

Light Square / Wauwi Traffic and Safety Assessment

Strategic Alignment - Our Places

Public

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City Planning, Development and Business Affairs Committee

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EXECUTIVE SUMMARY

The purpose of this report is to present the findings of the Light Square / Wauwi traffic and safety assessment (**Attachment A**) and provide an update on the status of Council's application to the Federal Government's Urban Precinct Partnerships Program (UPPP).

The City of Adelaide's application to the UPPP seeks to develop a precinct-wide structure plan, urban design framework, and delivery strategy for the west end, grounded in Council's City Plan – Adelaide 2036, noting the UPPP Stream One, provides funding up to 100 per cent of the eligible expenditure for the project to a maximum amount of \$5 million.

Council commenced preparation of the Light Square/Wauwi Master Plan in 2023/24. In the 2024/25 Annual Business Plan and Budget investment to support a traffic and safety assessment was provided.

The draft Light Square / Wauwi Master Plan (draft Master Plan) ([Link 1](#)) presented two options for transforming Light Square/Wauwi into a greener, safer and more inclusive contemporary civic space. Both options deliver improvements to green space, tree canopy, and pedestrian and cyclist safety.

The Traffic and Safety Assessment (**Attachment A**) undertaken by the City of Adelaide with the support of Wallbridge Gilbert Aztec (WGA), confirms that both Option 1 and Option 2 presented in the draft Master Plan are feasible (images of Option 1 and Option 2 are reproduced in the discussion section of this report for ease of reference). Due to existing constraints on the road network, full delivery of either Option 1 and Option 2 would need to be considered and taken as part of a broader precinct and network scale transport solution.

The Traffic and Safety Assessment by WGA identifies the current road network is already experiencing delays and further identifies areas for safety improvements that could be undertaken in the short-term without compromising a longer-term vision for Light Square / Wauwi. The assessment is complemented by an Active Travel Report (**Attachment B**), which summarises the experience of pedestrians and cyclists as documented by motion sensors installed as part of the review of traffic conditions and safety at Light Square / Wauwi.

A short-term works package of \$4.35 million to target high-impact safety improvements has been identified that could be prioritised for delivery through Council's quarterly review and annual business plan and budget processes. The improvements include reduced speed limits, wombat crossings, bike boxes, path realignment(s), landscaping to guide pedestrians, improved delineation of bike lanes, and changes to traffic signalling including cycle-specific signals.

Administration received an update on 11 August 2026 from the Australian Government that its application under Stream One of the Federal Government's Urban Precinct Partnerships Program (UPPP) is under current consideration. The UPPP supports both precinct development proposals and the delivery of construction-ready precinct projects under two streams:

- Stream One: Precinct development and planning funding of between \$500,000 to \$5 million is available to activate partnerships and deliver an investment-ready precinct plan.
- Stream Two: Precinct delivery funding of \$5 million to \$50 million is available to help deliver one or more elements of a precinct.

In the short-term, it is proposed that the identified traffic and safety improvements are progressed as part of the implementation plan for the City of Adelaide's Integrated Transport Strategy from 2026/27, and the safety improvements prioritised as part of Council's budget deliberations.

The medium and longer-term improvements to Light Square / Wauwi would remain subject to external grant funding, including but not limited to the Urban Precincts Partnership Program (UPPP), and other state and national funding programs.

RECOMMENDATIONS

The following recommendation will be presented to Council on 8 September 2026 for consideration:

THAT THE CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE RECOMMENDS TO COUNCIL:

THAT COUNCIL:

