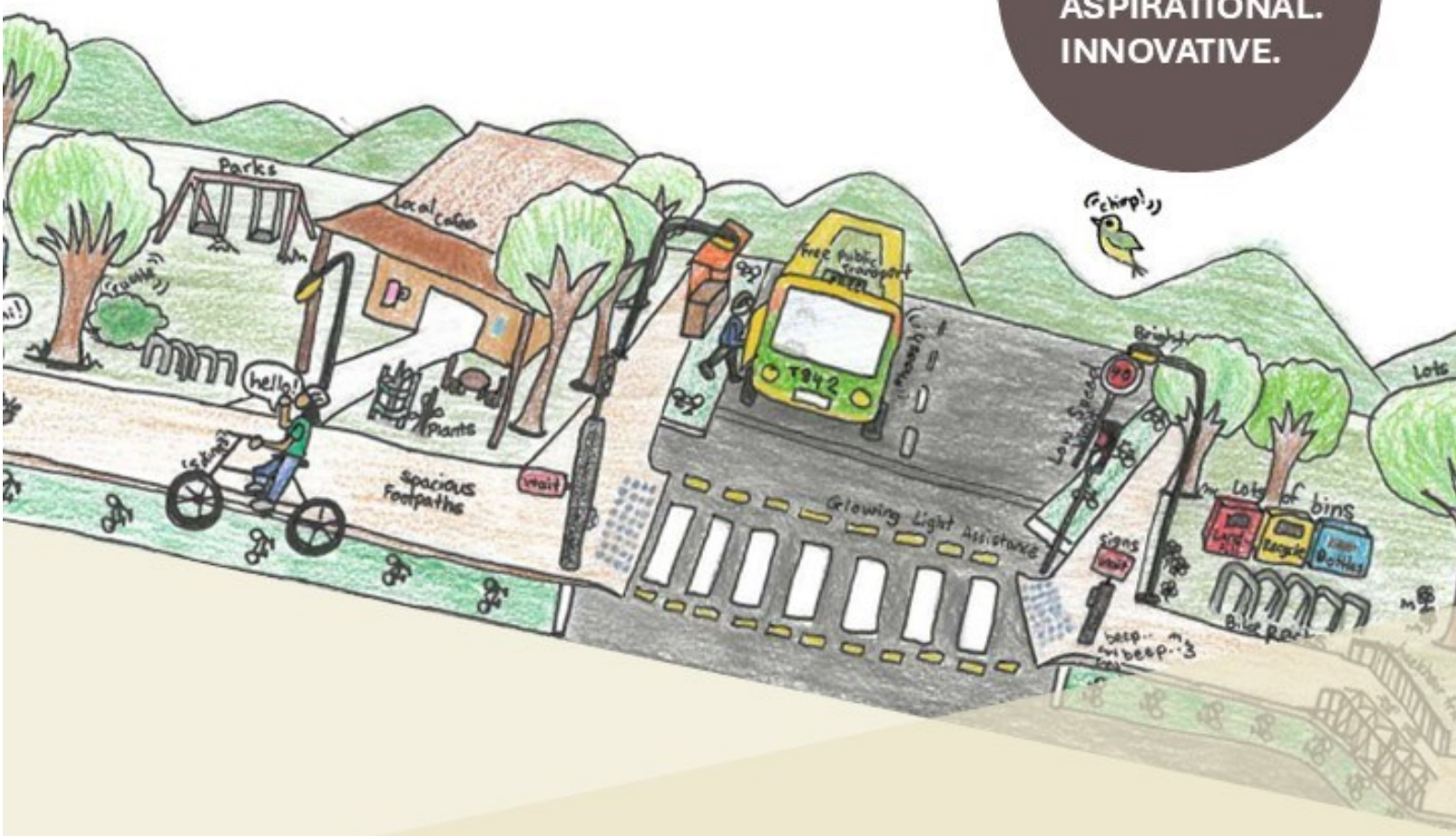
DRAFT FOR CONSULTATION

Integrated **Transport Strategy**

Our Streets: Full of Life

OUR ADELAIDE.
BOLD.
ASPIRATIONAL.
INNOVATIVE.



CITY OF ADELAIDE

Kaurna Acknowledgement

City of Adelaide tampendi, ngadlu Kaurna yertangga banbabanbalyarnendi (inbarendi). Kaurna meyunna yaitya mattanya Womma Tarndanyako.

Parnako yailtya, parnuko tappa purruna, parnuko yerta ngadlu tampendi. Yellaka Kaurna meyunna itto yailtya, tappa purruna, yerta kuma burro martendi, burro warriappendi, burro tangka martulyaiendi.

Kumarta yaitya miyurna iyangka yalaka ngadlu tampinthi.

City of Adelaide acknowledges the traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past and present.

We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kaurna people living today.

And we also extend that respect to other Aboriginal Language Groups and other First Nations

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Our streets: full of life.

Transport is central to achieving the City of Adelaide's bold ambitions. Whether it is growing our resident population to 50,000 by 2036, achieving net zero by 2035, or increasing visitor numbers to 2.5 million by 2028, this Integrated Transport Strategy plays a key role in shaping every aspect of the form and function of the city.

The City's transport future is one where streets are vibrant, healthy, and accessible spaces that enhance community life, support economic vitality, and contribute to environmental sustainability. Our vision, "Our streets": full of life, reflects our ongoing commitment to creating a transport network that prioritises people, safety, and sustainability and ensures the city is accessible for all. Extensive community feedback has told us this is what people who participate in city life want.

We recognise that motor vehicle ownership and use will continue to be part of daily life for some. Our strategy accommodates this reality while recognising that a transport plan designed primarily for cars leads to increased congestion, reduced liveability, and less freedom of choice, especially for children. Instead, we are joining the State Government and other great cities around the world in committing to enhancing transport choices, making it easier, safer, and more attractive for people to move through the city in ways that are sustainable, efficient, and enjoyable.

At the heart of this strategy is the creation of Healthy Streets—streets that prioritise people's well-being by reducing pollution, encouraging active travel, and fostering social interaction.

We will implement the Safe System Approach to ensure that our transport network protects all road users, particularly the most vulnerable. This means designing streets that minimise harm through lower speeds, better infrastructure, and safer crossings.

Our strategy also tackles the urgent need to reduce carbon emissions by improving infrastructure for walking/wheeling and cycling, incorporating more urban greening in our street design, and promoting the use of public transport. An active and cleaner transport network will help address climate change, improve air quality, and contribute to a healthier population.

Tackling the city's growing traffic congestion problem is a key priority. We will achieve this by shifting travel demand towards more space-efficient modes, such as public transport, cycling, and walking/wheeling, and by managing road space more effectively. Smart planning, better use of technology and optimising street space will mean people can move around the city conveniently and efficiently.

Our strategy is about providing better transport choices—ensuring that people travelling to and across the city have reliable, safe and accessible options. The growing City of Adelaide residential population will support local businesses and mean more people avoid a car commute by both living and working in the city. Better public transport and safe, comfortable and connected cycle routes between the city and suburbs will also reduce dependence on car driving.

By embracing bold, transformative policies, we will shape a future where our streets are full of life - places where people can connect, businesses can thrive, and movement is safe, sustainable, and equitable for all.

People walking/wheeling across O'Connell Street, North Adelaide and people walking/wheeling across King William Street at Rundle Mall. 'Walking/wheeling' is an inclusive term to describe people moving by, walking or wheeling unaided or using an aid to mobility, including walking aids, wheeled aids, personal assistants or support animals.

About the Integrated Transport Strategy

This Integrated Transport Strategy has been developed to guide decisions about how better transport will help achieve the vision set out in our Strategic Plan.

The Integrated Transport Strategy works alongside other key City of Adelaide documents such as our City Plan 2036, Integrated Climate Strategy 2030 and Economic Development Strategy to form an integrated approach to the planning, funding, delivery, and evaluation of Council infrastructure and services.

Reflecting our role as a Capital City, the Integrated Transport Strategy is also purposefully aligned to the Government of South Australia's vision for a transformative transport system that enables South Australia's prosperity, sustainability and connectivity. There is a shared aspiration with the State Government to address the city's congestion challenges, improve transport options, and prioritise healthy transport.

This Strategy outlines the vision, goals, and actions required to deliver a bold, innovative and aspirational future transport network that ensures sustainable, equitable, and efficient movement of people and prioritisation of place.

This Strategy will:

- Provide a unified, long-term vision for transport planning and development within the City of Adelaide.
- Address critical challenges in accessibility, equity, and sustainability across various modes of transport.
- Promote a shift towards healthier, more active transport modes while reducing reliance on private vehicles.
- Ensure that transport infrastructure supports increasing population growth and development within the city.
- Foster stronger connections between transport, place-making and community wellbeing.
- Establish clear priorities and actions for transforming Adelaide's transport network, with measurable targets and evaluation frameworks.
- Guide Council and stakeholders in making informed decisions about transport investments, improvements and policy adjustments.
- Ensure alignment with broader state and national climate action and sustainability goals.

The Strategy is also informed by extensive research, community and stakeholder engagement, and five Guiding Principles, which align with City of Adelaide's broader values to guide actions and decision-making, as detailed in the "Our Plan" section of this document.

Our City

The City of Adelaide is the heart of the state's civic, cultural and commercial life. First shaped by the Kaurna People of the Adelaide Plains, then by Colonel William Light, Adelaide is known for being progressive, resilient, bold, trailblazing and enterprising.

