

# Kingston Terrace Bus Stop Upgrade

Strategic Alignment - Our Corporation

Public

**Tuesday, 21 April 2026**  
**Infrastructure and Public Works Committee**

**Program Contact:**  
Mark Goudge, Associate Director,  
Infrastructure

**Approving Officer:**  
Tom McCready, Director,  
City Infrastructure

## EXECUTIVE SUMMARY

The purpose of this report is to provide advice on the engagement and investigations associated with the petition received by Council at its meeting on 26 March 2024 requesting an 'enquiry into the merits of the proposed upgrade to the free-bus stop on Kingston Terrace' and to seek approval to progress with the installation of a new Stop Kingston Terrace 5A. It also informs about renewal works proposed to Kingston Terrace Stop 5 (North) to achieve a compliant standard.

The Administration undertook a further review in consultation with the Department for Infrastructure and Transport, and following this review, an additional bus stop (Stop 5A, Kingston Terrace - North) is proposed to be installed near the intersection of Jerningham Street, to better service users located in the north-east end of Kingston Terrace providing improved accessibility and convenience, whilst retaining Stop 5 Kingston Terrace (North).

The additional bus stop increases the original scope, presented to residents, to upgrade the existing bus stop (Stop 5, Kingston Terrace – North) in accordance with the requirements for Disability Standards as part of Accessible Public Transport.

The initial committee report tabled at the Infrastructure and Public Works Committee on 2 December 2025 [\[Link 1\]](#) was adjourned to the next meeting of the Infrastructure and Public Works Committee, however consideration at the next meeting was postponed allowing additional time to engage with the petitioner.

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## RECOMMENDATION

The following recommendation will be presented to Council on 28 April 2026 for consideration.

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Notes the correspondence received from the Department for Infrastructure and Transport (Public Transport South Australia) supporting the retention of Bus Stop 5 (North) and the introduction of a new Bus Stop 5 A (North) within Kingston Terrace as contained within Attachment A to Item 7.1 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 21 April 2026.
  2. Approves the retention of Bus Stop 5 (North) and the introduction of a new Bus Stop 5 A (North) within Kingston Terrace as contained in Attachment B to Item 7.1 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 21 April 2026.
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## IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	<a href="#">Strategic Alignment – Our Corporation</a> Responding to our community through considerate review of their perspective to supportive decision making.
Policy	Not as a result of this report
Consultation	Not as a result of this report
Resource	Not as a result of this report
Risk / Legal / Legislative	Not as a result of this report
Opportunities	Not as a result of this report
25/26 Budget Allocation	\$152,540 New and Upgrade
Proposed 26/27 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	Not as a result of this report
25/26 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	Not as a result of this report

## DISCUSSION

1. A petition containing 40 signatories was received by Council at its meeting on 26 March 2024 seeking the following action:

*'An enquiry, into the merits of the proposed upgrade to the Free-Bus Stop on Kingston Tce (the Kingston Stop) and the siting of the Kingston Stop with a view, in particular, to the need for:*