1. Notes the traffic and safety assessment of Light Square / Wauwi prepared by the City of Adelaide with the support of Wallbridge Gilbert Aztec (WGA), as contained in Attachment A to Item 7.1 on the Agenda for the City Planning, Development and Business Affairs Committee held on 1 September 2026.
 2. Notes that the traffic and safety assessment confirms that both Option 1 and Option 2 in the draft Light Square / Wauwi Master Plan are feasible, but due to existing constraints on the road network, full delivery of either Option 1 and Option 2 would need to be taken as part of a broader precinct and network scale transport solution.
 3. Notes the Light Square / Wauwi Active Travel Report as contained in Attachment B to Item 7.1 on the Agenda for the City Planning, Development and Business Affairs Committee held on 1 September 2026.
 4. Notes the City of Adelaide's application under Stream One of the Australian Government's Urban Precincts Partnership Program (UPPP) remains under consideration for broader precinct and network scale planning for Light Square / Wauwi.
 5. Notes the short-term works package to target high-impact traffic and safety improvements for Light Square, is currently an unfunded item and will be incorporated into the prioritised program of transport related upgrades currently being developed by the Administration as part of the Integrated Transport Strategy Implementation Plan Item 4.1.4. for funding consideration in future Business Plans and Budgets processes.
 6. Notes that the Administration will develop concept plans for the short term safety enhancement works with funding for concept plan development to be considered through Council's quarterly budget review processes in 2026/27 and future Annual Business Plan and Budget processes.
 7. Notes that the Administration will seek grant funding for the short term works package following the development of the concept plans.
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IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Environment The status, attributes and character of our green spaces and the Park Lands are protected and strengthened.
Policy	The draft Light Square / Wauwi Master Plan responds to the City of Adelaide's City Plan – Adelaide 2036 and is a key project in the Adelaide Park Lands Management Strategy – Towards 2036. It responds to key measures and projects in the Integrated Transport Strategy (ITS).
Consultation	Not as a result of this report
Resource	Not as a result of this report
Risk / Legal / Legislative	The staged approach to the draft Master Plan seeks to manage financial sustainability for the City of Adelaide and would be subject to successful grant applications.
Opportunities	The traffic and safety assessment of Light Square / Wauwi identifies high-priority safety improvements that could be delivered within Council budgetary processes.
26/27 Budget Allocation	There is currently no funding allocation in the 2026/27 Business Plan and Budget, or implementation plan for the City of Adelaide's Integrated Transport Strategy for traffic and safety improvements for Light Square / Wauwi.
Proposed 27/28 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	The project will have multiple stages, which will be subject to funding being sourced through its planning and development stages and ultimately if viable through to construction. To date, \$284,714 has been invested in Master Plan development, Phase 1 and Phase 2 public consultation activities, traffic and safety assessment, and preparation of high-level cost estimates for the initial safety issues identified. The traffic and safety assessment identify safety and traffic improvements for Light Square / Wauwi which can be delivered without compromising a longer-term vision set by the draft Light Square / Wauwi Master Plan.
26/27 Budget Reconsideration (if applicable)	This report seeks approval to progress the prioritisation of a short-term works package of up to \$4.10 million to target high-impact traffic and safety improvements through the implementation plan for the City of Adelaide's Integrated Transport Strategy from 2026/27, subject to budget review processes.
Ongoing Costs (eg maintenance cost)	Enhanced/upgraded and new features associated with traffic and safety improvements will require corresponding asset and ongoing maintenance budgets. These costs are subject to budget deliberations.
Other Funding Sources	At this stage, no funding has been allocated in the Long-term Financial Plan for new and upgrade capital for Light Square / Wauwi. The medium and longer-term improvements to Light Square / Wauwi are subject to external grant funding, including but not limited to the Urban Precincts Partnership Program (UPPP), and other state and national funding programs.

DISCUSSION

Purpose

1. The purpose of this report is to present the findings of the Light Square / Wauwi traffic and safety assessment (**Attachment A**) and provide an update on the status of Councils application to the Federal Government's Urban Precinct Partnerships Program (UPPP).
2. The City of Adelaide's application to the UPPP seeks to develop a precinct-wide structure plan, urban design framework, and delivery strategy for the west end and cost estimates for the broader capital works, grounded in Council's City Plan – Adelaide 2036.

