City of Adelaide
23ADL-0670
4 March 2025

Phase 1 Engagement Summary

Integrated Transport Strategy

SHAPING GREAT COMMUNITIES

URPS

Phase 1 Engagement Summary

4 March 2025

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URPS Ref	250304_v3_R1_CoA ITS Phase 1 Engagement Report

Document history and status

Revision	Date	Author	Reviewed	Details
V1	17/12/24	A. Holman	A. Deller-Coombs; B.Simmons	Initiation of report
V2	10/02/25	A. Holman	City of Adelaide	Version 1 report
V3	04/03/25	A. Holman	City of Adelaide	Version 2 report

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.

https://urpsau.sharepoint.com/sites/Synergy/Shared Documents/Projects/23ADL/23ADL-0670 - City of Adelaide Transport Strategy (AECOM)/Consultation/Stage 1 Engegement Report/250304_v3_R1_CoA ITS Phase 1 Engagement Report.docx

Contents

Phase 1 Engagement Snapshot

Who we heard from

Community survey:
429 responses

- **45%** female
- **54%** aged 25-44
- **18%** CoA residents
- **11%** mobility restrictions

Youth survey:
84 responses

- **57%** aged 15-17
- **38%** CoA residents

Child "Better Street" activity:
133 responses

Panel session:
30 attendees

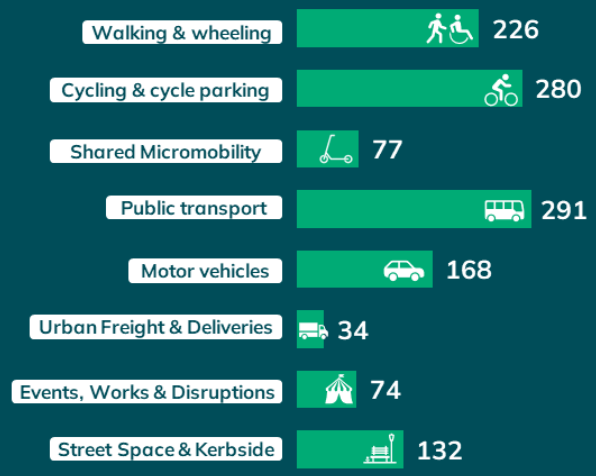
Community drop-in sessions:
63 people spoken to

Collaborative planning workshops:
42 stakeholders

Written submissions:
16 received

What we heard

Survey Topic Responses



Key Overall Themes

- Improved public transport with greater reliability, efficiency, connectivity and user comfort is needed.
- The need for improved cycling infrastructure, particularly separated bike lanes (E-W).
- Negative impacts of vehicle traffic, particularly through traffic.
- The management and balance of street space (including car parking) for different uses and users.
- Making streets safe, healthy and connected for all users.

Top Discussion Paper Challenges

		# votes
1.	There are minimal complete routes, creating a disconnected cycle network.	255
2.	The cycling network is mostly on-road bike lanes, leading to safety concerns.	247
3.	User confidence and safety is a primary concern that deters many from cycling.	215
4.	Not many public transport services during off-peak times.	205
5.	Delays on bus and tram services.	184

Top Discussion Paper Opportunities

		# votes
1.	Advocate for improving routes, new light rail connections and different options across the public transport network.	262
2.	Upgrade infrastructure and intersections to make cycling safer and more comfortable.	260
3.	Redesign streets to create safe cycle routes for people cycling.	258
4.	Connect cycle routes in the city with surrounding suburbs and the Park Lands.	252
5.	Make public transport faster and more reliable.	234

1. Background

1.1 Project Context

The City of Adelaide have engaged AECOM to prepare an Integrated Transport Strategy. Engagement services on this project are being provided by URPS.

The Strategy will set the strategic direction for streets, spaces and movement networks within the City of Adelaide. It will reflect contemporary transport thinking and assessment frameworks, provide a clear policy position for transport and movement within the City, and outline strategic directions and policies to facilitate effective decision-making and ongoing action and evaluation. It will replace the Smart Move Transport and Movement Strategy 2012-2022.

Founded on a public evidence base and geared towards addressing key issues and identifying opportunities, and centred around 8 central discussion papers, engagement is integrated and prioritised into the methodology of the strategy development.

1.2 Previous Engagement

The City of Adelaide engage regularly with their diverse community. In the 2022/2023 financial year alone, the City of Adelaide delivered more than 65 online engagement programs – many supported by face-to-face engagement activities. One of these engagement programs was on the *City Plan*. The *City Plan* was one of the City of Adelaide's most ambitious engagement programs and showed how well planned and executed engagement that is designed to be convenient, interesting, and meet the needs of community, can lead to successful outcomes.

The Engagement Plan developed for this phase of engagement acknowledged much of the engagement that was pioneered or refined through the *City Plan* process, borrowing key tactics that were effective in sharing information and gathering feedback. As well as this, the Plan acknowledged that the recent and comprehensive engagement program did include a range of discussions and lines of enquiry relating to how people move to, from and within the City of Adelaide. This feedback has been carefully analysed by the AECOM team to avoid repetition in the engagement process, and that we don't start engagement from a 'blank slate'.

2. How We Engaged

2.1 Purpose of Engagement

The objectives of engagement for this project are to:

- Deliver well-planned, fit for purpose engagement activities that encourage participation from a broad range of transport experiences.
- Ensure engagement is designed to elicit feedback that is targeted to and useful for the development of the Transport Strategy.
- Accurately and faithfully report feedback to the project team and to the public in order to close the loop.

Engagement on this project is being delivered in two phases. Phase one of this engagement program focused on generating feedback on eight technical discussion papers developed by AECOM and the City of Adelaide. Aligning with the discussion paper themes, the purpose of this phase was to verify and ground truth the content of the papers and seek feedback on the issues, opportunities and gaps identified. The intention was to check 'have we got it right, have we missed anything, what is important to you and have we captured it'.

2.2 Engagement Undertaken

The engagement was open for a period of 4 weeks, commencing Monday, 4 November 2024 and concluding on Monday, 2 December 2024.The following table outlines the engagement activities undertaken. The outcomes of each engagement activity are provided in section 3. How the engagement was promoted is outlined in Table 2.

Table 1: Engagement undertaken

Details	Target audience
Community Survey	
An online survey was developed to capture feedback on the issues and opportunities identified within the discussion papers. Acknowledging that the community were unlikely to have read the discussion papers, the survey was designed to obtain meaningful input without prerequisite understanding of the eight discussion papers.	All audiences who move in the City of Adelaide – residents, businesses, workers, visitors, commuters.
Youth Survey	
A specific youth survey was developed to capture views of the students and younger residents of/visitors to City of Adelaide. As with	Young people aged 5-17 years.

Details	Target audience
the general survey, this survey was available to complete on the Our Adelaide page. This was sent to schools with a covering letter encouraging schools to ask their students to complete the survey.	
Child "Better Street" Activity	
Activity sheets prompting children to draw their ideal street. This was sent to schools (together with the survey) as a suggested way for school aged children to provide input.	Young people aged 5-17 years.
Collaborative Planning Stakeholder Workshops	
A series of six stakeholder workshops were held based on different user groups and experiences of moving in the City. These comprised Active Travel, Future Mobility, Supporting Business, City Living, Events and Inclusive Transport. These invite-only sessions curated attendance from representative groups and subject matter experts to ensure perspectives were gathered from relevant voices. They provided an opportunity to dive deeper and work with stakeholders on interdependencies, and complexities that the Strategy needs to resolve.	Key stakeholders mapped and identified with the City of Adelaide in alignment to the discussion paper themes.
Community Drop-in Sessions	
Four open community drop-in sessions were held, with key information about the strategy and the eight discussion papers presented on poster boards. The sessions provided interactive ways for the community to speak to a project team member and provide feedback. The sessions were delivered at different times and locations to increase accessibility and participation (attendees only needed to attend one session).	All audiences who move in the City of Adelaide – residents, businesses, workers, visitors, commuters
Panel Session	
A panel session was held with key speakers sharing their thoughts on the directions of the strategy and key elements of the discussion	All audiences who move in the City of Adelaide –

Details	Target audience
papers, to create interest and conversation. This was followed by a facilitated Q&A with the audience.	residents, businesses, workers, visitors, commuters
Other Ways to Provide Feedback	
The Our Adelaide page set out how people could provide feedback via email, written submission or by speaking with a staff member.	All audiences who move in the City of Adelaide – residents, businesses, workers, visitors, commuters

Table 2: Promotion and engagement tools

Method	Details and audience
Our Adelaide webpage	A link to the project page was provided on Council's Our Adelaide page. Range of stakeholders visiting City of Adelaide website.
Promotion through Council social media channels	Posts across Council's social media channels (Facebook, Instagram and LinkedIn) to promote the consultation. Range of stakeholders following City of Adelaide on social media.
Electronic Direct Mail (EDM) to Our Adelaide database and other internal City of Adelaide mailing lists	Consultation highlighted in EDM, linking to Our Adelaide page. All stakeholders subscribed to Our Adelaide eNews.
Digital display advertising	Promotion of consultation on Our Adelaide. All audiences who move in the City of Adelaide – residents, businesses, workers, visitors, commuters
Communications with schools	Emails were sent to school principals within the City of Adelaide to encourage students to complete the youth survey or child "Better Street" activity sheet. It was requested that information and a link to the Our Adelaide page be provided in communications to the school community, such as newsletters. Young people aged 5-17 years.

3. What We Heard

This section summarises the feedback received across the different engagement techniques.

3.1 Community Survey

A total of 429 responses to the online community survey were received (youth survey is presented in Section 3.2).

3.1.1 Who we heard from

Respondents were asked what their relationship is to City of Adelaide (and could choose more than one response). Most respondents visit the city for leisure, shopping, or employment, with 91 responses made by city residents.

Those who selected 'other' had responses such as attending appointments including hospitals, travelling with children attending school, travelling through / interchanging, and property owners.

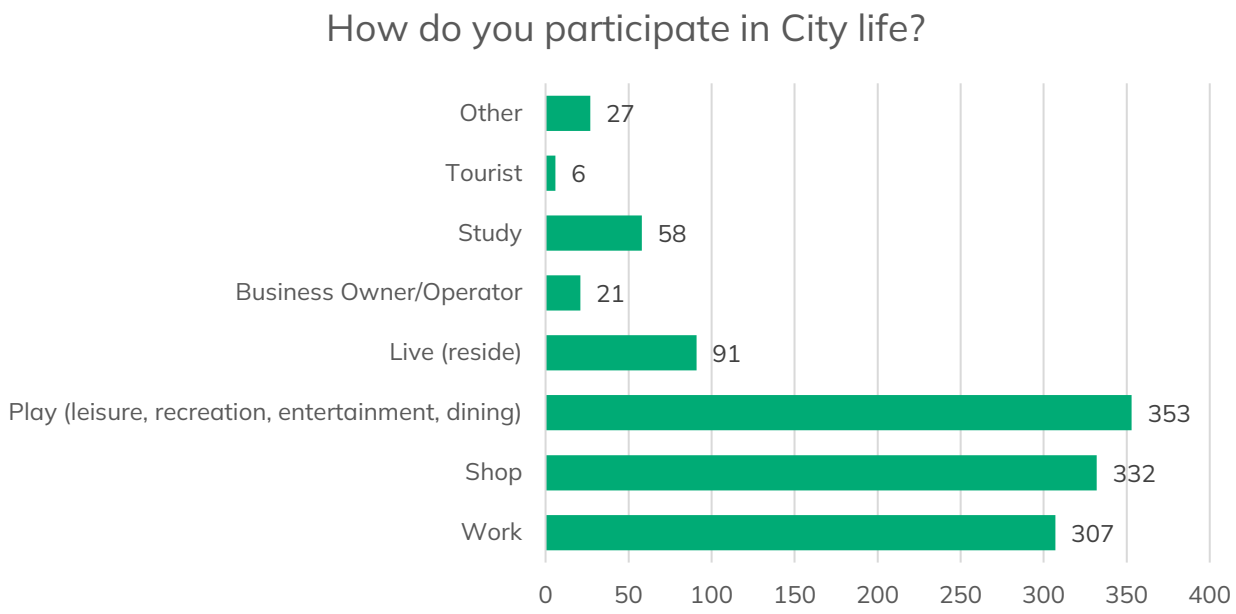


Figure 1: Community Survey - How do you participate in City life?

Over half of all respondents were between 25-44 years of age (54%), with 45-54 being the next most common age cohort among respondents at (18%). This working age group is typically a hard to reach demographic. Just 7% of responses were made from the 18-24 year cohort, who are also a hard to reach demographic. 10% of respondents were from people over 65 years of age, while just 1% were under 18, which is likely a result of prompts to fill out the youth survey designed for this cohort.

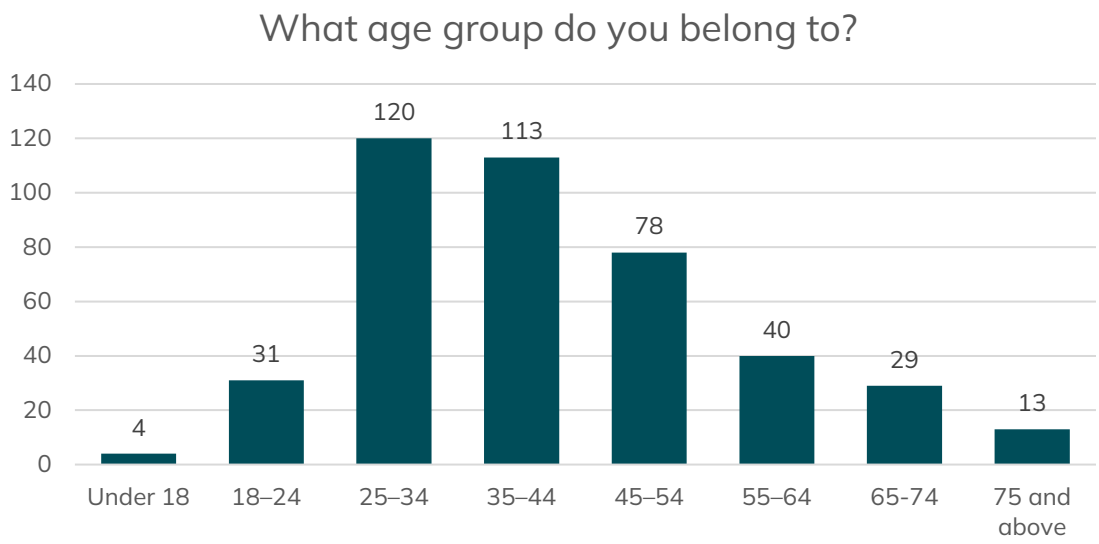


Figure 2: Community Survey - What age group do you belong to?

There were more responses from people who identify as male (52%) than those who identify as female (45%). Six respondents (1%) identified as gender diverse / non-binary, while 2% of respondents preferred not to answer.

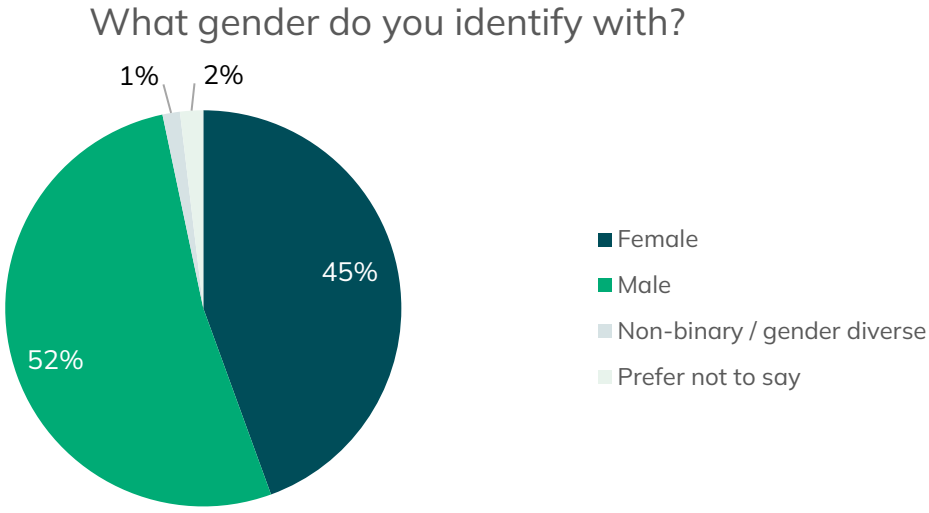


Figure 3: Community Survey – What gender do you identify with?

Overall, responses were received across a broad area of the Greater Adelaide region as shown in Figure 4. The highest number of respondents who provided postcode information were from Adelaide (postcode 5000), at 14.6%. Responses from North Adelaide (postcode 5006) accounted for 3.7%. The surrounding city fringe suburbs together accounted for over 21% (postcodes 5067, 5007, 5034, 5063, 5031 and 5069).

There were a number of responses from regional areas (not pictured in Figure 4 below), including Loxton (5333), Whyalla (5600), Wallaroo (5565), Nuriootpa (5355) and Angaston (5353).

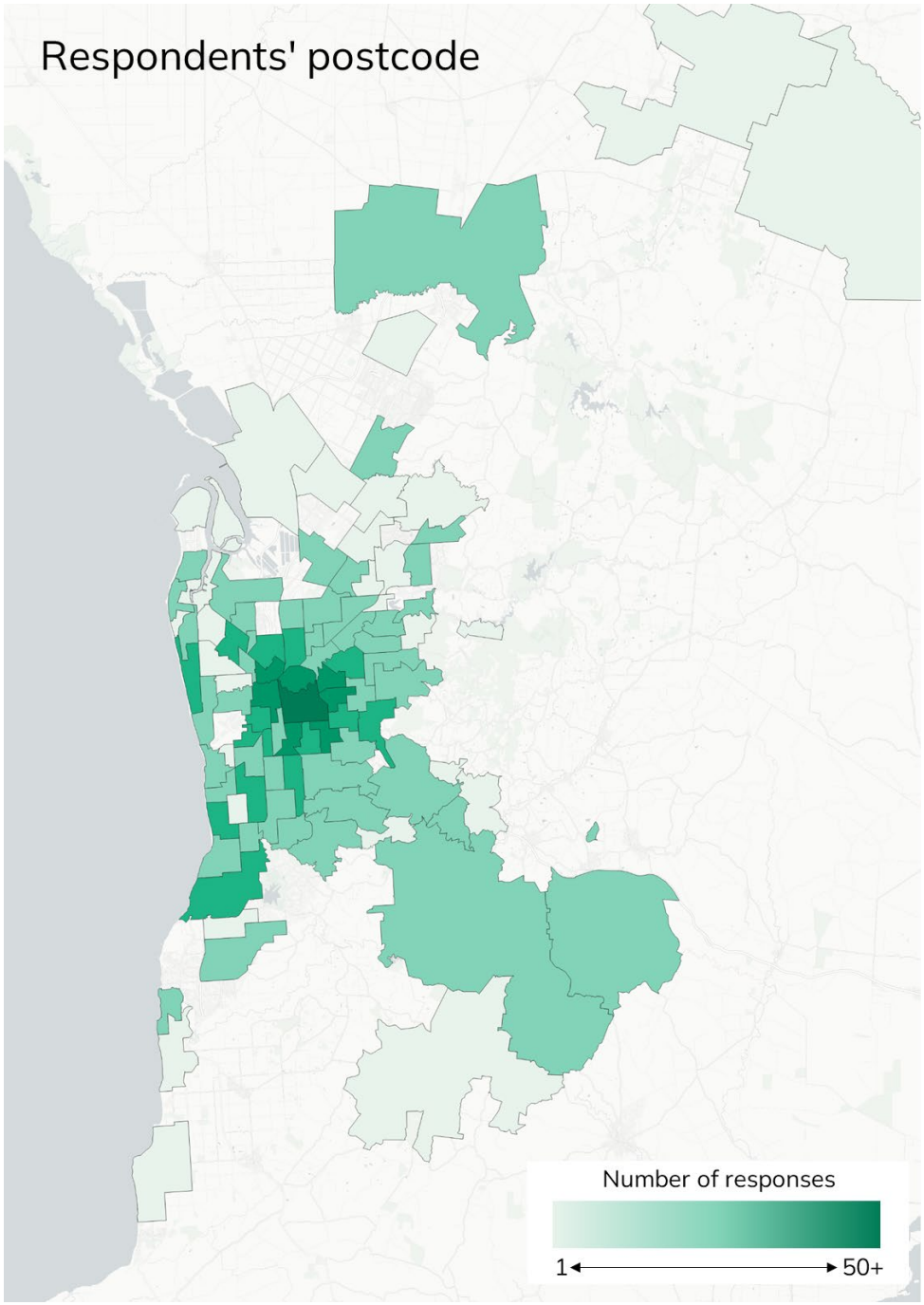


Figure 4: Community Survey – Respondents postcode

Respondents were asked to select which modes of transport they use when travelling in the City of Adelaide (and could choose more than one response). Public transport was the most frequently selected option (349), followed by walking and/or wheeling (338). Driving was the third most common selection, which combined with 'as a passenger', would make travelling in a car the most common option (475). A high number of respondents also ride a bike (254). Those who selected 'other' used modes such as Taxi and Uber.

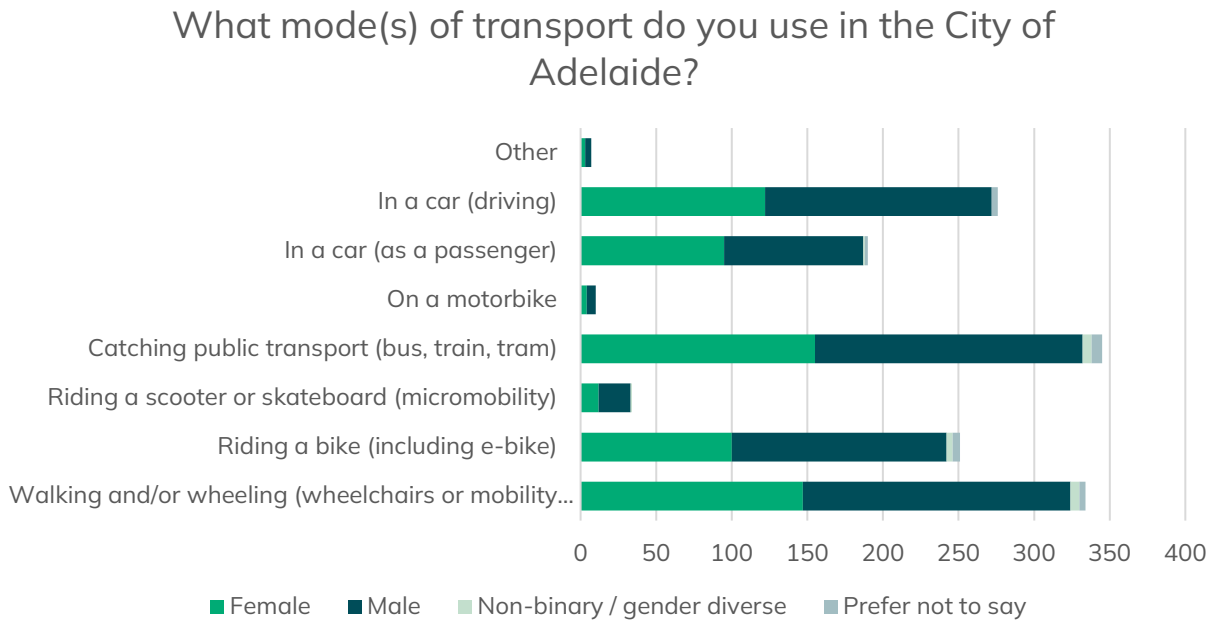


Figure 5: Community Survey - what mode(s) of transport do you use in the City of Adelaide?

11% of respondents indicated that they, or someone in their household, have some form of mobility restrictions that impact the way they travel.

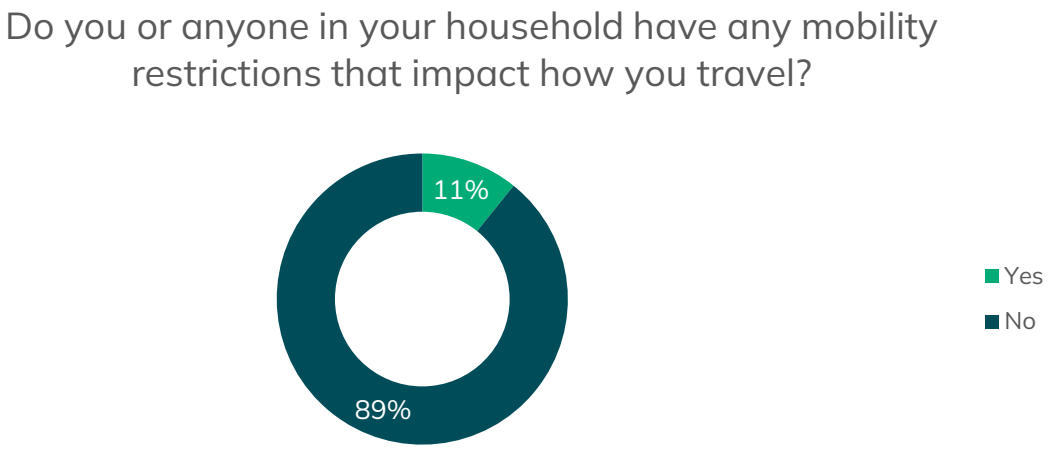


Figure 6: Community Survey - Do you or anyone in your household have any mobility restrictions that impact how you travel?

Respondents were asked to select the topics that they would like to provide feedback on. Response rates for each topic are displayed in Table 3 below. Overall Public Transport and Cycling and Cycle Parking gained the most feedback (68% and 65% respectively). Urban Freight, City Servicing, Waste Transport and Deliveries had the fewest respondents providing feedback, at just 8%.

Table 3: Community Survey - Topics selected for feedback

Topic	#	%
Walking and wheeling	226	53%
Cycling and cycle parking	280	65%
Shared micromobility	77	18%
Public transport	291	68%
Motor vehicles	168	39%
Urban Freight, City Servicing, Waste Transport and Deliveries	34	8%
Events, Works and Transport Disruptions	74	17%
Street Space and Kerbside Management	132	31%

3.1.2 Walking and Wheeling responses

The walking and wheeling topic received a total of **226 responses** (53% of all participants). The data and figures discussed in this section are based on this total.

When asked which of the identified **challenges** aligned with their experience, lack of shade and amenities such as seating was the most common (66%), followed by busy roads that are difficult to cross (63%) and motor vehicle speeds and safety (61%). Safety during large events was the least common challenge.

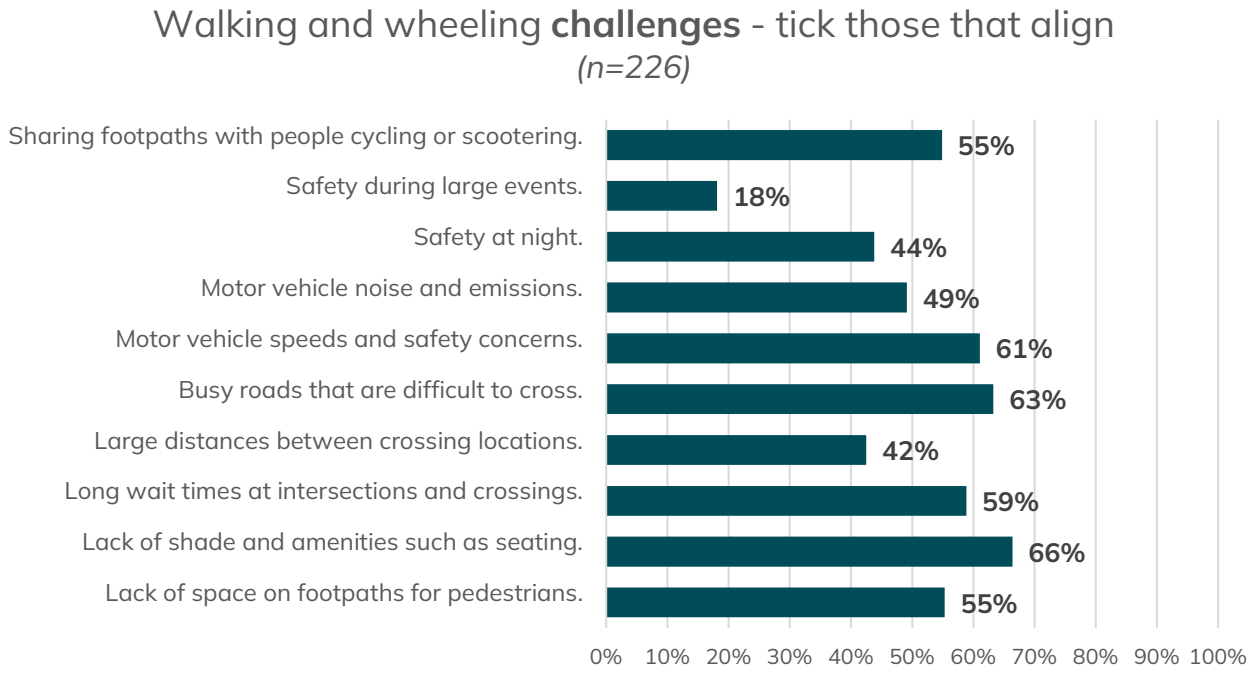


Figure 7: Community Survey – Walking and wheeling challenges

When asked if there were any other walking and wheeling challenges that should be considered, 100 responses were received, raising the following:

- E-scooter usage and storage on footpaths, which impacts access particularly for those with mobility restrictions.
- Obstructions on narrow footpaths such as bins, poles and outdoor dining in some locations.
- Inadequate infrastructure for wheelchair users, including a lack of ramps, narrow and uneven footpaths, and inaccessible crossings.
- Long waits at pedestrian crossings due to poor signal coordination for people walking.
- High vehicle speeds in pedestrian-heavy areas.
- Unsafe driver behaviour, particularly at crossings where vehicles (particularly left turning vehicles at intersections) fail to give way to pedestrians.
- Lack of shade at intersections and bus stops, making these areas uncomfortable, especially in hot weather. Limited seating and insufficient access to drinking fountains.
- Poor lighting on pedestrian paths (particularly in the Park Lands) causing safety concerns at night.

When asked about the **opportunities** identified, creating comfortable spaces for pedestrians was the most popular (81%), aligning with the responses to the walking and wheeling challenges. Establishing walking networks with associated infrastructure requirements and enhancing and promoting key routes were also popular options, selected by over 70% of respondents. Developing behaviour change programs was the least selected opportunity (50%).

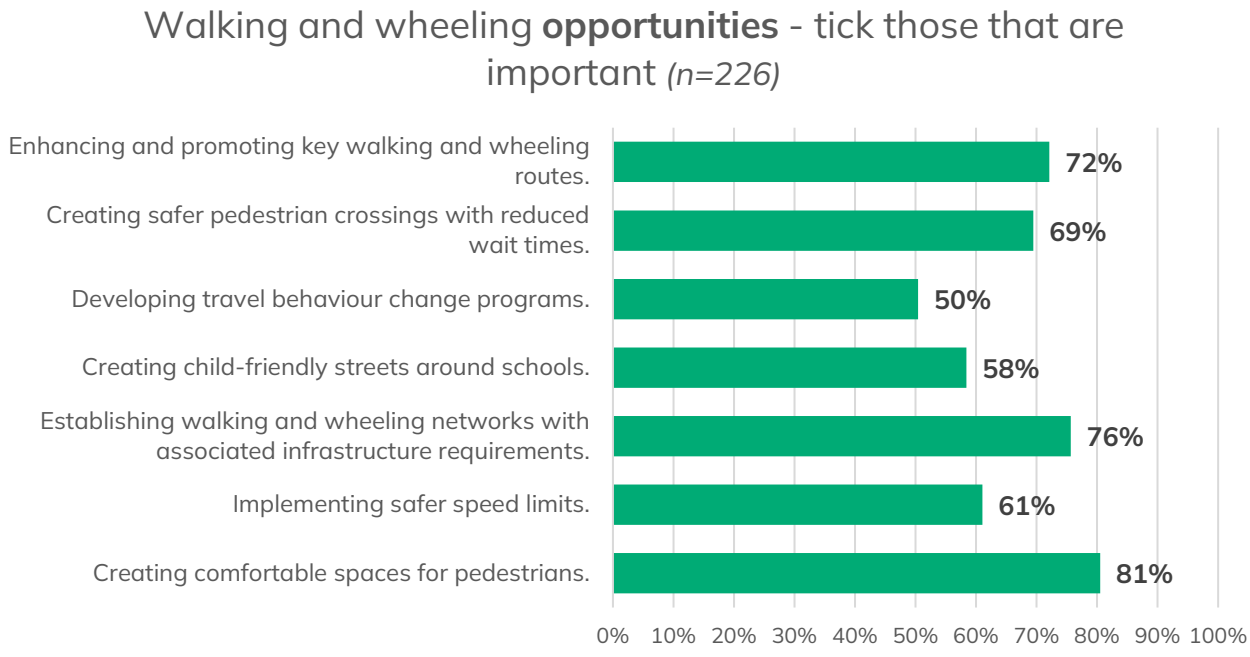


Figure 8: Community Survey – Walking and wheeling opportunities

When asked if there were any other walking and wheeling opportunities that should be considered, 73 responses were received, raising the following:

- Crossing improvements, including enhancing pedestrian cycles at intersections and crossings to prioritise walking over cars and increasing the number of zebra crossings and raised footpaths across side streets. Some suggestions also called for pedestrian over and underpasses.
- Establishing more pedestrian-only streets to enable vibrant public spaces with outdoor seating, cafes, and social hubs.
- Creating temporary or permanent car-free zones during events or in high foot traffic areas.
- Reducing vehicle dominance by implementing traffic-calming measures and lowering vehicle speeds.
- Converting parking spaces into parklets and expanding green spaces to enhance walkability.
- Cleaner and better-maintained footpaths.
- Increasing tree cover for shade, reducing noise, and providing more seating in public spaces.
- Improved wayfinding and signage, pathways, and shaded rest areas for older pedestrians.

3.1.3 Cycling and Cycle Parking responses

The cycling and cycle parking topic received a total of **280 responses** (65% of all participants). The data and figures discussed in this section are based on this total.

When asked which of the identified **challenges** aligned with their experience, a lack of complete routes, creating a disconnected cycling network, was the most selected challenge for this topic, at 91%. This was also the most commonly selected challenge across all topics. Safety concerns as a result of the network being made up of on-road bike lanes was also highly agreed with (88%). Just 33% of respondents agreed that 'other barriers' were a challenge.

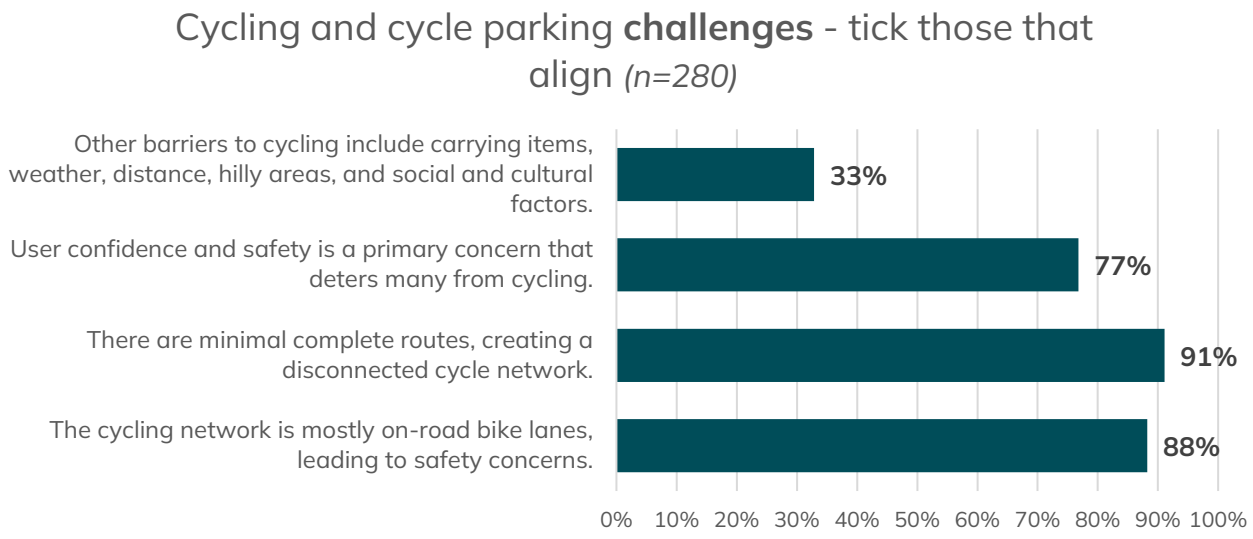


Figure 9: Community Survey - Cycling and cycle parking challenges

When asked if there were any other cycling and cycle parking challenges that should be considered, 160 responses were received, raising the following:

- Lack of connected and continuous cycling infrastructure, including disappearing bike lanes, abrupt transitions to regular roads, and poorly integrated cycle paths, forcing people on bikes to navigate unsafe conditions, such as sharing lanes with vehicles or narrow lanes alongside parked cars.
- Poor driver behaviour, with vehicles cutting into bike lanes or failing to yield at intersections and crossings.
- Painted bike lanes were criticised for providing insufficient protection, with calls for more separated, protected cycling paths.
- Inadequate secure bike parking, resulting in concerns and experiences with theft.
- The broader cultural challenge, with negative perceptions of cyclists and cycling, hostile attitudes from other road users, and a lack of public education about cyclist safety and rights, creating an unsafe and unwelcoming environment for people on bikes.
- A lack of end-of-trip facilities, such as secure bike parking, shower facilities, and storage options discourage cycling as a primary mode of transport, particularly for commuters.

When asked about the **opportunities** identified, upgrading infrastructure and redesigning streets were the most popular options, with 93% and 92% agreement respectively. These were also the most popular opportunities across all topics. Overall, respondents were supportive of all the opportunities identified, with over 70% of respondents agreeing with each.

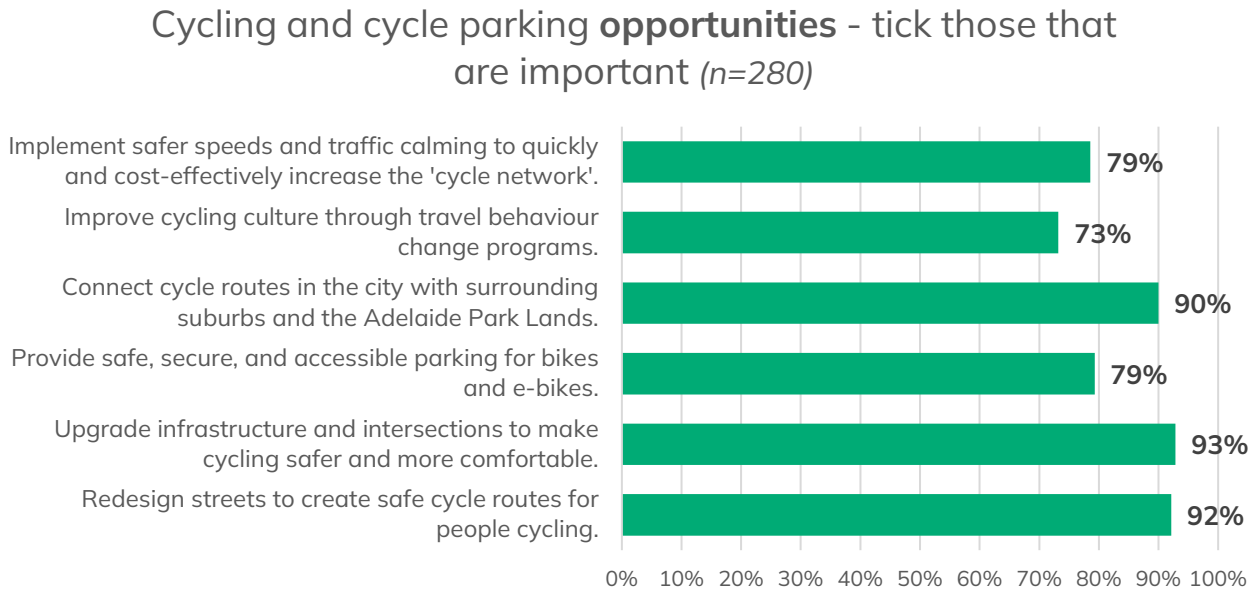


Figure 10: Community Survey - Cycling and cycle parking opportunities

When asked if there were any other cycling and cycle parking opportunities that should be considered, 106 responses were received, raising the following:

- Develop a more connected, separated, and continuous cycling network across the city and suburbs.

- Creating dedicated East-West routes, integrating cycling paths with Park Lands and train lines, and enhancing and expanding the Frome Road bikeway model.
- Reducing vehicle dominance by converting road space into protected bike lanes and implementing city-wide speed limits of 30 or 40 km/h.
- Improved end-of-trip facilities including secure bike parking, shaded parking areas with CCTV, and bike cages near public transport hubs.
- Improved signage, water stations, and lighting along cycling routes.
- Subsidies for bicycles, including e-bikes.
- Driver education campaigns to improve respect and safety for cyclists.
- Public education campaigns to humanise cyclists and promote shared road responsibilities to improve relationships between cyclists, drivers, and pedestrians.
- Promoting cycling by showcasing its health benefits and normalising it through campaigns featuring diverse commuter profiles, such as families and women.
- Building a supportive cycling culture through community rides, bike tours, and local business involvement in providing cycling facilities.

3.1.4 Shared Micromobility responses

The shared micromobility topic received a total of 77 responses (18% of all participants). The data and figures discussed in this section are based on this total.

When asked which of the identified challenges aligned with their experience, the need for safer streets to support successful cycle share schemes was the most selected, at 69%. The use of e-scooters on footpaths was also considered a challenge (60%). Just 45% of respondents agreed that changes to legislation that will allow e-scooters on roads were a challenge.

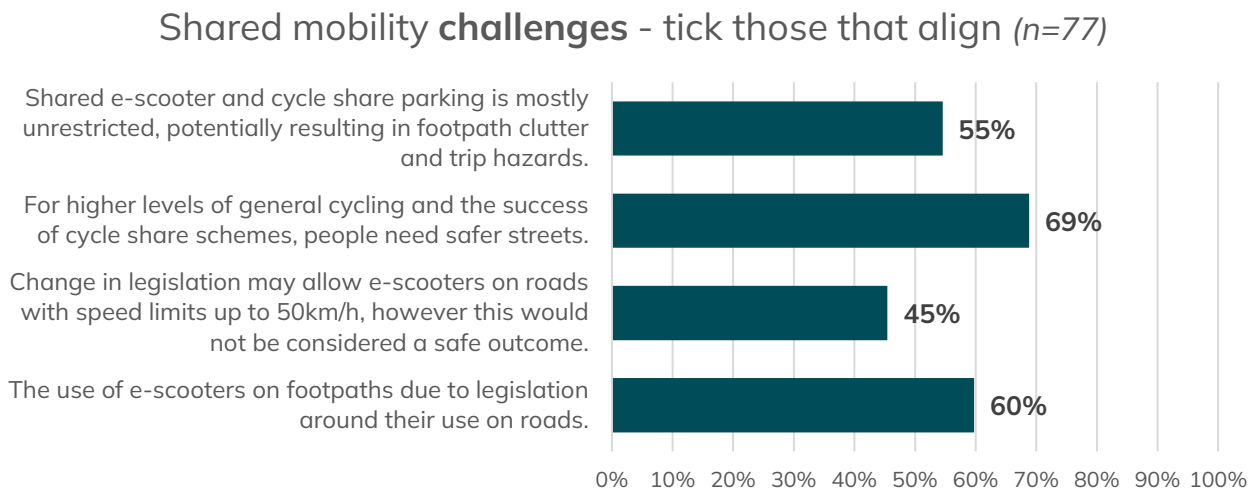


Figure 11: Community Survey – Shared mobility challenges

When asked if there were any other shared micromobility challenges that should be considered, 33 responses were received, raising the following:

- Frustration with shared e-scooters cluttering footpaths, obstructing mobility for pedestrians, and posing tripping hazards.
- Poorly managed parking and the lack of designated drop-off zones contribute to the perception that shared mobility is disorganised and unsafe.
- Lack of dedicated infrastructure for e-scooters and e-bikes, including dedicated lanes and safe parking areas.
- Use of shared mobility on footpaths, creating conflicts with pedestrians and other road users.
- Lack of slow-speed streets creates safety risks for both riders and pedestrians.

When asked about the **opportunities** identified, redesigning streets to create safe paths for all was the most popular (81%). Designated parking bays or docks in busy areas was also a popular option, selected by 73% of respondents.