As a Capital City, we recognise that we must plan for our growing residential and daytime population. Currently there are 26,000 residents and 390,000 people who come into the city everyday – to work, study and visit.

The Adelaide Park Lands and the grid of streets – including many wide streets - mean Adelaide is in a unique and advantageous position, with space on many streets for active travel and public transport, greening, outdoor dining and other elements that bring life to the city.

Colonel William Light planned Adelaide as a city grid with wide streets for principal routes and terraces, and Park Lands to reflect and maximise appreciation of the natural landscape. Light incorporated the ring of Park Lands and city squares as open spaces to improve public health. The Adelaide Park Lands are now Nationally Heritage listed and contribute significantly to city liveability and community wellbeing.

The city has culturally diverse neighbourhoods and unique precincts, with year-round events and activations, a vibrant outdoor dining scene, and international recognition as a UNESCO City of Music. The city has a growing resident, business, and visitor population.

The city is a unique mix of places to explore and spend time: from vibrant main streets to heritage neighbourhoods and biodiverse open spaces. The many streets already with established trees and public art, show the potential for the city to be a positive experience to move through and spend time in.

Our thinking has been shaped by our city's unique profile:

- Over 130,000 people work in the city and almost 30,000 people live in the city – and City of Adelaide's strategies seek significant employment and residential growth.
- Approximately 350,000 people live within a 7km radius of the amenities, services and experiences available in the city. Currently almost 400,000 people come into the city daily from the wider metropolitan area and this daytime population is growing.
- More than 95% of the city's workforce reside outside the City of Adelaide
- Of the 12,600 city residents who are employed, more than half (55%) work in the city.
- The metropolitan public transport network is city centric – with all trains, trams and most buses starting/ending in the city
- Our city is home to 12,717 businesses, two public hospitals, four universities, and 16 schools
- 43% of our city residents are aged 20 – 34, compared to 20% in the rest of Metropolitan Adelaide
- While couples without children are as likely to live in the city as the rest of the metropolitan Adelaide (25% of the population), the city has a greater share of lone person households (41% compared to 27%).
- Almost 90% of dwellings in the city are medium or high density
- Around 9,000 children attend city-based schools
- We are an event centric city, drawing millions of visitors every year – from the Adelaide 500, Adelaide Festival, Adelaide Fringe, WOMADelaide, Dream Big, Feast, Cabaret Festival, OzAsia, Tour Down Under and more.
- We are the sporting and culture capital of South Australia – with major venues such as the Adelaide Central Market, Adelaide Oval, Festival Centre, Botanic Gardens, City Skate Park, Aquatic Centre, Art Gallery and more.
- On-road transport emissions are increasing and accounted for 45% of the community greenhouse gas emissions in 2024
- Just over 2,400 crashes were recorded in the City of Adelaide between 2019-2023, with four deaths and 211 serious injuries and 658 minor injuries.

Our Opportunity

Adelaide's urban form has been fundamentally shaped by transport planning decisions of the past. Early horse drawn trams and later electric trams shaped the busy Main Streets and lower density early suburbs, while the railway enabled urban settlement further out. In the mid to late twentieth century, Adelaide's urban form evolved to complement the trend to increasing car ownership with relatively easy driving and parking.

This Integrated Transport Strategy creates the opportunity to shape Adelaide's evolving urban form and take advantage of Adelaide's wide city streets and planned grid network and relatively flat topography to provide twenty-first century transport solutions to changes in our population, climate, technology and lifestyles.

Reducing Congestion: Increasing city congestion is impacting productivity, liveability, human health and climate. Unless we make changes, these impacts will increase as Greater Adelaide grows in size and population. As highlighted in the State Transport Strategy and the State Infrastructure Strategy, congestion is an increasing challenge but "we cannot continue to build our way out of congestion". By reducing car dependence and integrating public transport with active travel options the city can efficiently accommodate more people and increase freedom of movement.

Increased Benefits of City Living: A key advantage of city living is being close to jobs, shops, services and amenities. Connecting city neighbourhoods through infrastructure and streetscapes that make it safe, convenient and enjoyable to walk/wheel cycle or use public transport means that daily needs can be met without a car trip. City businesses will benefit from this increased foot traffic and better accessibility. Our ambition to achieve a city population of 50,000 people by 2036, along with our focus on growing the city economy, will reduce daily commuter car trips and enable more people to enjoy the benefits of city living.

Managing Climate Risks: Transport emissions account for around 45% of community's carbon footprint and are growing (City of Adelaide, 2024). Sustainable transport solutions will help mitigate climate change and achieve the City of Adelaide's carbon reduction targets. Adaptive planning will also help our transport network remain resilient to more extreme weather events, reducing disruptions and safeguarding essential mobility services.

Improving Safety and Access: Enhancing road and streetscape design, implementing safer speed limits, and investing in better active travel infrastructure reduce traffic crashes, injuries, and fatalities. For many people, a trip to or from the city is a distance that could be cycled, and more people would cycle if they felt safe to do so. Safer streets with more transport options are better for everyone, and particularly more inclusive for children, older adults, and people with a disability.

Creating Great Places for People: Encouraging active travel improves physical and mental health. Streets that are designed for people foster social connections, community engagement and boost economic vitality. With healthier streets, which are safer, greener, quieter, and cleaner, more people will want to live, visit, and work in the city – helping to realise our growth aspirations.

Our Commitments

Our commitment to achieving our transport vision - **Our streets: full of life** - is embedded across our strategic planning framework. The City of Adelaide is progressively developing a series of integrated plans that ensure the whole of Council, and our partners, are working together to achieve shared goals. The commitments we have made in our long-term planning underpin how we will implement, measure and evaluate the goals set out in this strategy.

Movement & Access

We will:

- Increase the proportion of people in the city using active and sustainable travel modes
- Improve gender parity in cycling participation
- Reduce the proportion of city households that own a car
- Support an increase in the number people using public transport services
- Improve accessibility by installing compliant pedestrian ramps and crossings on high use routes

Experience & Place

We will:

- Provide more accessible on-street car parking spaces across the city
- Optimise street and kerbside space
- Increase foot traffic in emerging economic precincts
- Reduce car through traffic
- Increase the number of people travelling to city events by active and public transport

Health & Sustainability

We will:

- Increase availability of public EV charging stations
- Reduce noise and improve air quality
- Increase levels of community physical activity
- Improve access to nature

Safety & Comfort

We will:

- Reduce lives lost and serious injuries on city streets
- Increase perceptions of safety on our streets
- Improve footpath service levels

These commitments are aligned to the goals or success measures of City of Adelaide Plans:

- Strategic Plan 2024 - 2028
- City Plan 2036
- Economic Development Strategy
- Integrated Climate Strategy 2030
- Adelaide Park Lands Management Strategy
- Disability Access and Inclusion Plan 2024-2028
- Asset Management Plans

And our partner's plans:

- State Planning Policies
- Greater Adelaide Regional Plan
- South Australia's Transport Strategy
- State Infrastructure Strategy 2025
- South Australia's Road Safety Strategy
- Urban Greening Strategy for Metro Adelaide

Our Plan

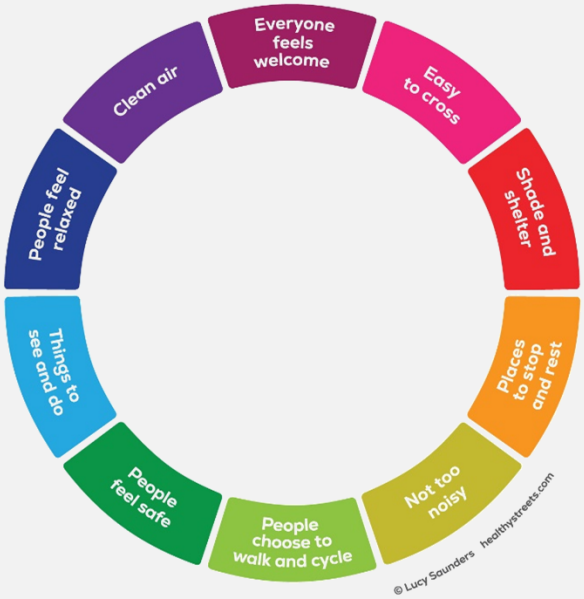
For Councillors	For Stakeholders and Community	For Administration and Councillors
▪ Guides decision making ▪ Provides direction about the change and level of investment needed	▪ Provides clear information about transport strategy and desired outcomes ▪ Sets expectations about how Council will address issues and deliver projects	▪ Informs the new project and renewal / upgrade pipeline, with clarity about facilities to meet different people's needs and achieve our strategic objectives

The City of Adelaide Smart Move Transport and Movement Strategy was developed over a decade ago. A new Integrated Transport Strategy is needed to incorporate new approaches and directions in transport planning such as Healthy Streets and the Safe System approach.

This Strategy has a stronger focus on accessibility, including gender and child-friendly city considerations. It provides greater clarity about transport networks and the associated infrastructure requirements on the different routes that will meet people's needs.

To achieve the required mode shift and make it easier for people to choose active and sustainable transport we need to know where and how to deliver better streets and transport systems. The strategy is key to planning and achieving the objectives and targets set by Council, such as for liveable city growth, street greening and transport decarbonisation.

This Strategy articulates how we will focus our efforts into bringing these opportunities to life. It is where we articulate our commitments, our goals and the key projects and services that will keep us moving in the right direction.