Strategic Context and Drivers for Change

3. Development of the Light Square / Wauwi Master Plan is identified as a priority in the City Plan – Adelaide 2036 (City Plan), and the Adelaide Park Lands Management Strategy – Towards 2036.
4. Adelaide is projected to experience significant residential and employment growth, particularly within the city's main streets and mixed-use precincts identified in the City Plan, including the north-west of the CBD.
5. The City Plan identifies that Light Square / Wauwi will support a growing population in the city's north-west as the population and density increase. Access to additional green open space and improvements in transport networks will be required to accommodate this projected growth.
6. Strategic development of the merged University campuses and master planning of the TAFE campus indicates a strong commitment to ongoing investment in education within the adjacent land uses.
7. The Light Square / Wauwi site also has an established role as flexible event space, supported by the City of Adelaide's \$400,000 investment in electrical system upgrades in 2024/25 to improve delivery of community events, and complements other precinct-scale investment occurring nearby, including on Hindley Street.
8. The Master Plan was shaped through a stakeholder-driven process, including engagement with Kadaltilla / Adelaide Park Lands Authority, Council Members, the university and TAFE sector, traders and the broader community, and reflects the priorities raised through that engagement.
9. Since the draft Master Plan was prepared, the City of Adelaide has endorsed its Integrated Transport Strategy (ITS). Alignment with the ITS includes:
 - 9.1. Measure: 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.
 - 9.2. Measure: 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.
 - 9.3. Project: 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.
10. The Master Plan directly delivers on the ITS objective to shift travel demand toward more space-efficient modes, public transport, cycling, and walking/wheeling, while managing road space more effectively. Light Square / Wauwi-specific responses confirmed in the traffic assessment include:
 - 10.1. Priority east-west bus route maintained along Currie Street.
 - 10.2. Improved pedestrian and commuter environment along the priority bus corridor.
 - 10.3. Significant improvements to pedestrian safety and walkability.
 - 10.4. Significant improvements to cycle infrastructure and safety.
 - 10.5. Improved traffic phasing at key intersections.
 - 10.6. Enhanced public realm enabling increased residential density along major transit corridor.

Background

11. Development of a Master Plan for Light Square/Wauwi responds to Community and Stakeholder interest in the Squares future. Council approved the preparation of a Light Square/Wauwi Master Plan as part of the 2023/24 Annual Business Plan and Budget, in response to requests from Business, including a Deputation to Council on 27 June 2023 by a business owner regarding Light square event infrastructure.

12. A detailed summary of the progress, background and Council's decisions on the Light Square/Wauwi Masterplan, consultation and options is provided in [Link 2](#).
13. The draft Light Square / Wauwi Master Plan (draft Master Plan), was developed with extensive stakeholder and community input in 2023/24 and proposes a placemaking approach to deliver a connected, inclusive and culturally significant civic space that supports surrounding residential and commercial development.
14. The Master Plan seeks to:
 - 14.1. Reinforce cultural identity and Kaurna heritage through upgraded public realm design.
 - 14.2. Create a high-amenity destination that supports local investment and activation.
 - 14.3. Improve active and public transport connections while reducing vehicle dominance.
 - 14.4. Deliver climate and health benefits through expanded canopy and green infrastructure.
15. The Master Plan explored two options:
 - 15.1. Option 1 details the approach that reshapes the current Square and road network to return significant open space to the Square, connect it to the western edge and reposition north-south traffic flows along Morphett Street to the eastern side of the Square. It maintains two-way traffic movements for Morphett Street (north south) and Currie Street (east-west). It also enhances the current movement on Waymouth Street, changing it to a full east-west movement in both directions, where currently east bound traffic from West Terrace terminates at Light Square and cannot continue across Morphett Street. Option 1 is produced in Figure 1 below:

Master Plan: Option 1

Option 1 will reduce road pavement by 22% and increase usable space in the Square by 9%, by transforming movement in and around the Square. It will connect people with surrounding uses and activities with north south through traffic relocated to the eastern side of the Square. This will activate and return the western edge of the Square to Park Lands Purposes, increase safety, space for trees and cooling and open up more green space to enhance safety, wellbeing and activation. This map shows the potential for small and medium activity spaces, an enhanced northern section and western frontages with direct access to the Square.

