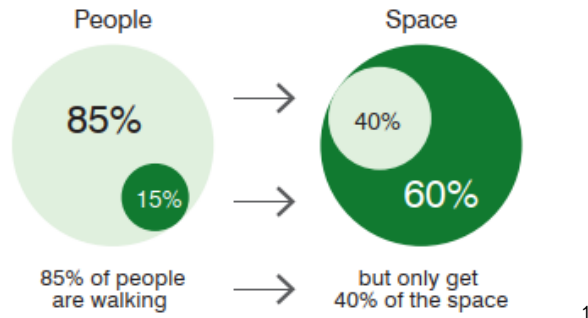


Street Space and Kerbside Management Discussion Paper Summary

For Elected Members:

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

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



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

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

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



Benefits

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



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



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



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



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



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

Melbourne's **Swanston Street** redevelopment², Sydney's **George Street** pedestrianisation³, and the redesign of **9th Avenue and Union Square** in New York City⁴ are projects that have enhanced environments, improved pedestrian safety, boosted economies, and created vibrant public spaces.

¹ City of Sydney Walking Strategy and Action Plan

² City of Melbourne. (2012). *Swanston Street redevelopment project overview*.

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

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



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Challenges

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

Kerbside parking is often provided at little or no cost.

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



The City of Adelaide heavily depends on parking revenue.

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



Multiple authorities have separate powers over kerbside space.

Leading to conflicts and inefficiencies in street configuration and management.

The value of kerbside space is not recognised.

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



Footpaths are contested space.

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



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

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



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

Particularly when reallocating parking spaces for other uses is proposed.



Kerbside space is disproportionately allocated to low-value uses.

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

Street Space and Kerbside Management Discussion Paper Summary

Opportunities

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

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



Establish a hierarchy of kerbside uses

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



Demand-based kerbside management systems

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



Reallocate kerbside space for high-value uses

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



Prevent and reduce footpath clutter

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



Community engagement and collaboration

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

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

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