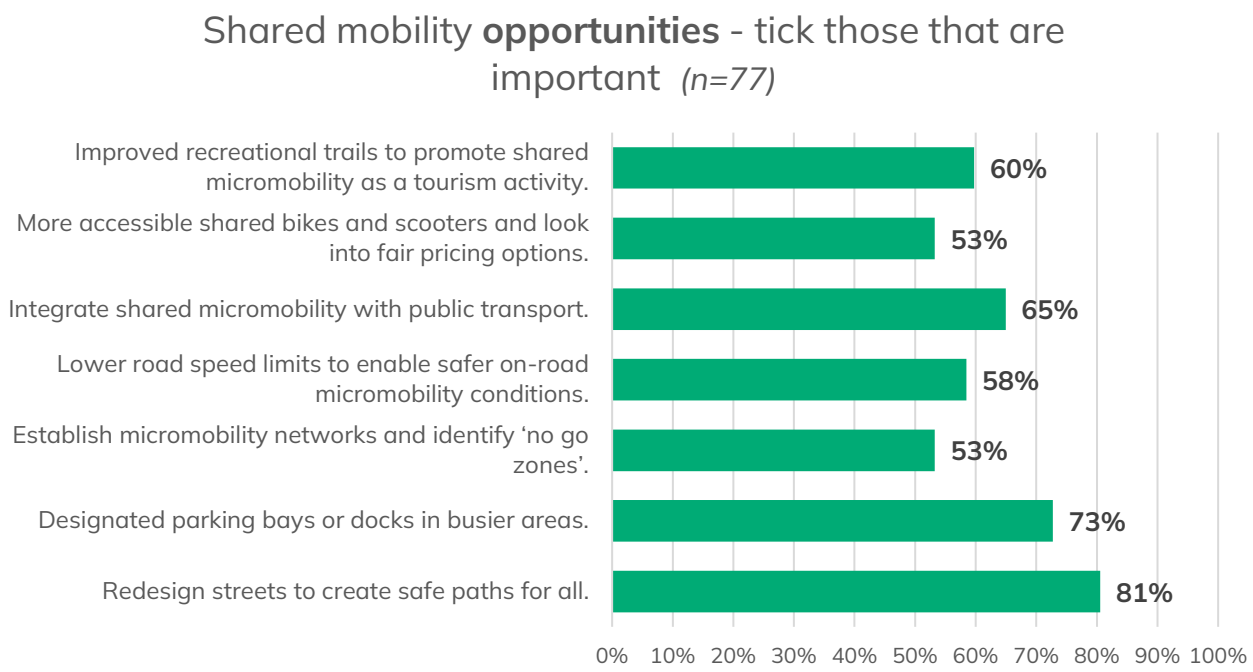


Figure 12: Community Survey – Shared mobility opportunities

When asked if there were any other shared micromobility opportunities that should be considered, 21 responses were received, raising the following:

- Creating more dedicated infrastructure for micromobility, such as separated bike and scooter lanes.
- Integrating micromobility with public transport systems, including allowing bikes and scooters on buses and trams, to enhance first- and last-mile connectivity.
- Implementing designated and/or mandatory parking zones for shared scooters.

- Education campaigns focused on safety and etiquette for both shared and privately owned micromobility users.
- Improved operations by companies including expanding device availability, and better enforcement of speed and parking regulations.
- Subsidising micromobility use, such as offering free or affordable bikes and scooters or integrating them into a city-wide access card, similar to the Opal card in Sydney.
- Expanding micromobility options, including mobility scooter hire for tourists and residents with disabilities.
- Increasing micromobility options near popular attractions, shopping districts, and public transport hubs to boost tourism and local business.

3.1.5 Public Transport responses

The public transport topic received a total of **291 responses** (68% of all participants), making it the most popular topic. The data and figures discussed in this section are based on this total.

When asked which of the identified **challenges** aligned with their experience, a lack of service outside of peak periods was the most commonly selected, at 70%. Delays on bus and tram services was also considered a challenge (63%). Just 26% of respondents agreed that conflicts with parked and turning vehicles was a challenge.

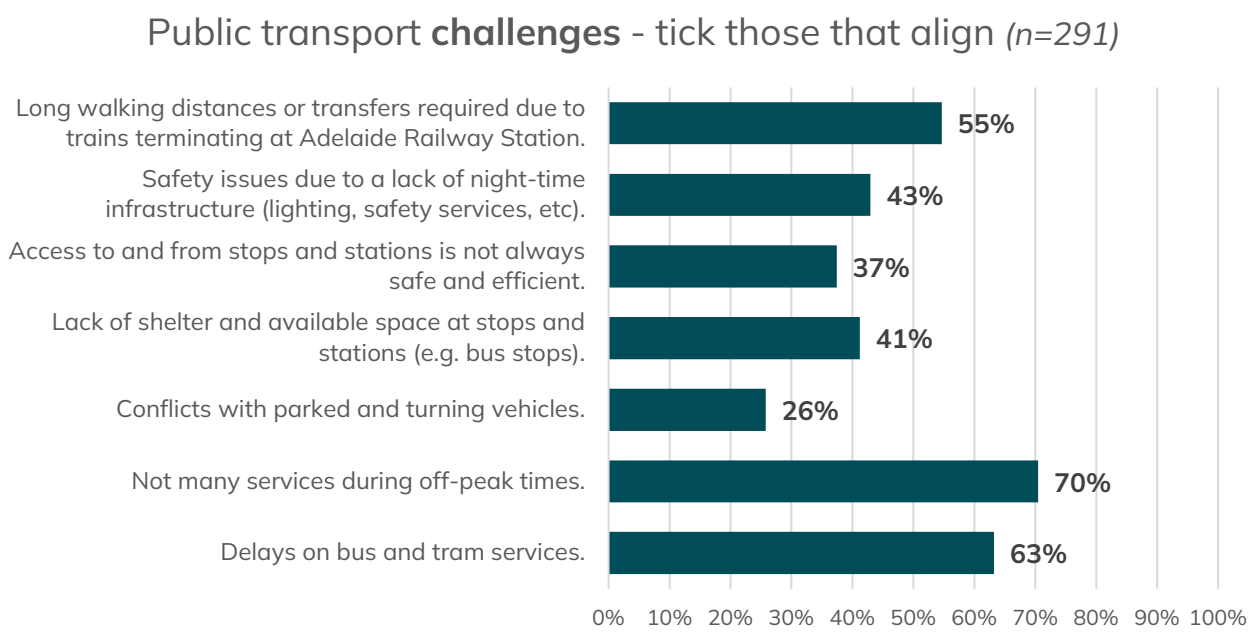


Figure 13: Community Survey – Public transport challenges

When asked if there were any other public transport challenges that should be considered, 156 responses were received, raising the following:

- High cost of public transport, with the price of a round trip often comparable to or more expensive than driving and parking.
- Infrequent and unreliable services (especially buses and trams) including delays, "ghost" buses that fail to show up, and long wait times during off-peak hours and weekends.
- Poor stop and station infrastructure, including a lack of shade and shelter, unsafe and poorly lit footpaths near stops, and limited accessibility for mobility-impaired users.
- Safety on public transport, particularly on buses, as a result of antisocial behaviour, overcrowding, and insufficient security presence.
- Limited tram and train networks that are unable to serve key areas effectively.
- Slow speed of trams within the city, insufficient peak-time capacity, and the need for tram and train extensions to the suburbs.

When asked about the **opportunities** identified, advocating for improvements to existing routes and creating new light-rail or tram connections was the most popular option, with 90% agreement. 80% of respondents also supported making public transport faster and more reliable.

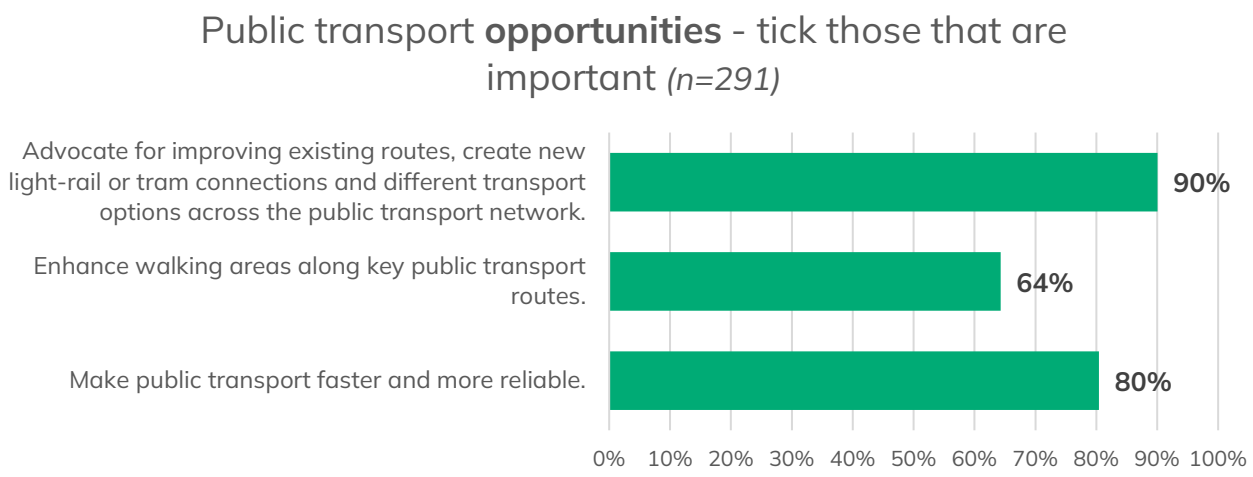


Figure 14: Community Survey – Public transport opportunities

When asked if there were any other public transport opportunities that should be considered, 135 responses were received, raising the following:

- More frequent, reliable services, particularly during peak times, late evenings, and weekends.
- Enhancing cross-city routes, creating ring networks, and expanding services to under-served suburbs.
- Ensuring short wait times and predictable schedules.
- Reduced or free fares to encourage greater use, such as free travel within the CBD, low-cost flat fares (such as 50 cents per trip), and concessions for families and low-income users.
- Improvements to infrastructure, such as shaded stops, better lighting, and accessible facilities for mobility-impaired users.

- Greater priority for buses and trams through measures such as dedicated lanes, priority at intersections, and reducing private vehicle access on key corridors like Currie, Grenfell, and King William Streets.

3.1.6 Motor Vehicles responses

The motor vehicles topic received a total of **168 responses** (39% of all participants). The data and figures discussed in this section are based on this total.

When asked which of the identified **challenges** aligned with their experience, high volumes of through traffic, and past street designs and spending focused on cars and parking were the most selected, each at 68%. High rates of car ownership and car parking encouraging car dependency, and balancing on-street parking and other uses of public space were also considered challenges for 67% and 66% of respondents respectively.

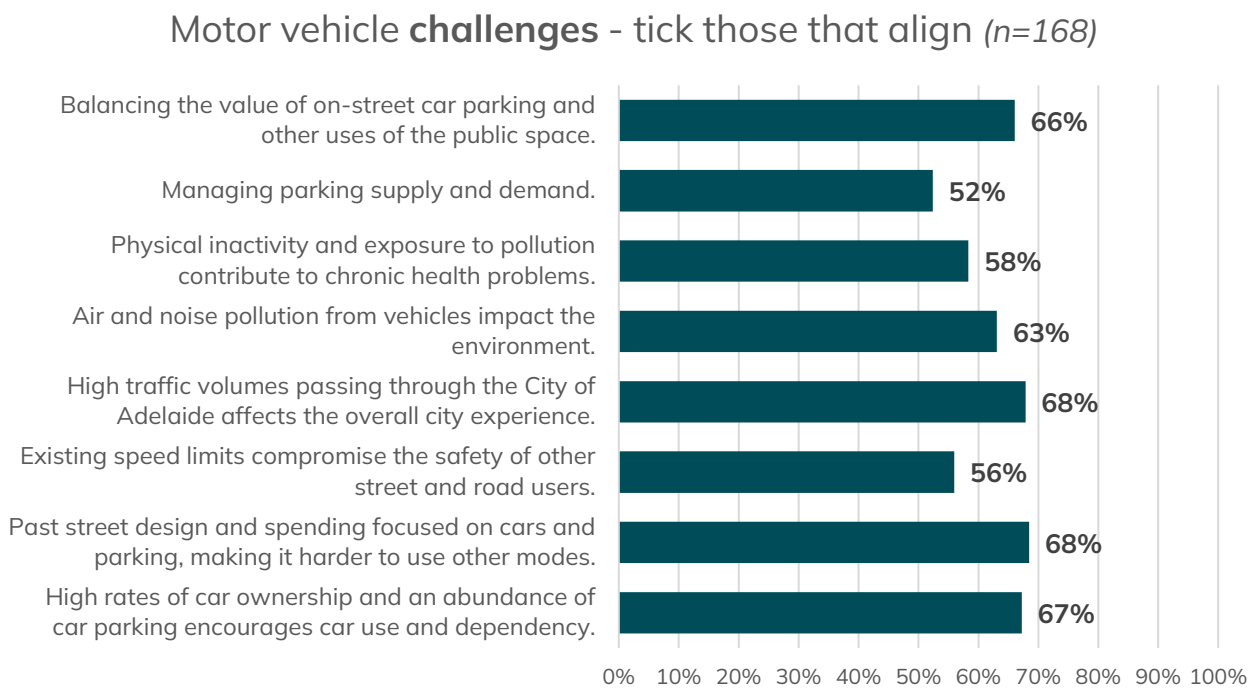


Figure 15: Community Survey – Motor vehicle challenges

When asked if there were any other motor vehicle challenges that should be considered, 81 responses were received, raising the following:

- Reliance on cars, noting that the city's extensive parking infrastructure (both on and off street) takes up valuable space that could be used for pedestrian-friendly areas or green spaces.
- Traffic congestion, particularly during peak times and major events.
- Poorly coordinated traffic lights, frequent roadworks, and large vehicles contributing to delays and inefficiencies.
- Excessive through-traffic in the CBD and North Adelaide.

- Air and noise pollution caused by vehicle emissions and impacts of car dominance on urban heat levels due to the extensive hard road surfaces.
- The high cost of parking for those who rely on driving, such as people with mobility issues or those seeking safer alternatives to public transport late at night.
- Lack of sufficient disabled parking spaces and inequitable parking permit systems, which burden those with specific access needs.
- Opposition to proposed changes to reduce car dependency, such as lower speed limits, reduced parking availability, or improved cycling and public transport infrastructure due to potential inconvenience, economic impacts on businesses, and the perception that these measures were "anti-car."

When asked about the **opportunities** identified, enhancing road safety and implementing safe speed limits was the most popular (62%). This was closely followed by managing traffic flow and implementing modal filters and creating safe routes using healthy streets principles, selected by 61% and 60% of respondents respectively. Promoting low emissions vehicles through the creatin of a low emissions zone was the least selected opportunity (41%).

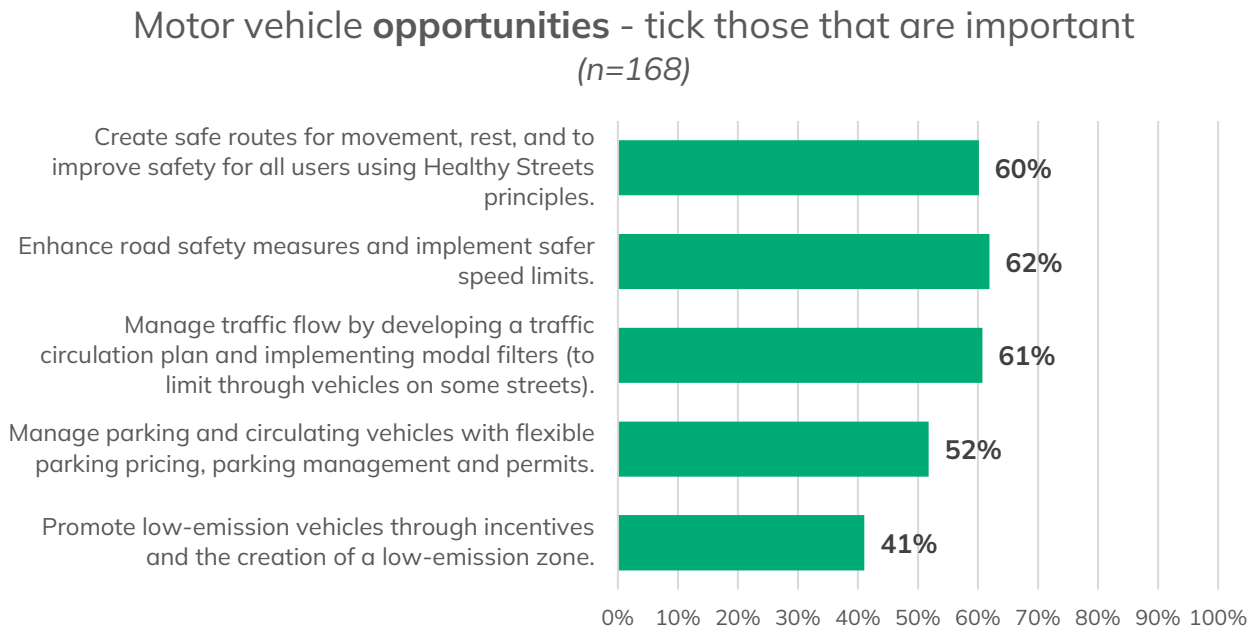


Figure 16: Community Survey – Motor vehicle opportunities

When asked if there were any other motor vehicle opportunities that should be considered, 79 responses were received, raising the following:

- Limiting or discouraging through-traffic in the city by implementing a congestion charge (similar to those in London or Singapore), restricting access for oversized or high-emission vehicles, and diverting non-essential traffic around the city.

- Creating more parking facilities on the city's fringe, allowing drivers to park outside the CBD and continue their journey via public transport, cycling, or walking.
- Better management of road space and traffic flow, including converting some streets to alternating one-way routes, reducing speed limits in high-pedestrian areas, and implementing smarter traffic signal coordination.
- Dedicated pick-up zones for ride-share vehicles and changes to parking regulations to prioritise short-term use.
- Increasing the availability of accessible car parking spaces.
- Ensuring that low-emission zones or similar initiatives do not disadvantage people unable to afford electric vehicles.
- Enhanced EV charging infrastructure to support a gradual transition to cleaner vehicles.

3.1.7 Urban Freight, City Servicing, Waste Transport and Deliveries responses

The urban freight, city servicing, waste transport and deliveries topic received a total of **34 responses** (8% of all participants), making it the least popular topic. The data and figures discussed in this section are based on this total.

When asked which of the identified **challenges** aligned with their experience, lack of joint planning for infrastructure and operations was the most commonly selected, at 74%. Competing demands for kerbside space was also considered a challenge for 65% of respondents. Just 38% of respondents agreed that high greenhouse gas emissions from freight related transport was a challenge.

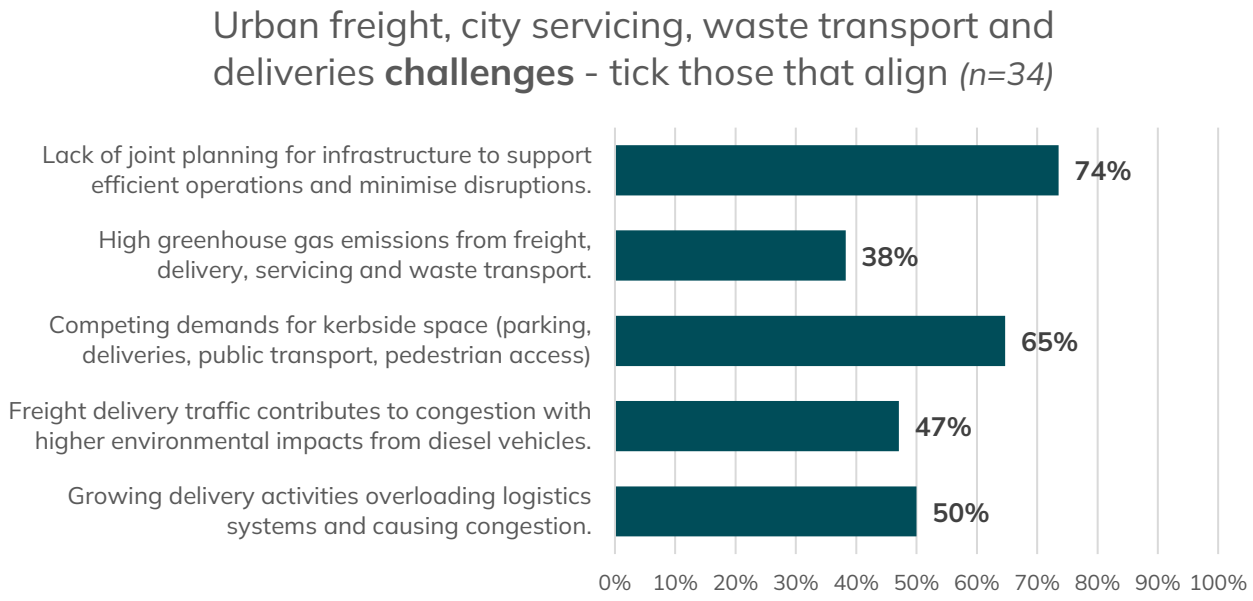


Figure 17: Community Survey – Urban freight, city servicing, waste transport and deliveries challenges

When asked if there were any other urban freight, city servicing, waste transport and deliveries challenges that should be considered, 11 responses were received, raising the following:

- Lack of sufficient loading zones and short-term parking spaces across the city, particularly in areas with high commercial activity.
- The noise generated by delivery trucks, waste collection vehicles, and recycling activities (particularly during early morning or late-night hours) in areas with mixed residential and commercial uses.
- Freight and service vehicles must compete for road space with private vehicles, with the dominance of private cars acting as a barrier to efficient freight movement.

When asked about the **opportunities** identified, supporting shared delivery systems and hubs among local businesses was the most popular (85%). 74% of respondents also supported promoting deliveries by cargo bikes.

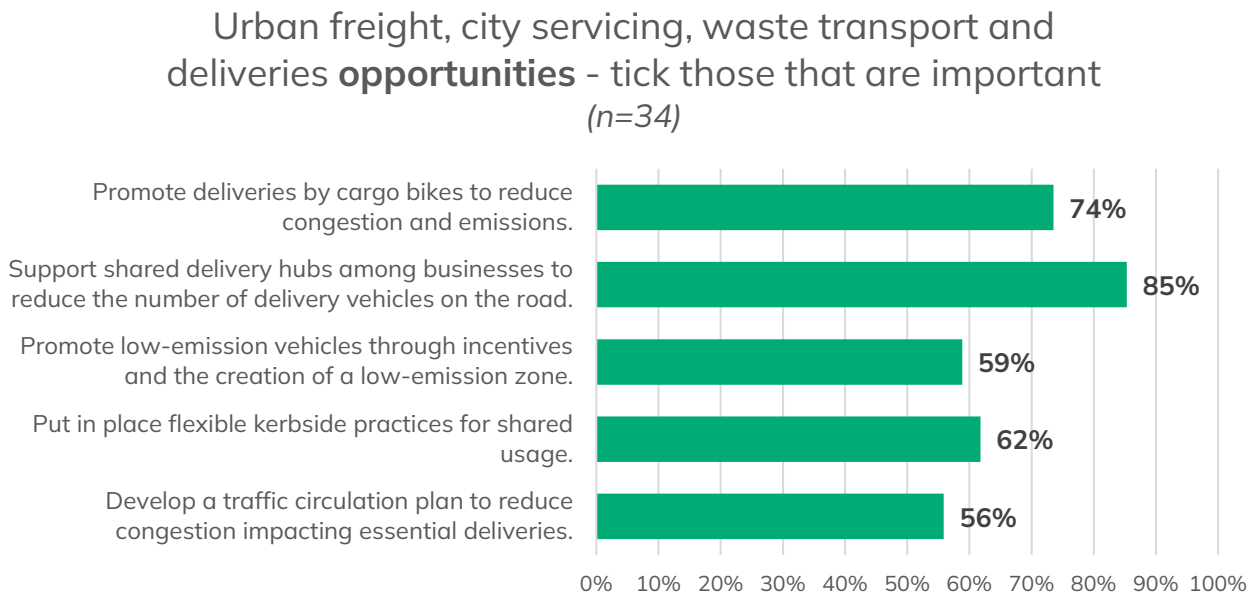


Figure 18: Community Survey – Urban freight, city servicing, waste transport and deliveries opportunities

When asked if there were any other urban freight, city servicing, waste transport and deliveries opportunities that should be considered, 11 responses were received, raising the following:

- Potential for businesses like EcoCaddy to take on a broader range of delivery and collection services, leveraging low-emission or human-powered vehicles.
- Developing of shared mail hubs, allowing multiple logistics companies (e.g., DHL, AusPost) to consolidate collection and delivery points to improve efficiency and reduce vehicle traffic.
- Integrating flexible kerbside practices, as long as they do not compromise bicycle lanes or footpaths.
- Establishing delivery hubs on the city fringe, where freight can be transferred to cargo bicycles or smaller electric vehicles for the "last mile".

3.1.8 Events, Works and Transport Disruptions responses

The events, works and transport disruption topic received a total of **74 responses** (17% of all participants). The data and figures discussed in this section are based on this total.

When asked which of the identified **challenges** aligned with their experience, disruptions affecting active transport due to a lack of standards, and footpaths and side of road uses being more susceptible to disruptions were the most commonly selected (59% and 57% respectively). Crowd safety during events was the least common challenge.

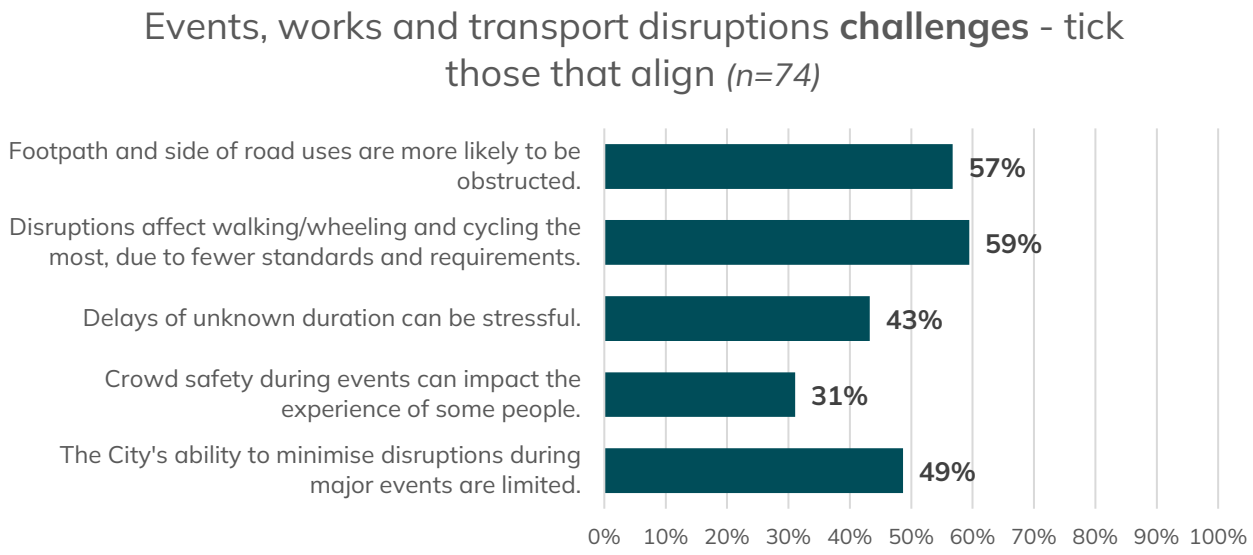


Figure 19: Community Survey – Events, works and transport disruptions challenges

When asked if there were any other events, works and transport disruption challenges that should be considered, 26 responses were received, raising the following:

- Maintaining access for pedestrians, cyclists, and public transport users during events and works. Frequently, cycle lanes and footpaths are blocked or diverted without sufficient alternatives and public transport routes are often impacted, leaving users with limited or unclear options.
- Criticism of timing and coordination of road closures during events, with roads often closed too early or reopened too late, creating unnecessary congestion and frustration for commuters.
- Lack of efficient traffic management, particularly around major events such as those held at Adelaide Oval and Victoria Square.
- Disruption to the lifestyle of residents in adjacent neighbourhoods, particularly in suburbs bordering major event venues like Victoria Park, creating issues such as rerouted traffic, rat running in residential streets, and noise pollution.
- Managing large crowds and ensuring safety as event attendance grows, including a lack of frequent and reliable public transport, unclear wayfinding, insufficient security personnel, inadequate crowd management, and risks from hostile vehicles.

- The environmental impact of events, including damage to parks and gardens, with a frequent need for extensive and costly restoration of public spaces after events.

When asked about the **opportunities** identified, developing a network of active travel routes so that more options are available during closures, was the most popular (77%). 72% of respondents also supported using events to promote sustainable transport options. Investigating permit processes and fee structures for developer contributions to streetscapes was the least selected opportunity (41%).

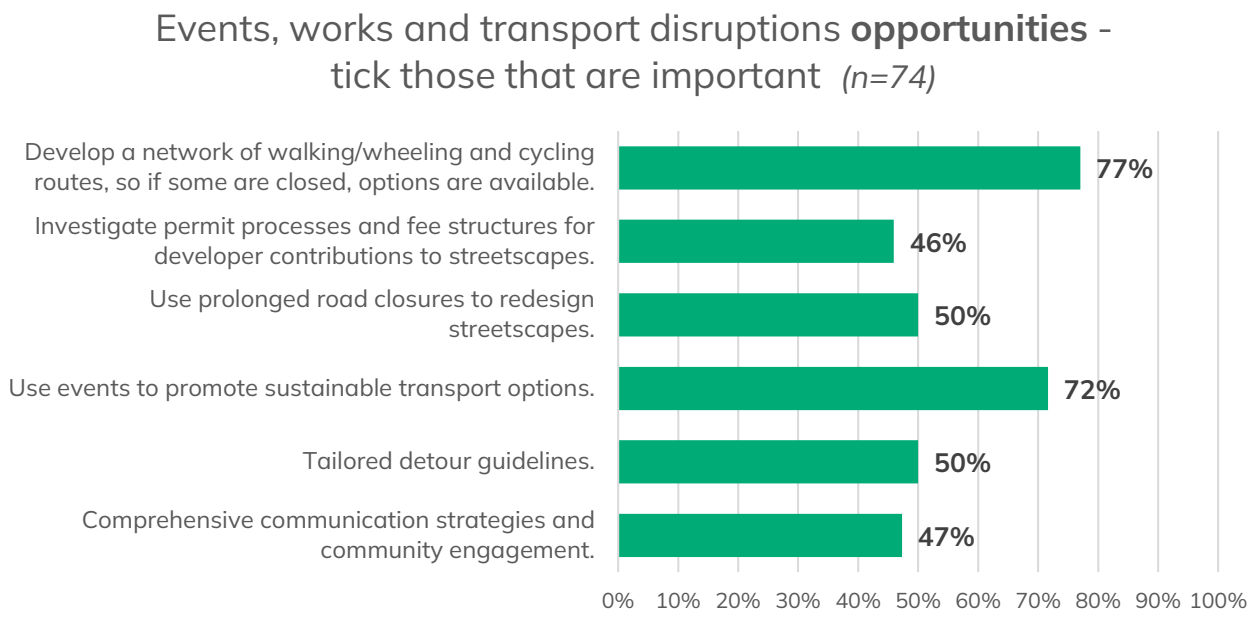


Figure 20: Community Survey – Events, works and transport disruptions opportunities

When asked if there were any other events, works and transport disruption opportunities that should be considered, 19 responses were received, raising the following:

- Introducing alternative public transport solutions, such as free shuttles or dedicated feeder buses, to improve access during major events, such as routes connecting the East and CBD during Adelaide 500 closures.
- Promoting free or reduced-cost public transport for event attendance.
- Clearer and more consistent communication about disruptions from events and works, such as notifying residents and stakeholders earlier and providing detailed information about road closures, alternative routes, and transport options.
- Better manage traffic and crowds during events and works, using real-time monitoring tools to provide route advice during disruptions and implementing smarter traffic management around major venues.
- Increasing security and crowd control at events.

3.1.9 Street Space and Kerbside Management responses

The street space and kerbside management topic received a total of **132 responses** (31% of all participants). The data and figures discussed in this section are based on this total.

When asked which of the identified **challenges** aligned with their experience, expectations for kerbside parking limiting street improvement projects was the most commonly selected (73%). This was closely followed by street space use not meeting the needs of different people in the community, and free or low cost kerbside parking encouraging car use and dependency, selected by 70% and 67% of respondents respectively.

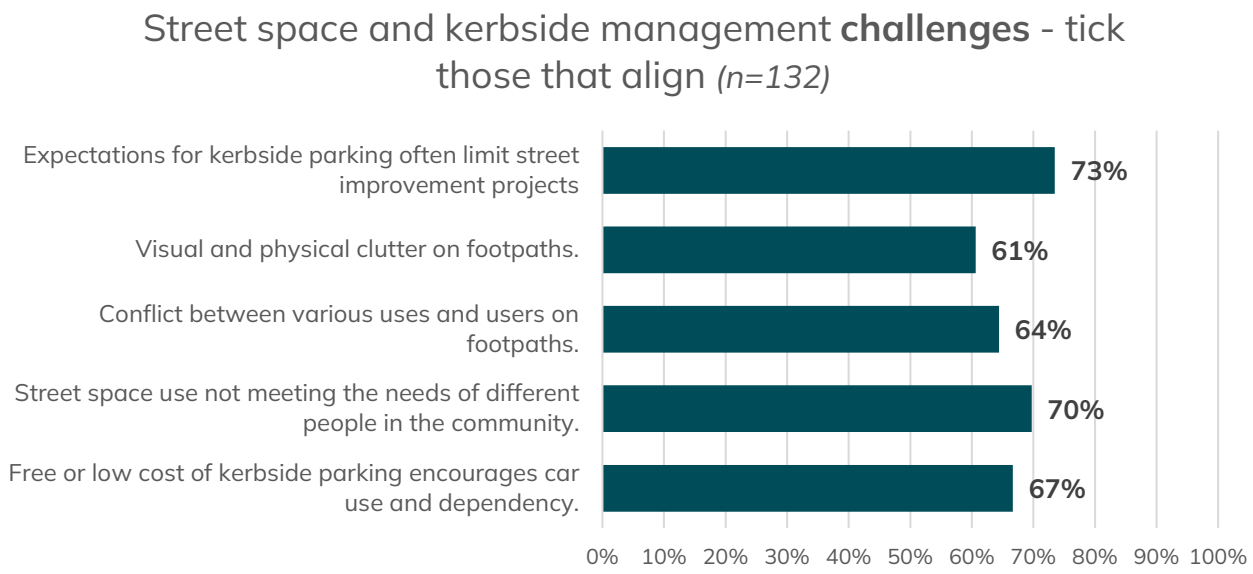


Figure 21: Community Survey – Street space and kerbside management challenges

When asked if there were any other street space and kerbside management challenges that should be considered, 49 responses were received, raising the following:

- Excessive kerbside parking limits space for pedestrians, cyclists, and public transport users.
- Narrow footpaths, obstructed bike lanes near parked cars, and limited pedestrian-friendly features, such as shade and seating.
- Misuse of footpaths by e-scooters, café furniture, and signage, especially for people with mobility challenges or low vision, with hazards like improperly parked scooters and insufficient footpath widths resulting in unsafe conditions.
- Over-prioritisation of kerbside parking, acknowledging the tension between providing parking and promoting other transport modes.

When asked about the **opportunities** identified, widening footpaths and optimising street space based on strategic alignment were the most popular options, with 75% and 72% agreement respectively. Demand-based kerbside management was the least selected opportunity (48%).

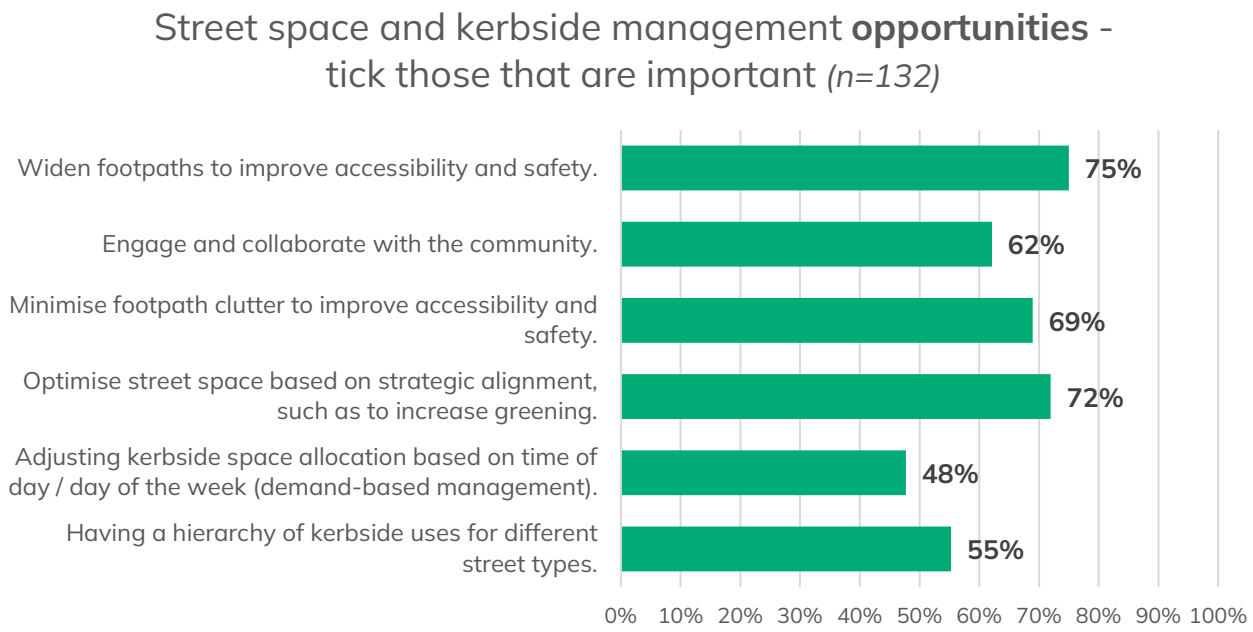


Figure 22: Community Survey – Street space and kerbside management opportunities

When asked if there were any other street space and kerbside management opportunities that should be considered, 36 responses were received, raising the following:

- Increasing greenery in the city, including productive trees for community gardens, urban agriculture, and more shade-providing street trees, streetscaping with potted plants, landscaped beds, and green walls to make the city more attractive and liveable while reducing urban heat.
- Increasing the number of kerbside disability parking spaces.
- Improving footpaths with smooth, flat surfaces, and ensuring wheelchair and pram-friendly kerb transitions.
- Ensuring shaded waiting areas, particularly at bus and tram stops.
- Repurposing kerbside areas for outdoor dining, events, markets, and other social activities, highlighting successful examples, such as Rundle Street during the Fringe.
- Shifting focus toward short-term or delivery-related parking.

3.2 Youth Survey

A total of 84 responses to the online youth survey were received.

3.2.1 Who we heard from

All respondents were 12 years of age and above, with a majority between 15 and 17 years of age (57%). No responses were received from younger age cohorts (5-11 years of age). It was suggested to schools that the 'Better Street' activity street may be more age appropriate to the primary school age cohorts.

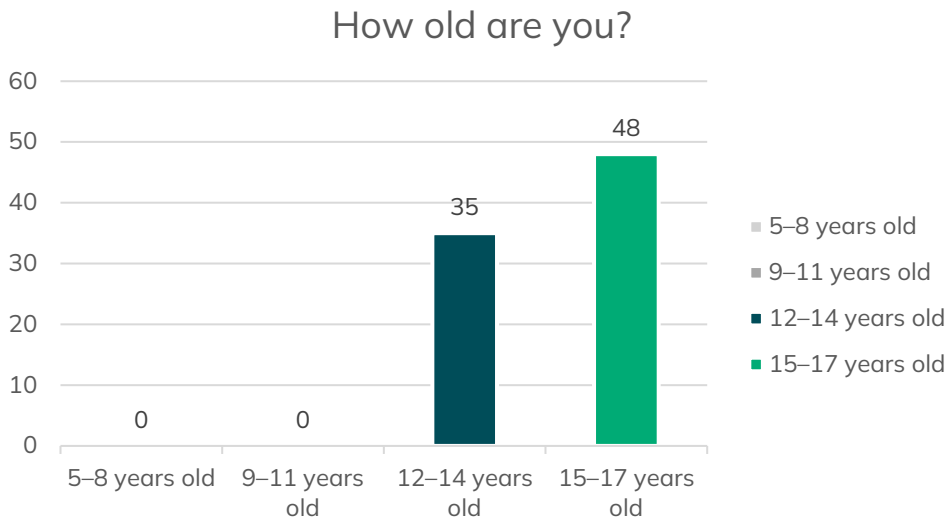


Figure 23: Youth Survey – How old are you?

Most respondents did not live in the City of Adelaide, commuting to school in the City from the suburbs (55%), while some were unsure if they lived within the Council area. 38% of respondents live in the City.

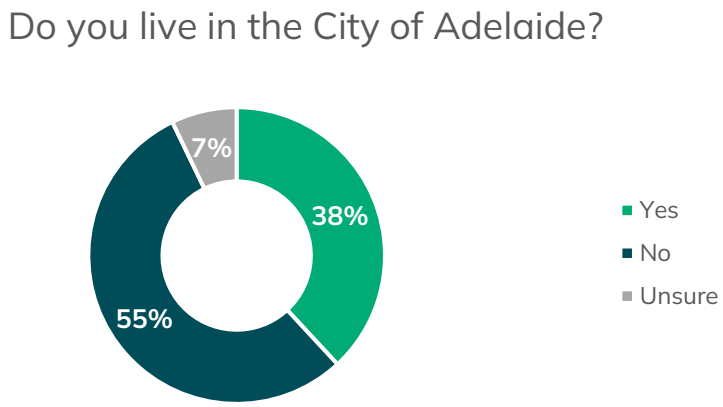


Figure 24: Youth Survey – Do you live in the City of Adelaide

It should be noted, that while gender was not included as a question in the survey, mention of particular schools throughout the responses suggests that a majority of respondents attend an all-girls school in the City of Adelaide.

3.2.2 Travel to school

Respondents were asked to select how they usually travel to school in the City, how they would like to travel to school, and what would enable them to travel in the way they would like to.

Responding to the question 'how do you usually travel to school?' students were able to select multiple modes, and whether they travel independently or not. A similar number of respondents travel to school by car (64) and public transport (63). Significant difference in the level of independent travel can be noted however, with a majority of car travel with family or friends (97%), and a majority of public transport travel alone (71%). Active travel including walking, riding a bike and riding a scooter or skateboard also provide opportunity for students to travel independently, with 67% of walking trips made alone. The low number of students riding a bike, scooter or skateboard can also be noted.

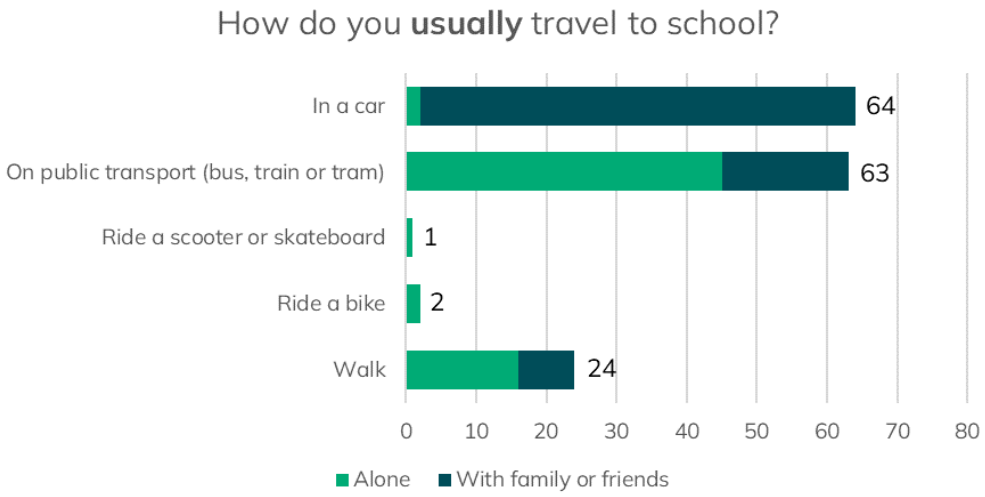


Figure 25: Youth Survey – How do you usually travel to school?

Responding to the question 'how would you like to travel to school?' students were able to select multiple modes and if they would like to travel alone or with friends or family. Overall, significant reductions in walking (-58%) and public transport travel (-30%) can be noted when compared to how students currently travel, while the number of students who would like to travel by car increased by 16%. Noting the low overall numbers, the number of respondents who would like to ride a bike or ride a scooter / skateboard increased significantly compared to how respondents currently travel, increasing by 300% and 200% respectively.

It should be noted that the CoA School Travel Safety Review undertook surveys across all schools within CoA and results indicated some significant preferences towards active travel and public transport. These preferences varied from school to school. This survey (for the Integrated Transport Strategy) had a response from a much smaller number of students and many are thought to be from one school. Therefore, for quantitative purposes, the School Travel Safety Review surveys should be used.

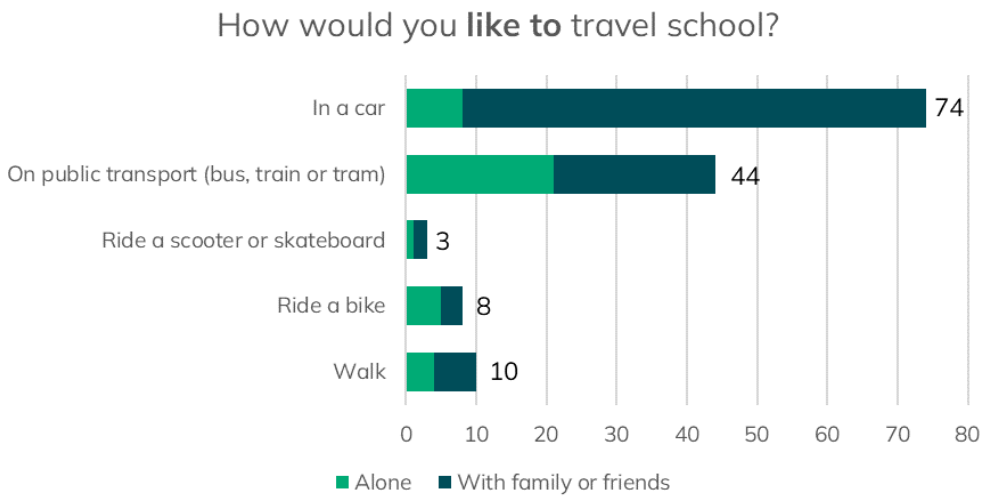


Figure 26: Youth Survey – How would you like to travel to school?

When asked 'thinking about the way you would like to travel to school, what would help you?', 56 respondents made comments.

