confidence in the council or council committee; or*
 - (c) *involve discussion of a matter that is controversial within the council area; or*
 - (d) *make the council susceptible to adverse criticism.*
5. Section 90(7) of the Act requires that an order to exclude the public:
 - 5.1 Identify the information and matters (grounds) from section 90(3) of the Act utilised to request consideration in confidence.
 - 5.2 Identify the basis – how the information falls within the grounds identified and why it is necessary and appropriate to act in a meeting closed to the public.
 - 5.3 In addition identify for the following grounds – section 90(3) (b), (d) or (j) of the Act - how information open to the public would be contrary to the public interest.
6. Section 83(5) of the Act has been utilised to identify in the Agenda and on the Report for the meeting, that the following reports are submitted seeking consideration in confidence.
 - 6.1 Information contained in Item 10.1 – Review of the Charter of the Brown Hill and Keswick Creeks Stormwater Board
 - 6.1.1 Is not subject to an existing Confidentiality Order.
 - 6.1.2 The grounds utilised to request consideration in confidence is section 90(3) (h) of the Act
 - (h) legal advice

ATTACHMENTS

Nil

- END OF REPORT -

Document is Restricted

Document is Restricted