Healthy Streets Approach

Our streets play a big role in our health and wellbeing. Too many cars lead to pollution, noise, safety risks, and barriers that make it harder for people to move around. Walking/wheeling, cycling and using public transport help people stay active and connected, improving both individual health and community life.

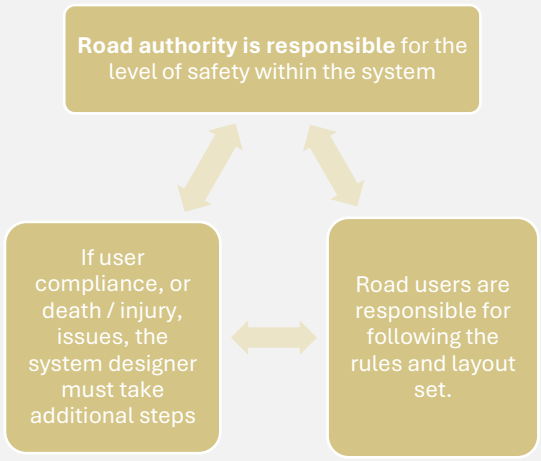
The Healthy Streets approach makes streets safer, more welcoming, and easier for everyone to use. By reducing congestion and supporting active travel, it helps create cleaner, greener, and more inclusive places. It focuses on what people need to move around easily—especially those who are most vulnerable—so that everyone can access services, visit friends, and enjoy their city.

Safe System Approach

Creating safe streets for everyone is a priority. The Safe System approach recognises that people make mistakes, and roads should be designed to prevent these mistakes from causing serious harm.

This means setting safer speed limits, improving crossings, and designing streets that protect people, especially those walking/wheeling and cycling.

Road safety is a shared responsibility, but governments and road designers have the biggest role in making roads and speeds safer. When roads are built with safety in mind and have Safe System speeds, crashes are less likely—and when they do happen, they cause less harm.



Guiding Principles

Our Plan has been underpinned by five Guiding Principles:

Social Justice:	Social justice covers issues of rights, participation, access and equity. The City of Adelaide will consider how our transport systems and streets can increase accessibility: enable more people to reach places (including services, employment, education, leisure) and people as they wish. Increased accessibility means increased participation. We need to consider 'trips not made' when people face barriers that prevent them from moving to/from or within the city. When planning and making project decisions, we need to consider the rights and voices of groups such as people with disability, older adults and children. Equity includes considering how investment improves access for, and external costs (such as crash risk and pollution exposure) on groups such as children, older adults and people in lower socioeconomic groups.
Efficient asset use and maintenance	Space in the city is valuable and finite. Street space is public space and needs to be used and maintained efficiently. The City of Adelaide will consider 'highest and best use' of our street space and how we move more people, more safely and efficiently, using less space.
Adaptability and Resilience	With a changing climate and with planned and unplanned events and disruptions on the transport network and streets, it is important that the system can adapt and recover, so the City of Adelaide can maintain suitable levels of accessibility.
Partnerships and Advocacy	The City of Adelaide will work with state government agencies, businesses, and key stakeholders to deliver transport initiatives that require shared responsibility. These actions often rely on external funding, cross-agency coordination, or collaboration with industry groups. The City of Adelaide will advocate for policies and funding from higher levels of government and industry to align with its transport objectives. Advocacy is essential for transport initiatives that fall outside the City of Adelaide's direct control but impact its transport system.
Governance and Accountability	The City of Adelaide will make decisions based on the policy directions in a consistent, evidence-based way through use of the Healthy Streets and Safe Systems approaches. The City of Adelaide will be accountable and report on the measures of success annually, which will be tied to management KPIs.

Community Engagement Summary

To understand the transport needs and aspirations of our diverse city stakeholders, anyone with an interest was invited to provide their input on what was important to them. This engagement centred around eight evidence-based discussion papers on important transport themes:

- Street Space and Kerbside Management
- Cycling and Cycle Parking
- Public Transport
- Motor Vehicles and Parking
- Walking and Wheeling
- Shared Micromobility
- Events, Works and Transport Disruptions
- Urban Freight, City Servicing, Waste Transport and Deliveries

While some participants are seeking actions to make commuting to/from and through the city by car more convenient (such as more and cheaper parking and increased road capacity), the overwhelming sentiment from city stakeholders is one of change towards prioritising other transport modes and redesigning streets to improve accessibility, safety, comfort and experience for all users.

What we heard is:

- Improved public transport with greater reliability,
- efficiency, connectivity, and user comfort is needed.
- The need for improved cycling infrastructure, including separated east-west cycle lanes.
- 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.

A comprehensive overview of how this engagement was undertaken and the contributions received has been published in a separate Engagement Summary Report.

"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."

- RAA written submission

We received 797 contributions to this engagement including:

429 community
survey responses

84 youth
survey responses

133 child 'Better Street'
activity submissions

30 attendees
at a panel session

63 conversations
at community drop in sessions

42 stakeholders at
collaborative planning workshops

16 written submissions


STAMFORD

Movement & Access

Creating inclusive, people-friendly streets, and enabling more people to use active travel and public transport.

Measures of Success

1.1. More children using active travel and public transport to school

1.2. Double the number of people walking / wheeling to work by 2030, with 48% of local residents choosing to walk to work (from a baseline of 24%) by 2035. (Source: Integrated Climate Strategy 2030)

1.3. Triple the number of people cycling to the City of Adelaide area by 2030 with 10% of city workers choosing to cycle or use micromobility to work (from a baseline of 2.6%) and 20% by 2035 (Source: Integrated Climate Strategy 2030)

1.4. Improve gender parity in cycling participation from 30% (2021 baseline) to 40% by 2036.

1.5. Reduce the proportion of city households that own a car, from a baseline of 64% of city households with one or more cars in 2021, to 55% in 2031 and 40% in 2036.

1.6. Support an increase in the number people using public transport services. Develop a measure for public transport, such as number of implemented public transport priority routes, reduction in delays to services within CoA, public transport services patronage increase on City Connector - City Loop Services by 2030.

1.7. Improve accessibility by installing compliant pedestrian ramps and crossings on high use routes through pedestrian and cyclist priority crossings or actuated crossings on access points to the Adelaide Park Lands and the City Squares by 2036 (Source: City Plan 2036).

Accessibility is the ease with which different people can reach other people and places at their chosen time. Accessibility can be assessed spatially based on distance; however, it also depends on what modes (e.g. bus, car, cycle) are available, personal circumstances, quality of the infrastructure or time of the day or week. For example, a trip may be cycleable based on distance, but a person has to be able to cycle, have access to a cycle, and have a route they feel safe using – for actual accessibility.

The City of Adelaide needs to help reduce reliance on private motor vehicles by creating networks where people are encouraged to make active travel and public transport choices rather than drive. Maintaining streets dominated by vehicles or expanding roads and intersections in an effort to meet future demands is unsustainable and conflicts with Council and State Government strategic directions. Car dependence comes with high costs while walking/wheeling and cycling bring economic benefits including to local businesses, health, reduced congestion, sustainability, and place activation[1].

Improved public transport to, from and within the City of Adelaide is a key opportunity, as public transport provides for sustainable, efficient, mass movement of people, including children and other people who cannot or choose not to drive. A good public transport network, integrated with active travel, is vital for liveability.

As the population of Greater Adelaide grows, it is important that new housing is near public transport (existing or new). Adelaide will need more railway lines but there are capacity restrictions with the configuration of Adelaide Railway Station.

Improvements including an underground railway loop or link through the City of Adelaide must be considered for expansion of the rail network linking to and from the city. The City of Adelaide supports the State Government undertaking a planning study to identify possible solutions.

Concerns are often expressed about reducing car parking because public transport and cycle networks are seen to be inadequate. Improving public transport coverage, frequency, reliability and experience will build business and community confidence in changing our streets, with more people choosing to use public transport rather than driving from the suburbs. The increasing City of Adelaide residential population will also help support local businesses and provide a resident worker population without so many people driving (if there are network improvements to support active travel and public transport).

South Australia's 20-Year State Infrastructure Strategy notes the challenge to get more people to use public transport rather than drive, when – although having good spatial coverage – public transport is often uncompetitive compared with driving for convenience and travel time. Increasing high capacity on-road public transport to connect with neighbouring suburbs is important, as is frequency and reliability of existing services and the accessibility of public transport interchanges. The City of Adelaide will advocate to the State Government on these issues.

When too many people seek to drive and park in cities, it causes congestion and impacts people using active travel and public transport, and place outcomes. Many trips to/from and within the City of Adelaide are distances that could be undertaken by active travel, if people felt safe to do so. The community has highlighted that more people will cycle with safe, connected, convenient, comfortable and attractive cycling routes but also the need for more cycle parking which is secure and caters for different types of cycles, including cargo cycles. If more people use active travel and public transport, it means it is easier for people who really need to drive or be driven to move around and find car parking.