24 respondents suggested improvements to public transport. This ranged from public transport frequency, reliability, coverage, speed, and the overall public transport experience. Comments included:

- *"... the bus I take only comes every half an hour or so. This means if I miss it, then I become late to school, which isn't ideal."*
- *"... More often than not the timetable will be off by a minute or two and that's all it takes to miss the bus and have to wait another 15 minutes."*
- *"If they were managed more... due to the fact I do not always feel safe on trams and trains I take them much less now".*

There were 13 comments were made about traffic and congestion, including:

- *"Ways that would possibly help me travel to school that way I like, would be less traffic and cleaner roads."*
- *"More roads to get into the city so it isn't crowed and blocked all the time".*
- *"Somehow making it so there isn't just one way to school creating mass amounts of traffic".*

Five comments were made about safety, such as:

- *"I wish there was safer bike riding infrastructure, I almost got hit by a car!!"*
- *"I would like to be with people I know instead of in crowded areas with people I don't know."*

Other topics commented on included logistics (e.g. coordinating with family members), lack of independence and long distances. Parking, pedestrian and cycling infrastructure were also raised.

3.2.3 Likes and dislikes

Respondents were asked what they like and do not like about travelling in the city, and were able to select multiple options that they agreed with.

In terms of what respondents like about travelling in the city, being with family and friends was the most popular response, with 51 votes. Seeing different places was also something respondents enjoyed about city travel, with 43 votes. Those who voted for other included comments such as shopping, eating and relaxing while walking and listening to music.

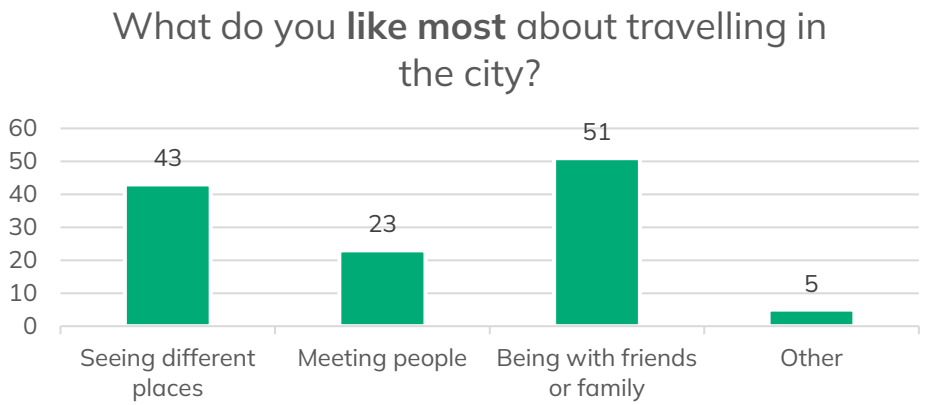


Figure 27: Youth Survey – What do you like most about travelling in the city?

Responding to the question 'what do you not like about travelling in the city?' safety was a major contributor, with 49 votes for 'it feels unsafe'. The time it takes was also a popular response with 48 votes. For those who selected other, comments were made about other people making them feel uncomfortable (5) and unpleasant sounds and smells (4). Comments included:

- *"Men are always creepy to me on the bus (I get harassed), and there are always dodgy people which are scary."*
- *"It smells like smoke".*

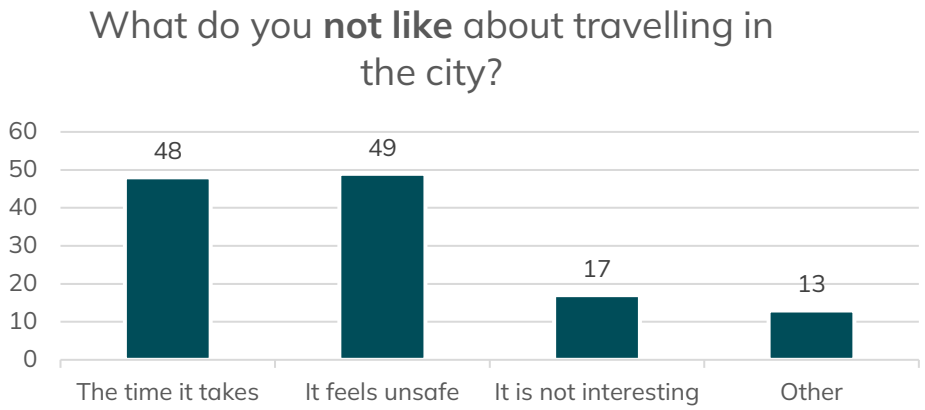


Figure 28: Youth Survey – What do you not like about travelling in the city?

3.2.4 Safety

When respondents were asked whether they feel safe while travelling in the city, a majority (69%) selected that they sometimes feel safe. Overall, there were more respondents who felt unsafe (20%), compared to those who felt safe (11%).

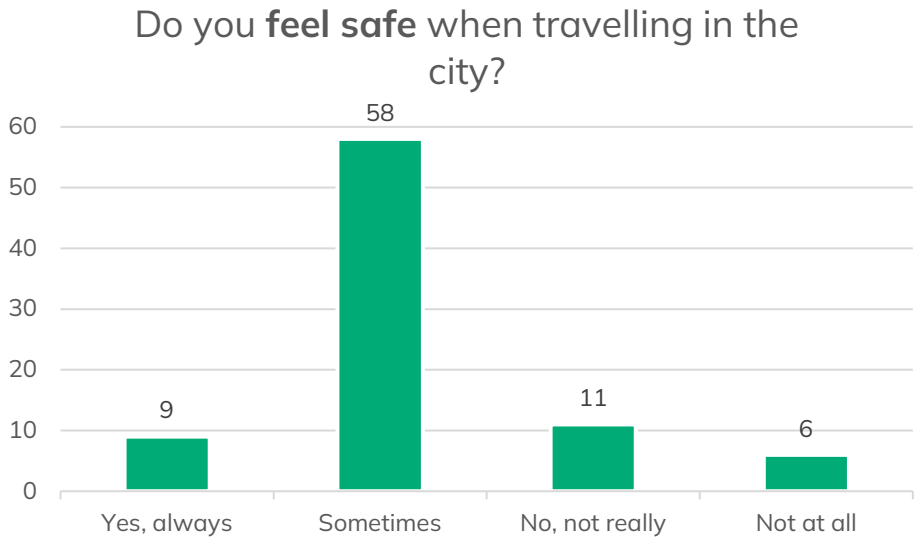


Figure 29: Youth Survey – Do you feel safe when travelling in the city?

Respondents were also asked to explain why they chose their answer, with 77 responses received. A significant number of responses (52, or 68%) referenced other people's behaviour making them feel uncomfortable and unsafe, in particular "dodgy", "unhinged" people and those under the influence of drugs and alcohol. Comments included:

- *"There are a lot of drunk men and unkind teenagers that are eshays and they make me feel unsafe and that I will be harmed..."*
- *"Because sometimes there are crazy people making scenes on the bus, or there are weird people (typically men) on the bus who stare and make me feel unsafe."*
- *"There are a lot of weird people. For example, I have had a beer bottle been thrown in my face once, and I have been yelled at by people who are high, extremely drunk, or a mixture of both on many occasions."*

A number of responses referenced the crowds in the city making them feel uncomfortable, while others mentioned the temporal nature of feeling safe, as well as what parts of the city they are travelling in. These responses noted that locations such as Hindley Street made them feel unsafe, and that afternoon travel felt less safe than travelling to school in the morning.

3.2.5 Experience

Respondents were asked whether they like the way the city looks and feels when you travel and 'If you could change one thing about travelling in the city, what would it be?'.

A majority of respondents felt that the look and feel of the city was 'okay' (59%). Overall, more respondents found the look and feel of the city while travelling 'nice and fun' (23%) when compared to those who did not like it (18%).

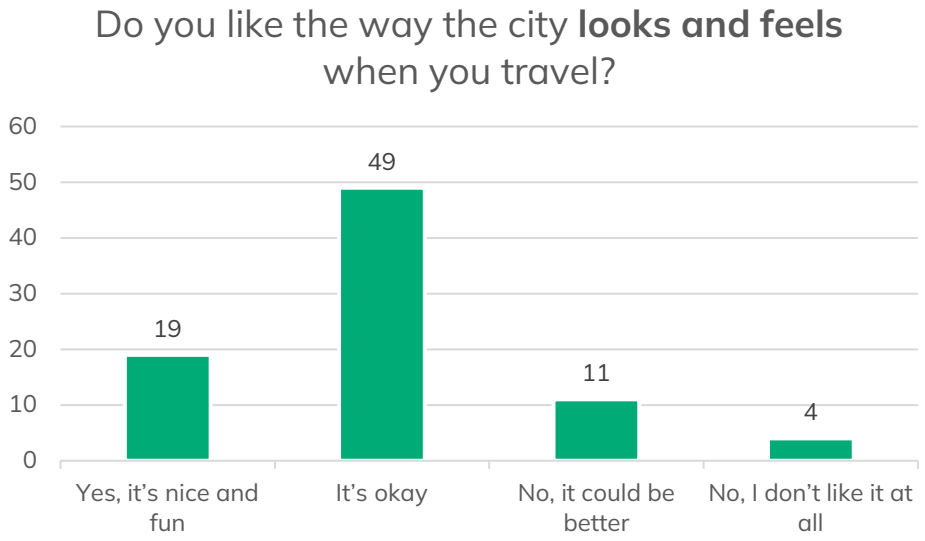


Figure 30: Youth Survey – Do like the way the city looks and feels when you travel?

Responding to the question 'If you could change one thing about travelling in the city, what would it be?', 66 respondents made comments.

Cleanliness was the most frequently mentioned topic (19), this was raised in terms of both the streets, and public transport vehicles (particularly buses). Comments included:

- *"I wish there were more bins around the city like Sydney and Melbourne."*
- *"... I feel like in many streets now more than ever there is a lot of rubbish and usually bad smells. Adelaide is a beautiful city however if I was a tourist the amount would throw me off...."*
- *"... 9 times out of 10 the bus is filthy. As in weird substances smeared on seats, dirty tissues stuffed into the air con, etc..."*

There were 13 comments were made about vibrancy and greening, including:

- *"... I feel some of the older 80s buildings could be updated, some parts of the city look very brown/beige because of the 80s/70s buildings."*
- *"...making it look less like one big alleyway. Some more exciting/visually interesting builds and monuments please! More greenery!"*
- *"... I would change the lack of greenery everywhere. There are some trees, but I feel that the city could look more vibrant or better if we had some more nature around."*

Other popular themes included making public transport faster and more reliable, reducing traffic, and better road crossings.

3.3 Child "Better Street" Activity Sheet:

133 activity sheets were completed by St Aloysius College (SAC) students, ranging in age from 5 to 12. These were completed in class. SAC advised that the older students would have been more independent but the youngest students required prompting and shared idea generation in order to understand the task. As a result, some of the sheets produced by younger students are quite similar but regardless of this, the activity is to generate qualitative feedback more than quantitative data. It is also noted that some of the feedback may reflect the views held by and/or issues experienced by teachers.

Key themes were:

- The need for separate cycle/scooter lanes/space to the footpath.
- Issues with people smoking and vaping.
- Car parking (especially availability of longer stay spaces).
- More greening: more plants and trees plus elements of creativity and interest.
- More bins and cleaner streets.
- More buses (more sustainable outcomes).
- Inclusive design e.g. signs and markings for people who are colour-blind or have other visual disabilities.
- Measures to address vehicle danger around schools (e.g. fencing, overpasses, better crossings).

Examples of completed activity sheets from students are shown below.

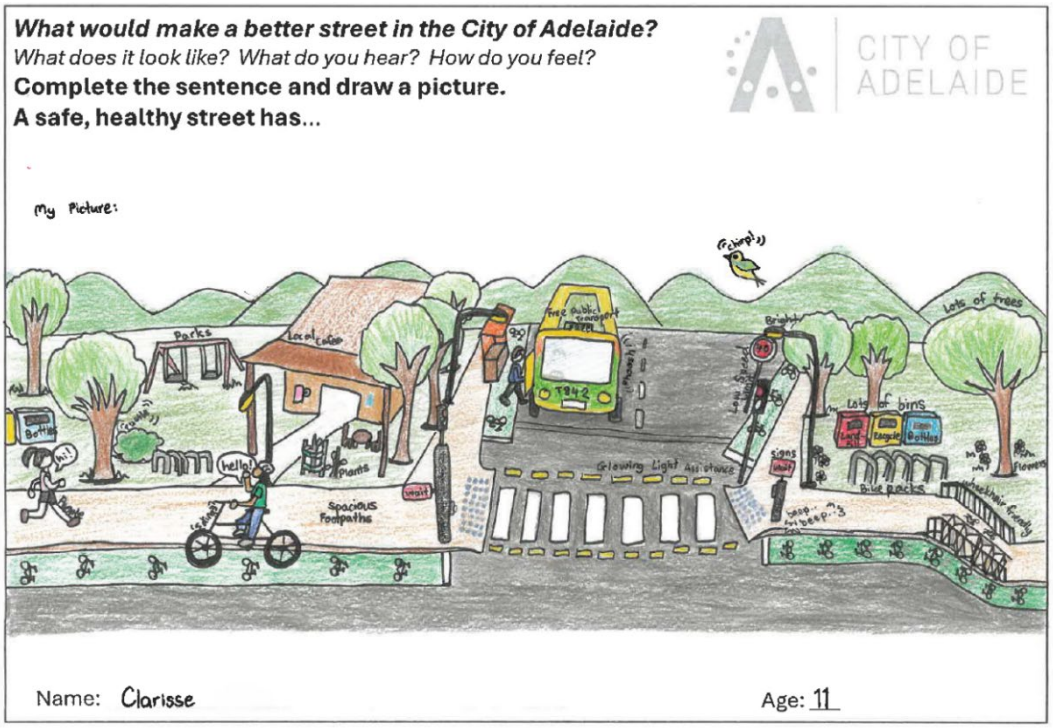


Figure 31: Better Street Activity Sheet Submission – example 1

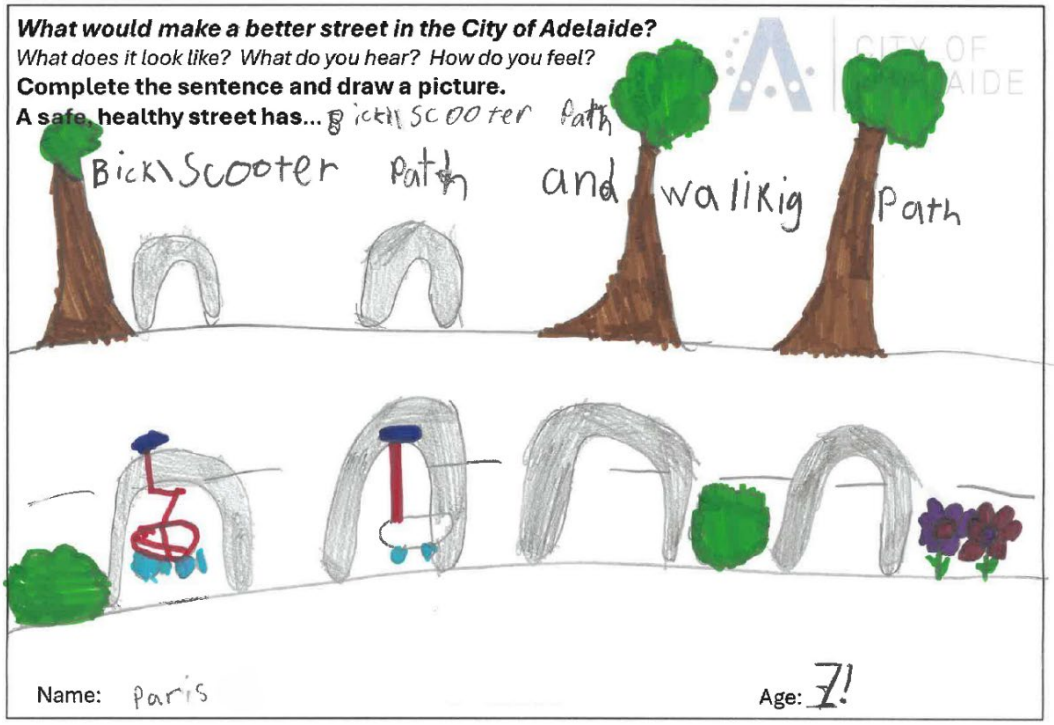


Figure 32: Better Street Activity Sheet Submission – example 2

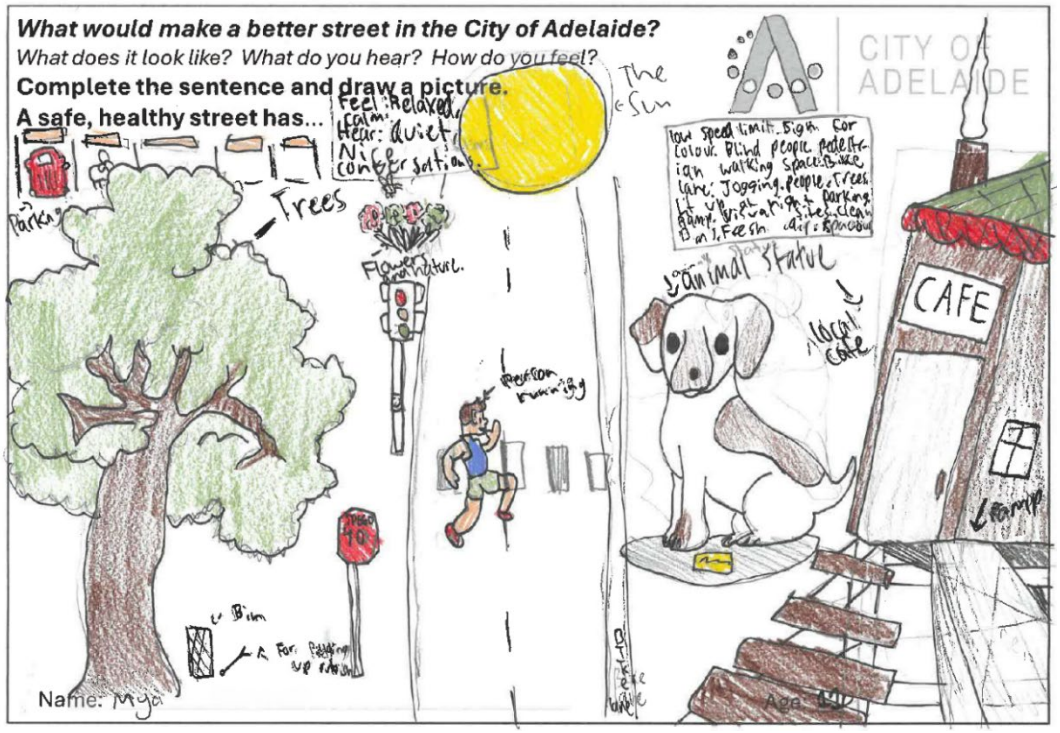


Figure 33: Better Street Activity Sheet Submission – example 3

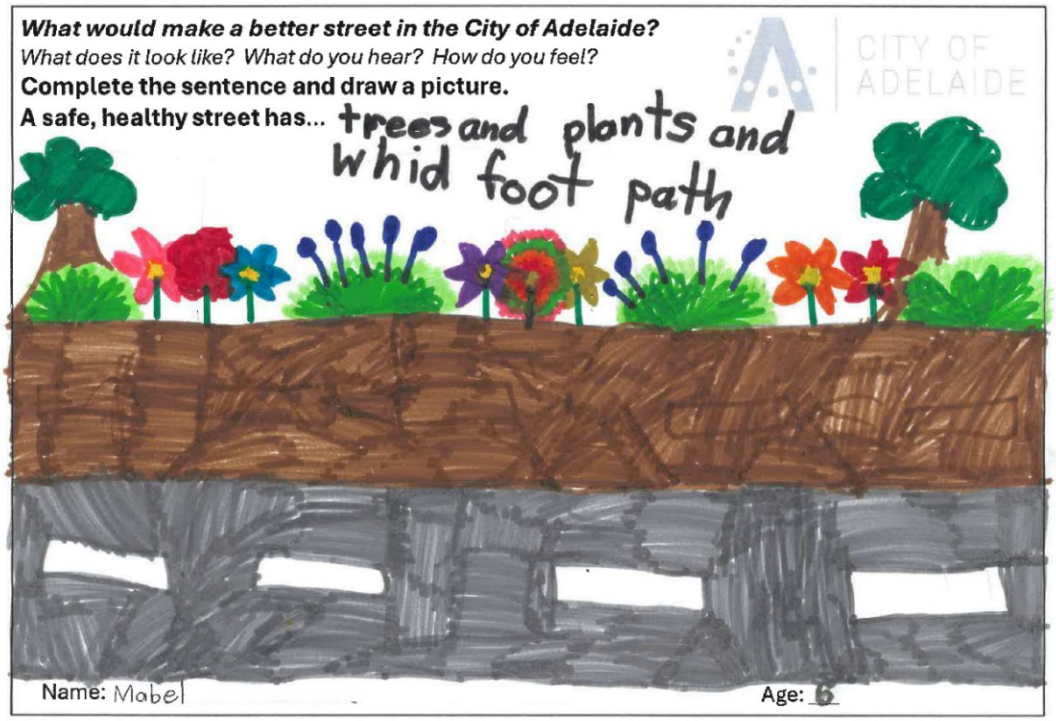


Figure 34: Better Street Activity Sheet Submission – example 4

3.4 Collaborative Planning Stakeholder Workshops

A series of six stakeholder workshops were held, based on different user groups and experiences of moving in the City. These comprised Active Travel, Future Mobility, Supporting Business, City Living, Events and Inclusive Transport.

These invite-only sessions curated attendance from representative groups and subject matter experts to ensure we gather perspectives from relevant voices. They provided an opportunity to dive deeper and work with stakeholders on interdependencies, and complexities that the Strategy needs to resolve. The table below outlines these sessions.

Table 4: Stakeholder Workshop summary

Topic	Date and time	Number of attendees
Active Transport	Tuesday 12 November, 11:00am-12:30pm	9
Future Mobility	Tuesday 12 November, 1:00-2:30pm	8
Supporting Business	Tuesday 12 November, 3:00-4:30pm	5
City Living	Wednesday 13 November, 9:00-10:30am	8
Events	Wednesday 13 November, 11:00am-12:30pm	5
Inclusive Transport	Wednesday 13 November, 1:00-2:30pm	10

Figure 35: Photos of stakeholder workshops

3.4.1 Active Travel

The Active Travel workshop brought together participants with an interest in walking / wheeling and cycling in the city. This included representatives from the Department for Transport and Infrastructure, RAA, Transport Action Network, Bike Adelaide, Unley BUG, SA Active Living Coalition and SA Health.

SOAR Analysis

In groups, stakeholders discussed the Strengths, Opportunities, Aspirations, and Results (SOAR) for Active Travel in the City of Adelaide. The following was recorded:

Strengths What already works well for future mobility in the City of Adelaide?	• Existing cycling infrastructure including: – Frome Street Bikeway – West Terrace Shared Use Path – Hackney Road / Dequetteville Terrace Shared Use Path – Off-road cycling network (especially through Park Lands) – Contra flow bike infrastructure on one-way streets • City design, including: wide streets, a grid-based street network, and flat topography • Amenities such as: existing awnings, verandas and tree canopy • Transport infrastructure including: the CBD tram network and pedestrian scramble crossings • Particular locations: – Hutt Street (including future upgrades) – North Terrace as a key boulevard – 30km/h section of Hindley outside of the University of South Australia
Opportunities What are the opportunities right now? What could happen now to make future mobility more effective in the City of Adelaide?	• Improving amenity for cyclists: – Secure bike parking – Clear links to cycling routes outside CoA – Trial program of pop-up separated bikeways with view to make permanent • Additional cycling infrastructure: – East-west protected cycleway – Southern Park Lands bike trail (along Greenhill Road) – Contra flow bike infrastructure on all one-way streets • Priority at crossings and intersections: – Improve sequencing for pedestrians and cyclists to reduce wait time – More zebra / wombat crossings • Pedestrian amenities: – Seating outside pedestrian destinations and along pedestrian routes – More tree canopy • Location-specific improvements: – Improve North Terrace, west of King William Street

	– Improve level changes behind Royal Adelaide Hospital • Turn multi-storey car parks into housing wherever possible to reduce demand for driving
Aspirations What are your aspirations for future mobility in the City of Adelaide (vision, goals, objectives)?	• Mode share, choice and behaviour change: – 50% of journeys by active transport, 30% of journeys by public transport – More people use active transport – High school kids can safely ride to school independently – Everyone has safe, reliable, transport choices – Community support for active travel measures (including businesses) • Reducing vehicle dominance; – City wide 30km/hr speed limit – All streets traffic calmed – Less cut-through traffic through the city – Less space dedicated to cars – Equality between car and active transport in road and kerbside use – Safe road crossings • Active transport network: – Cohesive safe and/or separated CBD and North Adelaide cycling network (multiple North-South and East-West bikeways) – More walking and cycling priority on our streets – Separation of pedestrian and bikes (e.g. shared use paths) • Public transport network: – People feel confident catching public transport – Public transport is improved and extended (including an underground rail loop) • Integration: – Integration of active transport with public transport – Micromobility integration with other modes
Results What measurable outcomes could we include to track improvements for future mobility in the City of Adelaide? What does success look like?	• Street space and use: – Amount of parking space removed – Tree canopy improvements (mapping) – Increase pedestrian use of kerbs, cafes, dining – Rain gardens and trees along every street so streets are shaded, cool and enable more water infiltration. – Consistent strategy for road marking for shared bike and car spaces on roads • Mode share data collection: – Increased female cycling participation – Increased children cycling participation

- People using active transport modes %
- Public transport patronage numbers
- Install additional permanent bike and pedestrian counters

- Other key metrics:
  - Reduction in carbon emissions
  - Reduction in through traffic
  - Reduction in crashes/hospitalisations

Deep Dive Mapping

In groups, stakeholders discussed and mapped the spatial opportunities and constraints for Active Travel in the City of Adelaide. The following was recorded:

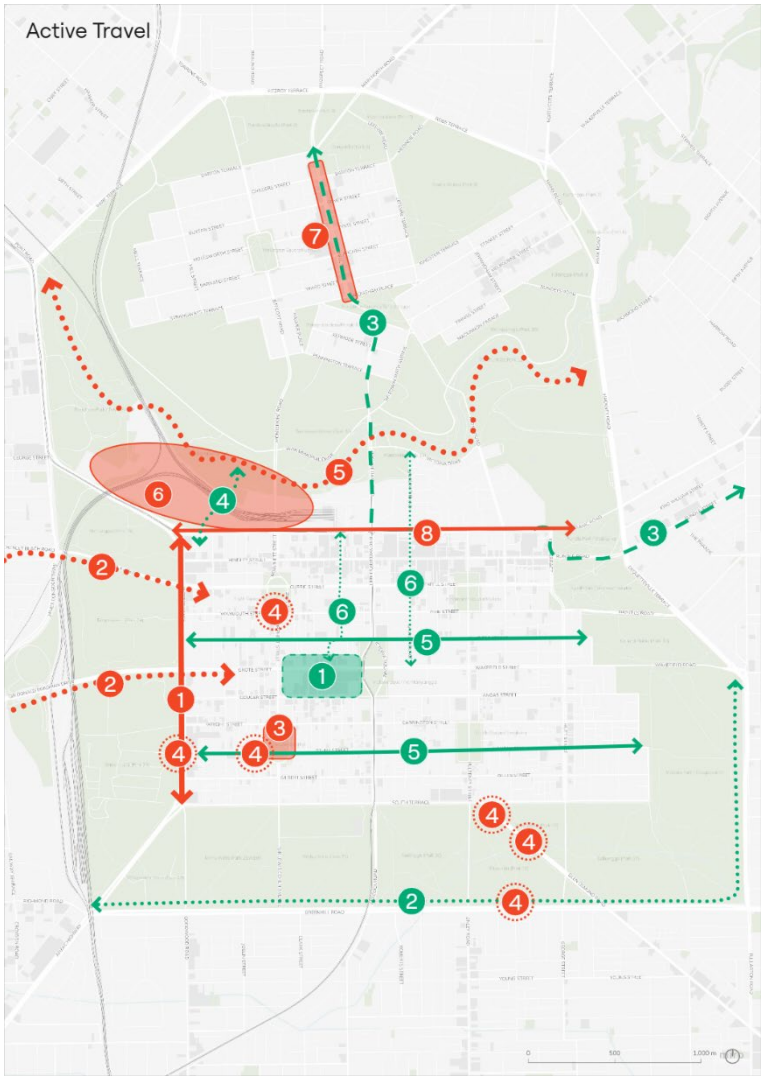


Figure 36: Stakeholder Workshop - Active Travel deep dive map

Issues

1. West Terrace is hostile due to vehicle volumes, speeds and noise, making it dangerous and hard to cross.
2. Very limited active travel routes form the western suburbs into the CBD.
3. Poor safety in Whitmore Square.
4. Crossing safety and/or priority measures required.
5. It is hard to access the CBD from Linear Park, and there are limited options for crossing the Torrens.
6. The hospital and railyard precinct acts as a movement barrier.
7. No space for bikes on O'Connell Street.
8. Conflict between modes on North Terrace, including no space for bikes.

Opportunities

1. Traffic calming, speed reductions and bike parking should be considered as part of Arcade redevelopment.
2. Shared path along Greenhill Road.
3. Tram extensions to North Adelaide and Norwood.
4. Connection across hospital / railyards between North Terrace and Linear Park.
5. East-West separated bikeway(s).
6. More Outdoor dining, public seating, and space for wheelchairs along market to riverbank route.

Other comments and non-spatial issues and opportunities raised included:

- Major, direct routes vs. low traffic, local routes for cycling – what is preferred? What will be the direction? Should King William be considered for a cycling route?
- Suggestion to undertake "Pedestrian comfort mapping" to show pedestrian experience, like London.

3.4.2 Future Mobility

The Future Mobility workshop brought together participants with an interest in public transport and shared micromobility in the city. This included representatives from the Department for Transport and Infrastructure, Department of Premiere and Cabinet, RAA, Transport Action Network, Beam, Hello Ride, and Committee for Adelaide.

SOAR Analysis

In groups, stakeholders discussed the Strengths, Opportunities, Aspirations, and Results (SOAR) for Future Mobility in the City of Adelaide. The following was recorded:

Strengths What already works well for future mobility in the City of Adelaide?	• City design, including: the Park Lands; grid street network- making it easy to navigate; Flat and wide streets - making options easy and accessible; Tree canopy and building awnings – providing shade. • Tram network (as a basis to build upon).
Opportunities What are the opportunities right now? What could happen now to make future mobility more effective in the City of Adelaide?	• Improved digital mapping- demonstrating options and offering simple and connected journeys. • Using infrastructure and technology to influence behaviour change. • More e-Scooter options – including more affordable pricing options and greater variety of devices (such as sit-down scooters). • E-scooters allowed in bike lanes – supporting the argument for safe cycling routes.
Aspirations What are your aspirations for future mobility in the City of Adelaide (vision, goals, objectives)?	• Street design: – Green, walkable, safe, multi-use streetscapes that are not car-dominated. – Japanese style streets – slow, safe for children to play. – More street trees. • Inclusive transport: – More choice and options for people of all ages and abilities. – A more radically inclusive transport system. • Network planning: – Strong public transport network - connecting in and out of CoA.

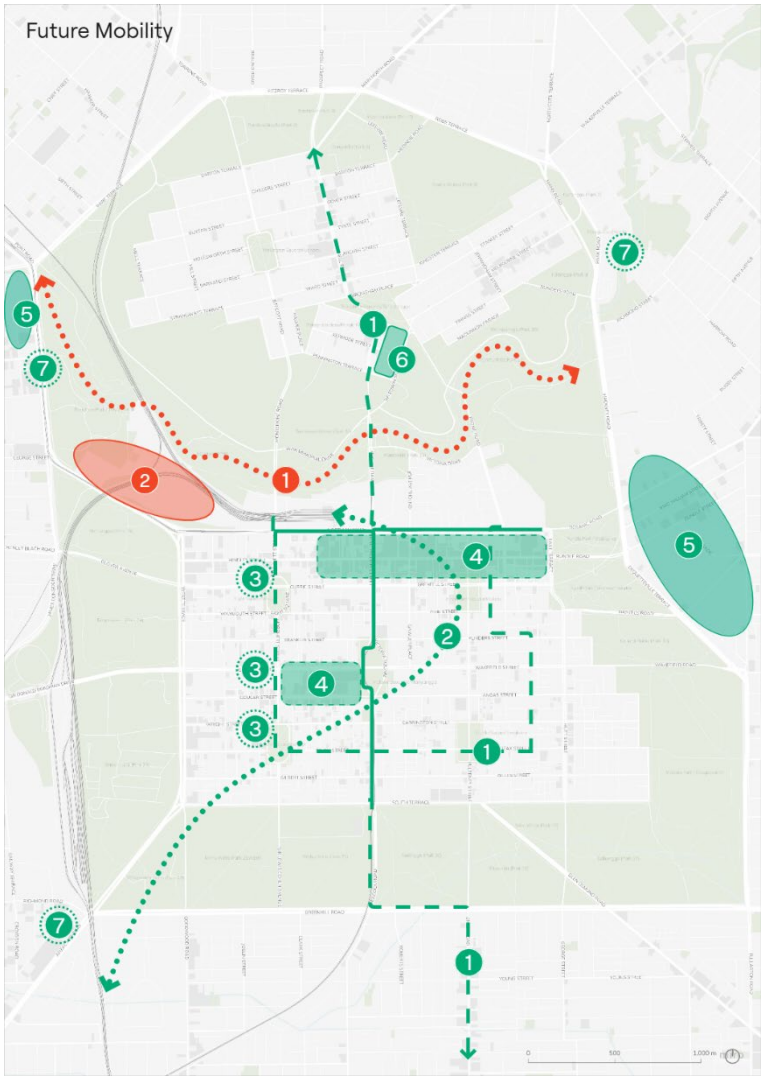
	– Hierarchy of CBD road uses – including North-South and East-West cycling roads. • Reprioritising transport 'goals' to focus on experience, safety and liveability over travel time and efficiency.
Results What measurable outcomes could track improvements for future mobility? What does success look like?	• Needs to balance qualitative and quantitative measures. • Social economic and environmental outcomes-based metrics. • Transport impact on social cohesion including cultural/values shift.

Deep Dive Mapping

In groups, stakeholders discussed and mapped the spatial opportunities and constraints for Future Mobility in the City of Adelaide. Figure 33 on the following page demonstrates the spatial issues and opportunities recorded.

Non-spatial issues and opportunities raised included:

- Implement smart dynamic signage and routing to discourage through traffic and default driving.
- Current Micromobility Movements:
  - High number of start and end trips at Adelaide Railway Station / North Terrace
  - South-West to South-East (e.g. residential areas)



Issues

1. No shared e-scooters on Linear Park.
2. Additional demand once new WCH opens, resulting in increased parking issues.

Opportunities

1. Extend tram (or trackless tram) to adjacent suburbs and include a City tram loop.
2. Underground Rail Link.
3. Micromobility hubs - Strategic placement of micromobility devices to support public transport corridors.
4. Potential for pedestrianised zones.
5. Residential growth in fringe suburbs, increasing density.
6. Future opportunity for residential density at old WCH site (North Adelaide).
7. Dedicated Park and Rides on the city fringe.

Figure 37: Stakeholder Workshop – Future Mobility deep dive map

3.4.3 Supporting Business

The Supporting Business workshop brought together participants with an interest in transport supporting businesses in the city. This included representatives from Care Park, Adelaide Economic Development Agency, and business associations including City South Association, Adelaide Central Market, North Adelaide Precinct.

SOAR Analysis

In groups, stakeholders discussed the Strengths, Opportunities, Aspirations, and Results (SOAR) for transport Supporting Business in the City of Adelaide. The following was recorded:

Strengths	• Centrality and ease of access:

What already works well for supporting business in the City of Adelaide?	– Convenience and ease of access, across all modes (bus, tram, car, walk, bike). – Businesses relocate to the city to be in the centre of the transport network. – Easy to drive into the centre of Adelaide, especially in evenings and on weekends. – Flat topography - makes getting around easy. – Centralised CBD activity. – Free tram in the city. – Validation parking. • Event benefits: – Dining precincts and hospitality benefit from events. – Well publicised disruption for some events means people can adapt.
Opportunities What are the opportunities right now? What could happen now to make supporting business more effective in the City of Adelaide?	• Parking: – White goods services need a different type of parking. – There needs to be a mix of on street parking e.g. 30 mins, pick-up and drop-off. – First and last mile transport required from parking areas. – Less parking results in more continuity and community spirit. • Public Transport (PT) services and pricing: – Free tram zone should be one stop further, beyond Park Lands. – Free public transport. – Check QLD 50c fares, what is the impact? VIC regional myki fares are also a good example. – Expand the tram network. – Improve PT to free up parking for those who need it. – Quieter vehicles (e.g. electric buses). • Property and Business: – Protection from vehicles for kerbside dining (don't put all the cost back on businesses). – Main street projects - getting people to explore. – Opportunity to better use Currie/Grenfell vacant properties. – Trend for less bulk buy shopping. • People would cycle more if it was safer. • Keep streets for all modes. • If there are disruptions, get behind it and achieve the benefits - communication is key.

Aspirations
What are your aspirations for supporting business in the City of Adelaide (vision, goals, objectives)?
	• Provide convenient and easy options:
	  – As easy as possible - no barrier.
	  – Tourists can easily access.
	  – People have multiple options.
	  – All streets should support all types and modes of travel.
	• Kerbside parking, loading and deliveries:
	  – Cleaners for apartment buildings - where do they park?
	  – Pickup/drop off for Barossa wine valley tours can function easily in the city.
	  – Adding flexibility to loading zones for better utility.
	  – Deliveries and loading at central markets is easy / there is more space.
	  – Fit for purpose parking (e.g. for staff).
	  – Loading zones becoming more available.
	  – Disability services needing access - process was cumbersome to achieve this.
	• Being open minded and respectful of everybody involved.
	• Suburban linkages for cycling especially coming in from North.
	• Increase city population (26,000 to 50,000).

Results
What measurable outcomes could we include to track improvements for supporting business? What does success look like?
	• Evaluation of the business impact of main street upgrades.
	  – What is the business impact of park removal?
	  – Need to evaluate 1, 2, 5, and 10 years later.
	• Culture of Public Transport.
	• Frequent Public Transport.
	• Careful demand management.

Deep Dive Mapping

In groups, stakeholders discussed and mapped the spatial opportunities and constraints for transport Supporting Business in the City of Adelaide. Figure 34 on the following page demonstrates the spatial issues and opportunities recorded.

Non-spatial issues and opportunities raised included:

- Education and marketing – raise awareness and get people onto free tram and free buses.
- Remove low value land uses that don't need to be in the city.
- Park Lands and square lighting often vandalised to reduce brightness for rough sleepers.
- Pedestrian signal phasing is not enough time for some people.

- 6% of spend in city have credit cards registered to 5000/5001 - spend 'leakage' to Norwood, Unley

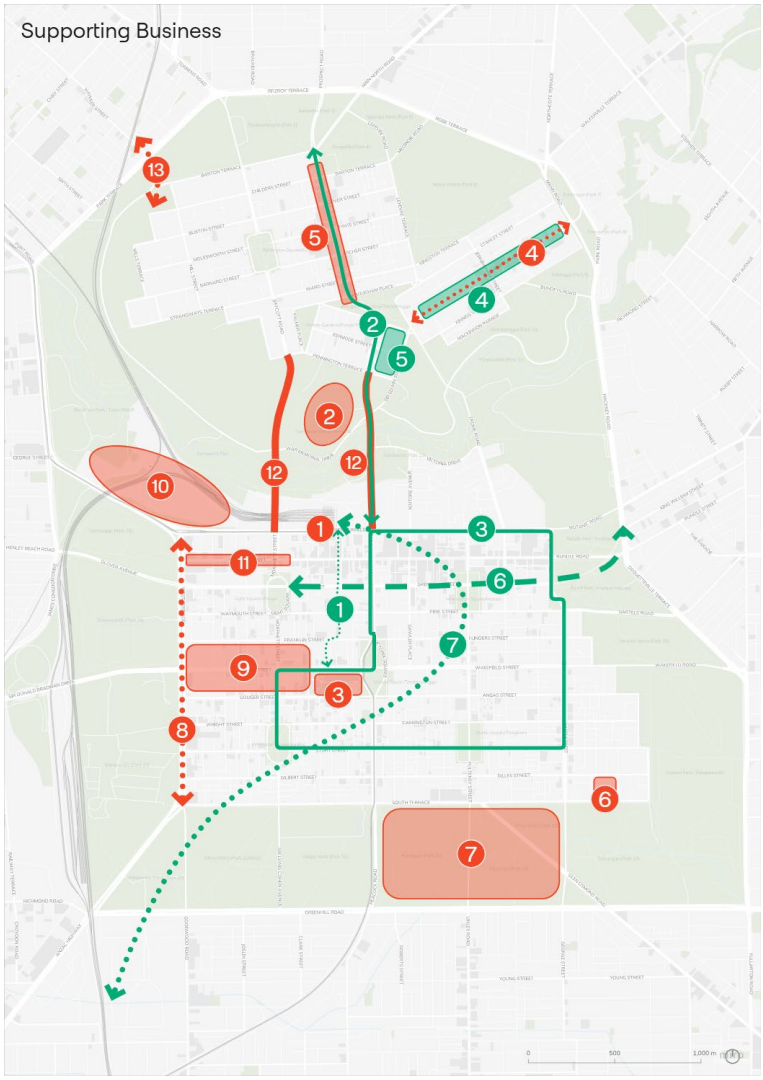


Figure 38: Stakeholder Workshop - Supporting Business deep dive map

Issues

1. Forced interchange between Hindmarsh / Glenelg tram routes.
2. Adelaide Oval events reduce business in North Adelaide.
3. Central Market businesses operate individually (deliveries).
4. Narrow road and many noisy buses.
5. Balance between on street parking and cycling needed.
6. St Andrews parking issues and work safety issues for nurses.
7. Poor lighting in Park Lands.
8. 8 lane highway. Future state road? Manage clearways during peaks?
9. Lots of development occurring, generating traffic.
10. Increase traffic pressure due to new RAH and new WCH.
11. Businesses are missing out due to loss of parking.
12. Peak hour congestion.
13. Bus only, limits access to the west of city and increases traffic on Port Road.

Opportunities

1. Laneway development is well done.
2. A tram to North Adelaide would support increased business.
3. Potential to increase frequency of city connector bus.
4. Low vacancy, business doing well.
5. Opportunity for WCH site.
6. Continue O-Bahn tunnel through Grenfell Street.
7. City loop - underground train.

3.4.4 City Living

The City Living workshop brought together participants with an interest in transport supporting liveability in the city. This included representatives from Green Adelaide, SA Active Living Coalition, Main Streets SA, Renewal SA, Australian Institute of Conveyancers SA, South East City Residents Association and the North Adelaide Society Inc.