  - *improved and more equitable access for residents of that portion of Lower North Adelaide, especially mobility impaired residents, of the lower Kingston Terrace area, who have limited access to the Free-Bus service*
  - *having regard in particular to the facts that the Kingston Stop is disproportionately close to the Lefevre-Tynte junction Bus-Stop (the Lefevre Stop), duplicates the role of the Lefevre Stop, and thus*
  - *over-provides access to residents on the flat terrain of upper North Adelaide in the area near Lefevre Tce. and between Ward and Tynte streets, at the expense of the lower Kingston Terrace area,*
  - *no physical works to be undertaken on site pending proper consideration of the report.'*
2. The petition also suggested relocation of the bus stop further east closer to Jerningham Street to provide easier access for mobility-impaired residents and better serve the residents within lower Kingston Terrace. Refer to [Link 2](#).
3. Following the petition, a review was undertaken in consultation with the Department for Infrastructure and Transport (Public Transport South Australia - PTSA) to assess the bus stop's location whilst considering proximity to destinations and passenger safety, accessibility and minimising traffic disruption. It was proposed to install a new stop 5A (North) located on Kingston Terrace, closer to Jerningham Street. This additional stop reduces the walking distances between stop 4 (North) and 5 (North) for the community in and around the intersection of Kingston and Jerningham Street.
4. However, PTSA confirmed that Bus Stop 5 (North) is well utilised, and its removal would result in the distance between the existing stop 6 (east side) and the newly proposed stop 5 A (North) exceeding the relevant guidelines.
5. It should be noted that the Administration and PTSA have reached out to the lead petitioner on several occasions and communicated the intent to incorporate a Stop 5A (North) and the need to maintain Stop 5 (North). We understand at this point in time; the petitioner is still seeking the removal of Bus Stop 5 (North).
6. PTSA has indicated that Kingston Terrace Stop 5 (North) is a well-travelled stop with boarding numbers of 52 and 30 passengers per day on a typical weekday and weekend day respectively. The removal (or relocation) of this stop is not supported by PTSA given the current usage and the needs of those who cannot navigate down to the bottom of Kingston Terrace, importantly the stop does not duplicate the role of LeFevre Terrace Stop 6 (east side).
7. PTSA have provided written confirmation supporting the retention of Bus Stop 5 (North) and the introduction of a new Bus Stop 5 A (North) - refer to **Attachment A**.
8. A main consideration for well-designed bus stop placements is the appropriate spacing between stops to balance walking distances and ease of access for passengers against increased bus journey times.
9. To directly respond to the request of providing an improved and more equitable access for residents located in the lower Kingston Terrace area, a new bus stop (Stop 5A Kingston Terrace (North)) is proposed to be installed at the base of the hill to eliminate the need for residents and passengers from the lower Kingston Terrace area to ascend the incline of approximately 230m for public transport access at Bus Stop 5 (North).
10. The proposed 'new' Kingston Terrace Stop 5A (North) will deliver stop spacings that are compliant and fall comfortably within the relevant guidelines on average, every 400 to 500 m (Bus Stop and Shelter Location Policy Asset Management AM3-DOC-00366).

11. The spacing between current and proposed bus stops are summarised below:

Current bus stop spacing	Proposed bus stop spacing
LeFevre Terrace Stop 6 east side to Kingston Terrace Stop 5 north side – 336m.	LeFevre Terrace Stop 6 east side to Kingston Terrace Stop 5 north side – 336m.
Kingston Terrace Stop 5 north side to Jerningham Street Stop 4 east side – 556m.	Kingston Terrace Stop 5 north side to Kingston Terrace Stop 5A north side (new stop) – 230m; Kingston Terrace Stop 5A north side (new stop) to Jerningham Street Stop 4 east side – 326m

12. The new stop will include a new concrete pad and seating for comfort and meet compliant bus stop standards for accessibility and safety.
13. To accommodate the length of the required bus zone for Kingston Terrace Stop 5A, removal of three non-timed on-street car park spaces will be necessary (refer to **Attachment B**).
14. The project will also renew existing Stop 5 Kingston Terrace (North) to a compliant bus stop area with tactile paving, new bench seat and new accessible exposed aggregate concrete waiting area. Existing lighting will be retained and existing vegetation protected. There will be no removal of trees or plants.
15. A new pathway connection extending from Kingstone Terrace Stop 5 (North) to Le Fevre Terrace will be included. The pathway will be ‘Country Tan’ Exposed Aggregate,’ to match the existing parkland environment.
16. Both Stops 5 and 5A (North) will be designed and delivered in accordance with the requirements for Disability Standards as part of Accessible Public Transport.
17. No physical work or changes will be made to the southern side Kingston Bus Stop 5.
18. The key design features and visualisation of the improvement works are contained in **Attachment B**.
19. The project budget is to be confirmed.
20. Subject to Council consideration and approval Administration will inform residents of the outcome of our review and complete the bus stop improvement works by the end of 2025/26 financial year.

## DATA AND SUPPORTING INFORMATION

**Link 1** - Infrastructure and Public Works Committee - 2 December 2025

**Link 2** - Petition - Kingston Terrace Bus Stop Upgrade - 26 March 2024.

## ATTACHMENTS

**Attachment A** – Correspondence from the Department for Infrastructure and Transport (Public Transport South Australia - PTSA)

**Attachment B** – Kingston Terrace Bus Stop Improvement Works

- END OF REPORT -