Method of travel to work (resident workers)

Mode (%)	2016 census	2021 census
Car	38.3	35
Public Transport	11.9	12.6
Cycling	3.7	2.8
Walking	26.9	24

Census Resident Worker Data Indicates Many People Driving Short Distances within CoA

Safe Cycle Routes Enable More People to Cycle

Goal 1.1: Healthy streets to enable everyone to move	Goal 1.2: Efficient mass movement of people	Goal 1.3: Better travel choices for a more liveable city
Enable people of all ages and abilities to participate in city life and move around the city.	**Achieve more efficient and sustainable mass movement of people through better public transport.**	**Implement effective interventions that favour active travel and public transport.**
Key Projects and Services:	**Key Projects and Services:**	**Key Projects and Services:**
Create healthy, child-friendly streets around schools and residential areas to enable active travel to school and local walkability/wheelability. [lead] Develop a prioritised program for schools across City of Adelaide, and for intersections and crossings in 2025 [lead]: ▪ Implement Safe System aligned speeds around schools and in residential areas, with traffic calming as needed. ▪ Implement Safe System compliant crossings and intersections, focussing on active travel routes. Trial an open street (school street) and implement modal filters on residential streets (reflecting the traffic circulation plan). [lead] Implement behaviour change programs for schools and residents. [lead]	Bus priority measures, such as bus lanes and traffic signals priority implemented on public transport routes by 2036, to improve service quality (achieve or exceed target minimum performance levels). [partner] Advocate for more public transport services during off-peak times and for the City Connector, more services earlier in the day and later into the evening [advocate] Work with the Department for Infrastructure and Transport to review the City Connector routes (2025). [partner] Undertake bus stop audit in conjunction with Goal 4.3 and building on existing Department for Infrastructure and Transport stop audits, to assess need for waiting space and stop access (e.g. crossing) improvements, and opportunities for better public transport and active travel and shared micromobility interchange. [partner]	Intersection upgrades, and other traffic calming measures on active travel routes. [lead] A network of cycle lanes, safe cycle routes and cycle parking [lead]. Prepare an Infrastructure Australia submission for a package of inner Adelaide cycle routes [partner] ▪ Install additional and secure cycle parking: at least 40 new cycle hoops and three secure cycle parking facilities per year. [lead]. ▪ Implement quick build cycle lanes (lead), including on Peacock Road in 2025/26 and Morphett Road-Montefiore Road in 2026/27. [lead] Seek Healthy Streets upgrade options on key street renewal projects. [lead]

Experience & Place

Integrated transport and urban development to enhance the liveability and the city's economic and cultural vitality.

Measures of Success

2.1 At least one (1) accessible on-street Parking Space per 50 on-street parking spaces across the City of Adelaide by 2036.

2.2 Develop a measure to tell us about the optimisation of street and kerbside space, in line with strategic outcomes.

2.3 Increase foot traffic in key and emerging precinct year on year by 1.5% Source: Economic Development Strategy.

2.4 Develop a measure for the reduction of through car travel on key identified CBD routes such as, -10% by 2030 and -20% by 2035 based on 2025 levels.

2.5 Develop a measure to increase the number of people attending events by active and public transport.

As Jan Gehl said, "...today the best cities in the world offer their citizens something more than traffic capacity" and that in a globalised, highly mobilised society, "it is only the cities that are the most attractive, healthy, safe, vibrant and liveable that will compete in the global market."

Walking/wheeling and cycling improvements to main streets and town centres increase retail spend. Walkable/wheelable streets encourage people to linger for longer, adding vibrancy to our places and boosting productivity throughout our city. Walkability/wheelability is valued by visitors to our city and is good for businesses. High levels of 'foot traffic' are key to successful main streets and creating walkable/wheelable neighbourhoods, and as outlined in City Plan 2036, will help achieve successful growth.

Our strategic outcomes include to lead as a low carbon emissions city and to create safe, inclusive and healthy places for our community.

Space on our streets and kerbside (often where cars are parked) is valuable and finite, and we need to allocate it for users and uses to achieve socially just, adaptable, resilient and efficient outcomes. It is important to have wider and clearer footpaths, especially for the safety and comfort of people with disability, children and older adults. People recognise that more space for elements such as greening, kerbside dining and for public seating will enhance the city's liveability and create streets that people want to walk/wheel and spend time on, supporting greater economic activity.

We need to allocate space fairly and consistently, and to support our strategic objectives and outcomes.

We need to implement parking management approaches that discourage non-essential car ownership and driving, while providing convenient parking for people who need it.

"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"

- RAA written submission

A Modal Filter in Unley.

Modal filters manage through motor vehicle traffic while improving conditions for walking/wheeling and cycling, with opportunities for greening. They have been identified as one of the most cost-effective measures to increase active travel.

Bicycle Pedestrian Actuated Crossing (BPAC) with a raised safety platform on Hutt Road. This is an example of a primary Safe System aligned crossing outcome.

Goal 2.1: City growth with increased liveability

Create age friendly streets that are safer, greener, quieter and cleaner. With fewer motor vehicles, more people will want to live, work and play in the city.

Key Projects and Services:

Design and implement priority Green Streets and Active Transport Routes. [lead]

Implement mobility hubs (with shared vehicles, cycle share and shared e-scooters) at railway stations, on or near the Currie-Grenfell public transport corridor, and at selected locations across our neighbourhoods, to support reduced car ownership and driving in the city. [partner]

Develop key Healthy Street masterplan projects to support city growth, including West Terrace, Sturt Street and Halifax Street. [lead]

Implement modal filters to create community public spaces and support people to make more active and sustainable travel choices. [lead]

Goal 2.2: Integrated transport and land use planning

Connect social infrastructure with street improvements, more efficient developments, lower car ownership and higher use of shared mobility.

Key Projects and Services:

Develop a prioritised program to create safer, more comfortable walking/wheeling and cycling to libraries, childcare and community centres, play spaces, grocery shops and main streets: crossing upgrades, more water fountains, seating and cycle parking. [lead]

Seek planning code amendments, including for positive changes to car ownership levels, active frontages/no or limited driveways on higher classification walking/wheeling routes, and contributions to street outcomes. [advocate]

Work with the Department for Infrastructure and Transport to develop the City Loop tram/bus and underground city railway loop/link to reflect City Plan 2036 development potential. [advocate]

Goal 2.3: New visitor and resident experiences and business growth

Improve the experience of people in our City, with healthy, safe and green streets, that encourage people to walk/ wheel and cycle around the city and that become drawcards for tourists.

Key Projects and Services:

Implement green grid and Park Lands Trail crossings (with Safe System outcomes) to improve access to and use of the Park Lands, including the squares. [lead]

Delivery of wayfinding, interpretative boards (incorporating Kaurna history and voices) and public art along key routes, including routes to visitor destinations, schools, libraries and to open spaces. [lead]

Permit, manage and promote cycle share and shared e-scooter schemes. Incorporate micromobility corrals on key routes, and mobility hubs (with car share, cycle share and shared e-scooters) at railway stations, on or near the Currie / Grenfell public transport corridor, and at selected locations across our neighbourhoods [partner]

Goal 2.4: Resilient and adaptable street design and management

Create a network of high-quality active travel routes for network resilience and choice, prioritised kerbside management and efficient use of spaces and uses of our streets.

Key Projects and Services:

Develop a Kerbside and Parking Management Policy in 2025/2026. [lead]

Seek active travel routes to provide network resilience during events: Bartels Road cycle route [lead], Botanic Road footpath [lead], Dequetteville Terrace crossing to Kensington cycle route [advocate], Fullarton Road-Dequetteville Terrace route [advocate].

Health & Sustainability

Healthy streets and healthy people in a climate resilient city.

Measures of Success

3.1 Develop Public EV charging infrastructure that is available for all users, including micromobility, catalysing the update of EVs in Adelaide. (Source: Integrated Climate Strategy 2030 / EV Charging Infrastructure Transition Roadmap)

3.2 Transitioning our corporate fleet to zero emissions by 2030 in accordance with our targets. (Source: Integrated Climate Strategy 2030)

3.3 Develop a measure for improved access to nature by delivering a green grid (making it safe, easy and comfortable to walk/wheel and cycle to the Park Lands and Squares via shaded routes) by 2036. Source: City Plan 2036

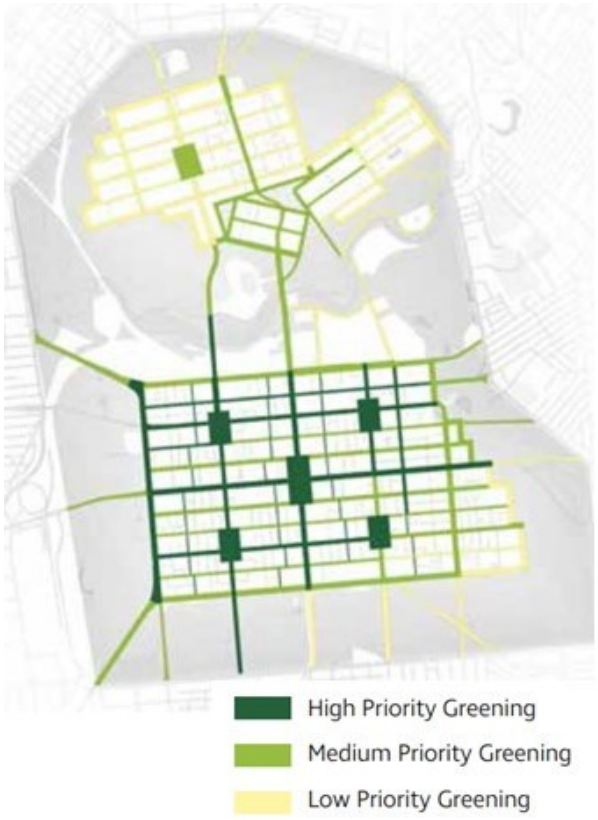
3.4 Develop a measure for reduced noise and better air quality within City of Adelaide Streets.