SOAR Analysis

In groups, stakeholders discussed the Strengths, Opportunities, Aspirations, and Results (SOAR) for transport supporting City Living in the City of Adelaide. The following was recorded:

Strengths What already works well for city living in the City of Adelaide?	• Easy to get around: – 10-minute city – Permeable – Flat – Intuitive grid layout, navigable – Quality wayfinding – Walkability – Good weather • Transport assets and services including: – E-scooters – Free City Connector bus – Free tram – Car share (GoGet) – Linear Park – Attractive laneways – Public transport app • Liveability, diversity of dwelling types and needs • Road closures which allow people to congregate more in streets
Opportunities What are the opportunities right now? What could happen now to make city living more effective in the City of Adelaide?	• Parking: – Less free parking along Park Lands roads – Dynamic parking on street – Extended loading zones for arts, music (10 mins to 30 mins) • Public Transport: – Improve speed of public transport into and out of city (and regularity) – Remove on street parking to facilitate public transport. – More express buses – Underground rail (aspiration) • Active transport: – Put cycleways between kerb and parked cars – Enabling walkability - give priority (e.g. at crossings) – Change light signals to pedestrian sensitive, not cars – Supporting cyclability – New developments with new spaces for pedestrians and bikes

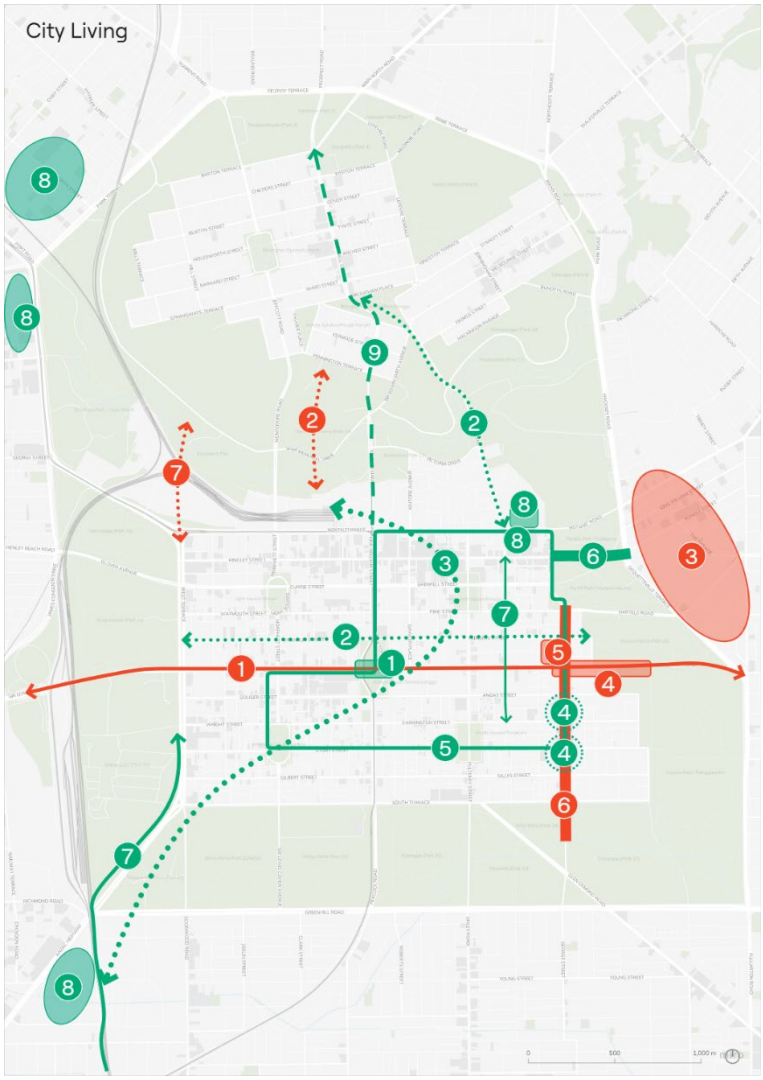
	• Safety:
	  – Create safety especially at peak fitness times
	  – Lighting on paths and bikeways for personal safety
	  – Improve nighttime safety with cameras, Crime Prevention Through Environmental Design (CPTED), smart lights etc.
	  – Make the Park Lands safer
	• Amenity:
	  – Activation of the Park Lands - more people more often
	  – Shade - revisit choices that prioritised cars and removed trees
	• Slow traffic - 30-40km/h, evidence based, apply with strategy
	• Growth of car share
	• Improved signage - especially during diversions

Aspirations
What are your aspirations for city living in the City of Adelaide (vision, goals, objectives)?
	• Street design:
	  – Pedestrianised streets
	  – Streets as a place for community and diversity - community building
	  – More raised road platforms and crossings
	• Development:
	  – Use developments to create new active transport routes and other contributions to transport and public realm
	  – Design car-free separated cycle routes from major developments to city e.g. Keswick and the West End Brewery site
	  – Supportive infrastructure ready for residential growth
	• Public Transport:
	  – Nighttime public transport for events, gigs, hospitality (available and affordable to support nighttime economy)
	  – Light rail e.g. Bordeaux - pedestrian precinct
	  – Public transport priority streets
	  – Underground rail into the city (not into one corner of the city)
	• Transport that caters for different types of residents e.g. students, older residents - system and streets need to consider diversity
	• No cars in CBD and North Adelaide except emergency, servicing, etc and local residents - supported by underground carparking at edge of Park Lands
	• Slow down motor vehicles to 30 km/hr
	• Review car parking - support for wheelchairs, women with prams

Results What measurable outcomes could we include? What does success look like?	• Trial and evaluation of treatments • Gather data on trends of car ownership • Safter - fewer vehicle accidents, hospital admissions

Deep Dive Mapping

In groups, stakeholders discussed and mapped the spatial opportunities and constraints for transport supporting City Living in the City of Adelaide. The following was recorded:



Issues

1. Through traffic route for east-west movement
2. Disconnect between City and North Adelaide
3. Negative impacts to residential areas during events, particularly Adelaide 500 due to noise and disruptions
4. Vehicle speed issues
5. Vacant properties cause safety issues
6. High volume of people driving through – not stopping and adding value
7. Poor cycling connectivity

Opportunities

1. Close Victoria Square to through traffic
2. Potential for safe bikeway connections
3. Underground rail loop
4. Raised intersections
5. Enhance and market city connector bus service
6. Potential to reallocate road space for more trees
7. Build on existing separated bike connections
8. Renewal SA projects – increasing residential density
9. Tram extension to North Adelaide

Figure 39: Stakeholder Workshop - City Living deep dive map

Other comments and non-spatial issues and opportunities raised included:

- Too much carparking in / on the iconic Adelaide Park Lands

- East west connections via PT are not as good as North / South
- Public transport finishes too early to support night time economy / visitors / hospitality workers
- Car parking underneath Park Lands to remove parking in the city
- Impact of driverless vehicles (private and PT)
- Free public transport for arts / events / festivals

3.4.5 Events

The Events workshop brought together participants with an interest in transport for events in the city. This included representatives from the SA Tourism Commission, Department for Transport and Infrastructure (SAPTA), Adelaide Oval, and Adelaide Festival Centre.

SOAR Analysis

In groups, stakeholders discussed the Strengths, Opportunities, Aspirations, and Results (SOAR) for transport supporting Events in the City of Adelaide. The following was recorded:

Strengths What already works well for events in the City of Adelaide?	• Public transport for events: – Free travel promotes use, this has international interest – No. 1 ticket buyers for Adelaide Oval events are from outer south (electric train service on the Seaford Line provides good access) – Technology - helps understand PT • Events: – Volume and quality of events - good spread timing/type – Small city, we work well together – Events support across government levels – Compact nature of city, grid, event spaces (Park Lands)
Opportunities What are the opportunities right now? What could happen now to make events more effective in the City of Adelaide?	• Pilots – using events to trial new ideas (e.g. road space reallocation) • Precinct level coordination - Come together around car parking (Festival Plaza / Centre and Adelaide oval) • City connector - expand (routes and frequency) for events such as Fringe. • Traffic light programming post events (Adelaide Oval) • Dynamic signage (e.g. speed limits changes) for events • Wayfinding from oval to station • Expand tap and go app (card payment) on public transport • Secure bike parking
Aspirations	• Events and disruptions:

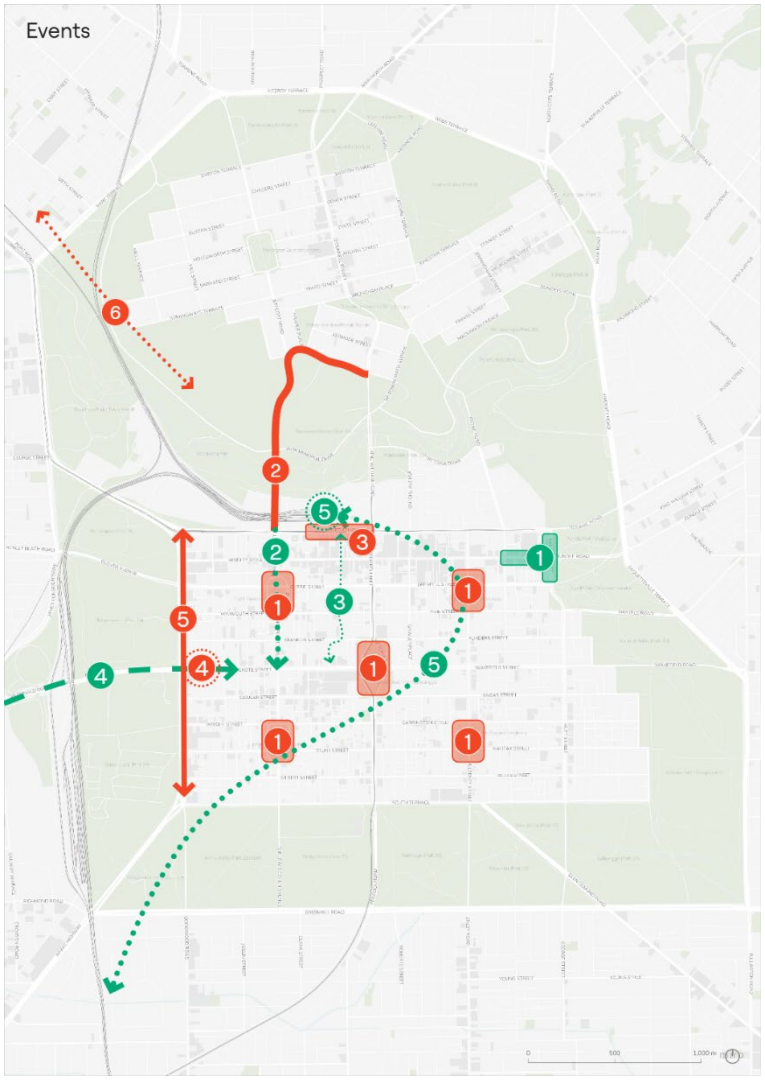
What are your aspirations for events in the City of Adelaide (vision, goals, objectives)?	– Alteration of PR campaign for event disruptions - proactive, positive approach for awareness. Businesses encourage event attendance – Ownership of messaging – Communicating with businesses to stagger start/finish times – Road closures for more events – Coordination and communications between event organisation/venues – Events embraced at all levels • More public transport, more capacity • Tram stop like at the Melbourne Cricket Ground, from the interchange at King William Road with grade separate access to Adelaide Oval • Wider foot bridge across Torrens or another • More people on public transport • Increase in parking price to influence behaviour change • Segregated bikeways
Results What measurable outcomes could we include to track improvements for events in the City of Adelaide? What does success look like?	• Less complaints and less negative publicity • More happy customers having good experience • More people using public transport, cycling, and walking • Event economics - statistics and evaluation

Deep Dive Mapping

In groups, stakeholders discussed and mapped the spatial opportunities and constraints for transport supporting Events in the City of Adelaide. Figure 36 on the following page demonstrates the spatial issues and opportunities recorded.

Non-spatial issues and opportunities raised included:

- Street name changes are confusing, particularly for visitors.
- Thursday and Friday night events cause disruption for commuters.
- Safety at night in Park Lands due to lack of lighting.
- Unpaved parking for events in the Park Lands (particularly Adelaide Oval events) – wet weather often closes these.
- Integration of indented bus stops causes delay to bus services.
- Dynamic bus lanes for events.



Issues

1. City squares operate like large roundabouts when they could be activated like piazzas.
2. Event closures of King William Road result in congestion (access to event parking).
3. Very busy area during events.
4. Poor gateway to the city.
5. Poor pedestrian experience.
6. Disconnected.

Opportunities

1. Well established and accepted road closures for events, opportunity to extend / expand.
2. Potential to underground Morphett Road beneath Light Square.
3. Market to Riverbank link could be closed to traffic and used for activation / events.
4. Major visitor gateway to City.
5. Potential for interstate rail at ARS enabled by underground rail loop.

Figure 40: Stakeholder Workshop – Events deep dive map

3.4.6 Inclusive Transport

The Inclusive Transport workshop brought together participants with an interest in inclusive transport options in the city. This included representatives from the Commissioner for Children and Young People, Hutt Street Centre, Purple Orange, Guide Dogs Australia, Office for Women, South Australian Council of Social Service and Council on the Ageing SA, and City of Adelaide Reconciliation Committee.

SOAR Analysis

In groups, stakeholders discussed the Strengths, Opportunities, Aspirations, and Results (SOAR) for Inclusive Transport in the City of Adelaide. The following was recorded:

Strengths What already works well for inclusive transport in the City of Adelaide?	• City design, including: – Lots of green space in and around the city – Wide streets and flat topography make it easy to get around – Weather is conducive to outdoor lifestyle and active transport • Public Transport options: – There are many modes of public transport available – Free tram zone, especially for students – Free city connector bus to North Adelaide – Free public transport for seniors – O-Bahn is reliable and fast – Trams are reliable – Currie-Grenfell bus lanes – Audio announcements on buses becoming more common – Tap and go payment on public transport – Wayfinding on trams is intuitive • Pedestrian infrastructure: – Tactile indicators at crossings – Pedestrian countdown timers, scramble crossings – Zebra crossing at Pirie Street – Pedestrian routes and connections such as Market to Riverbank link • Parking is relatively affordable • Bike paths - especially protected and separated (not enough) • Remote visitor campsite (for indigenous visitors) in park 23 • Active travel design guide adoption
Opportunities What are the opportunities right now? What could happen now to make inclusive transport more effective in the City of Adelaide?	• Public Transport: – Extend the free tram zone – Bicycles in bus lanes - slow buses, separate and prioritise – Issue: interconnecting buses missed connections – Issue: bus hub/spoke routes means multiple buses need connections – Improve bus stop Disability Discrimination Act (DDA) compliance - exceed DDA. Not minimum – Cheaper PT fares/cheaper e-scooter fares – More audio announcements on PT – Improved PT reliability (buses) – Improving tap and go tech • Traffic and parking: – Underground parking in the Park Lands

	– Get more cars out of the city – Park and rides - paid, outside of city fringe • Pedestrian infrastructure: – More scramble crossings – More zebra/priority crossings • Improving access for all: – Make signage more inclusive and less English only – Audio navigation - precinct based (beacon tech) – Taxi and Ubers to consistently accept guide dogs – Improving e-scooter regulations - parking, use on footpaths, geo fenced parking bays. • Social workers in libraries to create more accessible and supportive community spaces • Creating space for community at stage of life changes (e.g. run clubs) • Better understanding of traffic lights • Information and notifications about disruptions
Aspirations What are your aspirations for inclusive transport in the City of Adelaide (vision, goals, objectives)?	• Public Transport – Public transport affordability – Tram stations becoming safer places free from harassment – Campaign to reduce PT costs for a period of time – Free public transport – More intuitive PT system/more accessible info- audio announcements • Housing people experiencing homelessness • City of Adelaide to sell carparks and invest in housing • Maintaining access for young people getting into the city • Better holiday public transport timetables (Dec-Jan) • Less footpath clutter • More cycle paths • Get more cars out of the city • More park and rides to reduce traffic in city • People being confident in getting to/from/around reasonably time / cost
Results What measurable outcomes could we include to track	• More young people in the city. • More patronage of young people on public transport (currently no data on this, especially public transport fines for young people)

improvements for inclusive transport in the City of Adelaide? What does success look like?	• Increase in public transport use • Reduced cars in the city • Women feeling safe • E-scooter compliance/less complaints • People with disabilities feeling safe • Impact of previous decisions - evaluating these

Deep Dive Mapping

In groups, stakeholders discussed and mapped the spatial opportunities and constraints for Inclusive Transport in the City of Adelaide. The following was recorded:

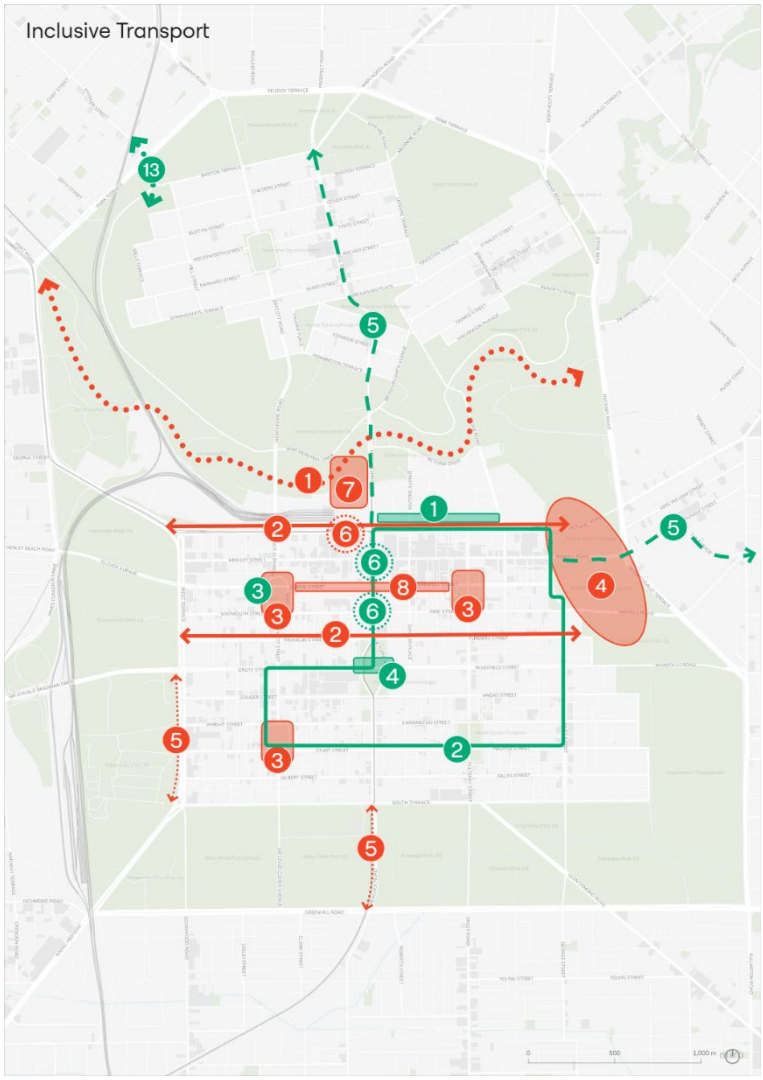


Figure 41: Stakeholder Workshops - Inclusive Transport deep dive map

Issues

1. Grade issues at riverbank makes it not accessible for all.
2. North Terrace and Franklin Street are unsafe for bikes.
3. Poor accessibility and crossings at key Squares, including conflict with bikes.
4. Adelaide 500 and Fringe disruptions impact accessibility.
5. Free tram ends at Peacock Road, unsafe to walk through Park Lands to next stop.
6. Capacity of North Terrace tram platform, waiting or signals.
7. Parking at festival centrev- confusing signage and rules.
8. Currie / Grenfell Street bus queues – vision impaired people don't know when the bus has arrived if it is not first in queue.

Opportunities

1. Grassed area on North Terrace, space to gather.
2. Good city connector bus.
3. Potential for more usable space in Light Square.
4. Slow traffic environment, easy to cross.
5. Tram extensions to the suburbs.
6. Scramble crossings.
7. Re-open war memorial to traffic.

Other comments and non-spatial issues and opportunities raised included:

- Women's safety in the Park Lands.
- Access and maintenance of Park Lands trails.
- Youth spaces connecting to public transport to allow young people to get around easily and independently.
- Homelessness service and free bus connection, no services in north of Adelaide though.
- Affordable and social housing need parking too.
- Toilet strategy opportunity to improve access - non gendered accessible toilet, non gendered access to change tables etc. It is currently challenging to find out where the accessible toilets are.
- Changes to parking payment.
- A-frames create footpath clutter.
- Gender equity of early bird parking (women undertake more caring duties).
- Perception of safety for pedestrians from people in Park Lands, improve spaces for people to gather.

3.5 Community Drop-in Sessions

A total of 63 people were spoken to across four community drop-in sessions. Feedback received is presented thematically based on the 8 discussion paper themes, below.

Figure 42: Photos of community drop-in sessions. Rundle Mall (left), Victoria Square (right).

Table 5: Community drop-in summary

Location	Date and time	Number of people spoken to
Victoria Square	Thursday 14 November, 11:00am-1:00pm	11
Rundle Mall	Friday 15 November, 12:00-2:00pm	39
Box Factory Community Centre	Monday 18 November, 5:30-7:30pm	8
North Adelaide Community Centre and Library	Tuesday 19 November, 4:00-6:00pm	5

3.5.1 Cycling and Cycle Parking

Cycling infrastructure

It was commonly raised by the community that increased cycling infrastructure within the City of Adelaide is essential to ensure cycling as a mode of transport is accessible and safe to all members of the community. There was large support for separated bike lanes, with the Frome Road bikeway often used as an example for ideal cycling infrastructure. Participants often noted that they felt safer in bike lanes that were separated from motor vehicles, and that they would support a Frome Road style bikeway in the western portion of the city to expand existing networks.

There were calls for additional bike parking infrastructure, with some participants urging for overnight bike cages to combat bike theft. Some participants also noted that there is a lack of end of ride facilities in older office buildings, suggesting that the Council could utilise corporate sponsorship to retrofit these buildings with amenities to encourage greater commuting by bike.

Safety

Many participants viewed safety as a key barrier to choosing to cycle within the city. Participants who frequently cycle within the city mentioned that bike lanes are often “filled with rubbish” and other obstructions from the street that are hazards to cyclists. Additionally, cars parked within bike lanes were cited as forcing cyclists to ride out on the road, where they are often subject to harassment and dangerous driving from motor vehicle drivers. Cyclist safety was also seen at risk where bike lanes run alongside kerbside parking, as car doors often open into the bike lane and cause serious injuries. One participant noted that they choose not to ride through some areas of the Park Lands at night due to the lack of lighting, even though it is the most convenient route. On the other hand, some participants noted that dangerous riding by cyclists is an issue, with many cyclists using sidewalks instead of the road and not using bells to warn pedestrians.

Education

There were calls for increased education to help cyclists and drivers share the road safely and effectively. Participants suggested education programs focused on teaching cyclists how to ride confidently alongside motor vehicles, while also promoting awareness among drivers about the importance of respecting cyclists. Such programs were seen as important for fostering a better cycling culture and ensuring that the average cyclist feels confident to use this mode of transport around the city.

3.5.2 Events, works, and transport disruption

Events

Many participants were supportive of events such as the Fringe and AFL Gather Round, noting that the disruptions caused to transport are to be expected. There was strong support for utilising major events as an opportunity to encourage greater use of alternative transport options to mitigate congestion on the roads. Participants particularly urged for the provision of additional public transport options to support travel to and from events, citing that trams and buses reduces the need for event parking and is effective for moving large groups of people. One participant was concerned that speed limits lowered to 25km/h

during events were too slow, particularly within North Adelaide, as it causes too much congestion for local residents.

Works

Participants commonly raised that works cause disruptions to motor vehicle traffic, particularly when numerous large-scale projects are taking place concurrently. It was often mentioned that alternative forms of transport such as trams and buses should be encouraged to mitigate the impacts of works related disruptions. Participants who frequently cycle identified works as a major barrier to cyclist safety within the City of Adelaide, with construction often obstructing bike lanes and other cycle infrastructure.

3.5.3 Motor vehicles and parking

Speed limits

There were mixed views regarding speed limits within the city. Many participants identified that reducing speed limits across the board would increase safety and walkability, while some participants opposed any speed reductions due to concerns about increased travel times. It was commonly recognised that particular roads would benefit from slower limits than others, with some participants calling for more one-way streets to support mixed uses within the city. Lowered speed limits were also identified as a way to discourage through traffic of motor vehicles, with one participant concerned with the number of drivers using the city as a “short-cut” rather than a place to stop.

Parking

Motor vehicle parking was a common talking point, with many respondents recognising the need for the provision of parking spaces in strategic areas. There was large support for park and ride facilities located outside of the city to encourage public transport use and encourage better use of space within the CBD that would otherwise be taken up with cars. Some respondents identified that barriers to parking within the city, such as the time it takes to secure a park and the threat of parking fines, discourage them from stopping in the city to shop and patronise businesses. It was noted that parking within the city is needed by those who are car reliant, particularly in areas close to major shopping precincts such as the Central Markets and Rundle Mall. One participant was concerned with the lack of day parking available in North Adelaide, citing that workers within the area have to move their cars every two hours to avoid getting fined.

Traffic movement

Many participants expressed concerns about the volume of motor vehicles entering the city, noting that increased traffic diminishes walkability and impacts the city's overall amenity. Some suggested introducing a congestion tax to discourage through traffic and encourage greater use of park-and-ride facilities. Others recognised the importance of reducing car dependency but highlighted that many people still rely on cars. They emphasised the need for a balanced approach that supports diverse transport options while ensuring accessibility for everyone entering and moving around the city.

3.5.4 Public transport

Preference for trams

Many participants expressed a clear preference for trams over buses, highlighting their stability and accessibility, particularly for people using mobility devices. Trams were also regarded as more reliable and less confusing than buses, which many participants described as unpredictable and difficult to navigate.

Enhancing connectivity and infrastructure

Improving connectivity and expanding infrastructure were commonly raised by participants, with strong calls for a tram line to North Adelaide to enhance links with the CBD and surrounding areas. Participants also supported the development of additional tram lines across the city and emphasised the importance of ensuring all tram platforms are level with trams to improve accessibility for all users.

Improving public transport operations

Participants emphasised the need to prioritise public transport over cars in the city to promote more sustainable and efficient movement. However, concerns were raised about the frequency and predictability of public transport services, particularly buses. Many noted that timetabling for public transport, including trams, is often inaccurate and requires improvement to better meet the needs of commuters. Providing free public transport was seen as desirable from some participants and/or the extension of the free tram to Goodwood (rather than to South Terrace). One respondent was keen to see dogs permitted on public transport.

3.5.5 Street space and kerbside management

Participants highlighted the need for better management of street space and kerbside areas to create a safer, more inclusive, and enjoyable city environment. Calls were made for cleaner, wider, and more accessible footpaths, with a strong preference for adding more trees to provide shade and combat the heat in some areas. Many participants also supported reducing on-street parking and converting some roads to one-way vehicle traffic to allow for broader, pedestrian-friendly streetscapes. One participant also raised the importance of statues and artwork that bring vibrancy to public spaces. Concerns were commonly raised about the challenges faced by people with mobility aids, particularly navigating busy shopfronts or footpaths cluttered with chairs and tables.

3.5.6 Urban freight servicing and deliveries

Most participants were happy with current freight servicing and deliveries within the city. There was some support for the use of smaller delivery units to reduce congestion and support mobility, as well as ensuring deliveries are made outside of peak times. One participant called for more responsibility to be taken by developers to ensure that freight servicing access points are integrated into new businesses.

3.5.7 Shared micromobility

Participants discussed shared micromobility as a valuable alternative to cars, particularly for people who may not feel comfortable cycling. However, concerns were raised about the need for better management of scooter parking, with suggestions to introduce designated parking bays, similar to systems used in

other cities. There were also safety concerns about high-speed scooters being used on busy footpaths, with many advocating for their use in bike lanes instead to minimise risks for pedestrians.

3.5.8 Walking and wheeling

Participants expressed a strong appreciation for walking around the city, highlighting the enjoyment of exploring pedestrian-friendly spaces. However, some raised concerns about accessibility, noting that chairs placed outside restaurants, particularly on streets like Gouger Street, can create challenges for people using wheelchairs. While most participants reported no issues with walking, there was support for creating more 'walking-only' streets, similar to Rundle Mall, to enhance the pedestrian activity. Balancing the needs of pedestrians with motor vehicles was seen as important, although frustration was expressed about long wait times at pedestrian lights. Specific areas, such as Buxton Street, were identified as needing footpath upgrades to improve walkability, and some participants noted the impact of construction work as a barrier. Reinstating the golf cart in Rundle Mall (or other popular pedestrian areas) to assist those who may find it difficult to walk longer distances, was supported by some.

3.6 Panel Session

A panel session was held with key speakers to share their thoughts on the directions of the strategy and key elements of the discussion papers to create interest and conversation. This was followed by a facilitated Q&A with the audience using Mentimeter. Panellists included:

- **Cr David Elliott:** City of Adelaide Central Ward Councillor, Deputy Lord Mayor, 2025
- **Charles Mountain**: RAA, Senior Manager – Road Safety
- **Helen Connolly:** Commissioner for Children and Young People, SA
- **Dr Scott Elaurant:** Engineers Australia Transport Australia Society Chair

Figure 43: Photos and collateral of panel session

Overall, there were 30 attendees at the panel session (including 5 project team members). The panellists were asked to share their views on transport in the City of Adelaide and their desires for the direction of the Strategy, before moving onto the Q&A portion of the session.

- **Cr. David Elliott:** discussed how fundamental transport is to everyone's life, which can lead to people having strong opinions based on their personal experience. He noted that these opinions can sometimes be quite black and white, and the multi-dimensional nature of issues can be oversimplified. In terms of the Strategy, he raised caution regarding the ability for decision makers to follow through on any bold and aspirational directions adopted. He expressed the hope that as a Council and community there is openness to consider different people's values and experiences and not put them in opposition, and consider people's welfare, safety and productivity and carry through with delivery.
- **Helen Connolly:** highlighted the importance of transport to, and creating a city that is connected, confident and creative for children and young people. She discussed the broad range of demographics that need to be considered when evaluating children's transport needs. She notes that we often fail to

recognise that this includes babies, toddlers and preschoolers and children and teenagers and even young parents. She also raised the issue of children's independence being highly linked to transport options such as public transport, while also noting that experience of kids using these modes (particularly girls or LGBTQAI kids) can often make them feel very unsafe.

- **Charles Mountain:** discussed his aspiration for people to make different trip choices in Adelaide, as a result of the availability better options, rather than defaulting to the use of the private vehicle. He noted that the community will have to accept or reconcile the fact that we will need to share our available space in a different way to what's happened in the past, and not take an adversarial approach to different modes of transport.
- **Dr. Scott Elaurant:** raised issues around space allocation, noting that space in the City is finite and it is not physically possible for everyone to drive into the CBD for all activities. He also noted that the only way of achieving greater road capacity would involve wiping out the spaces and places that people want to access. Secondly, he raised land use as a way of increasing city activity and as an integrated solution. He suggested an increased city population of 50,000 is quite feasible, and could be achieved with attractive lifestyle, medium density development. Thirdly, he highlighted the significant issue of road safety and the need to reduce speeds in the city. Dr Elaurant also highlighted the need for increased pedestrianisation and making streets attractive spaces; the city has to sell itself on its beauty and sense of place.

Following these introductions, 20 questions from the audience were posed to the panellists via MentiMeter, these are included in Appendix A. These questions were paraphrased and adjusted to suit the time format, with the following questions discussed:

- **Question to all panellists:** Roads and footpaths are contested spaces, let alone during the impacts of disruption. Sometimes this is oversimplified into cars vs non-cars. In your view, how do we balance the diverse needs of everyone who moves around the City of Adelaide?
- **Question to Scott:** what is your view of a road doing all things for all modes, potentially not as well as it should, vs having different roads that prioritise different modes of transport. What are the advantages and disadvantages of this approach?
- **Question to Helen:** Safety is a key factor, what do you hear from young people about how they feel in street spaces in the city?
- **Question to David:** what is your perspective on the City of Adelaide as a place, or series of places that people want to spend time in. Transport plays a key role in getting people to and from these places but can work actively against the enjoyment of those places?
- **Question to Charles**: From your perspective, what would a 30 or 40km speed limit mean for the City of Adelaide?
- **Question to all panellists:** If you could make one change, big or small, to achieve better movement what would it be?

The panel session was recorded and can be accessed here: Panel Session recording

3.7 Written Submissions

An opportunity was provided for the community and stakeholders to write in (email or post). 11 individuals and five organisations did submissions. A summary report, including these submissions, is provided in Appendix C.

Written submissions were overwhelmingly supportive of the opportunities raised in the Discussion Papers. They also provided some additional issues and opportunities, and highlighted additional emphases considered essential to successful outcomes, such as a greater data collection and monitoring focus on walking/wheeling.

A summary is provided in Table 6 below.

Table 6: Summary of Written Submissions

Organisation / individual	Submission Summary
Unley BUG	• No direct reference to ITS Discussion Papers. • Highlights additional opportunities for improving the safety, convenience and connectedness of routes between Adelaide and Unley. • Provides additional areas for consideration in the ITS.
Walking SA	• Response focused on the Walking and Wheeling Discussion Paper. • Key themes include: position walking as a priority mode of transport, accessibility for all, health and wellbeing benefits, safety and traffic management, and climate and sustainability.
RAA	• Provides responses across all Discussion Paper themes. • Generally supportive across all aspects, with some suggestions for consideration.
Bike Adelaide	• Notes the lack of progress made towards the SmartMove Strategy 2012-2022 objectives and actions. • Suggests a number of actions, projects and principles for consideration in the ITS.
CoA Access and Inclusion Advisory Pannel	• Summary of a facilitated Panel Meeting where input to the discussion papers was gathered. • Focuses on Walking and Wheeling and Shared Micromobility. Includes a number of additional opportunities and challenges under these Discussion Paper themes for consideration.

Organisation / individual	Submission Summary
Kidical Mass	• No direct reference to ITS Discussion Papers. • Includes attachments of Kidical Mass Impact Report 2024 and a Kidical Mass 2024 campaign video. • Asks decision makers to implement top three priorities of: – #EBikeSubsidies - Make it cheaper to choose electric bikes – #SafeStreetstoSchool - Prioritise active transport – #30Please - A safer speed on our streets is 30 km/h.
Neuron	• Focus on Shared Micromobility Discussion paper and responds to the key strategic moves / opportunities identified. • Sites a number of statistics about the positive impacts of shared e-scooters.
People for Public Transport	• Suggests improvements, emphasising the need for reliable public transport, urban safety, and accessible design. • Suggests an action plan with the following steps: – Short-Term: Prioritising the City Connector and Bus Corridors – Medium-Term: Extending the Tram Network to North Adelaide – Long-Term Vision: A High-Capacity Tram and Bus Network – Safety and Accessibility Through Thoughtful Urban Design – Advocacy and Partnerships.
Transport Action Network	• Addresses five modal discussion paper topics and notes that these generally capture the core messages from research. • Recommends a number of additional measures in regard to Public Transport, Cycling and Cycle Parking, Walking and Wheeling, Motor Vehicles, and Shared Micromobility. • Included attachments of TAN's key public transport proposal papers Inner Metropolitan Public Transport Network and Great Adelaide Public Transport: A Network for 21st Century Challenges.
Andrea Brody	• Includes a number of additional opportunities and challenges under the Discussion Paper themes for consideration.

Organisation / individual	Submission Summary
John Devney	• Covers the topics of speed management on the road network, future passenger rail network, intermediate capacity public transport, higher density residential areas just beyond the City of Adelaide, cycling network, and bus stop locations and amenity.
Peter Lumb	• Two submissions advocating for Underground Rail and Funding a Cycling Network.
Rodger Hunt	• Support for increasing peak hour frequency of City Connector Bus service.
University Student	• No direct reference to ITS Discussion Papers. • Support for walking and cycling improvements, integrating public and active transport, including first and last mile solutions, making walking more enjoyable by adding colours and amenity. • Proposals for Gaming App and improved network planning.

4. Next Steps

The information gathered from this stage of engagement will inform the development of the draft Integrated Transport Strategy.

The project has two main engagement stages:

- Stage 1: Gathering insights and feedback from the community that will help shape the draft Integrated Transport Strategy.
- Stage 2: Asking for feedback on the draft Integrated Transport Strategy, to check we've got it right!

Feedback received in stage 1 will guide the priorities for the Integrated Transport Strategy and help ensure the final plan reflects the communities needs and expectations.

A timeline for the project is shown below, demonstrating the next steps for development and finalisation of the Integrated Transport Strategy.

Figure 44: CoA ITS Project Timeline

4.1 Phase 2 Engagement

Phase 2 of engagement will present back what was heard in phase 1 and demonstrate how it has been captured into the draft Integrated Transport Strategy Report.

For the purposes of engagement and ease of understanding for community and stakeholders, this will be referred to as the 'draft Transport Strategy'. Lines of enquiry will be similar to phase 1, being based around 'have we got it right, have we missed anything, what is important to you and have we captured it'.

A report will summarise further feedback received and present the final Transport Strategy, documenting any important next steps.

Appendix A: Panel Session – Audience Questions

- Many cities in Australia and internationally have **shared bicycle infrastructure**, making it easy as a visitors of the city to ride the last mile. How has this been considered as part of the strategy?
- Has the concept of a **congestion tax** on vehicles travelling through the City of Adelaide but not stopping been raised? As a means of incentivising public transport and active transport.
- Keen to hear the panel's views on the **city speed limit** discussion that was in the media all day and why it seems to be such a divisive issue?
- Have there been any suggestions made to the Department to incorporate taking **bikes on busses.** Like in Bendigo, Canberra and other Australian cities, to promote "last mile trips" being active?
- What steps can we build into the strategy so we can have a rational and informed **community discussion** about the impact of cars in the city without being seen as anti -car?
- How can the City of Adelaide work with surrounding councils and the State Government to **support modal shift** to public transport, walking and cycling to access and transit through the City of Adelaide?
- How can CoA ensure **vulnerable groups**' interests are represented in planning? Children attend school in the city and move through the city, and are increasingly at risk - as the car-dependent generation?
- "How close are we to serious planning of **underground rail** in Adelaide? In your views ought we to now begin processes to head us towards underground as the main tactic to push back on car dependence?"
- How is **free senior public transport** here and the 50cent ride in Queensland impacting on transport. Are there any studies?
- Parking is a critical part of the transport equation. Will this strategy consider **progressive approaches to parking**, eg removing parking minimum requirements for new development?
- The RACV was the proponent for Melbourne's submission to Infrastructure Australia which led to Melbourne's **integrated cycling network** subsequently getting millions. Could RAA do that in Adel?"
- Transport is a derived demand. Could an integrated transport strategy acknowledge **the broader role of streets** as public open space, where transport is just one part of a street's function?
- Charles - you mentioned **other forms of public transport** for the City, are you able to delve further into this? - what would these be?
- The low **population density** of the greater Adelaide region is often used as a reason for not expanding or investing in the public transport network. How do we overcome this?
- How can we prioritise **more trees** near walking and cycling paths in the city? - to support more comfortable trips in the heat.

- What is the most important thing to do first, to **change the view** in Adelaide that the car is the only trip choice and that other forms of transport are not as valuable?
- There's often a focus on streets having a **consistent character**. This is directly opposite what makes streets good for people: short, changing with use. Can this be acknowledged?
- Cycling cities like Amsterdam don't just happen by accident but by brave political decisions. What information, data, or storytelling would **compel our decision makers** to make similar bold decisions?
- Often the loudest adversaries of change are car users inconvenienced by roadworks or interfacing with cyclists. How do we **get the nay-sayers on board**, and are there ways of managing their concerns?
- If we all agree that we need better public transport, more cycling lanes, and safer walkable streets **what are the main barriers to make this happen** and how can we solve this in your opinion?

Appendix B: Child ‘Better Streets’ Activity Sheet Responses

What would make a better street in the City of Adelaide?

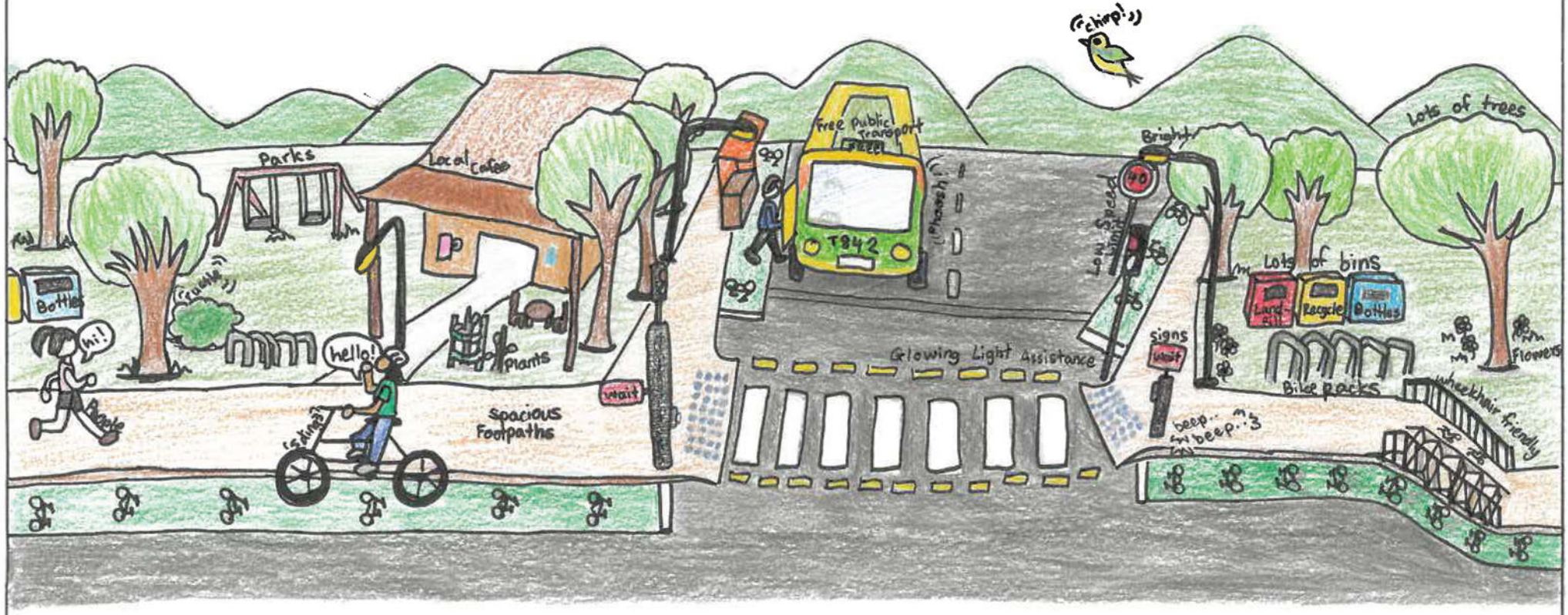
What does it look like? What do you hear? How do you feel?

Complete the sentence and draw a picture.

A safe, healthy street has...

CITY OF ADELAIDE

My Picture:



Name: Clarisse

Age: 11

What would make a better street in the City of Adelaide?

What does it look like? What do you hear? How do you feel?

Complete the sentence and draw a picture.

CITY OF ADELAIDE

A safe, healthy street has... a lane for bicycles/scooters so people can be aware, because I don't think scooters have bells and not all bikes do. Maybe we could make bigger busses so that less people drive cars and pollute the air. I feel safer when there are less people swearing on the streets.

Name: Madeleine [redacted]

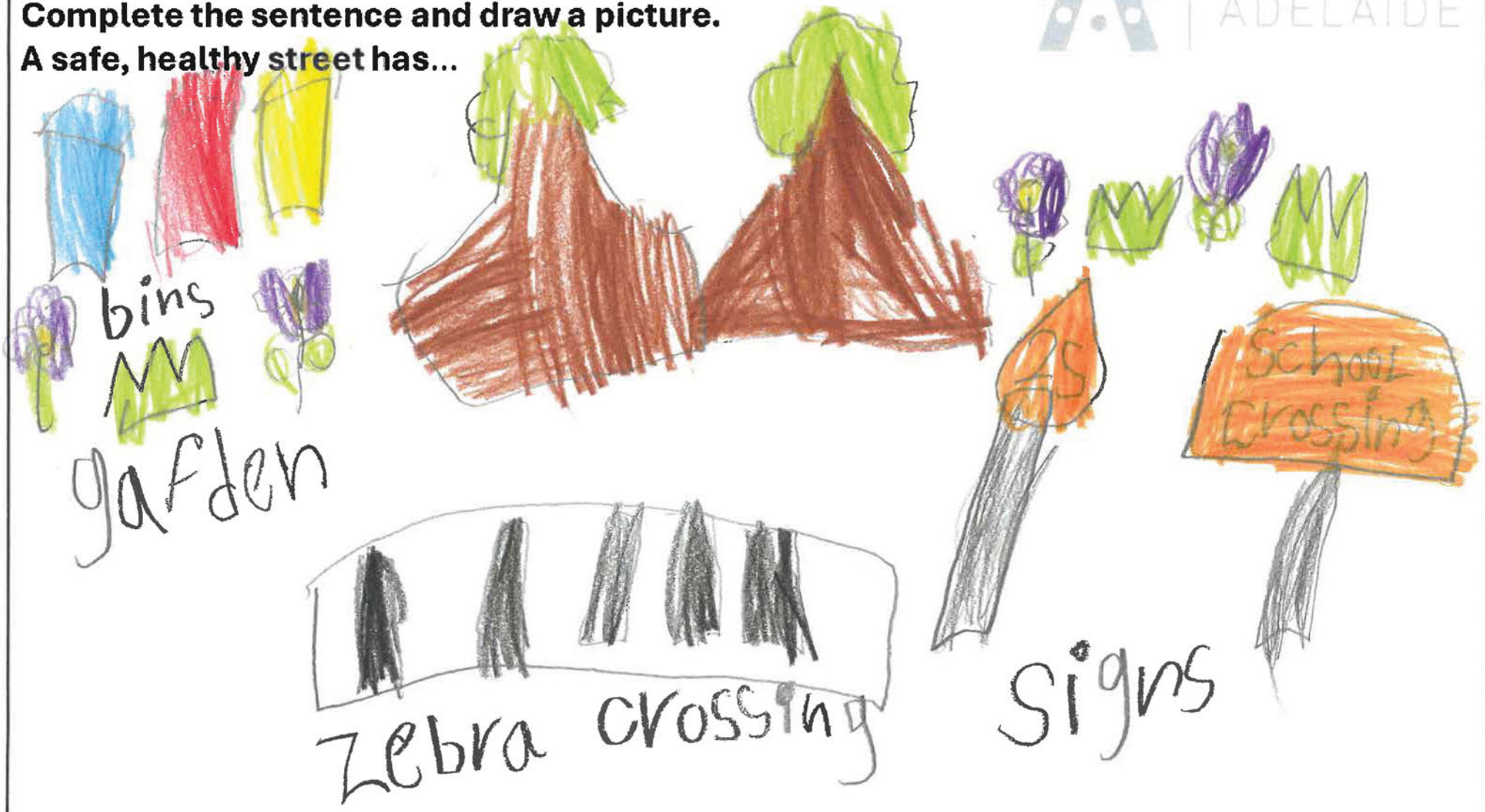
Age: 9

What would make a better street in the City of Adelaide?

What does it look like? What do you hear? How do you feel?

Complete the sentence and draw a picture.

A safe, healthy street has...