3.5 Develop a measure for levels of physical activity and community connection within City of Adelaide Streets.

As set out in the Strategic Plan, Integrated Climate Strategy 2030 and City Plan 2036, the City of Adelaide will lead as a sustainable, low emissions city. Currently, transport emissions are a significant proportion of carbon emissions and without significant measures to increase mode share of active travel and public transport use to, from and within the city, they will continue to grow.

Transport also plays a significant role in people's health and wellbeing. We need healthy streets to address the health impacts of transport: air quality, noise, air pollution, road safety and severance. Through application of the Healthy Streets approach, our streets will become a better environment for people to enjoy walking/wheeling, cycling and spending time relaxing and connecting. Creating better streets that enable people to use active travel means we are enabling people to build physical activity into their day. Better streets give people the freedom to make better, more active travel choices, to increase levels of physical activity, benefit physical and mental health, and increase community cohesion.

As defined in City Plan 2036, the green grid is the grid of streets and laneways with enhanced tree canopy and other shade cover, to contribute to cooling, climate resilience, biodiversity and comfort to users of the city. Cool, calm, and connected routes will mean our community and city visitors will be encouraged to have a more active lifestyle and can enjoy an enhanced walking/wheeling and cycling experience. With residential growth in the city, making it easier for people to connect to open spaces such as the Park Lands and Squares becomes increasingly important.



The City Plan 2036 Green City Grid

Goal 3.1: Cool, calm and connected streets and paths	Goal 3.2: Healthy Streets and healthy people
Enhance greening on city streets to make our city more resilient to the impacts of climate change while creating opportunities for people to walk / wheel and cycle through better connections along our streets to our Park Lands and Squares.	**Our streets will be welcoming, safe, attractive and comfortable places, and allow for more people to choose active travel, connect to open space, and spend time in public spaces to connect with other people.**
Key Projects and Services:	**Key Projects and Services:**
Delivery of the green grid (on high and medium priority streets) by 2036, with Healthy Street assessments used to inform street designs and greening outcomes. [lead]	Use of Healthy Streets Design Checks (Healthy Streets, 2025) on all our street renewal/upgrade and new projects. Output will be a key consideration in project options assessment and project prioritisation. [lead]

Safety & Comfort

A proactive safety approach for safer, greener, quieter, cleaner streets for all.

Measures of Success

4.1 Reduce lives lost and serious injuries on city streets with *at least a 50% reduction in lives lost by 2031 and zero lives lost on our streets by 2050 and at least a 30% reduction in people being seriously injured by 2031*. (Source: Strategic Plan and South Australia's Road Safety Strategy to 2031 and National Road Safety Strategy 2021–30)

4.2 Increase perceptions of safety on our streets with *at least 60% strongly agreeing by 2036 that 'The city has public spaces I feel safe to use' and at least 70% agreeing by 2036 that they 'Feel safe in the city' between 8pm and 1am*.

4.3 Develop a measure for footpath service levels such as increase in footpaths with width (walking/wheeling space) meeting target level of service.

4.4 Decrease in average peak hour wait times for people walking/wheeling, scootering and cycling at signalised pedestrian crossings to 40 seconds by 2030 and 30 seconds by 2035.

Adelaide is a growing city with a need for greener and cooler streets, where more people can choose to walk/wheel or cycle. In line with the principle of social justice, we need to create streets that are welcoming for all, including for children, older adults and people with disability. People need to feel safe to choose active travel. Consistent with research, our community has told us how safety concerns (including lack of protected cycle lanes) deter many people from cycling.

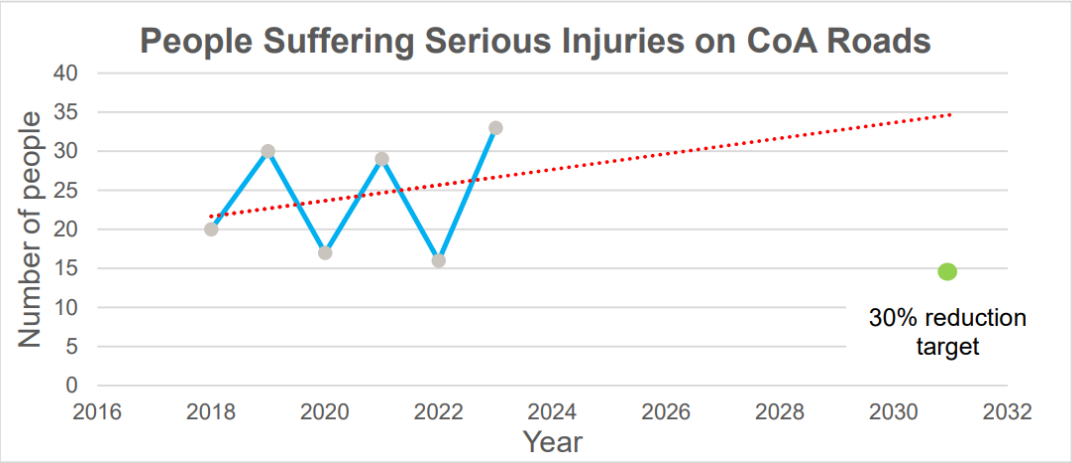
As highlighted in *South Australia's Road Strategy to 2031*, "In urban areas, safer, lower speed environments can provide environmental, health and access benefits by making roads feel safe and choose more active transport". Safer speeds are a pillar of the Safe System and *Austroads Guide to Traffic Management 4 (2020)* states, "Reducing vehicle speeds in urban areas where pedestrians and cyclists are expected is a fundamental prerequisite to improving safety and comfort for these users" and that speed reductions are the most effective measure to improve pedestrian safety.

More are people suffering serious injuries on our streets. We need to get this trending down to meet road safety targets by taking more effective actions. A reactive approach, looking at black spots, is not enough. We need to be proactive, with safety, through the implementation of the Safe System approach, being the priority for our streets.

30km/h is the internationally accepted "Safe System" speed for urban areas. Many cities have reduced the speed limit on their streets. This means safer, greener, quieter and cleaner cities:

- A review of 40 cities with reduced speed limits found it **reduces emissions and improves air quality**[2].
- Reduced speeds in urban areas can reduce congestion and delays. In urban areas, there will be no to negligible travel time difference and **traffic can flow more smoothly**[3]. There are also fewer, and less severe crashes – so there are **fewer disruptions on the network**.
- **Reduced speeds are good for local living and businesses**. Streets are **quieter**[4]**, more cycleable and walkable**[5]. Reduced speeds also mean we can have **greener streets** with more trees (with reduced requirements for sight distances, the slower the speed). Greener, calmer and more walkable streets mean people can enjoy walking and activities like outdoor dining. Footfall and street activities are great for business.
- **More children can use independent active travel** to school and to be active participants in city life. Safety along the entire active travel trip (not just a school zone) is key[5].

As reported in the City of Adelaide Traffic Signal Review (2024/25) there are road safety issues created by the delays faced by people at crossings. The City of Adelaide Gender & Safety Focus Groups Summary Report 2023 and Integrated Transport Strategy Stage 1 Engagement highlights the issue of discomfort and potential harassment for women, girls and gender diverse people when waiting at crossings (and public transport stops). Other common concerns for women and gender diverse people are lack of appropriate lighting and passive surveillance, and comfortable space for movement that provides personal space to avoid unwanted interactions.



Increasing trend for serious injuries on CoA streets

"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 written submission

Goal 4.1: Implement the Safe System approach	Goal 4.2: Reduce risks and negative impacts from motor vehicles	Goal 4.3: Create gender accessible and inclusive streets
Create safer roads and safer speeds to reduce the number of people being killed and seriously injured on our streets.	**Facilitate vehicle-based access to the city and enable more people to use active travel and public transport.**	**Making our streets welcoming and inclusive places for people to enjoy.**
Key Projects and Services:	**Key Projects and Services:**	**Key Projects and Services:**
Implement reduced speeds on Park Lands roads and West Terrace. [lead] Implement reduced speeds on main streets and streets with a single lane of traffic in each direction. [lead] Ensure that appropriate speeds are considered as part of all infrastructure street projects. [lead] Create a program of intersection upgrades to support Safe System outcomes. [lead] Use Safe System assessments on all street upgrade and new projects. [lead]	Trial one-way streets on key routes to achieve outcomes identified in City Plan 2036 and the traffic circulation plan [lead] Develop a program to implement the traffic circulation plan. [lead]	Audit footpath widths (clear walking/wheeling space) to identify performance gaps and prioritise footpath upgrades. [lead] Implement the recommendations of the Traffic Signal Review, including auto-green and reduced signal phase lengths, to reduce delays for people walking/wheeling at intersections. [lead] Support programs such as Ride Her Way (Bicycle SA, 2025) and develop behaviour change programs to support more women and families to learn to cycle or get back into cycling. [partner/lead]


TELSTRA CORNER

Our Street Network

The City Plan 2036 is the City of Adelaide's spatial plan for sustainable growth and development of our city. It supports the Council's aspiration to almost double the resident population to 50,000 by 2036 and increase the number of people employed in the city from 130,000 in 2021 to over 150,000 by 2036. Both City Plan 2036 and this Integrated Transport Strategy align with high level objectives such as climate action, sustainable development and urban growth management with liveability.

This Street Network section includes principle-based network maps for the different transport modes and places within our city, which reflect the development set out in City Plan 2036. These network maps will help the City of Adelaide undertake integrated transport planning, urban planning and urban design

Using the network maps, we can assess existing levels of service and how well they meet the needs of the community and the street and network outcomes in terms of strategic alignment. By identifying operating gaps between the current state and where we want our streets and transport networks to be, we can identify and prioritise improvements.

The following pages present aspirational future state maps for these key areas:

- Public Transport
- Walking and Wheeling
- Cycling
- General Traffic
- Traffic Circulation Plan
- Place Classification
- Healthy Corridors

These maps have been included in this Draft Strategy for consultation purposes only. They reflect the work undertaken by the City of Adelaide consultants AECOM, who have supported the development of this Strategy. AECOM have developed a support document that contains the research and data underpinning these maps and this separate document is available to download during consultation on the Our Adelaide engagement website.

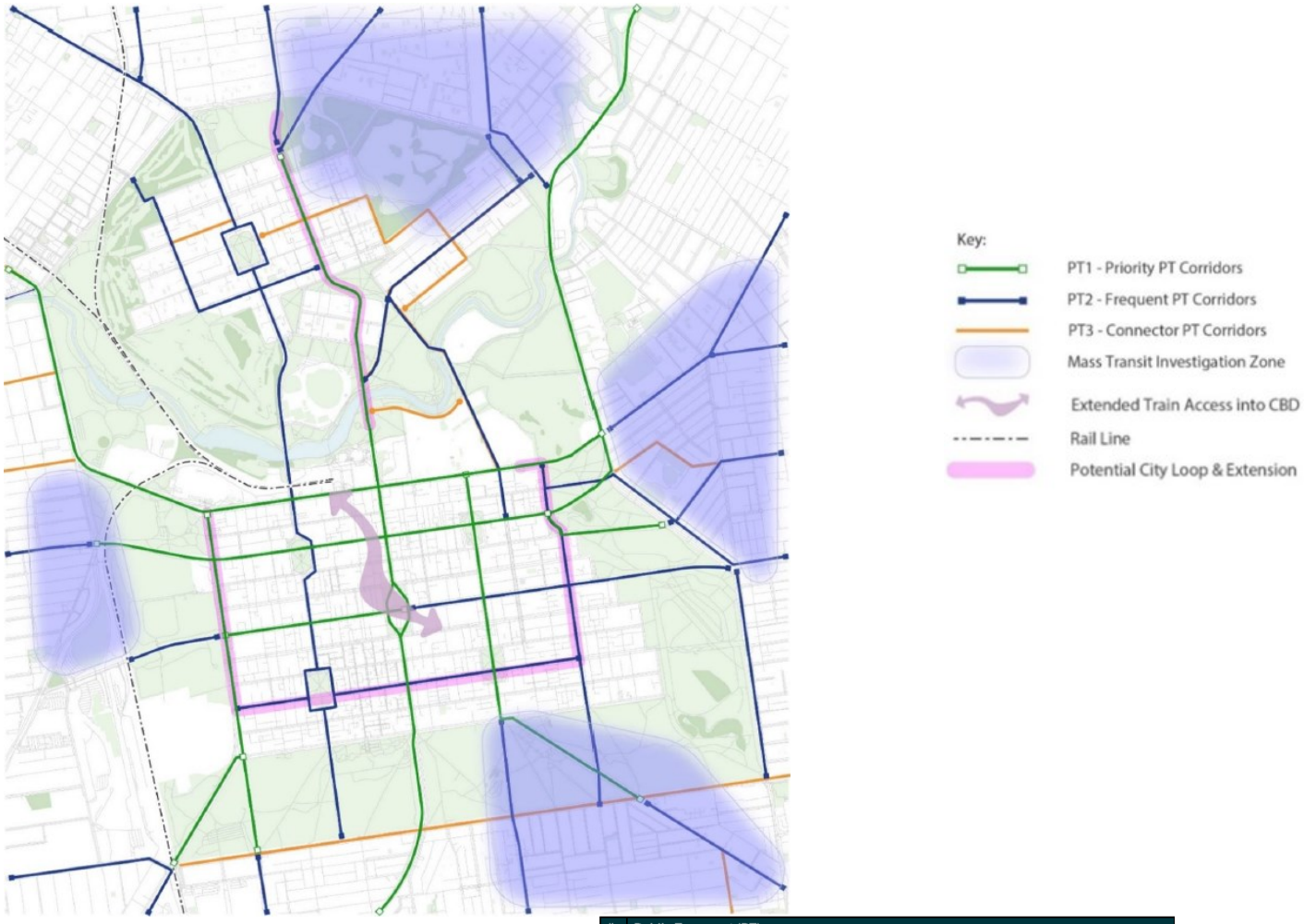
Network Maps

Public Transport - future state

Public transport provides for sustainable, efficient, mass movement of people, including children and other people who cannot or chose not to drive. The public transport map shows different public transport classifications, with the classifications reflecting different level of service and priority provided for public transport along the street. The classifications also reflect the needs of people making these journeys, including elements such as footpath width, and proximity and safety of crossings near a stop. The walking/wheeling and cycling network mapping has also been prepared with public transport integration in mind.

The public transport network map has been developed with alignment to the State Transport Strategy and the vision for the future of services. Improved connectivity of public transport to and within the CBD is a key opportunity, to be realised through:

- An underground rail connection
- The growth of high capacity on-road public transport to connect with neighbouring suburbs.



#	Public Transport (PT)
1	**Priority PT corridors** Core backbone corridors with dedicated infrastructure that connect major hubs of activity along primary corridors of demand at higher frequency. Minimum infrastructure requirement is a dedicated corridor or lane from 7am to 7pm. Additional improvements for priority PT corridors include signal priority at key intersections to reduce delays, upgraded station and stop facilities with real-time information and accessibility features, stricter enforcement of dedicated lanes, improved active transport connections for first and last-mile access, increased service frequency and operating hours, and the introduction of express services or enhanced bus rapid transit where demand supports it.
2	**Frequent PT corridors** Secondary backbone corridors that connect major hubs of activity with high frequency along corridors of strong demand. Strong integration with the priority network. Frequent PT corridors should include seamless transfers between transport modes, improved reliability through transit signal priority at key intersections, enhanced stop facilities with shelters and real-time service information, and expanded off-peak and weekend services to support travel demand beyond traditional commuting hours.
3	**Connector PT corridors** Connector corridors that connect residential areas and secondary centres to the priority or frequent networks.

Walking / Wheeling - future state

Principles based mapping has been used to develop a walking / wheeling network. Classifications are based on the adjacent place value, proximity to public transport, retail, educational facilities and community uses (social infrastructure). Different walking / wheeling classifications have different walking/wheeling space requirements (effective footpath widths: footpath width excluding obstructions and buffers).

Key:

- W1
- W2
- W3
- W4
- WR
- W - A Class
- Park Lands Trail

Walking / Wheeling (W)	
A	• Paths within an area assigned as P-1 – state significance
1	• Paths within a block of P-1 and P-2 – state and metropolitan significance • Public transport function with routes located within 200m radius of railway stations, tram stops and bus interchanges.
2	• Paths within two blocks of P-1 and P-2 – state / metropolitan significance where linked by active frontages and AT / PT infrastructure / services • Paths adjacent to retail (active frontages) • Paths within 100m of a significant public transport node • Paths within 200m of educational facilities
3	• Paths within a block of P-3 and P-4 – local government and neighbourhood significance • Paths within 1km of educational facilities • Paths within 400m of community and civic land uses including parks, health facilities, public transport nodes
4	• Paths within two blocks of P-3 and P-4 – local government and neighbourhood significance • Paths within a block of P-5 – local significance • Streets with public transport access via a bus stop • Streets assigned as local roads / GT-5 and located within 2km of P-1 to P-5 classifications (if not assigned otherwise).
R	• Only W-R if it is not another W classification with higher LoS requirements.

Cycling (Micromobility) - future state

To achieve mode shift, we must enable more people to cycle, feeling safe and having route options, door to door. Network cohesion is a key requirement for cycling, as discussed in Austroads (2025) and international best practice (CROW, 2016), with a dense grid of cycle routes at about 250m spacing. A grid of protected cycleways forms the core of a well-planned city with high levels of inclusive cycling.

Different route classifications, forming the dense grid, must have appropriate typologies for 'all ages and abilities' cycling. It is also important to plan with key destinations such as social infrastructure (such as schools and libraries) and shopping destinations in mind.

Cycling (C)	
A	• Routes for access to key City of Adelaide land uses / destinations – regional significance • Routes form the core network of the City of Adelaide (north-south and east-west corridors)
1	• Routes for access to key district-level destinations • Strategic cycling network (C-1 and C-2) routes should be spaced at maximum 500m (preferred) to 750m
2	• Routes for access to educational facilities (secondary and tertiary), public transport nodes, health and community / civic facilities • Strategic cycling network (C-1 and C-2) routes should be spaced at maximum 500m (preferred) to 750m
3	• Routes for access to neighbourhood destinations • A route which has been identified as GT-4 / GT-5 (if not already assigned a C classification)
R	• Routes which are primarily for use for recreation / tourism

General Traffic - future state

Informed by the assessment of priority vehicle routes within the City of Adelaide and through traffic travel, the general traffic network map has been developed to identify preferred access by general traffic.

The future general traffic network focuses on providing for localised access to the CBD and North Adelaide and key off-street parking locations. Actions to support this include the use of modal filters, traffic calming design and speed limit reduction. Instead, roads such as Princes Highway, Greenhill Road and South Road serve the function to cross Greater Adelaide without travelling through the Adelaide CBD / North Adelaide. Access by freight vehicles supporting city servicing and economic functions will be maintained.