Name: Harriet

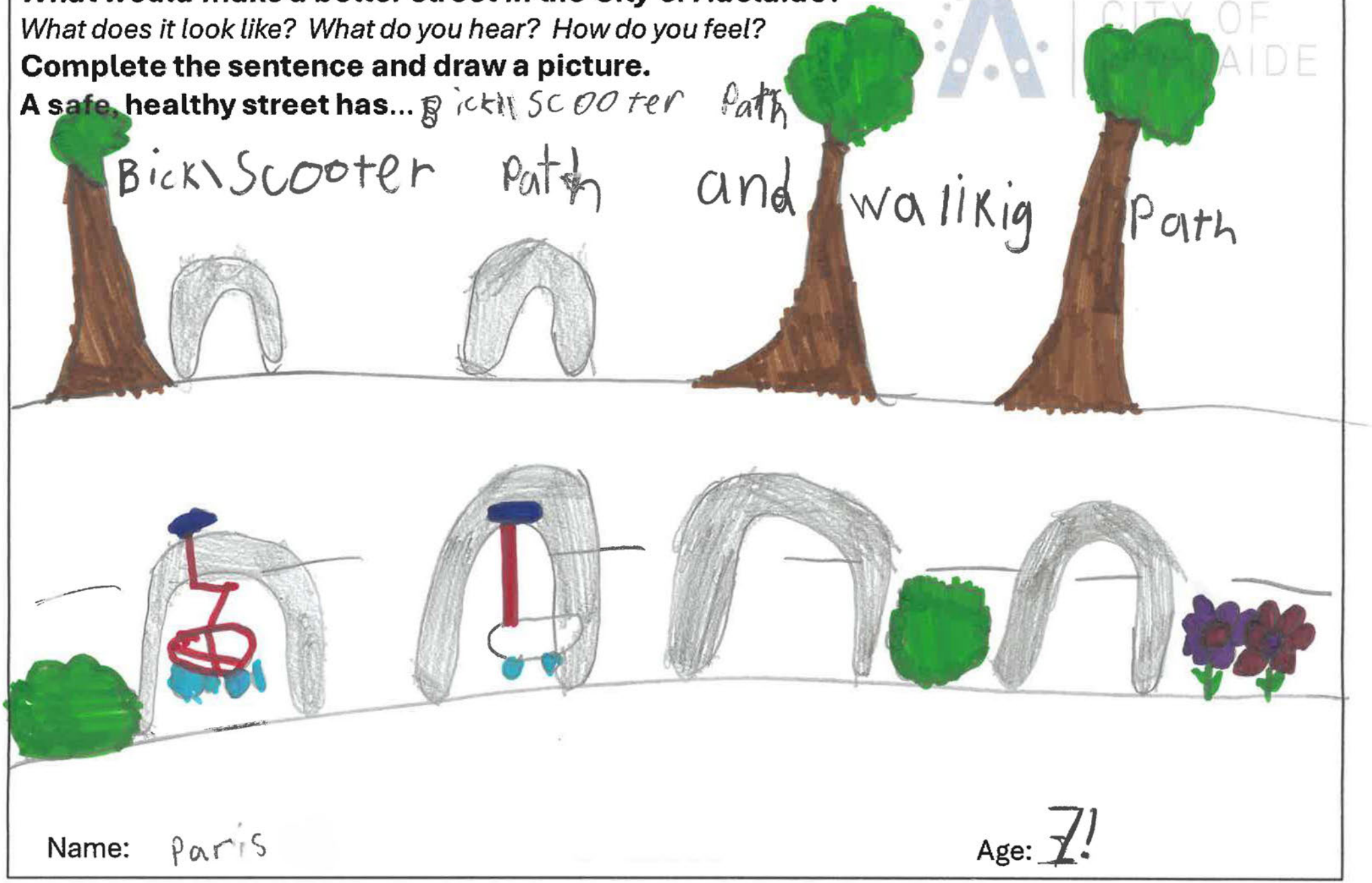
Age: 6

What would make a better street in the City of Adelaide?

What does it look like? What do you hear? How do you feel?

Complete the sentence and draw a picture.

A safe, healthy street has... Bicki Scooter Path



Name: Paris

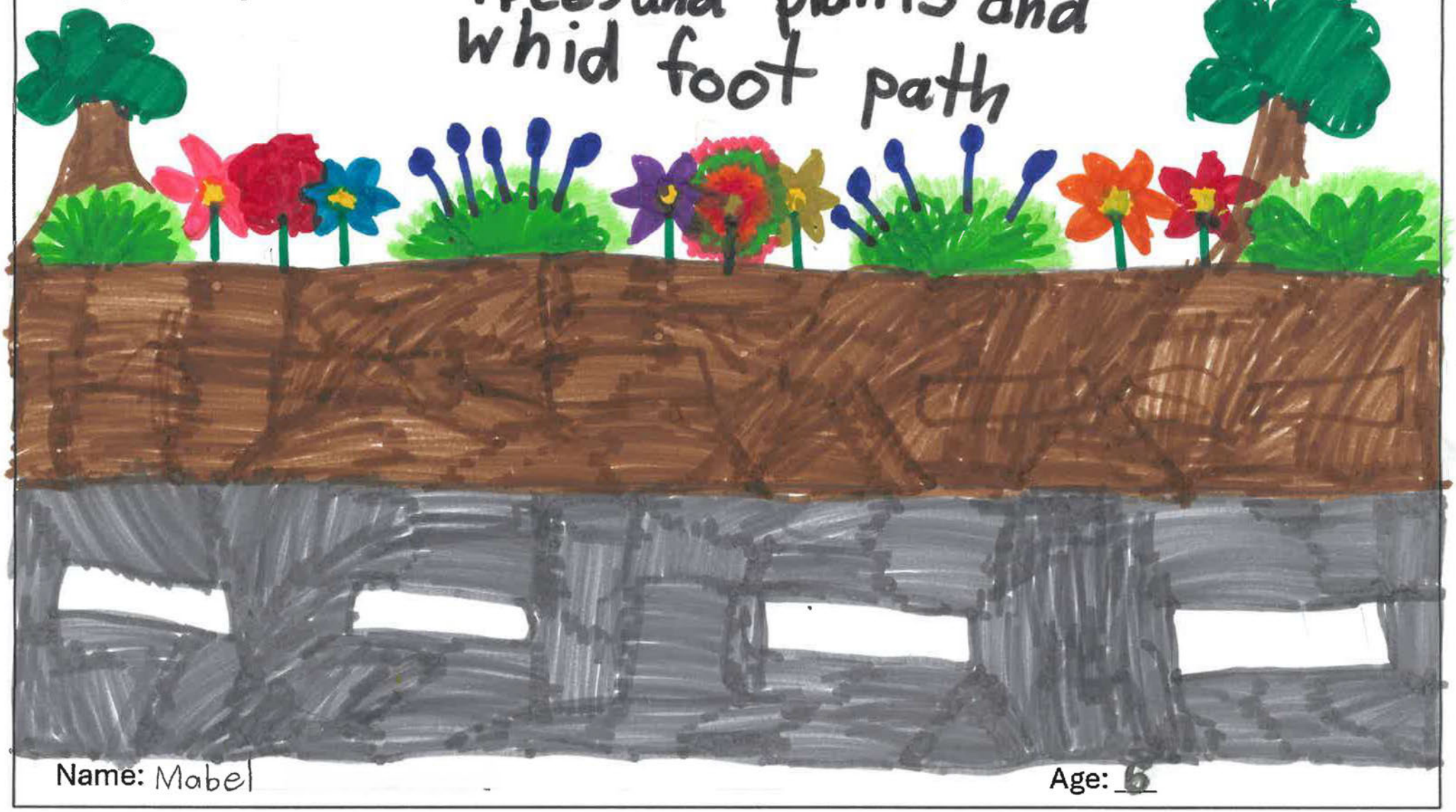
Age: 7!

What would make a better street in the City of Adelaide?

What does it look like? What do you hear? How do you feel?

Complete the sentence and draw a picture.

A safe, healthy street has... trees and plants and whid foot path



Name: Mabel

Age: 6

What would make a better street in the City of Adelaide?

What does it look like? What do you hear? How do you feel?

Complete the sentence and draw a picture.

CITY OF ADELAIDE

A safe, healthy street has... a drop off zone for parents to drop off their kids at school so we can prevent car crashes. Also to have more shelters for the homeless.

Name: Emme [redacted]

Age: 10

What would make a better street in the City of Adelaide?

What does it look like? What do you hear? How do you feel?

Complete the sentence and draw a picture.

A safe, healthy street has... no-one being drunk and smoking because it bad for kids to breath in smoke it bad for the lung. Drunk because drunk men can garb a kids on the arm or talking to people that they don't know. We need somewhere for them to go and kids are not allowed to go in there.

Name: Abigail

Age: 10

What would make a better street in the City of Adelaide?

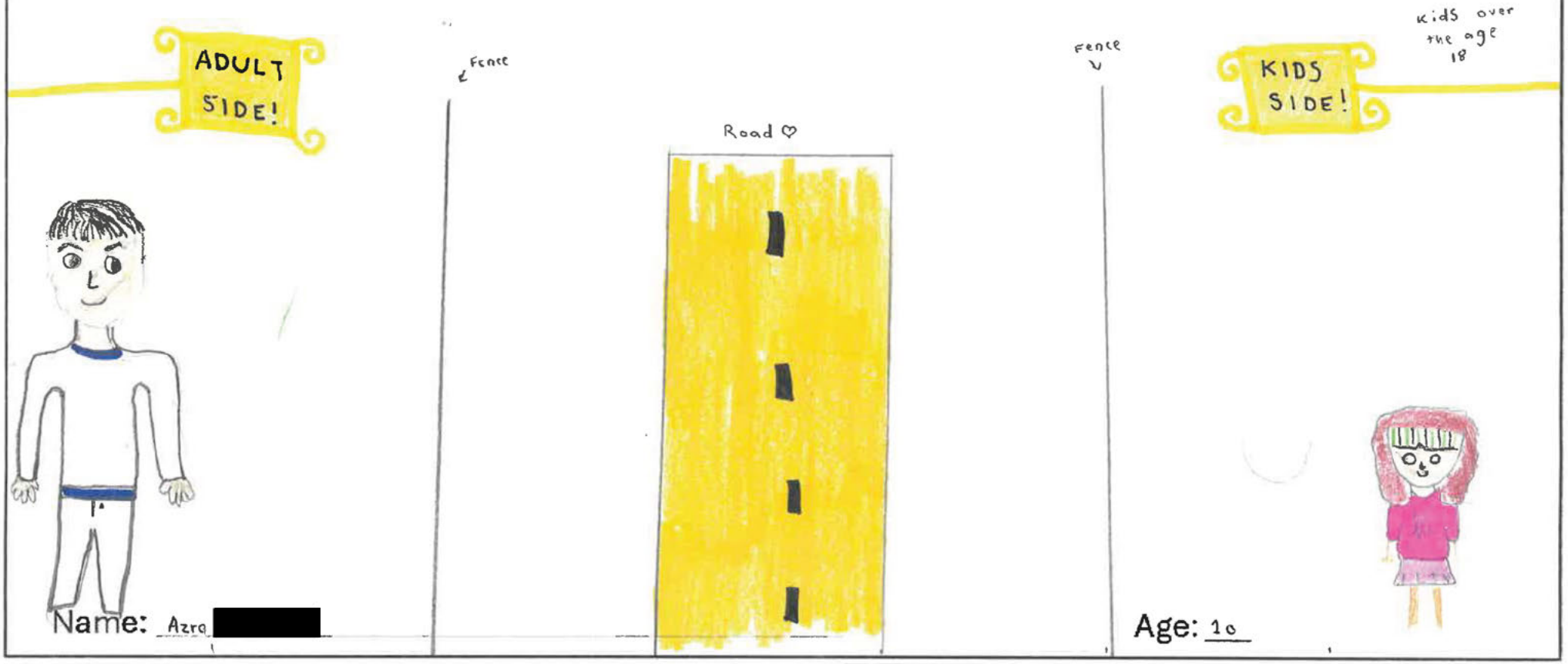
What does it look like? What do you hear? How do you feel?

Complete the sentence and draw a picture.

A safe, healthy street has... a more secure area to insure that kids feel

Safe with the people around them. This would give kids more confidence to walk alone in the city.

To make our streets better we could make a path for kids only so they can be and feel safe and secure from people.



Name: Azra [redacted]

Age: 10

What would make a better street in the City of Adelaide?

What does it look like? What do you hear? How do you feel?

Complete the sentence and draw a picture.

A safe, healthy street has... more playgrounds for kids or just kid-friendly areas.

CITY OF ADELAIDE

Name: Edytka

Age: 11

What would make a better street in the City of Adelaide?

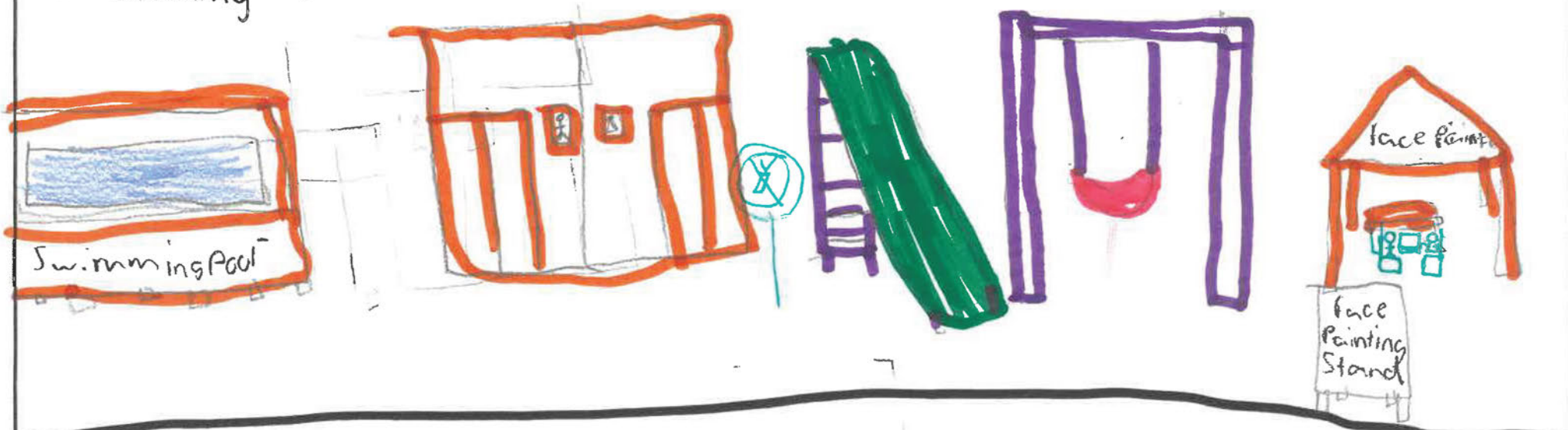
What does it look like? What do you hear? How do you feel?

Complete the sentence and draw a picture.

A safe, healthy street has...

CITY OF ADELAIDE

- Icleana Public tolites
- more playground's
- A swimming pool
- more kidfrendly festivals
- no smoking



Name: Zara

Age: 9

What would make a better street in the City of Adelaide?

What does it look like? What do you hear? How do you feel?

Complete the sentence and draw a picture.

CITY OF ADELAIDE

A safe, healthy street has... more Parking more rode marking on the floor. more signs on the Park that say make your car after one hour so you don't need to keep moving then one hour. some can be one hour make more traffic lights were traffic normaly is to make it even more safe. make more ~~fo~~fruit trees for maybe homeless people to eat.

more rode marks on the ground

Name: Izabella [redacted]

Age: 9

What would make a better street in the City of Adelaide?

What does it look like? What do you hear? How do you feel?

Complete the sentence and draw a picture.

A safe, healthy street has... path ways, cross walks, benches, bike parking, inter active workout spaces (for kids), plants (pet safe), no feeding wild animal signs

CITY OF ADELAIDE

Name: Cheesse [redacted]

Age: 10

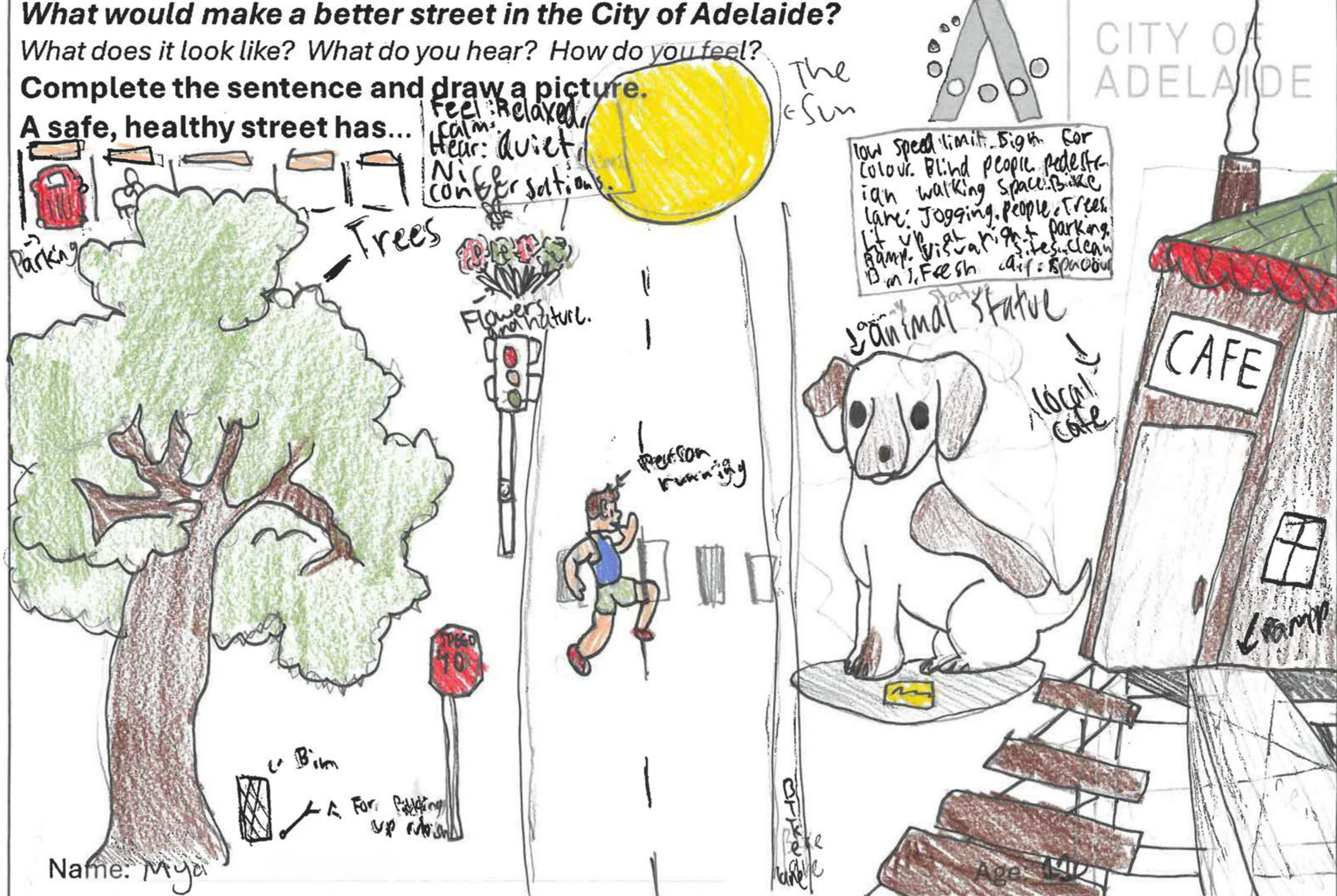
cafe

What would make a better street in the City of Adelaide?

What does it look like? What do you hear? How do you feel?

Complete the sentence and draw a picture.

A safe, healthy street has...



Name: Mya

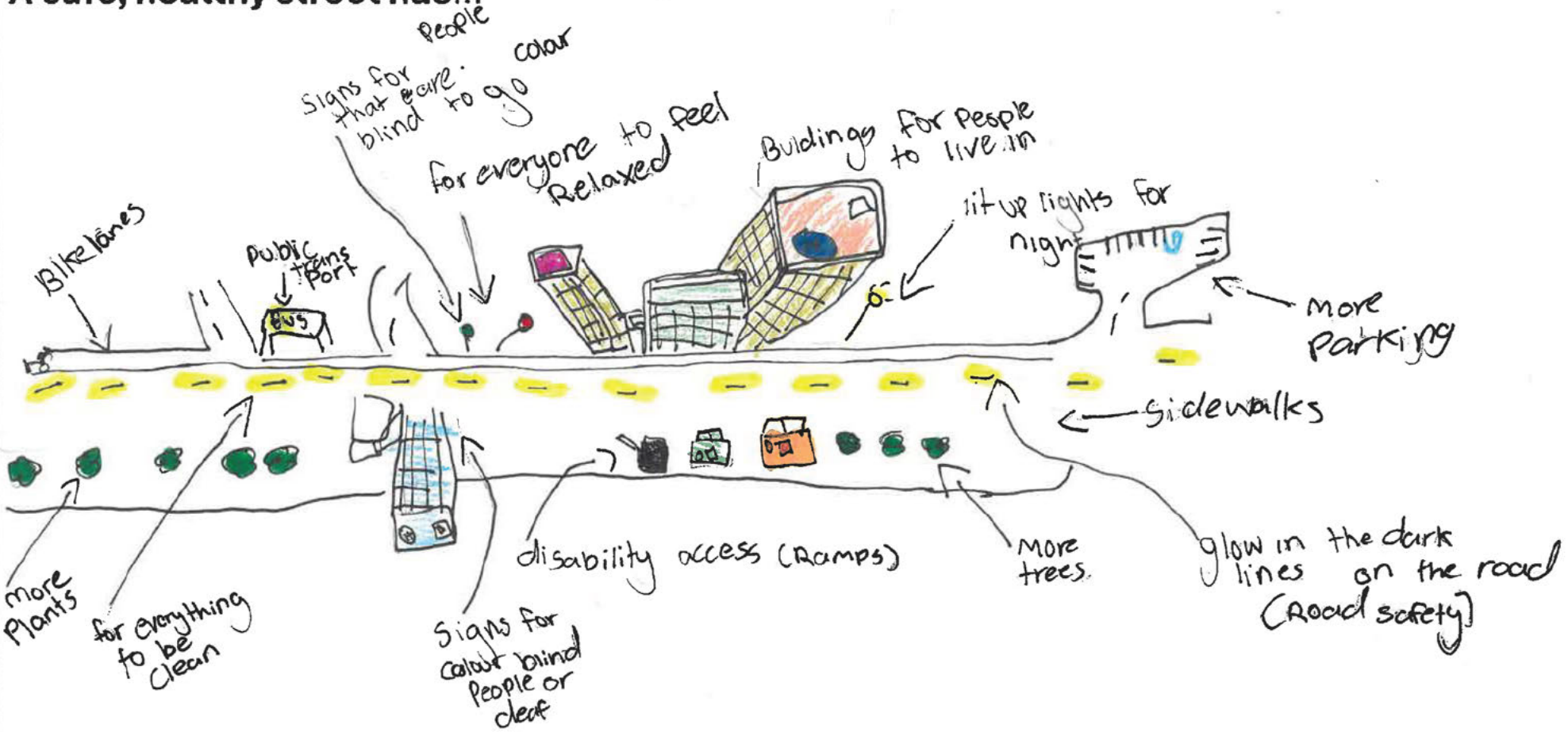
Age:

What would make a better street in the City of Adelaide?

What does it look like? What do you hear? How do you feel?

Complete the sentence and draw a picture.

A safe, healthy street has...



Name: Mary [redacted]

Age: 10

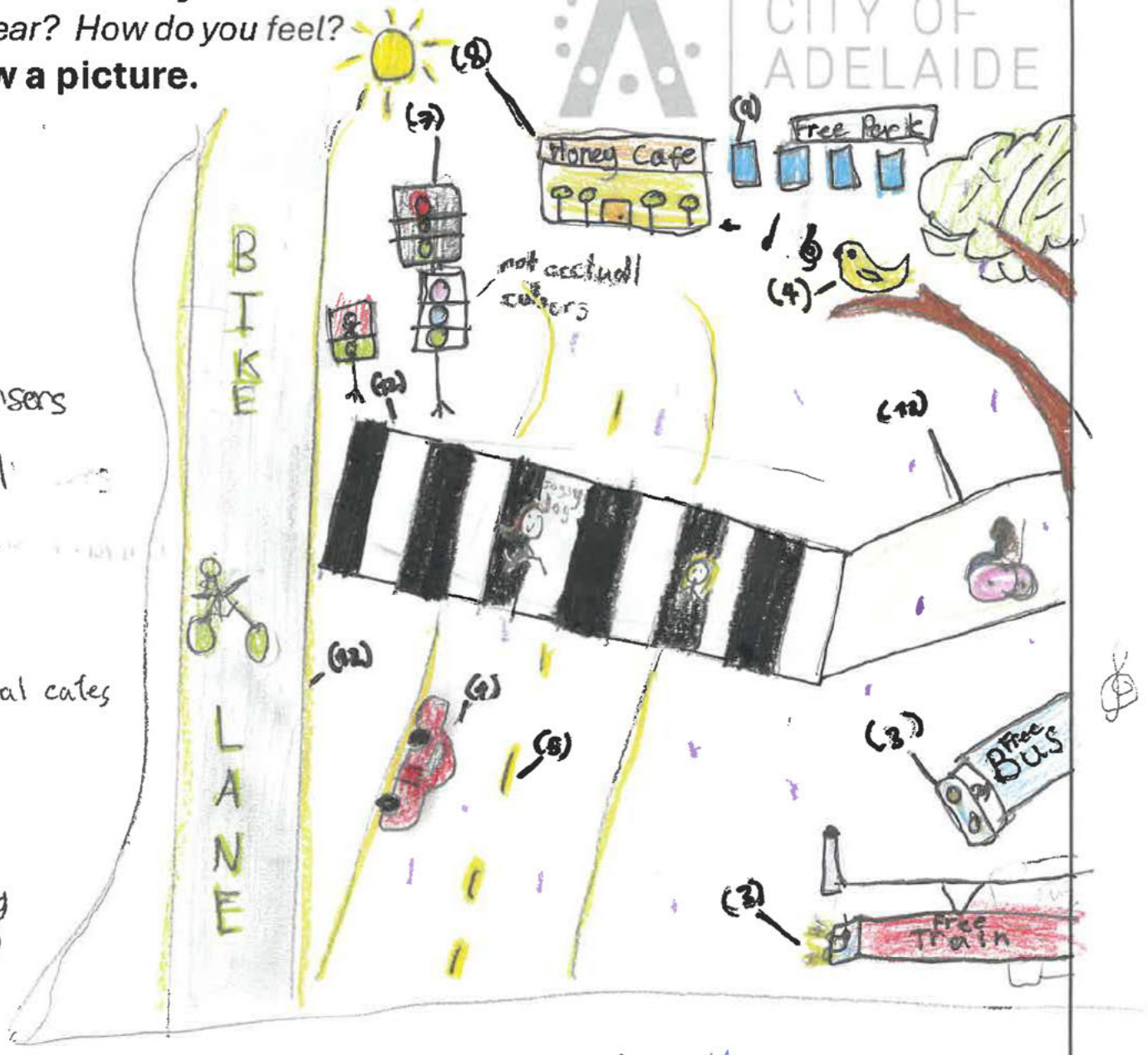
What would make a better street in the City of Adelaide?

What does it look like? What do you hear? How do you feel?

Complete the sentence and draw a picture.

A safe, healthy street has...

1) 50-60 speed limit
2) Healthy people jogging
3) Free public transport
4) You feel relaxed (is calm)
5) Fluroescent road lines and sensers
6) Lots of different plants, trees and
7) flowers (partly for fresh air
7) Different colour stop signs for people who are colour blind
8) Is nice and quiet around local cafes
9) More parking
10) Is clean (no pollution or rubbish
11) Lots of sensory and visual signs
12) Pedestrian sidewalk and crossing (for bikes too) (is also spacious)
13) Disability access
14) Lit up at night



Name: Sofia [redacted]

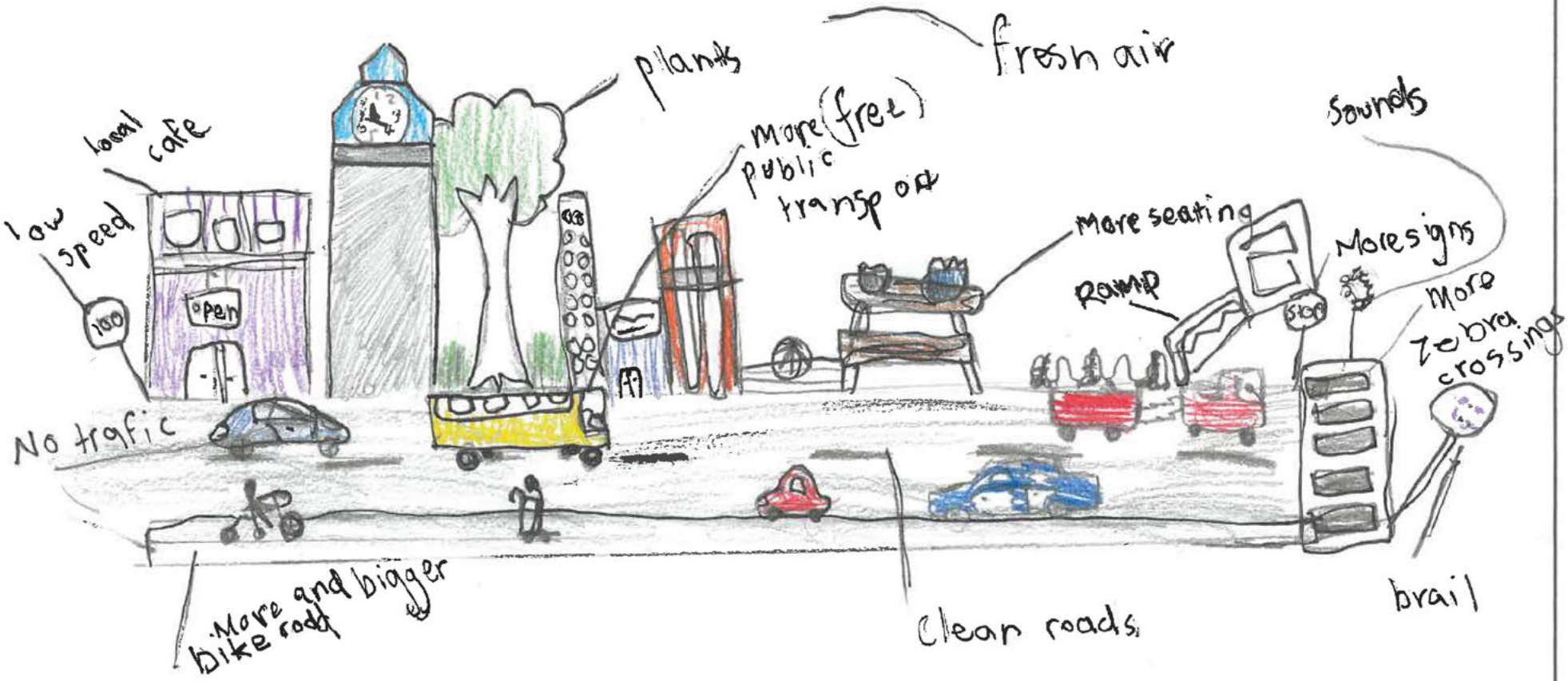
Age: 11

What would make a better street in the City of Adelaide?

What does it look like? What do you hear? How do you feel?

Complete the sentence and draw a picture.

A safe, healthy street has...



Name: Martella [redacted]

Age: 10

Appendix C: Written Submissions

INTEGRATED TRANSPORT STRATEGY STAGE 1

Community Engagement Written Submission Summary Report

17 January 2025

CITY OF ADELAIDE

ACKNOWLEDGEMENT OF COUNTRY

The City of Adelaide acknowledges that we are located on the traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past, present and emerging.

We recognise and respect their cultural heritage, beliefs and relationship with the land. We also extend that respect to visitors of other Aboriginal Language Groups and other First Nations.

DOCUMENT PROPERTIES

Contact for enquiries and proposed changes

If you have any questions regarding this document or if you have a suggestion for improvements, please contact:

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Record Details

HPRM Reference: **ACC2024/175888**

HPRM Container: **2024/01728**

Version History

Version	Revision Date	Revised By	Revision Description
A	17/01/2025	PB	Initial revision

TABLE OF CONTENTS

CoA ITS Stage 1 Written Submissions Report

1. ENGAGEMENT OVERVIEW

To inform the development of a new Integrated Transport Strategy for the City of Adelaide, community engagement was undertaken from 4 November to 2 December 2024. The community was invited to complete an online survey on the Our Adelaide platform, attend a community drop-in session, phone a City of Adelaide staff member or do a written submission. Other engagement activities were collaborative planning workshops and a panel discussion. This report documents written (including letter, email and presentation slide) submissions to the City of Adelaide (CoA).

1.1 Submitters

A total of sixteen written submissions were received, including five from individuals and eleven from organisations, as listed below:

Organisation	About the Organisation
Access & Inclusion Advisory Panel (AIAP)	The CoA AIAP provides strategic, expert, and impartial advice on the development, implementation, monitoring and review of CoA policies, strategies, projects and plans, with the aim of incorporating lived experience and advancing the inclusion of people with disability.
Active Living Coalition (ALC)	The Coalition brings together urban planners, landscape architects, transport planners, public health professionals, advocates, and other professionals to build neighbourhoods and communities that encourage active living and physical activity.
Bike Adelaide	Bike Adelaide is a community-based organisation working every day to make riding in SA better by advocating for safe, direct and pleasant cycle routes.
Kidical Mass Adelaide (KMA)	KMA is part of the global Kidical Mass movement calling for a world where “all children and young people can safely and independently use cycling as a mode of travel.”
Neuron Mobility	Current shared e-scooter operator in Adelaide
People for Public Transport (PPT)	PPT advocate and organise for better public transport in South Australia. We were formed in 1989
Royal Automobile Association of South Australia (RAA)	RAA is the state’s largest member organisation, with over 820,000 members, and advocates on mobility and road safety issues, for economic and population growth and safe, sustainable transport.
St Aloysius College	Catholic Girls School R-Year 12 located between Angus St and Wakefield St, east of Victoria Square.
Transport Action Network (TAN)	The Transport Action Network (TAN) comprises community organisations, advocacy groups, urban and transport practitioners and researchers.
Unley Bicycle User Group (UBUG)	Cycle advocacy group. Unley BUG promotes better, safer and more connected cycling and walking to encourage more people to cycle and walk more often.
Walking SA	Walking SA is the not-for-profit peak body that leads, promotes and supports all forms of walking in South Australia, including walking for recreation, transport, health, wellbeing, organised events, adventure, environmental appreciation and fun experiences.

The full submissions and supporting documents can be found at the end of this report.

The AIAP submission is a summary of discussion held during a meeting on Wednesday 27 November 2024. Panel members were asked which Discussion Paper topics they most wanted to provide feedback on, and the chosen topics were Walking/Wheeling and Shared Micromobility.

1.2 Submission Supporting Documents

One of the individual submissions included the following supporting documents:

- Street Design/Cycling: how to fund a network
- Successful ITS: moving from failed consultation processes to community engagement
- Public Transport Underground Rail

The TAN submission included the following supporting reports prepared by TAN:

- Inner Metropolitan Public Transport Network 2024
- Greater Adelaide Public Transport: A Network for 21st Century Challenges 2023

The KMA submission included

- Kidical Mass Adelaide Impact Report 2024
- 2024 Child and Young People Activity Sheets

2. WRITTEN SUBMISSION FEEDBACK THEMES

Most of the submitters' feedback was about improving outcomes for active travel and public transport and addressing the detrimental impacts of motor vehicles on these modes and city liveability. The benefits of reducing motor vehicle speed limits for active travel and shared micromobility use, and place outcomes were raised by many respondents.

The need for more accessible car parks (for people with disability) was raised by a few submitters. Concerns about reducing car traffic and car parking was raised in one submission, and in the particular context of a school and the view that public transport use is too hard with/for young students and that driving and car parking is needed for successful school businesses.

There was consistent feedback about the need for wider footpaths, separate spaces for people walking/wheeling to people cycling/scootering, and space for greening. The submissions support creating a hierarchy of street space and kerbside use, based on strategic needs.

The responses to the written submissions have been grouped into topics.

Theme 1: **Accessibility** - Disability and Child to Older Adult Friendly

Theme 2: Movement and Place - **Walkable, Liveable City**

Theme 3: Movement - **Better Cycling Outcomes**

Theme 4: Movement - **Improved Public Transport**

Theme 5: **Safety** - **Safer Speed Limits**

Theme 6: **Health**

Theme 7: Movement - **Contribution and Opportunities for Shared Micromobility**

Theme 8: Movement – **Re-balancing Motor Vehicle Use and Car Parking**

Theme 9: Better Process, Investment Prioritisation, Funding and Implementation

Theme 1: Accessibility - Disability and Child to Older Adult Friendly

Walking SA highlighted accessibility for all as one of their five key areas in their submission. The ALC emphasised the importance of considering an ageing population and designing streets and networks to enable ageing well. The AIAP highlighted numerous issues, particularly about walking/wheeling (see Theme 2). PPT pressed the need for accessible public transport to "align with the CoA's vision for a greener, more connected, and inclusive city." This means reduced speed limits and safer crossings around public transport stops and hubs, wider footpaths to accommodate pedestrian traffic and waiting passengers, and improved public transport stops with shade/weather protection and seating.

Kidical Mass Adelaide's submission noted how their campaign seeks outcomes so "all children and young people can safely and independently use cycling as a mode of travel" and asks to:

(1) Enable and activate bike riding joy
(2) Create comfortable, convenient and connected bike riding routes
(3) Support children's wellbeing and health through bike riding (and walking and wheeling) to school.

Kidical Mass Adelaide's submission included activity sheets completed by children and young people. A sample is shown below. Children showed how they would like safer cycling, slower speeds, greening and for streets with opportunities to play and enjoy being with friends.

What makes a better street?
What does it look like? How do you feel? How does it sound?
Complete the sentence and draw a picture.
A safe, healthy street has...

Kidical Mass Adelaide
Safer streets for families who ride bikes.

more bike lains and lights for bikes to be safe. and eaisier to get around. Also speed limit change.

Name: ~~Ella~~ Vera Age: 14

What makes a better street?
What does it look like? How do you feel? How does it sound?
Complete the sentence and draw a picture.
A safe, healthy street has...

Kidical Mass Adelaide
Safer streets for families who ride bikes.

Name: Haydee Age: 6

What makes a better street?
What does it look like? How do you feel? How does it sound?
Complete the sentence and draw a picture.
A safe, healthy street has... more bike lanes, more trees

Kidical Mass Adelaide
Safer streets for families who ride bikes.

Name: Lilah Age: 9

Theme 2: Walkable, Liveable City

Walking SA highlighted five key areas in their submission:

- **Position walking as a priority mode of transport**, including with pedestrian first transport planning and urban design, increased car free and pedestrian priority zones (in line with international best practice) and integration of walking (and cycling) with public transport.
- **Accessibility for all** (see Theme 1)
- **Health and wellbeing benefits** (see Theme 6)
- **Safety and Traffic Management**, including
    - reduced speed limits (see Theme 4), which will contribute to increased walkability and a more vibrant urban environment.
    - Better lighting
    - More pedestrian crossings, with better visibility and priority
        - Support for measures proposed in discussion paper, and highlight the benefits of simpler, prioritised crossings for a more inclusive, efficient and people friendly environment.
- **Climate and sustainability**
    - Key role of walking and wheeling to reducing urban carbon emissions

The ALC expressed support for the initiatives as described in the Walking and Wheeling Discussion Paper. They highlighted the importance of better, and especially safer streets for walking/wheeling in the context of the following issues:

- **an ageing population (and ageing well)**
- **chronic disease**
- **cost of living pressures**
- **economic cost of inactivity**

The ALC also highlighted the strong community support for walkable and cycleable neighbourhoods (National Heart Foundation survey in 2020 found 86% of South Australians want facilities accessible by walking and cycling and RAA survey of members found three quarters would like to walk more and a third a lot more).

The TAN submission expressed support for the Key Strategic Moves set out in the Walking/Wheeling Discussion Paper. The submission discussed key issues about traffic signal priority, footpaths (including the need for continuous footpaths and levels) and shared streets that can be low speed, shared, green streets.

Other submissions reiterated identified challenges and opportunities (wider footpaths, footpaths for walking/wheeling while cycling and scootering to be in cycle lanes, poor traffic signal sequencing and delays for people walking/wheeling), in addition to:

- **smoking**: issue of smokers en masse on major streets, especially North Terrace/ opportunity of designated smoking areas away from the main footpath/ wheelchair traffic
- **walking/wheeling accessible route mapping**: create a map showing accessible roads and footpaths (plus other features such as accessible car parks and toilets), with a rating system for different paths so that people with specific needs eg people in wheelchairs can choose their route.

The AIAP submission indicated general member alignment of the challenges already identified, although a few issues (including motor vehicle noise and emissions) were not seen to be key challenges to all members. Interestingly, **for AIAP members, the challenge of safety during large event had consensus support**; this had the lowest (18% support) for the Our Adelaide online survey. **Safety at night, lack of space on footpaths for pedestrians, lack of shade and amenities, such as seating, and motor vehicle speeds and safety concerns were the next most supported challenges**. It is also noted that safety at night was one of the challenges that had relatively less support from online survey

respondents. This suggests that these safety issues may impact people with disability more and require additional consideration in this context.

The AIAP discussion about challenges reiterated that **disruptions due to events and construction can impact some people more significantly**, and that communication (including pre-trip information), signage and travel time impacts need to be improved. **Accessibility of detour walking/wheeling routes** was raised as a key concern. Other challenges raised were:

- **toilets and changing facilities**
- **temporary building access**
- **path surface condition and paving materiality** (eg slippery pavers in Rundle Mall)
- **lighting and visibility**, which is especially an issue on poor condition paths
- **electric vehicles without sound**
- **smoking creating an unpleasant environment**

The AIAP suggested the following additional opportunities:

- **Provide maps** showing locations of shelters and resting places, as well as the distances between them.
- **Increase the number of wider pathways with rest stops and shelters along key routes.**
- **More kerb ramps for informal crossings** in areas where there is a long distance between pedestrian crossings.
- **Reconsideration of use of central medians, which can be barriers to (accessible) pedestrian movements across streets and investigation of ways to improve crossings for those with mobility aids.**
- **Creation of wider central refuge islands/medians** for wheelchair users and people with mobility aids.

Other submissions suggested:

- Adding interest to streets, with colour and planting, to make walking/wheeling and enjoyable experience.
- Introducing a gaming app whereby users would collect coins by using active travel, to use to get discounts at businesses.

Submissions included the following sample comments:

> *“The CBD has all the destinations needed for a walkable city – and is a natural fit for the Living Locally model proposed by the recent draft Greater Adelaide Regional Plan.”*
>
> *“Research indicates that long wait times and complex crossing layouts discourage walking and contribute to unsafe pedestrian behaviour. By simplifying and prioritising pedestrian crossings, the City of Adelaide can create a more inclusive, efficient, and pedestrian-friendly environment. “*
>
> *“It is widely recognised that while a walkable City forms a key foundation of a liveable, economically sustainable and vibrant city, walking can only become a truly viable transportation option when complemented by an integrated, safe, and connected cycling and public transport network.“*

Specific locations and issues identified:

- Pedestrian amenity along North Terrace towards the Royal Adelaide Hospital needs to be improved
- Finalisation of the Market to Riverbank route, with additional greening and seating.

Theme 3: Better Cycling Outcomes

ALC expressed support for the initiatives as described in the Cycling and Cycle Parking Discussion Paper.

Submitters made the following key points and specific recommendations:

- **More extensive and safer network is needed** (reiterating identified issue)
  - Map in the Cycling Discussion Paper highlights network gaps and need to address these, including to improve crossings, and access to the Riverbank Precinct/Torrens Linear Path from West/North Terrace.
  - Expansion of cycle network and wider cycle lanes needed to accommodate more people cycling plus likelihood of people using micromobility devices eg e-scooters.
- **More secure cycle parking needed to address issues with theft; opportunity for secure cycle cages** (well lit and with CCTV), with maps of where they are.
- **'Build it and they will come'**
  - high levels of cycling (for journey to work) for Unley reflect quality of streets and cycle routes, especially on the Rugby Porter Bikeway.
- **Need for improved crossings of the inner ring road and Park Lands roads,** including:
  - Connection between the Mike Turtur Bikeway on King William Rd and King William St
  - Between Birin St and Beaumont Rd
  - Safety, accessibility and convenience of pedestrian/cyclist crossings across Greenhill Rd, with more formal crossings and reduced delays at those already signalised.
  - Crossings of Unley Road and Glen Osmond Road (Hutt Rd crossing model)
  - Crossing at Joslin St, with improved cycle route along Peacock Rd to South Tce and to Sir Lewis Cohen Ave via
- **New and improved lighting** along Park Lands routes
  - to provide more equitable outcomes, with improved safety, especially for women
- **Improved connections**:

  People cycling "will use different streets depending on their journeys so the streets renewal program should systematically include treatments to green the streets and maximise safety for all road users." [TAN submission]

  - Establish contraflow on all one-way streets.
  - East west routes: Halifax/Sturt, Flinders/Franklin, Pirie-Waymouth, South Tce in the Park Lands, Wakefield.
  - Between Unley and the west of Adelaide: formalised path or separated cycle path along Sir Lewis Cohen Avenue
  - Path (with crossings) along the southern boundary of the southern Park Lands to provide a safe and accessible east-west route (alternative to Greenhill Rd.
  - North-south cycle routes with greater connectivity urgently required between the CBD and North Adelaide, and north-south through the city using contraflow facilities on Gawler Pl, Wyatt St, Hyde St, Norman St, Rosina St into Gilles Ln to Eliza St and Bowen St.

        - Establish Park Lands Boundary Trail - completing separated paths adjacent to city ring route roads, working with neighbouring councils to deliver paths.
        - Separated cycleways on King William (ensuring King William Rd Bridge has these and can support trams) and with connections to the Torrens Linear Trail.
        - Bidirectional separated cycleway over the Morphett St Bridge, connecting with the proposed cycleway in the Light Square Masterplan to the Torrens Linear Trail.
        - Western city access and getting across the railyard, such as a shared use bridge at Sir Donald Bradman Dr, noting a strategic need to connect Park Lands Trail and Westside Bikeway.
        - *One submitter suggested that North Tce and Currie/Grenfell St may be unsuitable for cycling due to them being busy public transport streets.*
    - More **cycle parking**, including secure cycle parking.
        - On-street cycle hoops
        - Planning and Design Code adherence and design to make cycling parking within residential and business developments easy and convenient.
        - Secure micromobility parking at major destinations across the city and North Adelaide. TAN suggested looking at Breda example, with socially inclusive staffing.
    - **Better** education, communications and come 'n try opportunities
    - **Promote cycling to events**
        - Develop and implement requirements for bicycle parking at major events, including considerations of bicycle parking areas to be within the event footprint, and potential waiver of Park Lands booking fees of event space used for bicycle parking.
    - **Support adoption of small electric delivery vehicles** Consider strategies and actions to work with commercial delivery services to encourage adoption..

      "The evidence already exists that when safe, convenient and connected routes for cycling are provided, behaviours will change and cycling mode share will increase."

      "RAA supports City of Adelaide's strategic goal to increase cycling by implementing road safety treatments along routes and at intersections. Installing cycle infrastructure to form a connected bicycle network that is protected/separated from other traffic will be essential in overcome barriers to increasing cycling participation and to improve safety for cyclists."

Theme 4: Improved Public Transport and Integration with Active Travel

There was consensus from the submitters commenting on public transport, that there is a need for more reliable, accessible and high quality public transport, with support (including from the ALC) for the initiatives as described in the Public Transport Discussion Paper. PPT highlighted that CoA has a "unique opportunity to lead transformative change" to help with the growing challenges of congestion, transport emissions and car dependency.

"A high-quality public transport network is essential to decarbonising the transport sector, maximising efficient use of transport and urban space, facilitating infill and uplift, and creating greater equity of access." TAN submission

"RAA supports further investment in public transport, including integration with active transport modes, to reduce the reliance on private vehicle journeys to and within the City of Adelaide."

Submitters suggested:

- Safer and more accessible public transport, including for young and older people.
- Better integration of public transport with active travel, including with consideration of storage of cycles and e-scooters on buses and trams
- Reconsideration of the relative pricing of car parking and public transport; perverse incentives which encourage car driving if there are two or more people travelling in a car to the city (cheaper to drive and park than use public transport).
- A Grenfell/Currie 'Bus Mall' with bus priority lanes, signal prioritisation and enhanced passenger waiting facilities, including shelters and seating.
- The Free City Connector bus service is very convenient and helps reduce traffic congestion and parking problems in the city. The community has said that more services are needed though, especially at the busiest 7-9am period. PPT suggested increased frequency (as the current 30 minute frequency is insufficient) and increased operating hours (beyond current 7pm) to 11:30pm on weekdays and 12:30 pm on weekends. PPT also suggested reviewing route simplicity and legibility.
- Integration of the State and CoA's transport strategies/plans
- High capacity tram and bus network.
    - Tram extension through North Adelaide, with integration with other modes and for sustainable urban regeneration along the route.
    - Tram extensions to the airport and Burnside (PPT).
    - Light rail corridors along North Tce and King William St, with them being transformed into key active travel routes, similar to Swanston St, Melbourne.
    - CBD tram loop (PPT suggested North Tce-East Tce- Hutt St- Grote St-Morphett St.
    - Bus priority measures (dedicated lanes, signals prioritisation)
- Further discussion (to increase understanding of the benefits of) and advocacy for a city underground rail loop or was raised in multiple submissions (and noted that it has been a long-term mention in CoA and other documents, without progression) to
    - Provide access across the city, not just at the north-western edge (TAN suggested railway stations at Hindmarsh Square, Whitmore Square and Victoria Square)
    - Enable increased train service frequency and new rail lines
    - Reduce car dependency and car parking demand in CoA, with more active travel and city liveability.
- Consideration of the Inner Metropolitan Public Transport Network proposal
- More designated wheelchair spaces on public transport
- Could an app be developed to book a spot so there is certainty in peak travel times?
- More services to address overcrowding during peak hour and events.
- Promotion of inclusion through partnerships eg sunflower design wrap done in Melbourne (https://hdsunflower.com/au/insights/post/Sunflower-Tram).

The AIAP highlighted the feeling of independence when stops/platforms are accessible, and they are not dependent on driver assistance to alight or board. They also noted that people with disabilities often face challenges that other user groups do not when using shared economy transportation services, such as ride-sharing, due to numerous factors, including inaccessibility, discrimination, information, booking, and payment barriers.

Theme 5: Safer Speed Limits

Submissions mentioning speed limits, including from RAA, were supportive of speed limit reductions.

Submitters raised the following points about reducing speed limits:

- There is community support for reduced speeds in local streets (with a submission noting a National Heart Foundation survey found 60% of people very/somewhat support this).
- **Improvement in safety for all users.** The Kidical Mass Adelaide campaign noted that they, in combination with an alliance with public health, transport and environment organisations, ask for 30km/h as a priority.
- **Important issue as cars are getting larger**, the **population Is ageing** and personal micromobility is being introduced.
- Important for safety and accessibility public transport stops, in addition to more (preferably priority) pedestrian crossings near transport stops/hubs.
- 30km/h will increase **safety and adoption of (shared) micromobility.**
- **Consultation** is important. A submitter provided the following examples:
    - https://www.edmonton.ca/transportation/traffic_safety/residential-speed-limits
    - https://letstalk.waimakariri.govt.nz/speed-management-plan-2023-27

Submissions included the following sample comments:

> *". Reduced speeds not only help deter through traffic but help motorists keep themselves and others safe by improving their field of observation (which narrows at higher speeds) and increasing time to react to unanticipated changes in the road environment. Reducing road crashes has both social and economic benefits. Few people take account of the economic costs associated with road crashes beyond the physical and mental health costs to an individual. Crash costs are also calculated in terms of labour force inputs and participation, emergency service and clean-up responses, travel time delays and loss of productivity for other road users. These costs need to be included when Council considers any potential cost to the local economy of reducing speed." [Transport Action Network]*
>
> *"We support the argument of slower traffic streets and the ability of active travel to reduce air pollution and noise – ensuring the city is a more pleasant and health promoting environment for everyone." [Active Living Coalition]*
>
> *"Walking SA strongly supports the City of Adelaide's long-awaited proposal to lower speed limits across the city. This initiative not only enhances road safety but also encourages more people to walk, both for recreation and transport." [Walking SA]*
>
> *"Slowing speeds on these streets [CoA's quieter streets] will be especially important as micromobility devices such as e-scooters are legalised for personal use. Ideally these devices would be ridden in a slower speed environment on the roadway instead of on existing footpaths." [Active Living Coalition]*
>
> *"Lowering car speed limits to 30km/h in many areas will enable safer rider experiences and increase adoption if scooters are allowed in bike lanes and on road use." [Neuron]*

Theme 6: Health and Wellbeing

The ALC expressed strong support for the prominence of population health and wellbeing in the Walking/Wheeling Discussion Paper, and the importance of active travel to population

health. Likewise, Walking SA emphasised the criticality of linking walking and wheeling initiatives with improved public health outcomes.

Walking SA advocated for increased greening and shading, and infrastructure plus behaviour change programmes to support active commuting to work and schools. Kidical Mass also highlighted the importance of safer streets for active children with improved health and wellbeing outcomes.

Theme 7: Issues and Role/Opportunities for Shared Micromobility

Submitters expressed mixed views about shared micromobility. While shared micromobility can be seen to have opportunities, the current conditions for use, especially use of e-scooters on footpaths, are cause for concern. As an individual submitter noted, there are some poor user behaviours and outcomes but shared micromobility should be a great option if used responsibly.

Misplaced/fallen e-scooters and micromobility parking

The AIAP had strong consensus amongst members that all the challenges and opportunities identified in the Discussion Papers aligned with their experiences. The AIAP reiterated the challenges associated with misplaced/fallen e-scooters and suggested:

- Introduction of docking stations with financial incentives for their use
- Sturdier kickstands on e-scooters.
- Behavioural research to understand e-scooter abandonment, drawing on research on behaviours like returning shopping trolleys.

The TAN advocated for:

- Reallocating car parking spaces for micromobility parking.
- Secure parking for personal micromobility devices eg e-scooters.

"The implementation of designated parking areas for personal mobility devices is essential to maintain pedestrian access and reduce trip hazards." [RAA submission]

E-scooter use on footpaths was a key concern for the AIAP (and some other submitters, including TAN), with opportunities seen to be with:

- Increased regulations/enforcement
- Separated, designated lanes/paths for micromobility. Need also to consider cycle lane space with increasing use of personal mobility device and shared micromobility.
- Consistent legibility of areas for walking/wheeling and those separate for micromobility use.
- Clarity from State Government about upcoming personal mobility device changes, to help inform Council infrastructure changes and investment.

Reduced Speed Limits

- ALC and Neuron support reduced speed limits as an important measure to encourage shared and personal micromobility users to travel on the road carriageway rather than footpaths.

"E-scooter streets" or routes between high density residential areas in proximity to CoA eg Bowden Village, Thebarton, Kent Town, Glenside, Keswick barracks development and Forestville, and Victoria Square, Central Markets and the CBD core. The TAN submission noted research[1] suggesting that private e-scooter use is more likely to replace car trips,

[1] Laa, B., & Leth, U. (2020). Survey of E-scooter users in Vienna: Who they are and how they ride.

which adds weight to the need for improved micromobility networks to these developments (as PMDs become legalised).

Neuron raised the following points about the contribution of shared e-scooters:

- **Reducing emissions** (rider survey from 2021 indicates that 42% of all trips are directly replacing car trips)
- **Reducing congestion** by reducing the number of car trips
- **Accessibility for people with disability**, enabling trips that would otherwise not be taken due to disability
- **Economic and visitor/tourism contribution**:
  - 60% of trips result in a purchase at a local business and 8% of all trips would not have been taken otherwise.
  - Local jobs creation through scheme
  - Flexibility, accessibility and affordability of shared e-scooters help visitors see more and do more during the visit and enhance the tourist experience.
  - Contribution to the transport task during events such as Fringe Festival
- **Safety** research indicates that e-scootering is not more dangerous than cycling.

Neuron Mobility raised the following points about the opportunities for shared e-scooters:

- Actions to be taken to make e-scooter more appealing to women (62% of riders male)
- Accessible e-scooters (eg seated model)
- Allowing 25km/h for e-scooter use on quieter roads and where there are cycle lanes, while having 15km/h on footpaths.

Neuron Mobility provided general support for the seven key strategic moves and highlighted:

- Strong support for the establishment of micromobility network and protected cycle (micromobility) lanes, plus improvements to recreational trails.
  "Establishing a network of cycle lanes in Adelaide will be a key driver to boost the usage of micromobility and further drive the transition with micromobility replacing car journeys in the city."
- Support for the suggested distance between parking stations, and a flexible, mix of free-floating and designated parking areas.
- Need to carefully consider potential issues with the use of docking stations and the potential negative impact on ridership
  - Problem if lack of availability of space on docking stations and riders can spend significant time finding another available docking station (which may not be at desired destination)
  - Need to have a design that can accommodate all e-scooters,
- Need to consider potential issues/limitations of integrated payment (for public transport-shared micromobility integration) but support for encouraging DIT to explore combined ticketing or promotion of public transport and shared micromobility integration.
- Potential for different pricing models for increased accessibility, as well as potential for CoA to consider different fees for trips starting in low equity areas.
- Support for joint procurement and need to consider operating conditions and commercial viability of the program in Adelaide with respect to permit fees and duration of permit.

Theme 8: Re-balancing Motor Vehicle Use and Car Parking

Almost all submitters who commented about street space, were in support of re-allocating car parking to other uses such as greening. This included the RAA:

Journal of transport geography, 89, 102874.

"*RAA supports City of Adelaide investigating opportunities to optimise footpath/lane space allocation for effective movement and place purposes (e.g. outdoor dining) noting the longer-term community benefits this may provide.* "

Submitters recognised the inefficiencies of single occupancy vehicle use, and impacts on active travel use with a transport network designed for and dominated by motor vehicles.

"Nearly half of all casualty crashes within the City of Adelaide involve a pedestrian or a cyclist, increasing to almost 60% of fatalities and serious injuries (FSI's) that occur.

Given the unacceptably high number of crashes involving vulnerable road users in the last five years including 209 cyclists and 192 pedestrians, RAA supports a review of motor vehicle use and road infrastructure in City of Adelaide."

Points raised by submitters included:

- Inefficiencies of single occupancy vehicle use.
- Street space for motor vehicles results in inadequate width for people walking/ wheeling and street environments that feel unsafe. Climate resilient city means looking at opportunities for street space currently for car parking to be green spaces (plus for outdoor dining).
- Conversion of laneways to walking/wheeling and cycling paths, with no/limited vehicle access.
- Priority is given to vehicles, and it should be asked whether the transport network encourages people to use active travel – and what will be gained with the latter.
- Bottlenecks in traffic flow
- Opportunities for ride shared schemes with large employers, with incentives.
- Support for Amsterdam case study.
- Research indicates the role on-site parking plays in vehicle ownership and use, and it adds significant cost to housing (without choice for purchaser).
    - Recommendation for 'unbundling' parking from housing, with investigation into residents leasing from existing car parking stations.
    - Planning and Design Code to specify maximums not minimums and could include allocation for shared vehicles.
- Develop an approach to encourage more city residents to consider car-free living and use other ways to travel in the city.
- Park and ride on, adjacent to or near the Park Lands is not a solution and exacerbates congestion at critical places on the road network or transfer problems[2].
- Consider alternatives for residential deliveries to address issues with no stopping space for deliveries e.g. system for Council-operated parcel locker system.
- Challenges for schools when driving is seen to be the main feasible mode (especially with younger students). Adequate space and provision for parent/carer drop-off and pick-up is an issue and needs to be considered carefully when streets are changed.
- CoA to work with private sector to shift daytime city deliveries to cargo cycles and restrict large delivery vehicles to early morning operations.

Theme 9: Better Process, Investment Prioritisation, Funding, Implementation and Leadership

"Why is Adelaide the only significant Australian city which has failed to significantly progress the roll out of cycling infrastructure?" when it has, "the most congenial topography, climate and manageable distances of all Australian cities". *Adelaide resident submission.*

Submitters raised the following points:

[2] Wiseman, N., Bonham, J., Mackintosh, M., Straschko, O., Xu, H. (2012/3). Park and Ride: An Adelaide Case Study. Road & Transport Research: A Journal of Australian and New Zealand Research and Practice. 21 (1): 39-52

- **Funding for projects.**
  - **Lack of necessary funds for bold projects** is one of the main reasons for CoA's lack of separated cycling infrastructure roll out.
    - **seek additional grants and funding**
      - Focus on walking/wheeling, cycling and public transport routes to educational and medical facilities, as they serve populations which have more limited travel options. Access to healthcare was noted by the AIAP as an important consideration. Kidical Mass Adelaide asked for prioritising safe routes to school and 30km/h safer speed limits (alongside e-bike subsidies).
      - **Infrastructure Australia submission for an integrated cycling network** (as Perth, Melbourne, Sydney and Brisbane have done) so CoA has the "financial capacity to roll out a BOLD ASPIRATIONAL integrated cycling network".
      - **Use of dynamic pricing for car parking to raise revenue for active travel**.
      - **Sale of the Rundle/Pulteney UPark and other old car parks, and revenue used for active travel infrastructure and street greening**.
  - **Community support for directing more roads funding into walking and cycling exists** (60% strongly/somewhat favour directing more roads funding into walking and cycling).
- **Advocacy** for tram and bus extensions and enhancements, a sustainable fleet and land use alignment.
- **Data limitations and need to increase pedestrian data collection**:
  - Heavy focus on Census and journey to work and more focus needed on other trips, such as those by young people to school.
  - Data is an important tool for guiding investment, monitoring and evaluation.
- **Accountability is important and the ITS needs to include a plan to action CoA strategic goals**
  - Need to review Smart Move and identify why strategies were not delivered. Bike Adelaide, to help understand issues and opportunities better when developing the new strategy.
  - Need to include a plan for how CoA will achieve goals in other strategies, e.g. the Strategic Plan goal to triple cycling trips (to work).
  - Need to have additional goal, e.g. for % active travel to school by 2030
- **Engagement and Implementation**
  - Develop a very different approach to consultation, with 'Planning by doing' (often involving pop-up infrastructure and as done in Sydney, New York, etc)':
    - Look to City of Sydney as community engagement experts to develop a new engagement approach. Have a commitment to implementing the cycle network, asking community to input on street outcomes *not* whether or not a cycle facility should be implemented.
    - Employ specialist community engagement staff, working with a larger team of transport planners.
  - Develop and implement a program of bikeway trials, allowing an iterative design process and ongoing community input to design and function.
  - Ensure road renewals include improved cycle lanes e.g. with added painted buffers or flexiposts and, where possible, have kerbside cycle lanes with painted buffers and flexiposts, bike boxes where there are none, and continue cycle lanes continue into and across intersections.

"We urge the City of Adelaide Council to demonstrate strong leadership in the development of this strategy, recognising the proven global principle that cities designed for people attract more people, fostering vibrant communities and economic growth. In contrast, cities primarily designed for vehicles face challenges in attracting people to live, work, and visit, which can impede long-term economic sustainability." Walking SA Submission

Submissions

Full Submission: Access & Inclusion Advisory Panel

This is a joint written submission from the Access and Inclusion Advisory Panel (Panel) to the Integrated Transport Strategy - Community Engagement Stage 1.

The submission summarises the discussions during the Panel meeting on Wednesday 27 November, which was facilitated by Penelope Bennett, Senior Transport Planner (CoA).

The purpose of the session was to:

- Prepare a joint AIAP written submission.
- Provide an opportunity to for members to ask questions about the consultation discussion papers.

Due to time restrictions, two Discussion Papers Topics were covered:

- Walking and Wheeling
- Shared Micromobility

Panel members were also encouraged to complete individual submissions or online survey: https://ouradelaide.sa.gov.au/integrated-transport-strategy by 9am, Monday, 2 December 2024.

The following tables outline the Panel's responses to the overarching questions Penelope raised at the start of the discussion.

How do you participate in city life?	**AIAP Response**
Work	8
Shop	8
Play (e.g. leisure, recreation, entertainment, dining)	10
Live (reside)	0
Business Owner/Operator	1
Study	2

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Other - Health Care Services	6

What modes of transport do you use in CoA?	**AIAP Response**
Walking and/or wheeling (wheelchairs or mobility scooters)	9
Cycling (including e-bike)	1
Riding a scooter or skateboard (micromobility)	2
Public transport (bus, train, tram)	8
Motorbike	1
In a car (as a passenger)	7
In a car (driving)	8
Other	7

The Panel noted that people with disabilities often face challenges that other user groups don't when using shared economy transportation services, such as ride-sharing, due to a number of factors, including inaccessibility, discrimination, information, booking, and payment barriers.

Discussion Topic 1 - Walking and Wheeling

Which of the challenges align to your experiences?	**AIAP Response**
Lack of space on footpaths for pedestrians.	8
Lack of shade and amenities such as seating.	8
Long wait times for pedestrians at intersections and crossings.	4
Large distances between crossing locations.	5
Busy roads that are difficult to cross and are barriers to movement.	6
Motor vehicle speeds and safety concerns.	7
Motor vehicle noise and emissions.	2
Safety at night.	8

Full Submission: Access & Inclusion Advisory Panel

Safety during large events.	9
Pedestrians sharing footpaths with people cycling or scootering	7

Additional challenges raised:

The Panel raised the following additional challenges that they think should be considered:

- ***Event-related road and footpath closures****: Road and footpath closures due to events (e.g., Pride Parade) often disrupt travel. There is a lack of communication and signage regarding detours, alternative routes, and expected travel time.*
- ***Construction disruptions****: Construction work frequently blocks regular routes, especially for people who use mobility aids. Consideration should be given to the accessibility of alternate pathways, including width and the presence of obstacles like curbs.*
- ***Pre-trip information:*** *If road and footpath closures or detours are not communicated in advance, people with disabilities face challenges in navigating the city.*
- ***Toilet and changing facilities****: Information on accessible toilets and Changing Places facilities should be kept up to date and readily available.*
- ***Temporary building access****: Events that temporarily reactivate buildings should provide accessibility information in advance, such as the functionality of lifts.*
- ***Path quality:*** *Poor path conditions (cracks, uneven surfaces) create hazards, particularly for people using wheelchairs*

- ***Paving conditions:*** *Slippery surfaces, such as those found in Rundle Mall, pose additional hazards.*
- ***Lighting and visibility:*** *Poor lighting increases the risk of accidents, especially on damaged paths.*
- ***Electric vehicles****: The quiet operation of electric vehicles can be a safety concern for pedestrians with visual impairments.*
- ***Smoking on shared paths****: The presence of smokers on shared paths creates an unpleasant environment for others. Designated smoking areas (similar to those in airports) could mitigate this issue.*

Opportunities for improvement in walking/wheeling:

The Panel suggested the following other opportunities that they think should be considered:

- *Provide maps showing locations of shelters and resting places, as well as the distances between them.*
- *Increase the number of wider pathways with rest stops and shelters along key routes.*
- *More kerb ramps in areas where there is a long distance between pedestrian crossings.*
- *Consider medians as barriers to pedestrian movement and explore ways to improve crossings for those with mobility aids.*
- *Consider wider median strips for wheelchair users and people with mobility aids.*

Discussion Topic 2 - Shared Micromobility

Full Submission: Access & Inclusion Advisory Panel

Penelope shared the following key challenges relating to shared mobility that have been identified:

- The use of e-scooters on footpaths due to legislation around their use on roads.
- Change in legislation may allow e-scooters on roads with speed limits up to 50km/h, however this would not be considered a safe outcome.
- For higher levels of general cycling and the success of cycle share schemes, people need safer streets.
- Shared e-scooter and cycle share parking is mostly unrestricted, potentially resulting in footpath clutter and trip hazards.

There was a strong consensus amongst Panel members that all of these challenges aligned with their experiences.

Additional challenges to be considered:

The Panel raised the following additional challenges that they think should be considered:

1. *E-scooters are often discarded and left in obstructive locations. Possible solutions include:*
    - *The introduction of docking stations to reduce abandonment.*
    - *Levies that incentivize users to return scooters to docking stations.*
    - *Behavioural research to understand why users fail to return scooters, potentially drawing comparisons to behaviours like returning shopping trolleys.*

2. *Abandoned scooters, often on their side, create obstacles on pathways. Possible solutions include:*
    - *The use of sturdier kickstands to reduce the number of scooters that fall over.*
3. *E-scooters weaving in and out of pedestrian paths pose risks for people with walking aids. Potential solutions include:*
    - *Regulation of e-scooter usage to ensure safer interaction with pedestrians.*
    - *Designated lanes for micromobility, possibly segregated physically from pedestrian pathways.*
    - *Marked lines for travel on footpath consistent throughout CoA*

Further Discussion

Further considerations on e-scooter use:

- *Speed limits: Panel members expressed concerns about speed limits for e-scooters. Questions raised include:*
    - *What is considered safe for various users (e.g., children, vulnerable or frail individuals)?*
    - *Research indicates that speeds above 30 km/h increase the likelihood of injuries, particularly for more vulnerable users.*
    - *International research shows that people feel unsafe at speeds of 50 km/h and tend to use pathways instead of roads at these speeds.*
- *As micromobility devices increasingly use cycle lanes, these spaces may need rethinking, especially considering the safety of both cyclists and e-scooter users.*

- *While state government regulations are still forthcoming, behavioural changes around transport use are expected to be influenced by infrastructure. Council should wait for clearer regulations before investing in significant infrastructure changes.*

Full Submission: Active Living Coalition

Response to the Draft City of Adelaide Transport Strategy

Introduction

The **South Australian Active Living Coalition** (the Coalition) thanks the City of Adelaide for the opportunity to comment on the draft City of Adelaide Transport Strategy and the invitation of many of our members to your engagement workshops. The Coalition brings together urban planners, landscape architects, transport planners, public health professionals, advocates, and other professionals to build neighbourhoods and communities that encourage active living and physical activity.

What is Active Living?

Active living is a way of life that integrates physical activity into everyday routines, such as walking to the shops, cycling to work, informal recreation or organised sport[3]. In our ideal vision an active transport choice would be so 'everyday' for all individuals that it wouldn't even be considered 'being active' unless someone was embarking on a hike or an organised sporting activity.

Why Active Living?

It is well established that **regular physical activity improves physical and mental health, boosts brain activity and brings communities together.**

Research has shown that a South Australian who is **active 150 minutes a week[4] has better:**

- Health
- Mental health
- Social connections
- Ability to make decisions.

Active living fosters equity by being available every day to South Australians, with low-to-no barrier based on cost for most forms of active transport.

Cost of Inactivity in South Australia.

South Australians' lifestyles have significant implications for our economy, health, and environment. Physical inactivity is a major modifiable risk factor for heart disease and many other chronic diseases including cancer, diabetes, and dementia. At least 60% of Australian adults do less than 30 minutes of physical activity per day and more than 50% of Australians report low levels of physical activity.

In 2017, the Productivity Commission conservatively estimated that the GDP could be increased by $4 billion per year if the health of people in fair or poor health was improved[5]. Other studies have found that estimates of annual productivity loss that could be attributed to individual risk factors were up to $14.9 billion for obesity and up to $15.6 billion due to physical inactivity[6].

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[3] https://www.orsr.sa.gov.au/__data/assets/pdf_file/0016/430315/Active-Lives-Main-Report-September-2019.pdf

[4] https://www.pc.gov.au/inquiries/completed/productivity-review/report/productivity-review-supporting6.pdf

[5] *The economic cost of preventable disease in Australia: a systematic review of estimates and methods* https://www.sciencedirect.com/science/article/pii/S1326020023007689

[6] https://www.aihw.gov.au/reports/life-expectancy-deaths/deaths-in-australia/contents/leading-causes-of-death

Full Submission: Active Living Coalition

Active living offers an opportunity to address these health concerns by helping people be physically active. Being physically active can prevent disease, assist with treatment and maintenance. Communities that support active living gain health benefits, economic advantages, and improved quality of life.

The Coalition strongly supports the initiatives contained in the discussion papers to make Adelaide a more walkable, liveable city. The CBD has all the destinations needed for a walkable city – and is a natural fit for the Living Locally model proposed by the recent draft Greater Adelaide Regional Plan. We understand that supportive urban design is needed alongside a change in cultural habits and norms is needed to ensure Adelaide is a truly walkable and liveable city.
The Coalition commends the prominence of population health and wellbeing in the Walking/Wheeling discussion paper and its excellent diagram and description of why improving active travel is useful for the health of the population. Our members also consider:

- **Ageing well**. Projections show South Australian population is continuing to age - especially the population aged 65-79 and people over 80+. A city with safe streets and many non-car options for transport will help residents stay in the city as they age and possibly attract new older residents who want to retire into a cosmopolitan city atmosphere. A city where people can safely commute to work as they age whether that's via public transport, walking, and cycling will support people continuing employment and contributing economically to the State. The city must be able to welcome older visitors to our cultural institutions, retail, medical facilities, or for events.
- **Chronic disease**. The South Australian population has high and growing rates of chronic disease including cancer, cardiovascular disease, diabetes and dementia[7]. It is estimated however that 38% of this disease burden, 49% for Aboriginal and Torres Strait Islander people, could be prevented[8]. Regular physical activity plays a role in preventing, treating and maintenance of these conditions. These conditions cause both individual suffering and expense; and the impact of chronic illness consumes a large proportion of the state budget.
- **Cost of living pressures** – including high house prices, rents, food and petrol impact choices people make including whether they can afford healthy food and protecting their health by staying warm in winter and cool in summer. There is overwhelming evidence these impact on health[9]. Supporting active travel helps to reduce the transport costs, however the high cost of public transport when used by multiple members of a family, even for short trips, could be impacting this as a choice vs using a car.
- **Economic cost of inactivity**. Given South Australia's population profile, active living is crucial in reducing long-term spending on aged care, as well as acute health, services. Importantly, it 'future proofs' all generations - including those we are not currently budgeting for (25% of Australian children and adolescents were overweight or obese in 2017-2018, which was a greater percentage than previously).

[7] *National Preventive Health Strategy 2021-2030*
https://www.health.gov.au/sites/default/files/documents/2021/12/national-preventive-health-strategy-2021-2030_1.pdf

[8] https://health.adelaide.edu.au/adelaide-exposure-science-health/ua/media/43/thermal-comfort-guidelines.pdf

[9] *Health and thermal comfort: From WHO guidance to housing strategies*
https://www.sciencedirect.com/science/article/abs/pii/S0301421511006926

Full Submission: Active Living Coalition

Do South Australians Want Active Lifestyles?

In 2020 the National Heart Foundation[10] asked unprompted questions on what people looked for when a new area and found there is considerable support for the concept of walkable neighbourhoods; 86% of South Australians want facilities accessible by walking and cycling. 60% strongly/somewhat favour directing more roads funding into walking and cycling, 60% very/somewhat support reduced speeds in local streets. A 2021 survey of over 600 RAA Members, three quarters members would like to walk more, and a third a lot more[11].

The Coalition thanks the City of Adelaide for the opportunity to comment on the draft City of Adelaide and would welcome any further questions or participation in workshops where that can be helpful. Please contact the Chair, Health Edwards, in the first instance.

Heath Edwards FRLA MPIA
Chair, South Australian Active Living Coalition

Kirsten Potoczky
Senior Project Officer, South Australian Active Living Coalition

[10] National Heart Foundation of Australia. *What Australia Wants* https://irp.cdn-website.com/541aa469/files/uploaded/201210_What_Australia_Wants_SA_Summary.pdf

[11] raa.com.au/about-raa/advocacy/member-panel

Full Submission: Active Living Coalition

Appendix A - Response to the Draft City of Adelaide Transport Strategy

Specific comments on the discussion papers.

The Coalition supports the initiatives as described in the Cycling and Cycle Parking, Walking/Wheeling and Public Transport papers.

More extensive and safer, routes for people walking, wheeling, cycling and using micromobility The maps in the cycling discussion papers and our member experience is that more route planning is needed; using both Movement and Place but also with respect to desirable destinations such as medical facilities and education - as these have more vulnerable populations attending. The pedestrian amenity along North Terrace towards the Royal Adelaide Hospital was raised in the workshop, along with poor cycling access to the Riverbank precinct/Torrens Linear Path from West/North Terrace. The discussion paper maps revealed a need to plug existing gaps in routes and improve the urban design and crossings to facilitate their use. The Coalition supports the finalisation of the Market to Riverbank route and greening/seating in some of the sections which have already been installed.

The Coalition supports the argument in the discussion papers that the City has the ability to utilise its quiet streets more extensively. As well as traffic calming and greening; we would support wayfinding signage and signage to indicate to vehicle drivers that active travel is the priority in these streets. Slowing speeds on these streets will be especially important as micromobility devices such as e-scooters are legalised for personal use. Ideally these devices would be ridden in a slower speed environment on the roadway instead of on existing footpaths.

Destinations and collecting data on all forms of travel. The Coalition recognises that improvements can't happen everywhere all at once. We would argue to prioritise routes to education and medical facilities when considering walking/cycle/public transport route planning as they serve populations which have more limited travel options. There appears to be limitations in the data on walking/wheeling/cycling; for example, cycling to education doesn't appear to be captured by the ABS as it is not 'work'; and yet these are young people, mostly without drivers' licences, whose daily commute is not counted. If we counted journey to education would this possibly shift the mode share of people travelling into the city by active travel means - especially as Adelaide High is located on the West Terrace Bikeway? Our members consider that many parents might like their high school aged children to ride but do not believe conditions are safe enough.

The Coalition supports the proposal to reduce speeds in the CBD. This would improve safety for all users; especially as cars bought are getting larger, the population ages, and personal micromobility is introduced. We recognise that all these factors introduce more vulnerability into the system. Popular media has shown during this consultation that many people fear slowing speeds and a blanket wide reduction may not receive overall support. We would argue that the city could outline where the trouble spots are to the general public we urge Council to implement speed reduction on streets that have multitude of pedestrian destinations as well immediately implementing reduced speed on smaller city streets.

The remodelling of Central Market especially Gouger Street and surrounds was suggested in one workshop as a place with multiple destinations with pedestrians looking to cross all along the food retail areas. If data shows an improvement in safety data and/or usage by active travel then this should be used to communicate the benefits of slower speeds to the general public.

Full Submission: Active Living Coalition

The Coalition supports urban design initiatives to support active travel as outlined on page 5 of the Cycle and Cycle Parking discussion paper. As noted in the paper, these are based on existing ratified Council plans including the Integrated Climate Plan and City Plan. We support the argument of slower traffic streets and the ability of active travel to reduce air pollution and noise – ensuring the city is a more pleasant and health promoting environment for everyone.

Support integration with public transport The Coalition supports the integration of this plan and the State Transport Plan by working with the Department of Infrastructure and Transport. The Coalition notes some of the current barriers on integrating walking/wheeling with using public transport including limitations on the storage of bicycle and e-scooters on buses and trams which is discussed in both the cycling, public transport and micromobility papers.

The Coalition support initiatives to improve public transport, making it safer and more accessible for all including young people and older people; all public transport journeys begin with active travel either end. The Coalition would also ask that the city of Adelaide work with the State government on pricing of public transport journeys as well as considering the variation of fees for peak parking times. Currently there are perverse incentives which encourage car driving if there are two or more people travelling in one car to the city – it can be cheaper than catching public transport.

Full Submission: Bike Adelaide

Bike Adelaide

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"May sustainable transport systems be at the heart of Adelaide's success as a people-friendly and environmentally responsible city."

Integrated Transport Strategy Project Team
City of Adelaide
ouradelaide@cityofadelaide.com.au

1 December 2024

City of Adelaide Integrated Transport Strategy

The committee of Bike Adelaide wishes to submit the following feedback in relation to the development of the City of Adelaide *Integrated Transport Strategy* (ITS), on behalf of our 2200 members.

We wish to acknowledge the excellent intent and content of the *SmartMove Strategy 2012-2022* which had an ambitious suite of objectives to improve walking, cycling, active transport broadly, and road safety overall for the city. However, a desktop analysis of the Strategy indicates that over twelve years of the ten-year strategy, very little progress was made in achieving the Strategy's objectives for active transport, especially cycling. For example:

- The removal of slip lanes created improved safety outcomes for active transport users at major intersections, with approximately 5 slip lanes removed through 2018-19 but progress to remove any additional slip lanes stalled until 2024 with the Frome Rd upgrades.
- Until 2024, no separated on-road bicycle facilities have been introduced or expanded, despite overall increases in cycling journeys, and a four-year trial of e-scooter hire schemes.
- Road renewals were to include upgrades to on-road cycle lanes, including narrowing motor lanes and buffering bike lanes. There is no indication available to the public that any road renewals have incorporated this approach from 2012 to 2024.

As additional context for Bike Adelaide's feedback to the ITS, we wish to highlight the following since the implementation of *SmartMove*:

- The removal of on-road bike lanes on North Tce from King William Rd to East Tce as part of the North Tce Tram Extension
- 16% increase hours lost to motor vehicle congestion in Adelaide 2019-2023 (according to *Benchmarking Adelaide* report, Committee for Adelaide)
- Removal of 1100 early morning and late night bus services across Adelaide metropolitan area under Marshall Liberal Government
- Fare increases to AdelaideMetro ticketed services in 2018 and 2019, but fare-free travel for Seniors card holders in 2022.
- No implementation of recommendations of the 2023 Report of the Select Committee on Public and Active Transport
- 2023 Super Tuesday cycling survey results indicated ~20% increase in cycling journeys across Adelaide metropolitan area compared to 2022.
- Public transport patronage in 2024 remains below pre-COVID levels.
- Delivery of AdelaideMetro "bike carriages" on Outer Harbor and Belair line services since 2022.
- Legalisation of personal mobility devices (PMDs) on public roads and paths effective early 2025.
- On-street parking numbers have marginally decreased as a result of updated guidelines and requirements during road renewals.

Full Submission: Bike Adelaide

Bike Adelaide seeks the inclusion of the following actions, projects and principle in the ITS:

- Lower urban speed limits on city streets.
- Develop and implement requirements for bicycle parking at major events, including considerations of bicycle parking areas to be within the event footprint, and potential waiver of Park Lands booking fees of event space used for bicycle parking.
- Committing to 30% journeys to school by active transport by 2030 and working with local schools to achieve greater active transport participation.
- Develop safe routes to school, connecting Park Lands trail routes and paths to city schools with safe, direct access.
- Outline action plan in ITS how Council intends to achieve the *Strategic Plan* goal to triple cycling journeys in the City.
- Ensure road renewals include improved bike lanes by adding painted buffers, installing flexiposts or road blisters where possible, switching to kerbside bike lanes with painted buffers and flexiposts, introducing bike boxes where there are none, and ensuring bike lanes continue into and across intersections where they currently do not.
- Develop and implement a program of bikeway trials, allowing an iterative design process and ongoing community input to design and function.
- Develop and implement improved guidelines for major events and construction projects to provide safe walking and cycling routes.
- Consolidation and completion of north-south bicycle routes using contraflow facilities on Gawler Pl, Wyatt St, Hyde St, Norman St, Rosina St into Gilles Ln to Eliza St and Bowen St.
- Delivery of an east-west bicycle route.
- Establish Park Lands Boundary Trail - completing separated paths adjacent to city ring route roads, working with neighbouring councils to deliver paths.
- Upgrade remaining road crossings of the Park Lands Trail to allow improved active transport access to the city.
- Consider locations and a system for Council-operated parcel locker system to allow increasing residential population space to receive secure deliveries without risk of theft or return-to-depot due to no stopping space for deliveries.
- Develop an approach to encourage more city residents to consider car-free living and using alternatives to cars in the city.
- Consider strategies and actions to work with commercial delivery services to encourage adoption of small electric delivery vehicles and, noting increases in use of online delivery systems, and need for city residents to have large items (eg furniture, whitegoods) delivered from stores or services not located in the city.
- Advocate for the extension of the city tram network by ensuring the King William Rd Bridge can support modern trams, and includes space for separated bikeways that allow safe river crossings and connections to the Torrens Linear Trail.
- Consider implementing a bidirectional separated bikeway over the Morphett St Bridge, connecting the proposed bikeway in the Light Square Masterplan to the Torrens Linear Trail.
- Long-term view needed to handle disruptions to access eg increased access pressures during T2D project for the next decade, access issues on Port Rd during nWCH project
- Improve western city access and getting across the railyard, such as a shared use bridge at Sir Donald Bradman Dr, noting a strategic need to connect Park Lands Trail and Westside Bikeway .

Thank you for the opportunity to provide feedback on this important strategy. We trust our feedback will be given due consideration.

Regards,

Committee of Bike Adelaide

Full Submission: Kidical Mass Adelaide

To whom it may concern,

On behalf of the Kidical Mass Adelaide organiser team, I am providing a submission to the City of Adelaide Integrated Transport Strategy that includes our Impact Report 2024 (attached), children's feedback on safer streets (attached) and a link to our 2024 campaign video.

Kidical Mass Adelaide is part of the global Kidical Mass movement calling for a world where "all children and young people can safely and independently use cycling as a mode of travel."

The Kidical Mass Adelaide campaign asks the following:

(1) Enable and activate bike riding joy

(2) Create comfortable, convenient and connected bike riding routes

(3) Support children's wellbeing and health through bike riding (and walking and wheeling) to school.

In alliance with public health, transport and environment organisations, we are asking our decision-makers to implement our top three transport priorities:

(1) #EBikeSubsidies - Make it cheaper to choose electric bikes.

(2) #SafeStreetstoSchool - Prioritise active transport

(3) #30Please - A safer speed on our streets is 30 km/h.

The Kidical Mass Adelaide movement is supported by campaign partners Middle Ground Motherhood, Bike Adelaide and Parents for Climate. We are a team of volunteer organisers who meet regularly to plan and implement campaign actions.

This year, in partnership with Sturt Street Community School, we presented a petition to the Council about the safety of the West Terrace/Sturt Street Intersection. 233 people signed the petition, and the Council resolved to address our concerns—Petition—Upgrades to the Intersection of West Terrace and Sturt Street.pdf. Dr Hulya Gilbert presented a deputation in support of the petition.

Dr Daniel Searson presented a deputation on behalf of Kidical Mass Adelaide on 19 November supporting the speed limit review, including our support for 30 km/h.

We thank the City of Adelaide for prioritising the safety of children and families as you prepare the Integrated Transport Strategy.

Yours sincerely,

Sarah Cleggett

Campaign Partner and Lead Organiser

Attachments:

Kidical Mass Adelaide Impact Report 2024

2024 Child and Young People Activity Sheets

Full Submission: Neuron Mobility

ADELAIDE SHARED MICROMOBILITY DISCUSSION PAPER

Neuron Mobility is grateful for the opportunity to provide feedback on the Shared Micromobility Discussion paper that the City of Adelaide has developed. The discussion paper contains a number of important observations and conclusions around the great societal value shared micromobility brings. We agree with the overall character of the Discussion Paper and are happy to contribute to the discussion by sharing our data and our experience from operating in Adelaide.

Neuron's shared e-scooters have prevented the emission of 143 tonnes of CO_2

Shared micromobility provides residents and visitors with a real alternative to shorter inner city car journeys. Our rider survey from 2021 indicates that 42% of all trips on our shared e-scooters are directly replacing car journeys, a number which is very consistent with the replacement rate Beam found among its riders. We estimate that our e-scooters have prevented approximately 650,000 car journeys, thereby preventing 143 tonnes of CO_2 emissions in the city. It seems likely that few other measures can match the level of impact rental e-scooters have had in reducing emissions. In addition to the emission impact, there is a positive impact on congestion when people choose micromobility over a car journey.

It is true that some trips are replacing walking to some extent but it can be debated how much of an issue this is. A typical trip on a shared e-scooter does involve walking both before and after the trip. Neuron's view is that shared e-scooters help people more effectively in the city, just like escalators and elevators are often used for people to move effectively in buildings.

Shared e-scooters are having a positive impact on the Adelaide economy

Adelaide's shared e-scooter program has resulted in a substantial economic impact. According to our research 60% of all trips result in a purchase at a local business, and on average each Adelaide rider spends $65.97 at local businesses per trip. Additionally, 8% of all trips wouldn't have happened if an e-scooter wasn't available meaning businesses would miss out on valuable sales. Neuron also supports the economy by creating local jobs. We do not rely on gig-workers, Neuron offers permanent jobs with set roles on fixed salary and for our part timers and casuals, rostered hourly wages and conditions. In 2022, Neuron released a Prosperity Report, in which we studied the overall economic impact our e-scooters generate across Australia.

Rental e-scooters are important for visitors and events

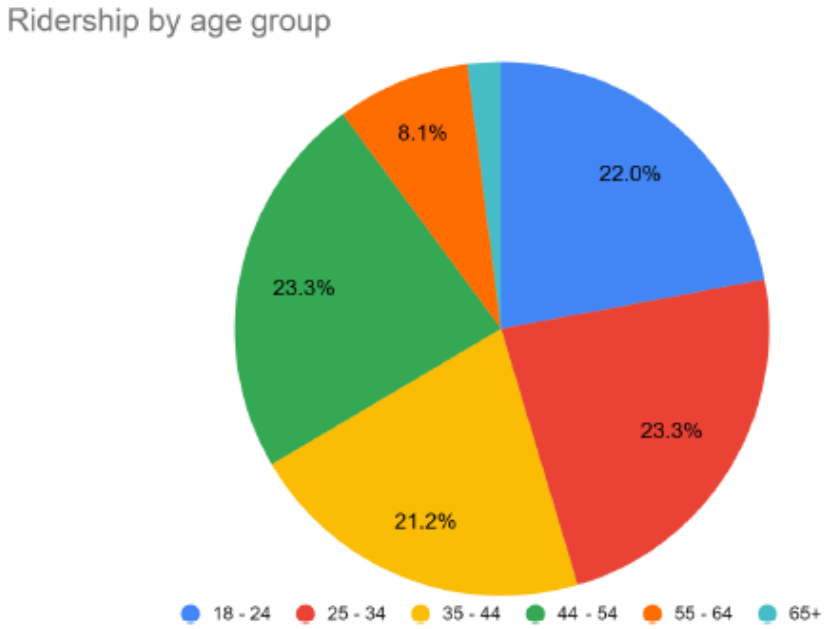
Rental e-scooters are of great benefit for the many visitors to Adelaide. The flexibility, accessibility and affordability of rental e-scooters helps visitors to see more, do more and spend more during their visit. This impact has been documented by Griffith University in Queensland when researching e-scooter usage by tourists in Townsville and Neuron is confident similar benefits are being realised in Adelaide. In addition to the Griffith University study showing an increase in spending and tourist dispersal from e-scooter usage, a University of Queensland study found that e-scooters significantly enhance the tourist experience.

Full Submission: Neuron Mobility

Adelaide is a city with frequent cultural and sporting events throughout the year. The rental e-scooters have proven to make a valuable contribution to help with event visitors getting to and from the event locations. The annual Fringe festival is the time of the year when our shared e-scooters are seeing the highest usage.

Demographic data of the Adelaide ridership

Since initiating operations in Adelaide, Neuron has had 281,000 unique users of our service. Our rider survey suggests that there is indeed a male skew, with 62% of all riders being male and 37% female. The age split is quite evenly distributed between the ages of 18 and 54. However, only 10% of our riders are 55 years or older.