To meet the goals of this Strategy and the City of Adelaide and ensure the liveability of our city, street space will need to be optimised. This means that some of this space will be reallocated to people walking / wheeling, cycling and using public transport.

#	General Traffic (GT)
A	**Capital city strategic streets** Streets that provide for localised movement within the City of Adelaide on strategic corridors. Multi-modal movement (balanced with active transport and public transport) is at low speeds and volumes, supporting place intensity. Streets do not cater for an arterial road function but allow for access within the LGA. They are not State roads. Includes street typologies of Boulevard and Terrace.
4	**Collector streets** Streets that collect and channel traffic from local streets to higher-order streets. Movement is at low speeds and volumes and allows access between precincts of the City of Adelaide. Typically includes street typologies of Terrace, Park Lands and Street.
5	**Local streets / access streets** Streets used only for local movements. These streets usually have low traffic volumes and mainly provide first and last-mile connections. Typically includes street typologies of Street, Retail Street and Small Streets & Laneways.

Traffic Circulation Plan - future state

Traffic circulation plans are a strategy used for cities to manage vehicle traffic and associated congestion and negative impacts of vehicles. Plans seek especially to limit the negative impacts of through traffic. Better management of motor vehicles travelling through the city centre can create more space for people walking/wheeling and cycling, public transport and places for people and greening. A good circulation plan maintains access to properties and helps to reduce congestion impacts on essential deliveries and servicing.

Healthy Corridors - future state

The Healthy Corridor network map incorporates City Plan 2036 principles and priorities. City Plan 2036 has a vision to create a sustainable, liveable, and connected city, and in doing so has identified actions for implementation, which align with Healthy Streets principles. The Healthy Streets map has incorporated the relevant City Plan 2036 maps that achieve key Healthy Streets principles and combined the priority links to define high priority healthy corridors.

Place Classifications

City Plan 2036 City Wide Strategies and Local Area Zones mapping has been used to inform the Places network map. City Plan 2036 responds to the future residential and employment population growth within the LGA and considers the role that Place plays within this including locations such as “strategic sites and places” and “place anchors” at both a city-wide and a neighbourhood scale.

Key:

- P1: Places of National or State Significance
- P2: Places of metropolitan or city/town significance
- P3: Places of local government (council) significance
- P4: Places of neighbourhood significance
- P5: Places of local significance

Place (P)	
1	**Places of National or State significance** • Street frontages (extending over 750 metres on both sides) that form part of state significant tourist precincts or are premier destinations for dining, entertainment, and/or high-density retail activities. Street frontages are visible and permeable • Cultural, entertainment or concert venues with a capacity of 1,500+ people, and sporting venues that host national games
2	**Places of metropolitan or city/town significance** • Street frontages (extending over 500 metres on any side of a street) that are popular and well-known destinations with visitors from metropolitan-wide or city/town-wide catchments including locations such as dining (on-street dining), entertainment and/or high-density retail, tertiary education activities. Street frontages are visible and permeable • City squares • Cultural, entertainment or concert venues with for 500-1,500 people
3	**Places of local government (council) significance** • Street frontages (extending over 500 metres on any side of a street) that are popular and well-known destinations with visitors from immediate and adjoining council catchments including locations such as commercial, dining (on-street dining), entertainment and/ or high-density retail, secondary education activities. Street frontages are visible and permeable • Community and civic uses such as libraries, town halls, and open spaces / parks / local sporting grounds • Cultural, entertainment or concert venues with a capacity
4	**Places of neighbourhood significance** • Street frontages (extending over 200 metres on any side of a street) that act as neighbourhood activity precincts with commercial, education, dining, entertainment and/or retail activities. Street frontages are visible and permeable • Presence of large schools with 300+ student enrolments with frontages or key active travel access routes along the street
5	**Places of local significance** • Local places of residence • Commercial destinations with small numbers of customers arriving mainly by appointment • Presence of schools with more localised school catchments

Case Studies

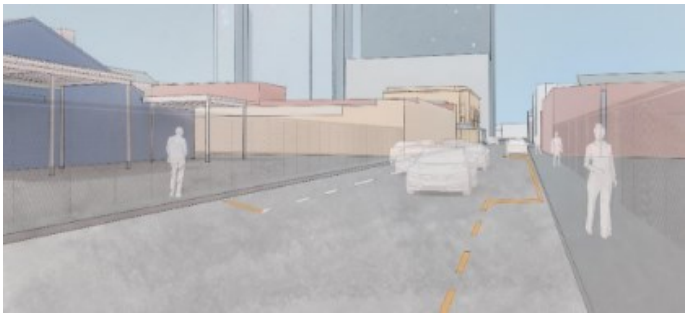
Three street case studies have been developed for three typical street types within the City of Adelaide to illustrate the scale of change needed to improve Healthy Street Outcomes and minimum service levels to achieve our vision, **“Our streets: full of life”.**

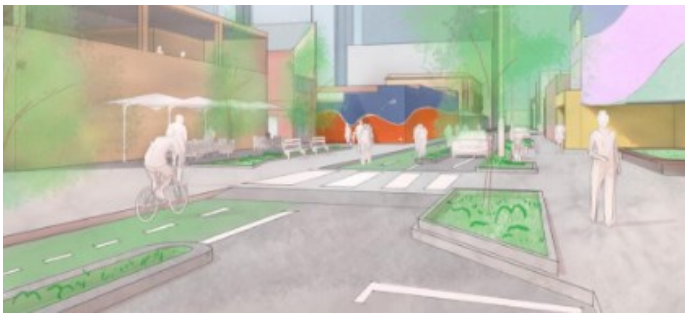
Local Activity Retail Streets

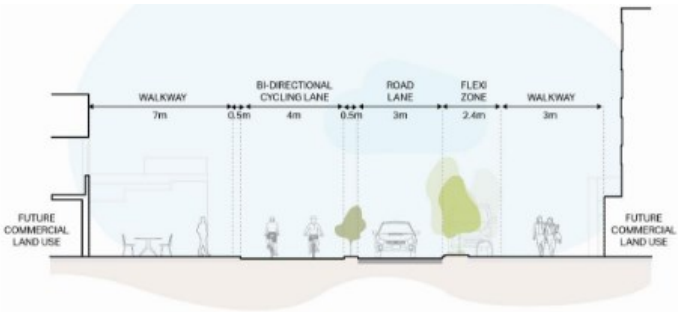
Retail streets provide a direct connection to diverse street uses such as modern retail and hospitality. These connections make them dynamic in nature with various types of social and commercial exchange, but they can also be intimate in scale, varied, busy and active. Retail streets provide a low-speed environment to support greater place function through lower emissions and noise pollution and a reduced kerbside traffic buffer zone.

Traffic calming interventions, street greening and furniture make them attractive and inclusive places for people and economically successful. A variety of transport modes are accommodated including separated cycle lanes; however, pedestrian movement and comfort is a priority. Safe, convenient and easy crossing points bring the two sides of the street together catering for the variety of functions / land uses which retail streets support.

Flexi zones cater for kerbside uses including loading zones and cycle parking.



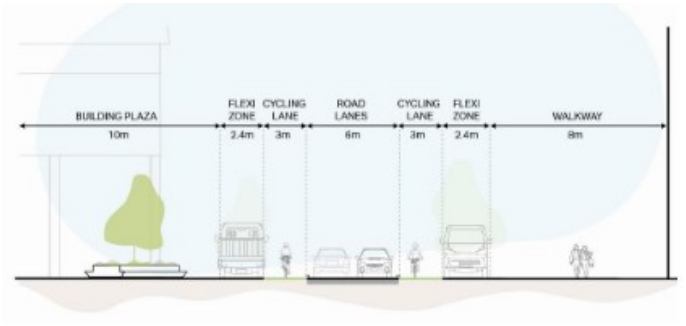




City Streets

Streets from the primary typology within the City of Adelaide, making up most of the movement network. A variety of transport modes are accommodated along streets. There is a high to moderate movement function for pedestrians and cyclists, however the movement function for vehicles is lower through strategies such as reduced speeds and traffic calming interventions. They cater for localised traffic circulation but do not serve a through traffic function.

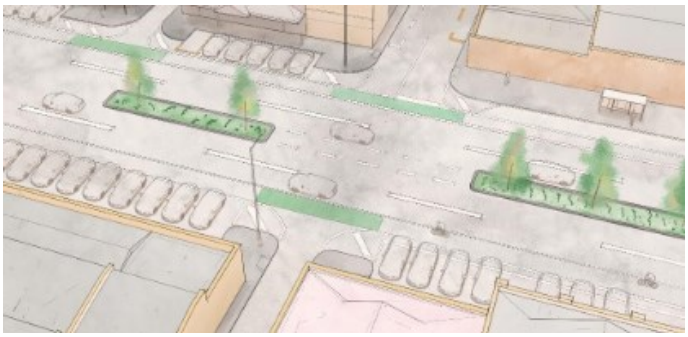
City street design strategies support a variety of place functions and cater to the adjacent land uses which can vary from commercial, retail to residential. Limited parking is provided to allow for localised access; however the majority of the flexi-use kerbside is dedicated to people (pedestrians / cyclists), including dedicated pedestrian infrastructure and cycle parking, and street greening. City streets should create a welcoming space for people to interact and participate in the street experience.