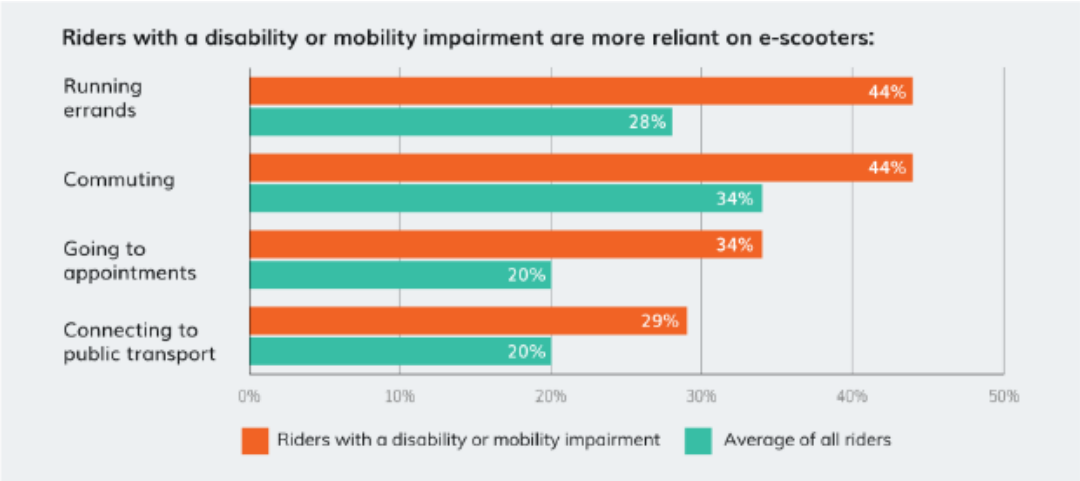
Neuron has done internal research on the gender gap to identify what actions we can take to make shared e-scooters more appealing to women.

Rental e-scooters expand accessibility for riders with disabilities

Rental micromobility services are appreciated by many, but there is one rider group for which our e-scooters play an especially important role. In a previously published research, we found that our e-scooters play a valuable role in providing a reliable transport option for the 5% of Neuron riders who have a disability or mobility impairment. The number may seem relatively small, but it represents a significant portion of our riders around the world and it underscores the importance of ensuring that rental e-scooters are accessible to all.

Our research, which includes findings from Neuron's global rider surveys, highlighted how rental e-scooters have significantly improved urban accessibility for this mobility impaired group, helping them make trips they would not otherwise have made. The disability and mobility issues range from temporary injuries to chronic back, leg or joint pain and conditions like hip dysplasia, scoliosis, Ehlers-Danlos syndrome, multiple sclerosis, and asthma amongst others.

Full Submission: Neuron Mobility



This research highlights the importance of e-scooters in providing a convenient and reliable transport option for individuals who may sometimes face barriers to mobility. This important and little known aspect of rental e-scooters has been explored in both Forbes and Intelligent Transport.

We take note of the section in the discussion paper outlining the need for additional types of micromobility options. Neuron has a seated e-scooter model and we will be happy to bring it to Adelaide should anticipated legislation allow for it.

Neuron's shared e-scooters have a similar risk profile to bicycles

The safety of e-scooters has been a thoroughly discussed topic over the last few years. There is sometimes a focus on what is perceived as an increase in the number of e-scooter accidents. What is often overlooked is that the increase in the number of accidents is directly correlated to the phenomenal increase in usage of e-scooters.

As with any form of transport, e-scooters are not incident free, but the evidence base from many millions of e-scooter trips in Australia clearly underlines that the risk of accident and personal injury is low. Over the years we have operated in Adelaide, more than 99.99% of all trips taken on our shared e-scooters have ended safely and without incident.

The available research in Australia and elsewhere shows that the safety profile of Neuron's shared e-scooters is in fact very similar to that of bicycles. Our benchmark of less than two inpatient cases per 100,000km travelled compares favourably to accident levels on normal bicycles as studied by the University of New South Wales and the University of Tasmania. A recently released study by Rutgers University, evaluating a sample of over 13,000 incidents from over 100 US hospitals, concluded that e-scooters are not more dangerous than bicycles or e-bikes.

Furthermore, it should be noted that e-scooter accidents represent a small part of the total active transport accidents. Data from Monash University's Victorian Injury Surveillance Unit suggested that there were 427 emergency presentations related to private and rental e-scooters in 2021/22. The corresponding number for bicycle representations was more than 11,400. Data from New Zealand and the Accident Compensation Corporation (ACC) paints a similar picture. During 2021, 3.2% of the claims related to accidents from active transport were related to e-scooters whereas the corresponding number for bicycles was 48.5%.

Full Submission: Neuron Mobility

Feedback on the key strategic moves

Seven key strategic moves to improve shared micromobility in Adelaide are outlined on page 34 in the Discussion Paper. Neuron is overall supportive of all the seven key strategic moves. However, it is important that the detailed implementation of these strategic moves is done in a careful and consultative manner to ensure the principles are fully converted into practice when implemented. Neuron looks forward to being a constructive party in these conversations to find optimal solutions.

Below are detailed feedback for each of the strategic moves.

1. Optimise our streets

Neuron is a strong supporter for more cycle lanes in Adelaide. As the Discussion Paper outlines, it should be a high priority to establish designated areas for cycling and micromobility. Our experience from across Australia is that riders very much prefer to ride in cycle lanes where they exist. Melbourne has one of the best cycle lane infrastructures in the country and the incidence of footpath riding is non-existent on the streets where there are cycle lanes. However, when there are no cycle lanes, riders tend to prefer the footpath due to safety concerns. Establishing a network of cycle lanes in Adelaide will be a key driver to boost the usage of micromobility and further drive the transition with micromobility replacing car journeys in the city.

2. Manage parking

Many cities in Australia have implemented designated parking in some shape or form. The technology on shared e-scooters has evolved over time and there are now solutions to design parking stations with a high degree of accuracy meaning that a rider can't end the trip unless the e-scooter is detected to be inside the parking station.

While the technology works, Neuron believes it is very important that there is sufficient density of parking stations. The Discussion Paper mentions 100 meters distance between parking stations. In our experience, 100 meters would be a sufficient density and we agree with this ambition. We furthermore support the recommendation to have a flexible approach to parking with some areas being free-floating. A mixed parking regime is likely to provide a better and more rider friendly program.

The Discussion Paper suggests the introduction of docking stations to better ensure e-scooters remain parked upright and to mitigate concerns with toppled devices. There are some important aspects to consider if docking stations are introduced. It is very important that there are enough docking stations in the city. Riders need to be able to end their trips in an easy way for micromobility to be an attractive option. The experience from cities with docking stations is that a lack of docking stations will have a serious negative impact on ridership. There are examples from cities where riders have spent an equal amount of time to find an available docking station as the time the actual trip took. Also, docking stations need to be designed in a way that allows all e-scooters of all models to use them.

3. Establish micromobility networks

Neuron is supportive of this strategy and is keen to continue being a constructive partner to identify and implement tailored solutions for Adelaide.

Full Submission: Neuron Mobility

Feedback on the key strategic moves

Seven key strategic moves to improve shared micromobility in Adelaide are outlined on page 34 in the Discussion Paper. Neuron is overall supportive of all the seven key strategic moves. However, it is important that the detailed implementation of these strategic moves is done in a careful and consultative manner to ensure the principles are fully converted into practice when implemented. Neuron looks forward to being a constructive party in these conversations to find optimal solutions.

Below are detailed feedback for each of the strategic moves.

1. Optimise our streets

Neuron is a strong supporter for more cycle lanes in Adelaide. As the Discussion Paper outlines, it should be a high priority to establish designated areas for cycling and micromobility. Our experience from across Australia is that riders very much prefer to ride in cycle lanes where they exist. Melbourne has one of the best cycle lane infrastructures in the country and the incidence of footpath riding is non-existent on the streets where there are cycle lanes. However, when there are no cycle lanes, riders tend to prefer the footpath due to safety concerns. Establishing a network of cycle lanes in Adelaide will be a key driver to boost the usage of micromobility and further drive the transition with micromobility replacing car journeys in the city.

2. Manage parking

Many cities in Australia have implemented designated parking in some shape or form. The technology on shared e-scooters has evolved over time and there are now solutions to design parking stations with a high degree of accuracy meaning that a rider can't end the trip unless the e-scooter is detected to be inside the parking station.

While the technology works, Neuron believes it is very important that there is sufficient density of parking stations. The Discussion Paper mentions 100 meters distance between parking stations. In our experience, 100 meters would be a sufficient density and we agree with this ambition. We furthermore support the recommendation to have a flexible approach to parking with some areas being free-floating. A mixed parking regime is likely to provide a better and more rider friendly program.

The Discussion Paper suggests the introduction of docking stations to better ensure e-scooters remain parked upright and to mitigate concerns with toppled devices. There are some important aspects to consider if docking stations are introduced. It is very important that there are enough docking stations in the city. Riders need to be able to end their trips in an easy way for micromobility to be an attractive option. The experience from cities with docking stations is that a lack of docking stations will have a serious negative impact on ridership. There are examples from cities where riders have spent an equal amount of time to find an available docking station as the time the actual trip took. Also, docking stations need to be designed in a way that allows all e-scooters of all models to use them.

3. Establish micromobility networks

Neuron is supportive of this strategy and is keen to continue being a constructive partner to identify and implement tailored solutions for Adelaide.

Full Submission: Neuron Mobility

4. Lower speed limits

Today, the speed limit in Adelaide is 15km/h with designated areas where geofencing is reducing the speed to 10km/h. However, 15km/h will be too slow if e-scooters are allowed in cycle lanes. Lowering car speed limits to 30km/h in many areas will enable safer rider experiences and increase adoption if scooters are allowed in bike lanes and on road use. Experience from other cities and states strongly suggests that the speed limit should be set at 25km/h for bike lanes and low speed roads as e-scooters with a much lower speed will effectively become blockers in the cycle lanes and disturb the flow. The speed limits will ultimately be decided on a state level but one way to strike a balance can be to have a differentiated speed limit between footpaths and cycle lanes/low speed roads. In such a scenario, neuron believes that the speed should be capped at the current 15km/h on the footpath (with selected areas being geofenced as slow speed zones or no-riding areas) while other riding areas should be capped at 25km/h.

5. Integrate shared micromobility with public transport

Integration of shared micromobility with public transport is happening to some extent already today as Neuron ensures that e-scooters are deployed in the close vicinity to public transport hubs. We are supportive of closer integration with public transport operators. However, integrated payment systems are challenging to make happen between individual transport providers. Not least the lack of a common commercial model is an obstacle. Buses and trams tend to be subsidised by tax payers while e-scooters often are charged a council fee. It might be easier to find solutions if the commercial dynamics are more similar between transport providers. Neuron is supportive of the consideration of encouraging the DIT to explore opportunities for combined ticketing or promotion of public transport and shared micromobility.

6. More inclusive devices and different pricing models

As mentioned in this submission, Neuron will be happy to explore the deployment of alternative scooter models, for example seated e-scooters, if the anticipated state legislation allows for it. Regarding pricing models, we are pleased to already be offering regular passes and concession passes to the Adelaide community. We offer concession passes to groups such as students, disability community and low income community. We are actively working with other various pass options to fit as many different rider categories as possible, including fixed fare passes and minute bundles. Below are a few examples of passes that we are happy to provide in addition to the existing passes:

- **Neuron Plus:** $4.99 per month for unlimited free unlocks and a per minute fee of $0.51 / 20% off per minute fees
- **60 Minute Bundle**: $13.99 for purchase, valid for 3 days
- **150 Minute Bundle**: $23.99 for purchase, valid for 7 days
- **200 Minute Bundle**: $39.99 for purchase, valid for 30 days
- **3-Day Pass**: Fixed rates of $25.00 for unlimited free unlocks and up to 60 minutes per day
- **Weekly Pass**: Fixed rates of $32.99 for unlimited free unlocks and up to 60 minutes per day
- **Fixed Fare Pass**: $0.99 for purchase, valid for 30 days, $4.50 per 30 minutes

Kindly note that we reserve the right to amend pricing at any time based on market trends, inflation, and any other macroeconomic factors to ensure we are not bound to keep the same pricing for a full 12 months.

Another way to address equity concerns can also be for the City of Adelaide to differentiate council fees for specific areas of the city. In Los Angeles, the council has a differentiated fee structure where operators are levied a per trip fee based on where the trip started. Designated low equity areas are free of council fees while trips in more affluent areas are charged with up to US$0.40 per trip.

Full Submission: Neuron Mobility

7. Improvements to recreational trails

Neuron is supportive of this strategy.

Additional comments and recommendations for the future of the program

The Discussion Papers proposes a joint procurement process for all interested inner city councils in Adelaide. This is an approach Neuron strongly supports as it will be very difficult for riders if different councils have issued permits to different operators. It will be a much better program with a larger operating area where there are improved use cases for riders.

As for the number of operators, it is quite evident that Adelaide cannot sustain more than 2 operators. With 2 operators, we are able to focus on achieving higher levels of service while streamlining operations and reducing administrative burden. However, competition is plentiful even with 2 operators. In fact, shared micromobility competes with all other transport modes in a city as residents can always choose between walking, driving, public transport or shared micromobility. As a shared micromobility operator, our pricing needs to factor in this in setting our prices.

It is highly recommended that the permit length is at least 3 years but preferably up to 5 years, provided KPIs are met. The commercial viability of the Adelaide program is at present low and it will be very difficult to recoup investments in an upgraded fleet if the permit period is less than 3 years.

Council fees are a concern for the viability of the program. The current fee structure at $0.50 per day per deployed e-scooter is challenging. Shared e-scooter operations is a low margin business that requires certain volumes to be financially sustainable. A cost such as a Council fee will ultimately be borne by the individual rider. There are simply not enough margins for a shared micromobility operator to absorb the cost and the fee will be added to the price for using micromobility, which will reduce the demand for micromobility, thus reducing the overall societal benefits of ride sharing micromobility.

In the discussion paper, the Melbourne council fee of $1.00 per e-scooter per day is referenced. However, it is important to remember that the Melbourne program had nearly 6 times the trips in 2023 as the program in Adelaide (Source: RideReport). The Melbourne program had sufficient ridership to sustain the high fee of $1.00 per e-scooter per day. Such a fee level will not be sustainable in Adelaide.

We are urging the City of Adelaide to carefully consider the future fee level in the city. There is a risk of a negative spiral where increased council fees results in higher rider prices and thereby lower ridership. Such a development would be a missed opportunity as the great potential of shared micromobility will not be fully tapped. In fact, total trips in Adelaide decreased by a quite staggering 32% between 2022 and 2023 as per RideReport data. We believe it is possible to turn this dynamic around and expand the program again and we are committed to work with the city to establish an attractive program for riders. A higher council fee will not be helpful in this endeavor. Neuron's recommendation is that the future council fee is linked to the actual usage, where increased usage means increased revenues for both the council and the shared e-scooter operators. A revenue share arrangement is one way to achieve a joint incentive between the city and the micromobility operators to grow the program.

Full Submission: Neuron Mobility

7. Improvements to recreational trails

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Full Submission: PPT

SUBMISSION TO ADELAIDE CITY COUNCIL ON THE INTEGRATED TRANSPORT STRATEGY

From: People for Public Transport (PPT)

Date: November 2024

Introduction

Adelaide's public transport network is at a crossroads. With increasing population and workforce demands, along with the growing challenges of congestion, emissions, and car dependency, the City of Adelaide (CoA) has a unique opportunity to lead transformative change. People for Public Transport (PPT) welcomes the chance to contribute to the CoA Integrated Transport Strategy, building on our decades of advocacy for accessible, sustainable, and high-quality public transport.

This submission focuses on actionable improvements for Adelaide, North Adelaide, and the CBD, emphasising the need for reliable public transport, urban safety, and accessible design. These recommendations align with the CoA's vision for a greener, more connected, and inclusive city.

1. Short-Term: Prioritising the City Connector and Bus Corridors

Transforming the City Connector Service

The City Connector bus service (Routes 98A and 98C) provides essential links across the CBD and North Adelaide but requires immediate enhancements to improve usability.

Current Challenges:

- **Infrequent services:** Current 30-minute intervals are insufficient to attract regular riders.
- **Limited hours:** Operating only until 7 pm excludes evening commuters and visitors.
- **Low visibility:** The network's complexity reduces its appeal to casual users and tourists.

Proposed Improvements:

Full Submission: PPT

1. **Increased Frequency:** Operate the City Connector every **10 minutes, 7 days a week**, mirroring successful strategies on the tram network.
2. **Extended Operating Hours:** Align the service with city nightlife and shift work by running buses until **11:30 pm on weekdays and 12:30 am on weekends**.
3. **Simplified Routes:** Consolidate services into a single, streamlined route to improve clarity.
4. **Zero-Emission Buses:** Transition to electric or hydrogen buses to reduce noise and emissions, aligning with Adelaide's climate goals.

Establishing a Grenfell/Currie "Bus Mall"

Grenfell and Currie Streets are Adelaide's busiest bus corridors and serve as critical east-west transit links. However, mixed traffic significantly reduces bus reliability and efficiency.

Proposed Improvements:

1. **Bus Priority Lanes:** Create bus-only lanes along Grenfell/Currie Streets, especially during peak hours, to ensure punctual services.
2. **Signal Prioritisation:** Implement traffic signal sequencing that favours buses to minimise delays.
3. **Enhanced Passenger Amenities:** Widen footpaths and provide high-quality waiting areas with shelters and seating for improved accessibility.

Expected Outcomes:

- Faster, more reliable bus services for commuters and visitors.
- A safer, more pedestrian-friendly corridor.
- Reduced congestion by prioritising public transport over private vehicles.

2. Medium-Term: Extending the Tram Network to North Adelaide

North Adelaide is a growing economic and residential hub that requires better public transport connections. Extending the tram network from the CBD to North Adelaide is essential for reducing car dependency and supporting sustainable urban growth.

Proposed Improvements:

1. **Tram Extension:** Extend the tram along O'Connell Street to connect North Adelaide directly to the CBD and key destinations.
2. **Integration with Other Modes:** Ensure seamless connections between trams, buses, and active transport corridors to encourage multimodal journeys.

3. **Urban Regeneration:** Use the tram extension as a catalyst for higher-density, transit-oriented development along the route.

Expected Outcomes:

- Improved accessibility for residents, businesses, and tourists in North Adelaide.
- Enhanced liveability through reduced congestion and noise pollution.
- Support for CoA's urban growth targets.

3. Long-Term Vision: A High-Capacity Tram and Bus Network

Adelaide's tram network should be expanded incrementally, focusing on the CBD and nearby suburbs, with a tram loop providing comprehensive connectivity within the city core.

Proposed Improvements:

1. **CBD Tram Loop:** Develop a tram loop connecting North Terrace, East Terrace, Hutt Street, Grote Street, and Morphett Street. This would provide localised travel options while facilitating transfers to other tram routes.
2. **Expanded Bus Priority Measures:** Enhance bus corridors in the CBD and nearby areas with dedicated lanes and signal prioritisation to complement tram services.
3. **Incremental Tram Extensions:** Plan for future expansions to Prospect, the Airport, and Burnside to ensure the network grows with Adelaide's population and urban needs.

4. Safety and Accessibility Through Thoughtful Urban Design

Safety and accessibility are essential for increasing public transport uptake. These goals should be achieved through innovative urban design rather than surveillance-focused measures like CCTV or excessive lighting.

Proposed Improvements:

1. **Slowing Traffic:** Reduce speed limits in areas with high pedestrian activity, particularly near public transport stops.
2. **Wider Footpaths:** Expand footpaths in high-traffic areas to accommodate waiting passengers, pedestrians, and cyclists safely.
3. **Safe Crossings:** Install pedestrian-priority crossings at all major intersections near transport hubs.

4. **Improved Amenities:** Enhance public transport stops with greenery, seating, and weather protection to create a more inviting environment.

5. Advocacy and Partnerships

The City of Adelaide must lead by example, advocating for increased investment and improved integration of public transport across the region.

Key Advocacy Priorities:

1. **Tram and Bus Integration:** Work with the State Government to fund tram extensions and enhance bus corridors like Grenfell/Currie Streets.
2. **Sustainable Fleet Transition:** Push for a faster transition to zero-emission buses across the public transport network.
3. **Land Use Alignment:** Collaborate with developers to align public transport investments with housing and commercial developments.

There is No Solution to Car Traffic Except Viable Alternatives

Adelaide cannot address congestion through road expansions or park-and-ride schemes near the city. Public transport must be reliable, frequent, and accessible to provide a genuine alternative to car use. By prioritising these improvements, the CoA can reduce car dependency, enhance urban liveability, and achieve its climate targets.

Conclusion

The City of Adelaide has a unique opportunity to lead a transformation of its public transport system, ensuring it meets the needs of a growing population while addressing environmental and social challenges. By focusing on frequent bus services, tram network expansion, and urban design improvements, CoA can create a transport system that is equitable, sustainable, and future-proof.

PPT is ready to collaborate with the Council to realise this vision and build a city where public transport is the backbone of a thriving, connected community.

Full Submission: RAA

Motor | Home | Travel
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6 December 2024

Penelope Bennett
Senior Transport Planner
City of Adelaide
GPO Box 2252
Adelaide SA 5001

Via email ouradelaide@cityofadelaide.com.au

Dear Penelope,

RAA Submission: City of Adelaide Integrated Transport Strategy

RAA is the state's largest member organisation representing over 820,000 South Australians and reaching into more than 70 per cent of households. We exist to make life easier for our members and the community, providing products and services across motor, home, travel, and energy.

As a member-based organisation, we have a deep interest in the prosperity of our state. RAA supports a bigger and better South Australia that is safe, sustainable, and liveable. That means advocating for measures to support economic and population growth, while ensuring people can live and travel safety, in a sustainable and affordable way.

Thank you for the opportunity to provide feedback on the draft Integrated Transport Strategy. The opportunity to participate in the workshop sessions and provide our perspective is appreciated. We have reviewed the eight key areas under consideration and our response is provided in relation to each of these.

1. Street space and kerbside management

RAA supports City of Adelaide investigating opportunities to optimise footpath/lane space allocation for effective movement and place purposes (e.g. outdoor dining) noting the longer-term community benefits this may provide.

Where on-street parking/loading space demand is low, the reallocation of this space to pedestrians, cyclists and/or businesses to use at certain times or on a permanent basis (as appropriate) is supported provided that:

- There remains some provision for sufficient on street parking and loading area to support adjacent land use requirements.

Royal Automobile Association of South Australia Inc.
ABN 90 020 001 807

RAA Insurance Limited
ABN 14 007 872 602
AFSL 232 525

Full Submission: RAA

Motor | Home | Travel

- Access is not unduly compromised, particularly for service vehicles.

2. Cycling and cycle parking

RAA supports City of Adelaide's strategic goal to increase cycling by implementing road safety treatments along routes and at intersections. Installing cycle infrastructure to form a connected bicycle network that is protected/separated from other traffic will be essential in overcome barriers to increasing cycling participation and to improve safety for cyclists.

The lack of continuous cycling infrastructure was cited in RAA's Risky Rides 2022 survey as one of the key impediments to the greater adoption of commuter cycling, in particular, the incomplete Frome Street Bikeway and the lack of a comparable east-west facility.

The imminent completion of the final section of the Frome Street Bikeway is welcomed and will doubtless result in an increase in north-south travel, not just by cyclists but active transport riders. This will further highlight the need for a comparable east-west facility, preferably separated, which must be a priority of the Integrated Transport Strategy.

3. Public transport

RAA supports further investment in public transport, including integration with active transport modes, to reduce the reliance on private vehicle journeys to and within the City of Adelaide.

The operation of expanded city loop services with greater coverage and frequency is considered essential and could be provided utilising a range of modes. While it is acknowledged that tram travel is popular, it requires costly infrastructure to establish. Therefore, other modes of transport, including trackless trams and the use of zero emission buses, should be considered as part of providing improved levels of environmentally sustainable service.

A key part of public transport use is the infrastructure provided at locations where people board and alight. The location and quality of the existing infrastructure should be reviewed to provide safe, accessible and convenient locations to await the arrival of the required service.

A review of stop utilisation should therefore be part of this review to reduce queuing of services particularly where it impacts adjacent intersections and pedestrian routes.

Consideration should able be given to allowing chartered bus services to use bus stops to pick up and set down passengers outside of peak periods to reduce the incidence of double parking, particularly near popular venues. Where this would adversely impact route bus services and is a frequent occurrence then consideration should be given to the provision of suitable nearby short term coach parking facilities for this purpose.

Full Submission: RAA

RAA

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4. Motor vehicles and parking

Nearly half of all casualty crashes within the City of Adelaide involve a pedestrian or a cyclist, increasing to almost 60% of fatalities and serious injuries (FSI's) that occur. Given the unacceptably high number of crashes involving vulnerable road users in the last five years including 209 cyclists and 192 pedestrians, RAA supports a review of motor vehicle use and road infrastructure in City of Adelaide.

RAA will continue to work with City of Adelaide with their current speed limit and traffic signal reviews. Improving intersections, crossings and travel speeds will offer significant safety benefits, acknowledge the challenges in balancing the access and parking needs of visitors, residents and businesses.

5. Walking and wheeling

RAA supports the use lower speed limits in pedestrianised areas to reduce the likelihood and severity of crashes, particularly those involving vulnerable road users.

The use of treatments such as raised intersections and crossings on key pedestrian routes to reduce vehicle speeds and minimise the severity of crash outcomes is supported. The recent installation of the raised signalised crossing on Hutt Road, for example, has been observed to already calm traffic while also encouraging pedestrians and cyclists to use the facility.

The wider use of lower speed limits should be accompanied by a review of the operation and coordination of traffic signals to ensure drivers travelling at the speed limit, subject prevailing traffic conditions, experience reasonable progression without undue waiting times for pedestrians and other vehicles on the intersecting streets.

6. Shared micromobility

RAA supports the use of e-scooters and other similar personal mobility devices as an effective and sustainable option to complement public transport services. They are also seen as an effective means of reducing the reliance on the use of private motor vehicles for short journeys to and within the City of Adelaide.

It is expected that once the operation of these devices is permitted in the public realm, their popularity will increase. The implementation of designated parking areas for personal mobility devices is essential to maintain pedestrian access and reduce trip hazards.

RAA will continue to work with government and stakeholders on regulating e-scooter use and their integration with other forms of transport to ensure they can safely operate in the public realm.

Full Submission: RAA

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7. Events, works and transport disruption

RAA supports Council's strategy to promote sustainable transport options during major events and disruptions. The increasing popularity of services such as the 'Footy Express' is noted and highlights that patrons will use public transport to access major events where it offers a better experience that using private vehicles.

RAA will continue to assist through public communication about road closures and disruptions associated with major events, infrastructure works and incidents that impact access and mobility for road users and pedestrians.

For frequent events and road restrictions, consideration should be given to the use of real time route information signs to assist drivers in planning their travel routes around roads that may be temporarily restricted or closed.

8. Urban freight servicing and deliveries

For a city to operate efficiently, suitable access for vehicles delivering freight and providing service and maintenance to buildings and infrastructure is essential. RAA supports review of policies and servicing operations pertaining to freight vehicle access, loading and parking to enable this the take place with minimal disruption to adjacent traffic and pedestrian movements.

Should you require any further information, or wish to discuss this information further, please contact Charles Mountain on 0439 669 271 or cmountain@raa.com.au .

Yours sincerely,

Emily Perry
General Manager Community and Corporate Affairs

Full Submission: St Aloysius College

From: Nick Tattoli <NTattoli@sac.sa.edu.au>
Sent: Wednesday, 13 November 2024 10:07 AM
To: Penelope Bennett
Cc: Stephanie Papandrea
Subject: RE: City of Adelaide Integrated Transport Strategy and School Travel Safety Update

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Penelope,

Thank you for your email, I will action the request with SAC community.

I've just previewed the survey and note that some of the content, especially the challenges presented to motorists, does lend itself to one line of thinking, that being an aim to reduce the amount of cars in the city. While as an overall goal I can see why this is attractive, from a business point of view where we are relying on parents to bring our youngest, 5-10 year olds into the city, the existence of our primary school absolutely relies on parents being able to drive into the city and to park safely – unfortunately the public transport system cannot meet every need, especially for workers with young children. I understand the balancing required to meet the needs of all users, but just feel the consultation is being led one way a little.

[redacted]

Kind regards,
Nick

Nick Tattoli
Deputy Principal (Administration)

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53 Wakefield Street, Adelaide, South Australia, 5000

Full Submission: Transport Action Network (TAN)

Integrated Transport Strategy Team
City of Adelaide
GPO Box 2252,
Adelaide SA 5001
ouradelaide@cityofadelaide.com.au

29 November 2024

Dear ITS Team

Thank you for the opportunity to provide input into the City of Adelaide Integrated Transport Strategy.

The Transport Action Network (TAN) comprises community organisations, active and public transport advocacy groups, urban and transport planners, practitioners, and researchers concerned for the future of sustainable transport and land use integration in South Australia.

TAN provided input into the City of Adelaide's City Plan and commend the Council on the depth and quality of the final plan. TAN is particularly pleased with the attention to active transport and the concern to integrate land uses with sustainable transport.

In this submission, we have directly addressed five of the discussion paper topics and referred to others, such as kerb side management and deliveries, in the context of Cycling, Walking and Wheeling and Traffic. We have also attached TAN's key public transport proposal papers *Inner Metropolitan Public Transport Network* and *Great Adelaide Public Transport: A Network for 21st Century Challenges*. The latter paper places the Inner Metropolitan paper in its broader regional context. As a Capital City, it is essential to consider how the City of Adelaide interacts with the broader region.

Yours sincerely

Jennifer Bonham PhD M.AITPM
Jack Holmes BB (Property) MURP
Donna Ferretti PhD LFPIA
Wendy Bell LFPIA
Tom Wilson BTRP GDip BAd

On behalf of
Transport Action Network
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Full Submission: Transport Action Network (TAN)

Submission to City of Adelaide Integrated Transport Strategy

General

TAN strongly supports reducing the speed limit on CoA streets. Reduced speeds not only helps deter through traffic but helps motorists keep themselves and others safe by improving their field of observation (which narrows at higher speeds) and increasing time to react to unanticipated changes in the road environment. Reducing road crashes has both social and economic benefits. Few people take account of the economic costs associated with road crashes beyond the physical and mental health costs to an individual. Crash costs are also calculated in terms of labour force inputs and participation, emergency service and clean-up responses, travel time delays and loss of productivity for other road users. These costs need to be included when Council considers any potential cost to the local economy of reducing speed.

Public Transport

A high-quality public transport network is essential to decarbonising the transport sector, maximising efficient use of transport and urban space, facilitating infill and uplift, and creating greater equity of access.

Adelaide Metro Link, an underground railway linking the northern and southern rail lines is central to improving the entire Adelaide public transport system.

Adelaide Railway Station only serves a small portion of the city but *Metro Link* would provide fast, convenient public transport to a much wider area. Along with the Adelaide Railway Station, TAN envisages underground stations at Hindmarsh Square, Victoria Square, and Whitmore Square then connecting to Adelaide Showground Station at Keswick/Wayville. Platform entry/exit points would be located to take advantage of key destinations to maximise convenience and patronage. This route would enable transfer from the train to the light rail, O-Bahn, and all bus services operating through the city.

Light Rail Corridors along North Terrace and King William Street will be central to the expansion of the Light Rail/Tram network across the inner metropolitan area as set out in our attached plan *Inner Metropolitan Public Transport Network*. These streets could be transformed into key routes for active transport and micro mobility similar to Swanston Street in Melbourne and George Street in Sydney, both of which accommodate a vibrant retail economy.

Bus Corridors are already established along Grenfell/Currie, Pulteney/King William Streets. These would remain the focus of the bus network as infrastructure upgrades – bus priority lanes and signal sequencing – would create a more efficient network.

Tram Loop will provide for access around the city core. It is likely to cater for short distance journeys along each leg of the route.

Cycling and Cycle Parking

Like motorists, bike riders require *safe* and *convenient* access across the City and North Adelaide. Our recommendations support the CoA discussion paper's Key Strategic Moves with emphasis on climate and traffic safe streets. Green infrastructure and physical separation of cyclists from motor vehicles

(and pedestrians - to reduce conflict) is critical. Secure, appropriately located bike parking is also critical.

TAN recommends the following measures.

- Two *major* east-west and north-south cycle routes within the City/North Adelaide that efficiently connect to inner-suburban cycle routes.
    - North-South
      The Frome Street bikeway is an excellent north-south route serving the east of the city.

      An additional north-south route is required between Frome Street and the West Terrace bikeway. The potential bike routes on quiet streets in the southern part of the City do not connect efficiently across major roads and there is no connectivity across Gouger, Grote and Franklin Streets. As per the discussion paper, a protected bike lane along Morphett Street would afford the most efficient journey for cyclists and a bikeway on this street is likely to deter through traffic.

    - East-West
      Franklin-Flinders remain the obvious streets for an east-west bike route given their existing connectivity with the West Terrace bikeway and the generous width of these two streets. A parking protected lane, as in Frome Street, is a relatively efficient solution for this potential route.

      Making Waymouth/Pirie Streets into a core cycle route would require traffic signals to be installed for connectivity across West Terrace and it would also require removal of parking along these streets to eliminate dooring hazards.

      Politically, a protected route along Wakefield Street maybe the easiest to establish in the near term.

      Infrastructure along Sturt and Halifax Streets needs to be improved to strengthen their role as an east-west route serving destinations south of Wakefield Street. Angle parking poses a particular danger to cyclists along this street. Improve connectivity along this route including from West Terrace bike and into/out of Whitmore Square.

  It is anticipated these major routes will serve the greater proportion of cyclists. None-the-less, bike riders, like motorists, will use different streets depending on their journeys so the streets renewal program should systematically include treatments to green the streets and maximise safety for all road users.

- Greater connectivity is urgently required between the CBD and North Adelaide on the western side of the CBD.
- Ensure cycling, walking and wheeling routes are kept open to and immediately after events such as the car race and WOMAD. Create shortest possible detour routes for the duration of events and provide clear signage for detours.
- Work with inner-suburban councils to construct an outer-parklands walking and cycling path to facilitate greater connectivity from surrounding councils into different parts of the city.

Full Submission: Transport Action Network (TAN)

- Work with City of Unley and DIT to improve: cycle route from Greenhill along Peacock Road to South Terrace, crossing at Joslin Street and along northern side of Greenhill Road to Sir Lewis Cohen Avenue.
- Consider formalising the path along Sir Lewis Cohen Avenue to encourage cyclists along this route rather than cutting through Mirnu Wirra.
- Work with City of Burnside and DIT to improve connectivity from Eastwood across Greenhill Road and the Parklands and into the CBD.
- Work with DIT and City of West Torrens to improve connectivity to the western suburbs across the rail lines at Mile End and along Sir Donald Bradman Drive.
- Establish contra-flow bike lanes in all one-way streets so it is normalised and better anticipated and understood by all road users.
- Increase short stay cycle parking across the CBD and North Adelaide.
- Ensure Planning and Design Code regulations for cycling parking (i.e. for residential and business developments) are adhered to and ensure location and access of bicycle parking makes it the easiest and most convenient mode next to walking.[1]
- Increase secure bike/eScooter parking at major destinations across the City and North Adelaide that can be accessed by an App or swipe card. Investigate the cycle parking initiative in Breda, Netherlands, where bike facilities have a social inclusion element to their staffing.
- TAN recommends establishing North Terrace and King Williams Street as key light rail corridors for an expanded inner metropolitan light rail network. This would provide an opportunity to transform both streets into major active travel routes similar to Swanston Street in Melbourne and George Street in Sydney.
- Work with private sector to shift day time City deliveries to cargo bikes and restrict large delivery vehicles to early morning – i.e. before 8am – operations.

Walking and Wheeling

The CoA discussion paper captures the core messages from decades of research on the role and importance of walking in everyday life. Overall, TAN supports the Key Strategic Moves set out in the paper.

The Issues and Opportunities Table provides a host of measures that can be implemented to improve the walking/wheeling environment and walking uptake. The various measures identified are important for city residents and especially important for people who access the city on public transport. A walking/wheeling friendly environment that prioritises pedestrian/wheeling movements at the end of a public transport journey demonstrates the value the City places on these visitors/residents and their journeys. As it stands, priority for motor vehicle movements at the railway/tram interchange on North Terrace, and the Car Park on Grenfell Street, sends a powerful message to public transport users and pedestrians that their convenience and their transport decisions are not so important.

Traffic signal sequencing that prioritises movement for people walking and wheeling.

- The introduction of turning lights at many City intersections has halved the crossing opportunities for pedestrians. Now, they can only cross with one leg of the signal sequence

[1] Hamnett, H. (2015) What urban designers need to know about cycling. In J Bonham & M Johnson (eds) *Cycling Futures*. University of Adelaide: Adelaide

whereas previously they could cross with two legs (e.g. east/west or west/east at the same time). Sir Lewis Cohen Avenue is a particularly egregious example given the very small number of east bound vehicles that turn right from South Terrace into Sir Lewis Cohen Avenue.

Footpaths

- Maximise installation of continuous footpaths along all major roads so that all vehicle users entering off side roads must give way to people walking and wheeling along the footpath.
- Pedestrian connectivity. Maximise the use of planted out kerb extensions, wider 'median refuges,' raised platforms at intersections, and wombat crossings to improve connectivity across roads.
- Systematic greening of streets through the street renewal program.
- Consistent footpath materials including at vehicle cross-over entry points into driveways. Consistent materials will reinforce the road rule that motorists must give way to people walking and wheeling along the footpath.
- Consistent level of footpaths. Currently, many footpath cross-overs are graded to facilitate motor vehicle access into properties. This creates an uneven and dangerous surface for people walking and wheeling. Mobility scooters/wheelchairs tilt at every cross-over and it puts strain on people pushing children in strollers/prams and people pushing adults in wheelchairs. This measure will take some time to implement so a systematic implementation plan should accompany the street renewal program.
- TAN supports the CoA's discussion paper suggestion of widening footpaths and increasing greening by reducing vehicle traffic lanes and transforming some streets into one-way streets.

Shared Streets

- Identify narrow, low traffic streets/lanes leading to key activity and residential hubs to gradually transform into low speed, shared, green streets.

Motor Vehicles and Parking

The CoA discussion paper captures the issues and foregone opportunities associated with over-reliance on motor vehicles and excessive car parking. The various opportunities identified in the *Summary of Issues, Barriers and Opportunities* table, the *Opportunities* section, and the overview of actions taken in other cities to reduce car use provide a good range of options for CoA to implement. TAN would add the following comments.

Parking

- On-site. Recent work by Millard-Ball et al[2] demonstrates the significant role on-site parking plays in motor-vehicle ownership and use. On-site parking adds a significant cost to housing and 'locks' people into paying this cost whether they want a car park or not. Unbundling parking from housing means people must reflect on whether they really need a car and car parking space.

[2] Millard-Ball, A., West, J., Rezaei, N., & Desai, G. (2022). What do residential lotteries show us about transportation choices?. *Urban Studies*, *59*(2), 434-452.

Mechanisms need to be investigated for residents/businesses that do want/need car parking spaces to lease them from existing car parking stations. Where on-site parking is provided the Planning and Design Code needs to specify maximum not minimum car parks and could include allocation of spaces for share vehicles.

- On-street. Creating a climate resilient City requires a significant increase in greening to reduce urban heat, increase stormwater infiltration, and assist bio-diversity. Council has a significant opportunity to increase greening, activation and/or return on investment by judicially turning parking/road spaces into:

    - green spaces, whether with rain gardens or by planting out kerb extensions or establishing tiny forests, and
    - outdoor dining areas.

  Improving street amenity will be a critical factor in residents and businesses accepting a reduction in car parking spaces.

- On or adjacent to the Parklands. Park and ride on or outside the parklands is not a solution. Wiseman et al[3] reported that the Park and Ride built adjacent the tram terminus at Hindmarsh saw an overall increase in car use as people shifted from using public transport for their entire journey to using the car for the substantial part of the journey then changing onto public transport. Park and Ride close to the CBD means people are using both the road network and the public transport network at their most congested points. Inner suburban Park and Ride initiatives have simply transferred the problem of overuse of motor vehicles from Adelaide City to surrounding local government areas.

Narrative

- TAN welcomes the shift in narrative and to that end it is important to note the City of Adelaide and the inner suburbs are car-oriented not car dependent. The language of car dependency emerged in the 1960s and tends to focus our attention on the individual rather than the context. Dependency helps build the narrative of loss – people will lose something they depend on and are likely to suffer in the process of weaning themselves off it. It also discourages people from investigating the various modes available and questioning the design, construction and regulation of urban space that orients these environments toward car use and away from multi-modality.

Shared Micromobility

E-bikes and eScooters are especially important for the City and inner suburbs particularly for ad hoc users. The clear benefit of share vehicles is the ability of operators to control maximum speeds, geo-fence localities as 'no-go' or 'go-slow,' and regulate users. However, private Personal Mobility Device

[3] Wiseman, N., Bonham, J., Mackintosh, M., Straschko, O., Xu, H. (2012/3). Park and Ride: An Adelaide Case Study. *Road & Transport Research: A Journal of Australian and New Zealand Research and Practice*. 21 (1): 39-52

ownership has been growing and will rapidly increase from early 2025: once the recently passed *Statutes Amendment (Personal Mobility Devices) Bill 2024* is assented to and implemented. CoA, like all Adelaide local government areas, needs to urgently prepare for this uptake of private eScooters and other PMDs.

Mode Shift

- The CoA discussion paper highlights the trend, also found in the City of Unley, that the mode shift toward eScooters tends to be away from public transport and walking. The public transport results may be due, in part, to crowding on public transport in inner suburban and inner city areas. A recent study in Vienna compared the use of 'shared' and 'privately owned' eScooters. It reported that people were more likely to replace car trips with eScooter trips where the eScooter was privately owned.[4]

Spaces

- eScooters and PMDs need to be separated from pedestrians. E-Scooters and PMDs should operate on the carriageway in low trafficked roads and on busier roads they could be accommodated on cycling infrastructure. This approach will require:
    - significantly expanding the cycling network in the City and North Adelaide, and
    - widening cycle lanes to accommodate the increased vehicle volumes and difference in speed and consistency of speed.

Parking

- Reallocating car parking spaces for bicycle and eScooter parking, as has been occurring in other cities, is essential to allow people to park away from pedestrian areas.
- eScooter and PMD parking in secure bicycle parking lock-ups is essential.

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[4] Laa, B., & Leth, U. (2020). Survey of E-scooter users in Vienna: Who they are and how they ride. *Journal of transport geography*, *89*, 102874.

The following files were also provided:

- Greater Adelaide Public Transport: A Network for 21st Century Challenges 2023
- Inner Metropolitan Public Transport Network

Full Submission: Unley Bicycle User Group (UBUG)

Unley Bicycle User Group
City of Unley, South Australia

City of Adelaide - Integrated Transport Strategy

Please accept this submission from the committee and members of the Unley BUG. This submission is prepared by the Unley BUG Committee on behalf of our 460+ current members to ensure the interests of people who cycle, walk and use mobility aids in, to and through the City of Unley are met in the above stated project. We wish in particular to make comment on matters pertaining to cycling (and walking) connections between the City of Unley and the City of Adelaide.

Background

The City of Unley (henceforth Unley) borders the City of Adelaide (henceforth Adelaide) to the south. According to the 2021 Census, Unley has the highest rate of cycling mode share for journeys to work of any council in South Australia at 4%. Within Unley, it is the suburbs closest to Adelaide that have the highest mode share of cycling: Goodwood (5.8%), Wayville (3.6%), Unley (suburb - 4.4%) and Parkside (6.6%). Two insights of relevance can be gleaned from this census information: Firstly, that the increased rates of cycling in suburbs close to Adelaide imply that many people are cycling *to* Adelaide. Secondly, the suburbs with the highest rates of cycling overall, Goodwood and Parkside, both host some of the busiest bikeways in South Australia. Parkside in particular deserves special mention: it contains arguably the busiest, safest and most convenient bikeway in SA (the Rugby-Porter Bikeway) that is directly connected to the busiest, safest and most convenient bikeway in Adelaide (the Frome St Bikeway). The crossing of Greenhill Rd between these two bikeways can be said to be, by far, the safest and most convenient way to cross Greenhill Rd by bike or on foot along its entire length. It's no coincidence that Parkside has the highest cycling rates of any suburb in South Australia!

What the above says is: build it, and they will come. The evidence already exists that when safe, convenient and connected routes for cycling are provided, behaviours will change and cycling mode share will increase. The feedback that follows seeks to highlight additional opportunities for improving the safety, convenience and connectedness of routes between Adelaide and Unley.

Areas for Consideration

- Improve the connection between the Mike Turtur Bikeway on King William Rd and King William St, facilitating travel to/from the centre of Adelaide.
    - In particular, southbound travel is unpleasant and dangerous: cyclists are forced to use a painted bike lane which squeezes them between parked cars and fast-moving traffic.
        - A short-term and cost-effective win to this side of the road would be a clearway in the PM peak time, just as the west side of the road is a clearway in the AM peak.
    - There also needs to be significantly more space allocated (e.g. via a bike box) to southbound cyclists waiting to cross Greenhill Rd southbound. Currently, cyclists spill onto the slip lane/bus lane in peak times.
        - There is also a dangerous situation currently whereby the bike signal is concurrent with the bus priority signal. Buses and cyclists take off from the lights at the same time, only for the bus to inevitably pull over at the first bus stop across Greenhill Rd, right in front of cyclists.
    - The Unley side of the King William Rd/Greenhill Rd intersection is scheduled for a major walking and cycling infrastructure improvement in the short-medium term. This will exacerbate the shortcomings of the Adelaide side of this route/intersection.
- Improve connections between the Greenhill/Peacock intersection through the parklands (along the Parklands Trail) to cater for cyclists who are connecting between the Mike Turtur and Frome St

Full Submission: Unley Bicycle User Group (UBUG)

Unley Bicycle User Group
City of Unley, South Australia

City of Adelaide - Integrated Transport Strategy

bikeways. In particular, make improvements to the crossings of Unley and Glen Osmond Rds. The excellent new crossing of the Parklands Trail at Hutt St serves as a model for these crossings.

- Provide / Improve lighting along major parklands routes and make other safety improvements so that they can be used equitably. Currently, these routes are not perceived as safe by women, as the Discussion Paper on Cycling has noted.
- Improve connections between Unley and the west of Adelaide. There are currently refuge crossings along Greenhill Rd at Joslin St (a neighbourhood bicycle route) and Clark St. A formalised path (or separated on-road bikeways) along Sir Lewis Cohen Ave may be an opportunity to connect with these crossings and provide greater access by Unley residents to the west of the Adelaide..
- Improve the safety of the refuge crossing of Greenhill Rd on the City-Crafers Bikeway between Birkin St (Eastwood) and Beaumont Rd (Adelaide). Though this is not in the City of Unley, the City-Crafers bikeway is readily accessible from Unley's east via Young St.
- Work with Unley to establish a shared use path (including crossings) along the southern boundary of the southern parklands to provide a safe and accessible east-west alternative to Greenhill Rd.
- Work with Unley and DIT to improve the safety, accessibility and convenience of pedestrian crossings across Greenhill Rd. Currently, every crossing (signalised or unsignalised) is stressful, takes a long time and inconvenient, even for an abled-bodied person. Some of the crossings would be almost impossible to use for the mobility impaired due to the distances involved, small size of refuge islands, complexity of traffic movements and short time allocated to crossing.

We trust that you will give these comments due consideration. Unley BUG look forward to working with the City of Adelaide to improve the walking and cycling connections between Unley and Adelaide.

Regards,

Daniel Grilli
Spokesperson
Unley Bicycle User Group
0437 323 379
ubug.secretary@gmail.com.au

Full Submission: Walking SA

walkingsa.org.au
Ph 0457 006 620 | office@walkingsa.org.au
Level 1, 155 Hutt Street, Adelaide SA 5000

City of Adelaide
Attention: Traffic and Transport Team
P.Bennett@cityofadealide.com.au

Walking SA welcomes the opportunity to provide input into the City of Adelaide's new Integrated Transport Strategy (ITS).

Walking SA commends the City of Adelaide for its thorough research across eight key and highly relevant transport topics. To provide a focused and meaningful contribution however, this response specifically addresses the *Walking and Wheeling* Discussion Paper.

Our response aligns with **Walking SA's Strategic Plan (2023–2025)**, *Our Walking Journey*, which envisions "more people walking more often." We have structured our response around five key areas highlighted within the Discussion Paper, which we hope will serve as a foundation for the new Integrated Transport Strategy (ITS).

1. Position Walking as a Priority Mode of Transport

Walking SA strongly supports the Walking and Wheeling Discussion Paper's call to elevate walking as a mode of transport. Walking is the most accessible, sustainable, and equitable mode of mobility and should be prioritised in the strategy by:

- Integrating pedestrian-first planning principles into transport infrastructure and urban design.
- Expanding car-free and pedestrian-priority zones within the city centre, in line with international best practices.
- Improving connectivity between public transport stops/stations, pedestrian precincts, and walking and cycling routes to encourage active multi-modal travel.

2. Accessibility for All

We commend the emphasis on inclusivity in the discussion paper and encourage further prioritisation of:

- Removing barriers to mobility for people with disabilities, parents with prams, and older adults.
- Designing pathways that cater to wheeled mobility devices, such as wheelchairs, scooters, and strollers.
- Ensuring all pedestrian and wheeling infrastructure meets or exceeds universal access standards.

Supported by
Government of South Australia
Office for Recreation, Sport and Racing

Full Submission: Walking SA

3. Health and Wellbeing Benefits

The strategy should explicitly connect walking and wheeling initiatives to improved public health outcomes. We advocate for:

- Expanding green and shaded walking routes to enhance user comfort and encourage year-round activity.
- Promoting active commuting to workplaces and schools through targeted campaigns and improved infrastructure.

4. Safety and Traffic Management

Safety is essential to fostering a walking culture. Key measures should include:

- Reducing vehicle speeds in high-pedestrian areas through lower speed limits and traffic calming measures is essential.
    - Walking SA strongly supports the City of Adelaide's long-awaited proposal to lower speed limits across the city. This initiative not only enhances road safety but also encourages more people to walk, both for recreation and transport. Research consistently shows that higher vehicle speeds are a significant barrier to people feeling safe while walking. A study by the *Royal Society for the Prevention of Accidents* (RoSPA) highlights that as vehicle speeds increase, the likelihood of pedestrian fatalities rises, and the perception of safety decreases, discouraging walking as a mode of transport. By addressing this concern, the City can foster a more walkable, accessible, and vibrant urban environment.
- Increasing the presence of dedicated pedestrian crossings and improving their visibility and priority is considered to be crucial to creating a safer and more walkable city.
    - Walking SA strongly supports measures to reduce pedestrian crossing times, remove pedestrian beg buttons, and eliminate left-turn slip lanes and filtered right turns. These changes are viewed as essential to enhancing pedestrian safety, ensuring smoother and more direct crossings, and reducing unnecessary delays. Research indicates that long wait times and complex crossing layouts discourage walking and contribute to unsafe pedestrian behaviour. By simplifying and prioritising pedestrian crossings, the City of Adelaide can create a more inclusive, efficient, and pedestrian-friendly environment.
- Enhancing street lighting and maintenance to ensure safe walking conditions at all times.

5. Climate and Sustainability

Walking and wheeling are key contributors to reducing urban carbon emissions and adapting to climate challenges. The strategy should:

- Promote walking and wheeling as low-emission travel choices.
- Prioritise green infrastructure like street trees and rain gardens along walking routes to mitigate heat and improve air quality.
- Highlight the role of walking in achieving broader sustainability and climate goals.

In addition to the above five key areas highlighted in the Discussion Paper, we also strongly recommend prioritising **pedestrian data collection** as a critical tool for guiding investment, monitoring progress, and ensuring the effectiveness of walking initiatives.

Full Submission: Walking SA

Walking SA also wishes to:

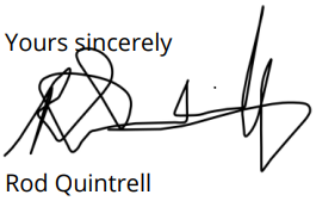
- highlight a missed opportunity to build upon the Council's existing Transport and Movement Strategy, Smart Move, rather than starting entirely from scratch. While it is acknowledged that Smart Move was developed in 2012, many of its key directions, strategies, and challenges remain relevant today. Without a clear accountability framework to address why many of the strategies within Smart Move have not been delivered, it may prove challenging for the current Council to overcome past hurdles and fully realise the opportunities outlined in the Discussion Paper.
- acknowledge the Inner Metropolitan Public Transport Network proposal, tabled by the Transport Action Network (TAN) to the State Government, as an important initiative deserving serious consideration in the development of this Transport Strategy. It is widely recognised that while a walkable City forms a key foundation of a liveable, economically sustainable and vibrant city, walking can only become a truly viable transportation option when complemented by an integrated, safe, and connected cycling and public transport network.

We urge the City of Adelaide Council to demonstrate strong leadership in the development of this strategy, recognising the proven global principle that cities designed for people attract more people, fostering vibrant communities and economic growth. In contrast, cities primarily designed for vehicles face challenges in attracting people to live, work, and visit, which can impede long-term economic sustainability.

Walking SA welcomes the opportunity to continue to collaborate with the City of Adelaide in the development of its new Integrated Transport Strategy, and is happy to discuss further our submission.

We look forward to supporting the next phase of the GARP's development.

Yours sincerely



Rod Quintrell
Walking SA

Full Submission: Individual Submission 1

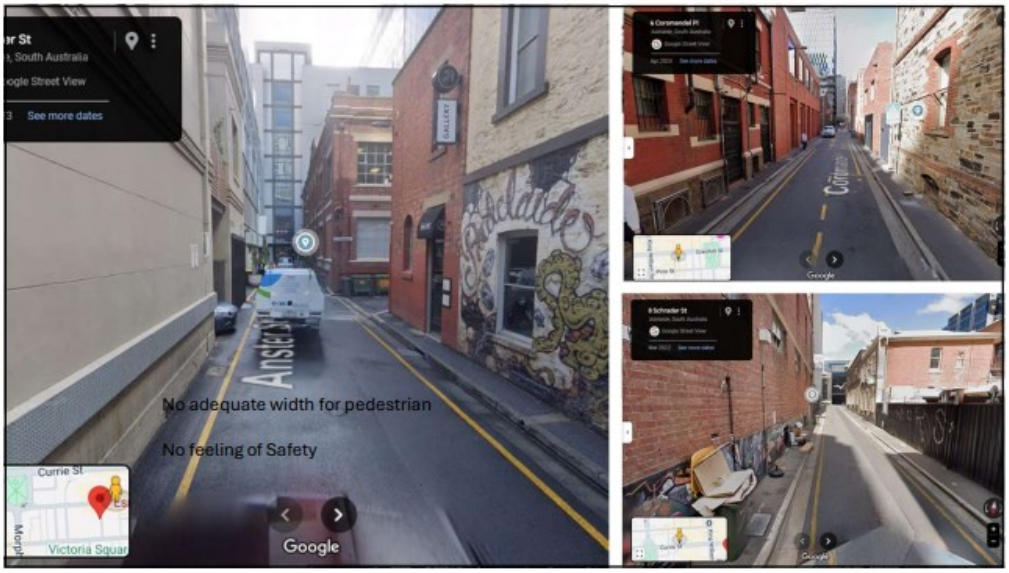
Individual Student Urban and Regional Planner Submission to CoA ITS Stage 1

8/11/2024

City to walk and Cycle

Walking and Cycling will be safe, accessible, and enjoyable, enriching daily life and fostering a strong sense of community in Adelaide city

1



2

Full Submission: Individual Submission 1

3

Is priority given to vehicles?

Does the transport network encourage people to use active transportation?

What will gain by walking and cycling

Full Submission: Individual Submission 1

5

Elements to Implement

Provision of scooters or cycle at the bus stations

Provision of adequate space for pedestrian paths and cycle paths

Demarcate lanes for cycling and walking

Provide scooters and cycle at the private vehicle parking areas

Provision of adequate space for pedestrian paths and cycle paths

Demarcate lanes for cycling and walking

Close vehicle entrance to alleys as much as possible and convert to walking and cycling paths

Fixed lighting and camera in alleys

Make more attractive

Full Submission: Individual Submission 1

Introduce Gaming App

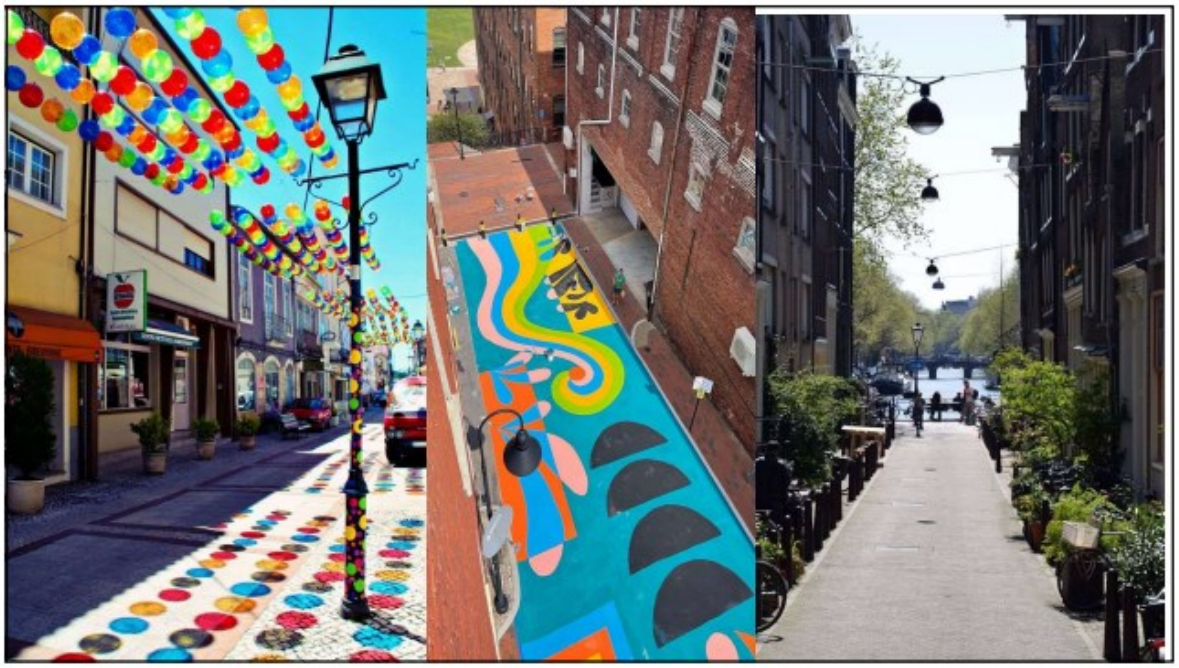
Collect coins by walking and cycling which can be used to get discount from shops

7

How to do?

- Survey and identified origin and destination to develop the network
- Identify the alleys lacking safety withing the network
- Design the network

Full Submission: Individual Submission 1



9

Add colours to

remove darkens of the alleys

Make it more decodable to

Enjoy walking

10

Full Submission: Individual Submission 2

Hello

I am a resident of North Adelaide, and several people in my household are users of the Free City Connector service.

This bus service is very convenient and surely it helps reduce traffic congestion and parking problems in the city.

At the busiest time in the morning, however, the service is reduced to hourly. This is very inconvenient for city workers and students.

Please ensure the service operates according to need, with improved coverage of the morning (between 7 and 9 am). This could be achieved at no extra cost simply by switching a middle of the day service to a morning service, so buses are available every half when demand is highest.

kind regards

Full Submission: Individual Submission 3 (CoA Resident)

Hi,

I have provided submissions on

- Public Transport City: of Adelaide Underground Rail Street design/cycling: how to fund a network
- Successful ITS: moving from failed consultation processes to community engagement.

ADELAIDE BOLD ASPIRATIONAL INNOVATIVE

SUBMISSION TO THE CITY OF ADELAIDE INTEGRATED STRATEGY

From [Name removed for confidentiality] Adelaide 5000

UNDERGROUND RAIL

The Discussion Paper titled *Public Transport* reports the following

- public transport is increasing in popularity and City residents have significantly higher use of PT rather than private cars, than suburban peers
- increasing congestion and financial costs associated with congestion relative to other benchmarked cities
- high health and environment costs associated with car dependency
- lack of transport choice in Adelaide relative to benchmarked cities
- slow PT relative to other cities and PT users needing to make more connections in journeys than people in the benchmarked cities
- the many issues associated with car dependence, climate change and city population growth.

In relation to public transport, City of Adelaide is a laggard when benchmarked against other relevant cities as shown by the *Benchmarking Report 2023* Committee for Adelaide. This reflects my experiences as well.

Yet under 'What we heard' the *Public Transport* ITS Discussion Paper includes only these words in relation to rail. *Explore opportunities for an underground rail service and a city loop tram* (page 4).

3.1.4 Advocate that the State Govern

I note that references have been made to providing a City Underground Rail Loop, since the *Metropolitan Adelaide Transport Plan* in 1968. There was also a reference in the *Smart Move Strategy Transport and Movement Strategy 2012-2022*. 3.1.3 'Advocate that the State Government introduce an underground City train'. This strategic direction was to be pursued by Council from 2017 onwards. Yet we are back to 'explore opportunities'.

The case for under-grounding has recently been made in various forums, including two city forums organised by SECRA, the former SWCCA and the North Adelaide Society (NAS) as well as in media and political commentary. I believe now is the time to deepen discussion in the electorate and to begin serious planning for underground rail, which has the potential to create major efficiency improvements across the Greater Adelaide rail network, as well as benefits for our city as it grows towards 50 000 residents and greater movement of workers and visitors. Build an underground rail with stations at perhaps the East End, Tarntanyangga, Iparrityi and linking to the Seaford line would distributed the growing population, and the

economy across the City. More is needed than this single ITS (2024) reference (hardly bold or aspirational).

An underground heavy rail loop would

- distribute passengers across the city, rather than passengers only arriving on the north western edge of the city
- allow for more regular services as the necessity for trains to pull into Adelaide station and then go back out on the same line is removed
- reduce the number of connections many passengers make to reach destinations
- provide a strong alternative to car dependency across Greater Adelaide and greatly dampen demand for car parking in the City of Adelaide, allowing for more walking, cycling, City living amenity and greening
- strengthen the case for extended rail lines to Aldinga and Mt Barker as many passengers could reach these destinations from the north and the west of the city and vice versa without time consuming transfers.
- establish Adelaide's reputation as a more dynamic and sustainable city.

See *Public Transport: An Essential Network for Greater Adelaide* 2023 (Transport Action Network SA) for an extended discussion (Attached).

There is no reference to underground rail in the PT Discussion Paper under the sub-headings Key Strategic Moves, or Conclusion (page 12). I submit this is a serious omission and needs further development. The time has come to explore in depth the benefits of underground rail for the City of Adelaide and beyond.

I would encourage a strategy development that includes an elaborated discussion in the City of Adelaide *Public Transport* strategies based on this Discussion Paper aimed at increasing understanding in the electorate, among elected representatives as well as Council staff, about the many benefits of underground rail in the City.

I also recommends the development of planning between the City and the South Australian government such that a plan can be submitted to *Infrastructure Australia* so that Priority listing can be established and subsequently Commonwealth funding allocated. The Commonwealth is now clearly committed to city rail projects, and Adelaide and South Australia must aspire to get a slice of that funding pie.

Be BOLD and ASPIRATIONAL

FUNDING A CYCLING NETWORK IN LITTLE OLD ADELAIDE

There have been numerous attempts since 1995 to establish an integrated separated cycling network which links the adjoining suburbs to the City, and allows safe convenient separated routes in the City.

I am enthusiastic about this latest attempt to integrate cycling into the streets of the City of Adelaide. I am supportive of the City/AECOM *Cycling and Cycle Parking Discussion Paper*. In my view it provides persuasive arguments, and refers to relevant research. The issues and opportunities (page 7) presented are sound.

I support the many reasons canvassed in the *Discussion Paper* for more cycling/wheeling in the City.

Adelaide has, what is often ironically referred to as the best not quite finished shortest partial street bikeway in the world (Frome Street)!

Full Submission: Individual Submission 3 (CoA Resident)

Other Australian capital cities have all now significantly progressed separated cycleway *networks*. Adelaide which has the most congenial topography, climate and manageable distances of all Australian cities, has barely begun to get started. The shift from congestion to less space invading mobility has not begun. The shift from CO2 and other pollutants to providing space for people plants, and small mobility devices as the city heads towards a population of 50 000 is urgent.

The question that must be answered is WHY? WHY is Adelaide the only significant Australian city which has failed to significantly progress the roll out of cycling infrastructure?

Yes, 'Adelaideans love their cars!' but no more than people in other cities. We are subjected to the same magnificent big budget advertisements for high tech cars racing along empty streets or through idyllic empty rural landscapes. The families inside are happy, and safe! Cars so frequently provide an anchor to identities. They have a strong grip on people in our culture.

After decades of research and advocacy I have identified the following two reasons for the City of Adelaide's lack of separated cycling infrastructure roll out.

I want to suggest two necessary additions to the issues and opportunities table of the Cycling and Cycle Parking discussion paper which could lead to the kind of successes found in other Australian capitals and in cities around the world.

1. **LACK OF NECESSARY FUNDS for BOLD PROJECTS**

The City of Adelaide local government has a small population relative to other mainland capital cities, and a modest budget. Within this modest budget there is little 'discretionary' money for significant projects (assuming a separated bicycle network is to be considered discretionary). Revenue from on-street parking and possibly City owned UPark multi storey off street car parks, is significant. This car parking revenue stream landing in the City coffers probably dampens aspirations for a modal shift.

When any kind of modest and incremental cycling infrastructure is proposed (let alone a *network*), there is push back and a lack of elected representative resolve. This response happens everywhere. It is understandable. A network of separated lanes is then constructed politically as overwhelmingly unpopular and as well is argued that it is financially beyond the pale.

The South Australian government since The Hon. Diana Laidlaw was Minister for Transport and Minister for Planning (1995-2002) has not been bold, aspirational or innovative and prepared to significantly fund an integrated separated cycling network. The biggest amount ever allocated was $6 million of City funding and $6 million of State funding. Instead of a modest low-cost convenient separated network, the elected representatives decided on a 1.2 km gold plated one street on the eastern side of the city rebuild, with a compromised separated bike lane, yet to be completed 9 years after commencement (Frome Street).

Twelve million was the biggest cycling project budget to date. It was and is an inadequate amount for a separated *network* build.

Perth, Melbourne, Sydney, and Brisbane all are now well-advanced building integrated networks valued between $100 million and $615 million. All have already built many networked kilometres of separated bikeway, and all have boosted modal shifts from cars to bikes (less congestion, less CO2, better health etc etc).

Perth, Melbourne, Sydney, and Brisbane have all submitted their integrated cycling network plans to *Infrastructure Australia (IA)*. These plans appear on the Priority Project *Infrastructure Australia* listing Infrastructure Priority List | Infrastructure Australia. While South Australia has submitted plans for the South Road $15.5 *billion* upgrade, the City of Adelaide and South Australia governments alone or jointly, have not submitted to *Infrastructure Australia* plans for an integrated cycling network and consequently no Commonwealth funds have been

made available. WHY NOT? Surely Adelaide has as much ASPIRATION to grab a slice of the IA pie as Perth, Melbourne, Sydney, and Brisbane.

As a matter of urgency I suggest that the City in association with adjoining local governments (and possibly with the South Australian Government and the Department of Infrastructure and Transport and the RAA) must create a plan which meets IA criteria for achieving Priority Project status for funding an integrated cycling network. I have concluded that without priority listing and thus without significant Commonwealth funding being released, there will be no workable budget for an integrated cycling network. The City of Adelaide alone, lacks financial capacity to roll out a BOLD ASPIRATIONAL integrated cycling network!

Active transport connections across the Brisbane River | Infrastructure Australia

Perth active transport improvements | Infrastructure Australia

Greater Sydney cycling network improvements | Infrastructure Australia

Cycling access to Melbourne CBD | Infrastructure Australia

Dynamic on-street parking pricing to fund better streets

Above I note that the City relies on some revenues from on-street parking, and an undisclosed amount from its UParks. This reliance is likely to dampen enthusiasm from staff and elected representatives for better street projects which green streets and improve walking and wheeling.

San Fransisco has introduced dynamic parking pricing through its SF Park program. This system adjusts parking prices based on demand, ensuring that one or two spaces are always available on each block. The approach helps reduce the time drivers spend searching for parking; lowering congestion and emissions (Discussion Paper page 17).

Dynamic pricing for car parking also has great potential to raise City of Adelaide revenue. I suggest that all on-street parking be priced using dynamic pricing methods (See Professor Donal Shoup's work Publications | Donald Shoup), and the revenues then be allocated to walking, cycling/scooting infrastructure and neighbourhood greening, in order to supplement hoped for state and Commonwealth funding.

In addition, rather than re-constructing the Rundle/Pulteney UPark now that it has reached its use by date, I suggest the city sells the site and the revenue raised is hypothecated for walking cycling/scooting infrastructure and street greening. The city can make a start with dynamic car park pricing and the sale of old car parks in prime city locations.

2. **CONSULTATION PROCESSES for BOLD SUCCESS: Adopt the Sydney model of consultation.**

Over many years the City of Adelaide has committed generous funding to **consultation** on incremental cycling projects. Designs for attractive street changes are prepared by staff and/or consultants. These proposals are professionally designed in detail and a persuasive evidence base is put forward. They are worthy designs and much the same as those proposed in Perth, Melbourne, Sydney, and Brisbane, where construction of networks of bikeways are well advanced and where networks continue to be extended. In Adelaide though, once the removal of even a small number of car parking is suggested in order to provide more shade, or outdoor dining and micromobility lanes, the political fall-out overwhelms our elected representatives. These street re-design projects are then abandoned, or they are significantly compromised.

In other cities in Australia and overseas, the push back about car parking has also been fierce, yet infrastructure has been put in place and there have been significant sustainable and appreciated changes made. The streets become active people-oriented places with well researched positive economic outcomes.

Full Submission: Individual Submission 3 (CoA Resident)

WHY has the City of Adelaide almost alone, not been able to progress a more sustainable cycling network agenda?

The staff at the City of Sydney are national leaders in community engagement. They are not leaders in consultation. Sydney has progressed the roll out of a high quality separated network. When satisfaction with new street designs and cycle ways are assessed, the ratings are high. How come there is success is Sydney (Melbourne and cities world wide), and not in Adelaide?

The City of Sydney has worked in a very hostile environment but has succeeded in the last 12 years to install a network of separated cycle ways. The City is a noticeably different place. They have fought off the Radio shock jock, Alan Jones as well as hostile a National Party Ministers of Transport. Sydney streets are narrower than Adelaide's, the terrain is more undulating, and the City does not benefit from a William Light plan.

How then do the City of Sydney engage its businesses and residents and succeed with laying out their network.

Sydney has developed ideas based on 'planning as doing', a recognised method in many parts of the world, which perhaps began in New York with Jeanette Sadic Khan. Janette Sadik-Khan: Streetfight. 'Planning by doing' often involves temporary pop-up infrastructure which gets modified on the basis of community engagement over a period of time (one or two years). Here is City of Sydney information as examples

Have your say on a review of environmental factors for the cycleway on Dunning Avenue, Rosebery - City of Sydney

Creating pop-up cycleways in Sydney - City of Sydney

Updated design for Saunders and Miller streets, Pyrmont - walking and cycling improvements - City of Sydney

SECRA believes that the City of Adelaide needs to

- with the City of Sydney as community engagement experts develop a significantly different plan to the current methods of City of Adelaide *consultation*, based on different principles
- recruit specialist consultation staff with the relevant skill set. Note the text in these Sydney links (above) which includes Senior Community Engagement Coordinator.
- foster the development of a small *team* of transport planners who work with skilled community engagement experts.

Once such a team is assembled, a plan (for example for a reworking of Hutt Street which includes greening, more outdoor dining, gathering spaces and a bikeway) the team works with the elected representatives to design the broad goals and a flexible pop-up design.

When this plan is acceptable to the majority of representatives the infrastructure builders begin the on-street mark up.

The community engagement team begins a door knock on every door of every business, dwelling along Hutt Street etc and explains

- a design for Hutt Street has been approved by elected representatives
- the street has a budget of $x for the redesign and rebuild
- work has commenced
- here are the design parameters, the evidence, the expectations
- we'd like to talk with you about our flexible pop-up design and what we can do to make it work best for you

Full Submission: Individual Submission 3 (CoA Resident)

- the skilled community engagement team listen generously, respond to questions and concerns, and work with the designers to make suggested changes that are practical and based on the suggestions of the people in the street
- it is made clear that there will be a reworking of the street using the flexible plan, which can be modified after the street design changes including bike lanes have operated for a defined period of time (one or two years)
- the flexible infrastructure is in place for its designated time
- there is a major review, including revisiting those who were previously engaged
- all being well a redesigned project is then installed with permanent materials.

In short, a flexible and often pop-up design is decided on, infrastructure builders and community engagement consultants get to work, the flexible pop up operates for a time, it's reassessed and redesigned before being permanently installed.

Cities developed their own versions of this 'planning by doing' flexible approach.

I believe that to NOT overhaul the City of Adelaide's consultation processes and to not move to a community engagement model will mean we in this fair City will continue our long road of design IMPLEMENTATION FAILURE.

The City can't afford to waste its limited resources on very capable experts who run fine general consultations, and who produce excellent discussion papers. The City then invites once again, advocates, residents, and businesses to spend time and energy to make preparing submissions. The processes used lead to community divisions. The elected representatives then agonise in the chamber, and release a design to the media and on consultation platforms only to have the plan rejected as soon as there is the usual response. This means people living and working in Hutt Street and others (Gouger, Flinders Franklin) are denied the opportunity of having quieter, cleaner, greener, less congested more functional and appealing places to be.

We need to stop our dispiriting patterns of consultation and inaction now. CHANGE consultation PRACTICES TO 'FLEXIBLE PLANNING BY DOING' and COMMUNITY ENGAGEMENT!

Full Submission: Individual Submission 4

Dear City of Adelaide transport planning team,

I provide the following ideas for consideration in the development of the **draft City of Adelaide Integrated Transport Strategy**. These ideas are my suggestions and do not represent the views of Tonkin or other transport professional groups that I belong to and attend, such as Transport Australia Society (Engineers Australia) and the Australian Institute of Traffic Planning and Management (AITPM).

Speed Management on the Road Network

- **I suggest that Council further investigate lower speed limits on city streets through extensive community and business consultation.**
    - I suggest 40 km/h be considered for the default speed limit with the Ring Road (Park Lands) and for all residential streets in urban areas in the metropolitan region.
    - 30 km/h at all times on streets near or adjacent to schools
    - 30 km/h at all times in the restaurant and café streets of Hutt Street, Gouger Street, Rundle Street, Hindley Street (existing), Pirie Street/Waymouth Street between Light Square and Frome Street
- Examples of the type of consultation conducted in other cities that have lower the speed limits are in Edmonton, Canada (example at the end of this email and with the attached video) and in New Zealand.

https://www.edmonton.ca/transportation/traffic_safety/residential-speed-limits

https://letstalk.waimakariri.govt.nz/speed-management-plan-2023-27

Future Passenger Rail Network

- Does Council have a position for the passenger railway network that would link the **Gawler and Seaford lines with three underground stations** at North Terrace, Hindmarsh Square and Victoria Square? This is a major project for the State Government to commit to.
- All other major capital cities in Australia have:
    - Multiple underground stations in the CBD with a connected underground pedestrian network.
    - Operate trains through and under the CBD without reversing from a single terminus.
    - Have all train lines with frequencies of 10 to 15 minutes during peak periods.

Intermediate Capacity Public Transport

- Will the Council or State Government consider “intermediate capacity” public transport services using **biarticulated, low-floor, electric buses** with capacity for 150 passengers as an alternative to tram extensions to Prospect and Norwood?
- A good example is the Brisbane “Metro” **high capacity electric bus project** that is partly implemented in 2024. It will have another tunnel for buses under the Brisbane CBD when the project is completed.

Full Submission: Individual Submission 4

The low floor accessible vehicle is shown on in this video clip: https://youtu.be/pUMc4S7b1eQ

https://www.brisbane.qld.gov.au/traffic-and-transport/public-transport/brisbane-metro/about-brisbane-metro#image

Higher Density Residential Areas just beyond the City of Adelaide

- The City of Adelaide has high density residential areas on the periphery beyond the Park Lands that will provide a greater population for city workers and visitors at:

· Bowden Village and Thebarton along Port Road to the northwest

- Kent Town to the northeast
- Glenside to the southeast
- Keswick barracks development and Forestville to the southwest

- From these four high density residential locations, can "e-scooter" streets be designated as safe routes to Victoria Square, the Central Markets and the CBD core? Also, design for improved cycling infrastructure for the short trips through the Park Lands to the CBD streets.

Cycling Network

- East-west cycle routes need a strategic bicycle network plan that connects to the Frome Bikeway and to the connecting routes through the Park Lands. Some key east-west routes are suggested as:

· Halifax Street/Sturt Street

· Flinders Street/Franklin Street

· Pirie Street/Waymouth Street

· South Terrace in the Park Lands

- Discourage cycling along North Terrace and Currie Street/Grenfell Street because these streets are busy public transport streets with the trams in North Terrace and the buses in Currie/Grenfell Street.

Bus Stop Locations and Amenity

Review the bus stop locations and identify them with stop place names for stops in the major bus streets (Currie/Grenfell Street, King William Street, Grote/Wakefield Street and Pulteney Street) in addition to stop numbers to improve the placemaking opportunities at bus stops.

City of Edmonton, Canada City-wide Speed Limits on an ESRI Map

In City of Edmonton in Alberta, Canada designed and provided a publicly available map showing all posted speeds. The City implemented a **40 km/h speed limit for the entire metropolitan area in August 2021**. The default speed limit on all local streets is 40 km/h and on all streets around schools is 30 km/h at all times. This is an idea that I suggest could be promoted to Councils and DIT in Adelaide.

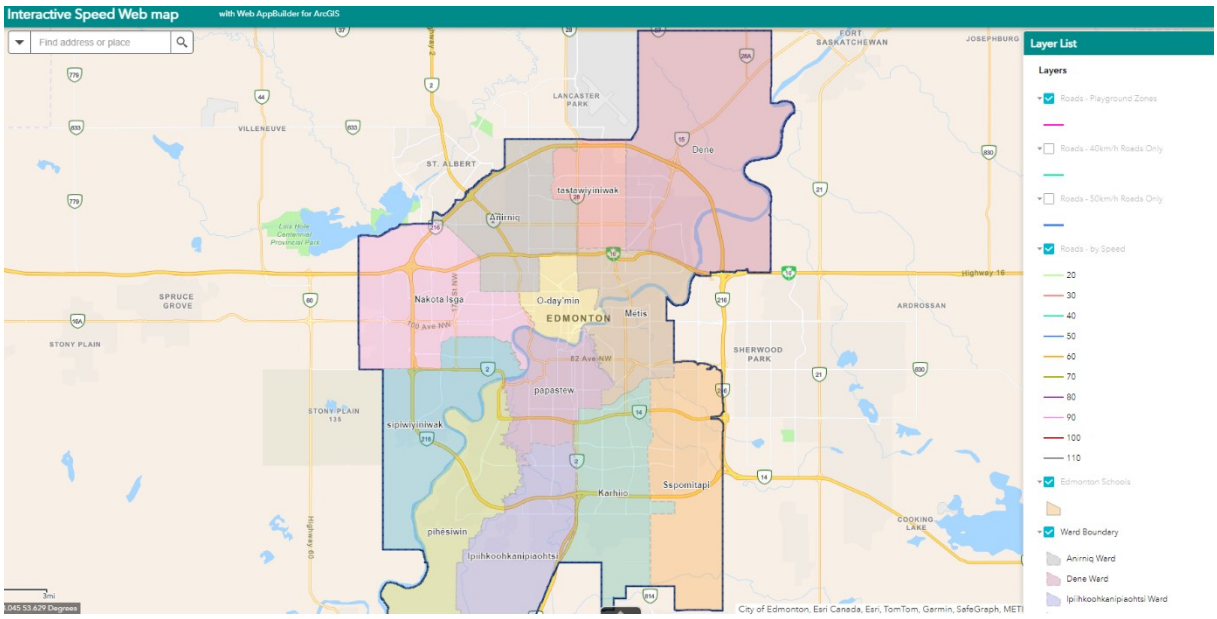
Attached is the Vision Zero video that was used to explain the change to the public and businesses from:

Full Submission: Individual Submission 4

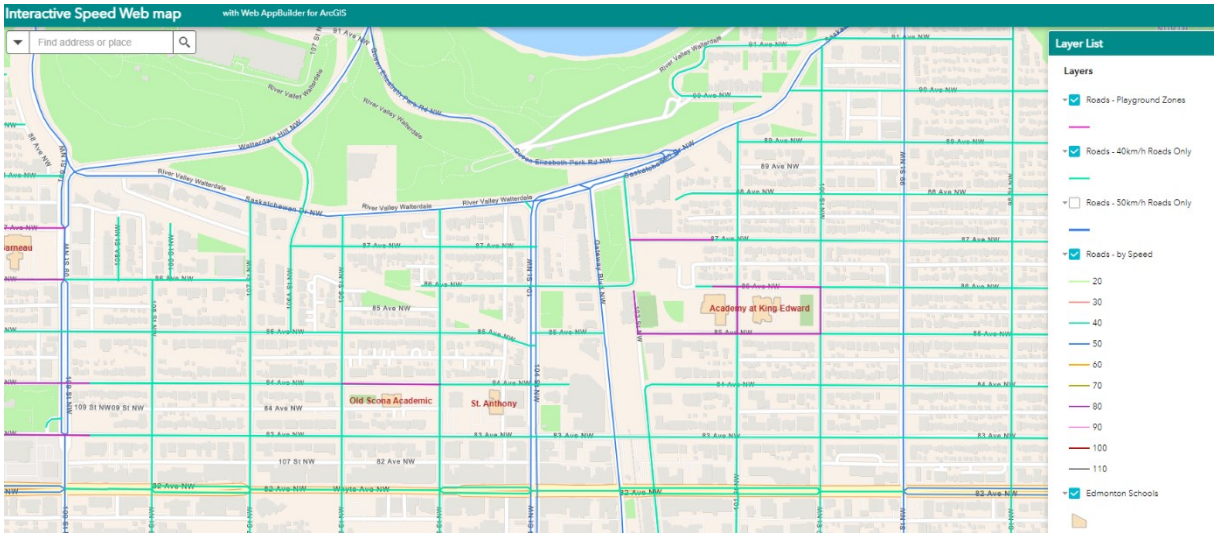
- 50 km/h to 40 km/h for all residential local streets in the City of Edmonton for all suburbs, and
- 30 km/h for all days and hours around schools.

The speed limits were also explained to the community with an online map as shown at this link:

https://gis.edmonton.ca/portal/apps/webappviewer/index.html?id=cdaaec68bf0f4460a38bd28018768cca

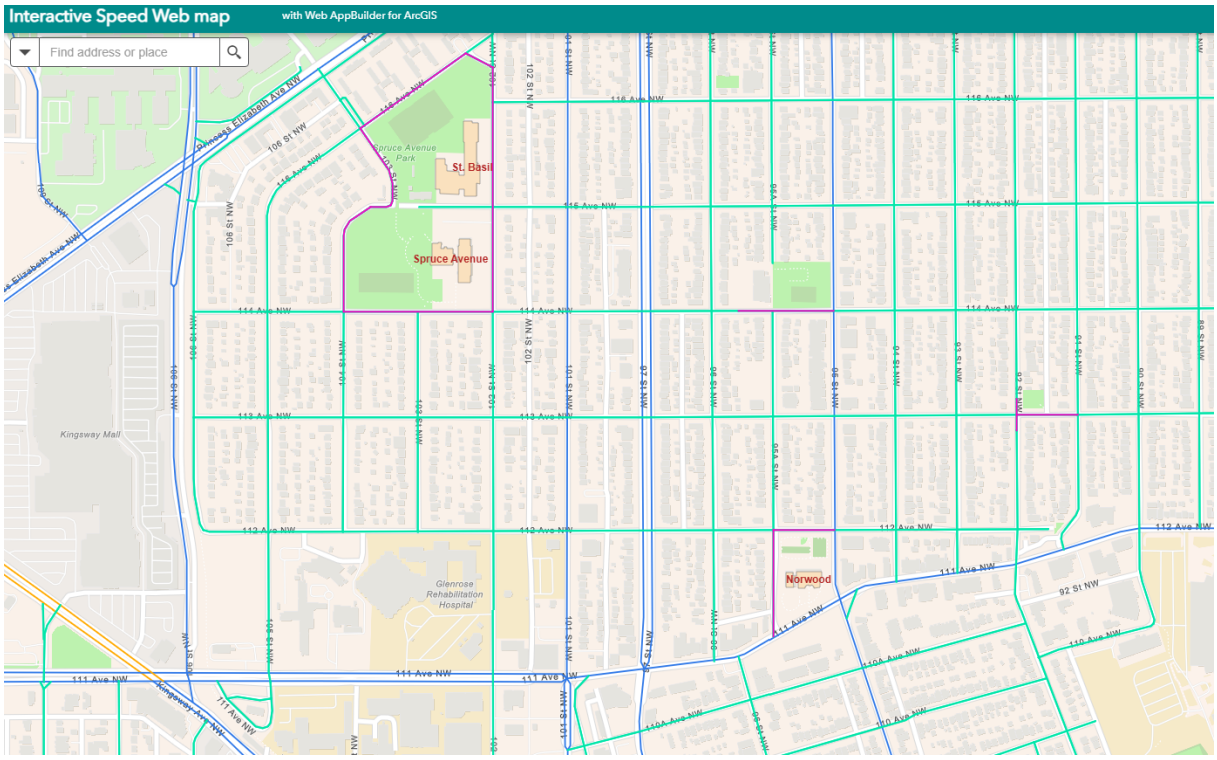


This is the area around my former neighbourhood of Strathcona where the schools are shown with the 30 km/h speed limits around the schools.



This is the area around my old neighborhood of **Norwood** in Edmonton.

Full Submission: Individual Submission 4



It was promoted by the Council with a Safe Speeds Toolkit.

https://www.edmonton.ca/transportation/traffic_safety/residential-speed-limits

This is an example of the “corflute” signage that residents could install on their front yards to encourage their neighbours to slow down.

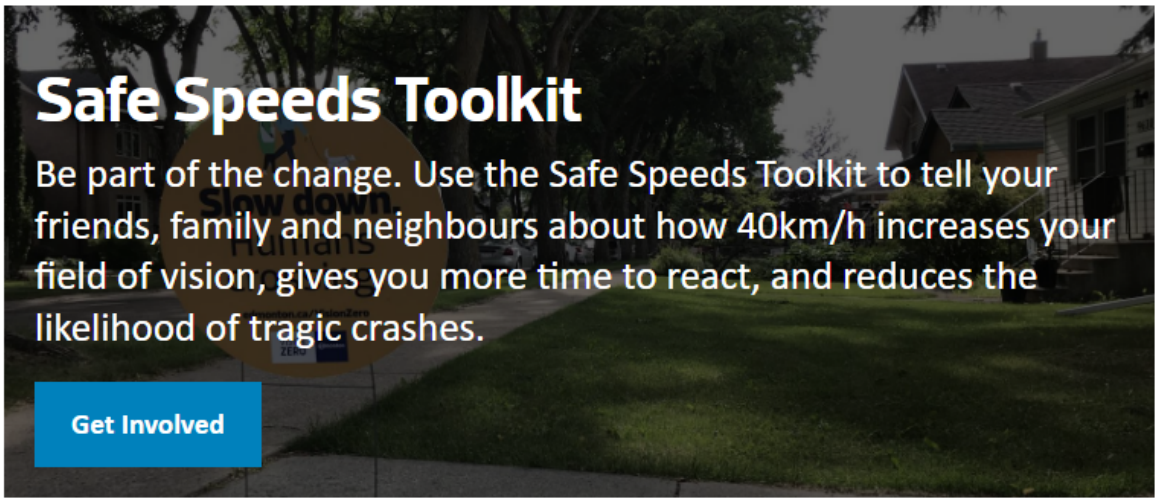
Full Submission: Individual Submission 4

The City of Edmonton and the Edmonton Police Service (EPS) are working together to provide education and enforce speed limits in an effort to make Edmonton's streets safer for everyone.

Why 40 km/h?

Reducing speed limits on residential streets, downtown, and high pedestrian areas makes our streets safer, calmer, and quieter for everyone. Slowing down gives people more time to react to the unexpected to prevent crashes and reduce the severity of collisions that do happen. The **Estimated Time of Arrival Tool** shows how little impact there is to driving times with this change.

Reducing the default speed limit is one important action within the Safe Mobility Strategy 2021-2025, Edmonton's approach to advancing Vision Zero. It is a key component of the City's strategic goals for the next 10 years and supports ConnectEdmonton in creating a safe, healthy, urban and climate-resilient city for all residents.



Full Submission: Individual Submission 5

1.Walking and wheeling

Challenges

- smokers en masse on major streets especially North Tce
- light sequencing poor especially at night
- speeds of E transport and traditional bikes on footpaths and lack of segregated spaces to increase safety of co - use

Opportunities

- clear marking on footpaths for E transport and bikes
- widen footpaths where possible
- traditional bikes need to be off the footpath and on the Rd in marked bike lanes
- Designated smoking areas away from the main footpath/wheelchair traffic

2. Cycle & cycle parking

Challenges

- Need secure lock up as stolen very easily
- Should not be on footpaths - often forced to -don't pedal to conditions -frequently travelling faster than cars

Opportunities

- Cycle cages to lock up in with unique passcode security created in real time
- Map where they are, well lit, security camera's,
- Education (have skills signs to indicate a shared space), communication, come n try days on new amenities/changes, speed limits increase inclusion

3. Shared Micro mobility

Challenges

- Users demonstrate poor knowledge of rules, leave footpath clutter, trip hazards, riding and drinking alcohol
- Walkers and wheelers increased anxiety and decreased pleasure due to erratic nature of use and lack of accountability if involved/cause an accident

Opportunities

- Great option if used responsibly, fun way for tourists to see city, to get to work & home safely etc
- Designated park zones and docking stations -incentivise use
- Need marked lines for travel on footpath consistent throughout CoA
- Need rules enforced

4. Public Transport

Challenges

- Operational (rigid schedules and number of carriages on trains and trams)
- Safety e.g. trams/trains have limited designated wheelchair spaces -what happens if users can't get on

Opportunities

- Flex up and down services to the requirements e.g. sporting/cultural events, peak hr etc – overcrowding needs to be addressed
- App to book wheelchair and pram spots so there is certainty in peak travel times

- **Promote** inclusion -create a community partnership with the city link tram provider to wrap it in the sunflower design (see Yarra trams partnership in Melbourne)

5. Motor Vehicles and car parking challenges

Challenges

- Expensive
- Bottlenecks road design and in traffic flow
- 1 person in 1 car -inefficiencies

Opportunities

Full Submission: Individual Submission 5

- Ride share schemes with large employers & incentivise
- Amsterdam case study excellent

6. Urban freight, City servicing, waste transport and deliveries

Challenges

- Big trucks using N,S,E,W terraces as transport corridors
- Increased delivery activity and culture

Opportunities

- Book times on an app to maximize loading zone usage
- Waste removal in off peak times
- Have major, secure drop hubs for deliveries rather than parking in front of every building

7. Events, works & transport disruptions

Challenges

- unplanned changes – limited & late communication esp re transport disruptions
- poor signage and worker education

Opportunities

- Consider alt routes, large electronic signage with plenty of warning to enable transition to alt route
- Large community communication campaigns re events and altered Tx
- Have a hotline for people with mobility aids to call re parking and transport options

8. Street space and kerbside management

Challenges

- Limited disabled parking options considering expanded use of permit system
- poor design, congestion, clutter

Opportunities

- maximise flat, wide paths for accessibility & use
- comprehensive plan to incorporate and balance use, and a map for easily accessible roads and footpaths -use a star rating for different paths so that for eg wheelchair users might opt to go a longer route for better quality amenities
- Hierarchy of uses excellent

SHAPING
GREAT
COMMUNITIES

URPS