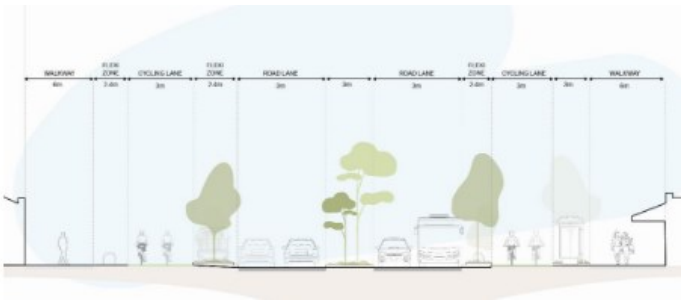


Boulevards

Boulevards are key gateways to the City of Adelaide. They are corridors that cater for both high functions of movement and place; balancing the needs of various users within and functions that support our city. Transit boulevards within our city include greater space for movement of people by all modes. Street space for public transport is optimised with priority measures included. They cater for localised traffic circulation but do not serve a through traffic function.

Transit boulevards provide convenient connections between cultural and educational institutions, shopping destinations and businesses. Street greening and footpath activity are encouraged to increase the place function and associated environmental, health and economic outcomes. Kerbside use is flexible and varies across the street, with it being allocated for city functions such as bus stops and aligned to local land use priorities.





Our Implementation and Delivery

Council's role

The State Government's transport strategy covers all State Government transport related issues, such as public transport and arterial roads. The City of Adelaide is responsible for all the streets within the metropolitan Adelaide inner ring road, which is a State owned (arterial) road. This Strategy focuses on issues that the City of Adelaide has care and control over and outline those it might influence or advocate for, such as improved public transport.

While this City of Adelaide strategy focuses on our street and path networks, as a Capital City, it is vital that we work with the State Government, via the Department for Infrastructure and Transport, to determine how we efficiently, safely and sustainably help people move between the city and suburbs of Adelaide. Liveability within City of Adelaide is important, and the Department for Infrastructure and Transport and City of Adelaide collaborate on improving active travel and public transport to/from and within the City of Adelaide.

Within this Strategy roles for City of Adelaide are defined as:

Lead: Council is the primary owner and will develop clear policies, plans, projects and services to deliver for our community

Partner: Council will work with others to deliver services, programs or project outcomes

Advocate: Council will represent the interest of our community to influence issues / opportunities that impact our City

Partnerships

To ensure that we can deliver on this Strategy, we need to be outward looking and work collaboratively with Federal, State and Local Governments to demonstrate excellence, innovation and exceptional service provision. We will continue to advocate, build strong partnerships and leverage our relationships, to seek co-investment, grants and contributions for the benefit of the city and our community.

Key partnerships include those with the Federal, State and Local Government sectors and strategic non-government (private sector, community groups and not-for-profit) organisations.

Our partnerships include:

Capital City Committee: The Capital City Committee is the main forum for the City of Adelaide and the State Government of South Australia to progress the strategic development of our city.

Council of Capital City Lord Mayors (CCCLM): The Lord Mayor works with other leaders on the CCCLM to represent the special roles and interests of each Australian Capital City in relation with other spheres of government.

Local Government Collaboration: These collaborations typically support the delivery of sector-wide policies and best practice, improved community services, greater Council efficiency and sharing of resources.

Strategic Partnerships: While government partnerships provide a means for Council to jointly work on and fund major projects and address regional issues, strategic partnerships provide a greater opportunity for Council to work with the private sector, community and not-for-profit organisations

Strategic Alignment

This Integrated Transport Strategy is one of a series of principal policy and spatial documents that collectively advance the City of Adelaide's long-term vision to be bold, aspirational and innovative. Transport has a key role in achieving the commitments made in each of these documents.

- Strategic Plan 2024 – 2028 - our roadmap for the future outlining what we want to achieve, the steps we need to take, and the direction we are heading
- City Plan Adelaide 2036 - an urban design framework to guide planning for growth to achieve our target for a population of 50,000 residents by 2036. Embeds improved transport systems and mode shift as a key enabler of population growth.
- Integrated Climate Strategy 2030 - our vision for a resilient, protected and sustainable city where people can live, work, study and play and adapt to changes in the climate that bring social and economic opportunity and disruption. Highlights the importance of healthy streets and urban greening initiatives.
- Economic Development Strategy 2024 - 2028 - sets out how we will achieve our vision of a thriving economy for all. Considers the positive economic impacts of increased footfall and improved accessibility and amenity for people moving through the city.
- Adelaide Park Lands Management Strategy: Towards 2036 – a plan for the protection and enhancement of the Park Lands as a globally recognised park system which surrounds and permeates the city, and which are central to its identity. Emphasises ease of access and enhancing connection points for residents and visitors.
- Disability Access and Inclusion Plan 2024 – 2028 – a plan to ensure the City of Adelaide is a city for everyone. Focusses on increasing transport choice and equity of access.

The City of Adelaide also works alongside the State Government where the City of Adelaide has a role to play in progressing objectives of regional or state significance. Our Integrated Transport Strategy aligns with key strategies for Greater Adelaide and South Australia.

- State Planning Policy 11 – sets out the State's strategic land use directions relating to transport infrastructure and promotes the use of a wider variety of transport modes
- Greater Adelaide Regional Plan – 30-year plan identifying the land use changes and infrastructure needed to support forecasts for the region's future population, economy and environment. Supports planned population growth within the city to promote a 'living locally' concept where daily needs can be met within an accessible walking or cycling distance.
- South Australia's Transport Strategy – 30-year plan for a transport system that transforms South Australia by enabling prosperity, sustainability and connectivity. Outlines a strategic intent to reduce city congestion, invest in major city rail network improvements, and support mode shift for city visits.
- State Infrastructure Strategy 2025 - actions that support a South Australia that is prosperous, liveable, sustainable and a good place to do business. Highlights the need to increase the capacity of Adelaide Railway Station to support increased public transport travel to the city, which would reduce car dependence and city land consumption for car parking.

Planning approach

Under the *Local Government Act (SA) 1999*, the City of Adelaide is legislatively required to establish a suite of Strategic Management Plans, which guide Council's future planning, asset management and financial sustainability.

The Strategic Plan is supported by a suite of long and short-term strategies and action plans including the Integrated Transport Strategy as well as a Resource Plan. The Resource Plan will provide a four-year view of the projects, resources, and budgets required to deliver our Strategic Plan objectives. It informs the Long-Term Financial Plan and acts as the key link between the Strategic Plan and Annual Business Plan & Budget, providing transparency between our vision and the key projects we deliver.

Integrated delivery planning ensures that prudent and efficient decisions are made, with line-of-sight between Council's Strategic Plan objectives and the projects and services City of Adelaide deliver.

The Integrated Transport Strategy and supporting Integrated Transport Network Report includes an implementation plan to assist identifying financial forecasts associated recommended longer-term action and projects for the Long Term Financial Plan, and the resourcing of shorter-term projects and actions through the annual Business Plan and Budget process. These processes will ensure the actions and projects are aligned with City of Adelaide's suite of long and short-term strategies and action plans.

Footnotes and References

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[2] Review of City-Wide 30 km/h Speed Limit Benefits in Europe https://www.mdpi.com/2071-1050/16/11/4382 From 40 cities reviewed, numerous environmental benefits were found with 30km/h, including reduction in noise pollution levels by 2.5dB, plus emissions decreasing on average by 18% and fuel consumption by 7%, indicating enhanced fuel efficiency and reduced environmental impact.

[3] "For arterial roads within urban environments, reduced speed limits would have no appreciable effect during times of congestion." "Speed limit reductions remain one of the single most cost-effective countermeasures available to practitioners for reducing death and serious injury on the road system." Austroads (2021) Guide to Road Safety Part 3: Safe Speeds, reporting on Austroads (2010) Impact of lower speed limits for road safety on network operations, AP-T143-10, Austroads, Sydney, NSW.

[4] A review of speed limits in Europe found that noise pollution decreased by 18% on average with 30km/h (Yannis, G. & Michelaraki, E. (2024) Review of City-Wide 30 km/h Speed Limit Benefits in Europe. Sustainability 16(11), 4382; https://doi.org/10.3390/su16114382). Road traffic noise impacts child development, adult concentration, cardiovascular health, sleep quality, mental health, community cohesions, indoor air quality and general annoyance https://www.sciencedirect.com/science/article/abs/pii/S0146280623003559. A study in Zurich (https://doi.org/10.1016/j.envint.2022.107651) study found resident annoyance and sleep disturbances were lower at 30 km/h than at 50 km/h.

[5] Safe speeds promote safe walking and cycling: https://www.victoriawalks.org.au/Assets/Files/Safe%20Speed%20Report%20Dec%20202008.pdf and are key to enabling more active travel to school: https://www.dit.sa.gov.au/__data/assets/pdf_file/0004/513508/Walking_riding_or_driving_to_school-_what_influences_parents_decision_making-Literature_Review_.pdf "it is likely that more extensive reduced speed areas (ideally ≤ 30km/h in all residential areas) are required to increase safety, perceived safety and walking and cycling for transport within neighbourhoods. This is likely to be particularly important for increasing children's cycling trips to schools for intermediate trip distances..." Lessons on how to get people cycling from the Netherlands, Germany, and Denmark: Achieving high levels of cycling is associated with the provision of separate cycling facilities along heavily trafficked roads and at intersections, combined with slow traffic of most residential neighbourhoods. http://www.cycle-helmets.com/irresistible.pdf

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City of Adelaide
DRAFT Integrated Transport Strategy
For consultation purposes only.

Consultation is open from the 28 April 2025 to the 18 May 2025

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