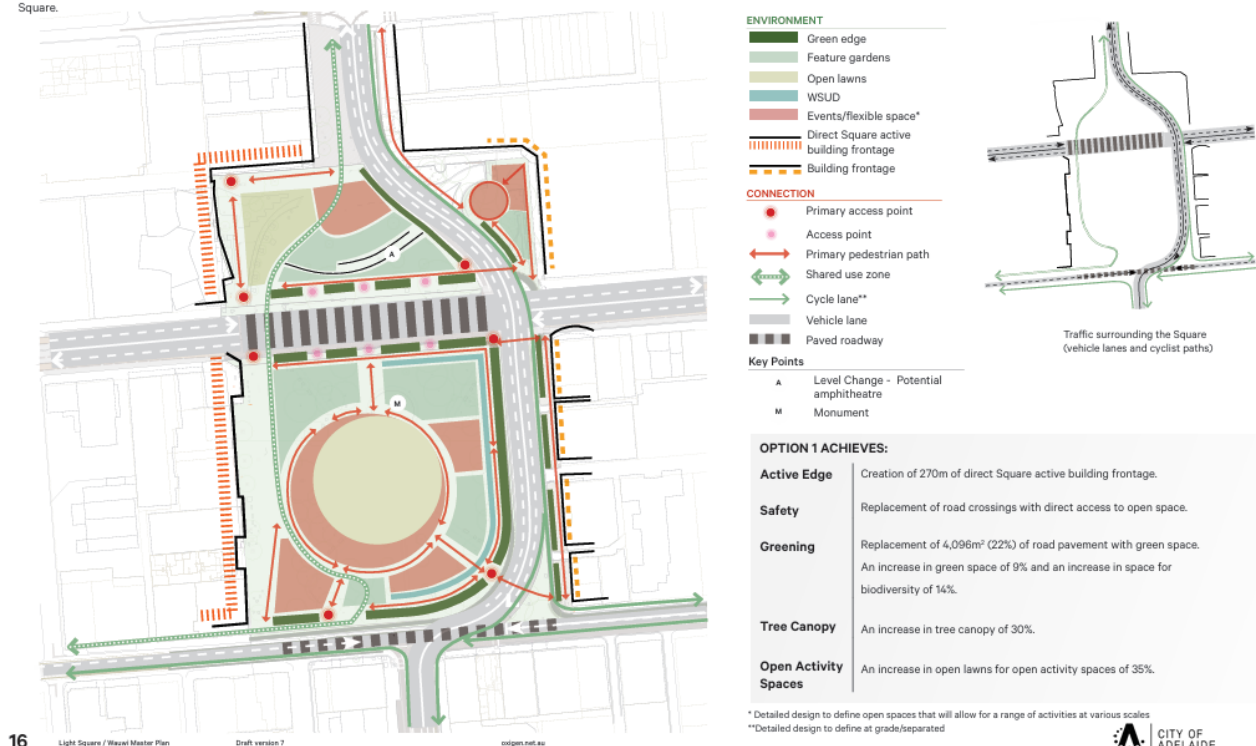


Figure 1. Master Plan Option 1

- 15.2. Option 2 illustrated below increases the size of Light Square as well, but is more moderate in its approach, and does not achieve the scale of change delivered through Option 1. It achieves this by maintaining the current traffic circulation and reclaiming some of the carriageway to achieve an increase in the total greenspace. This option is depicted below in Figure 2.

Master Plan: Option 2

Option 2 will reduce road pavement by 15% and increase usable green space in the Square by 4% by reducing the number of traffic lanes on the south-east and south-west of the Square. This will open up more space for trees and cooling, reduce the impact of traffic and improve access to the Square. This map shows potential for an enhanced northern section, access points into the Square and small to medium activity spaces.

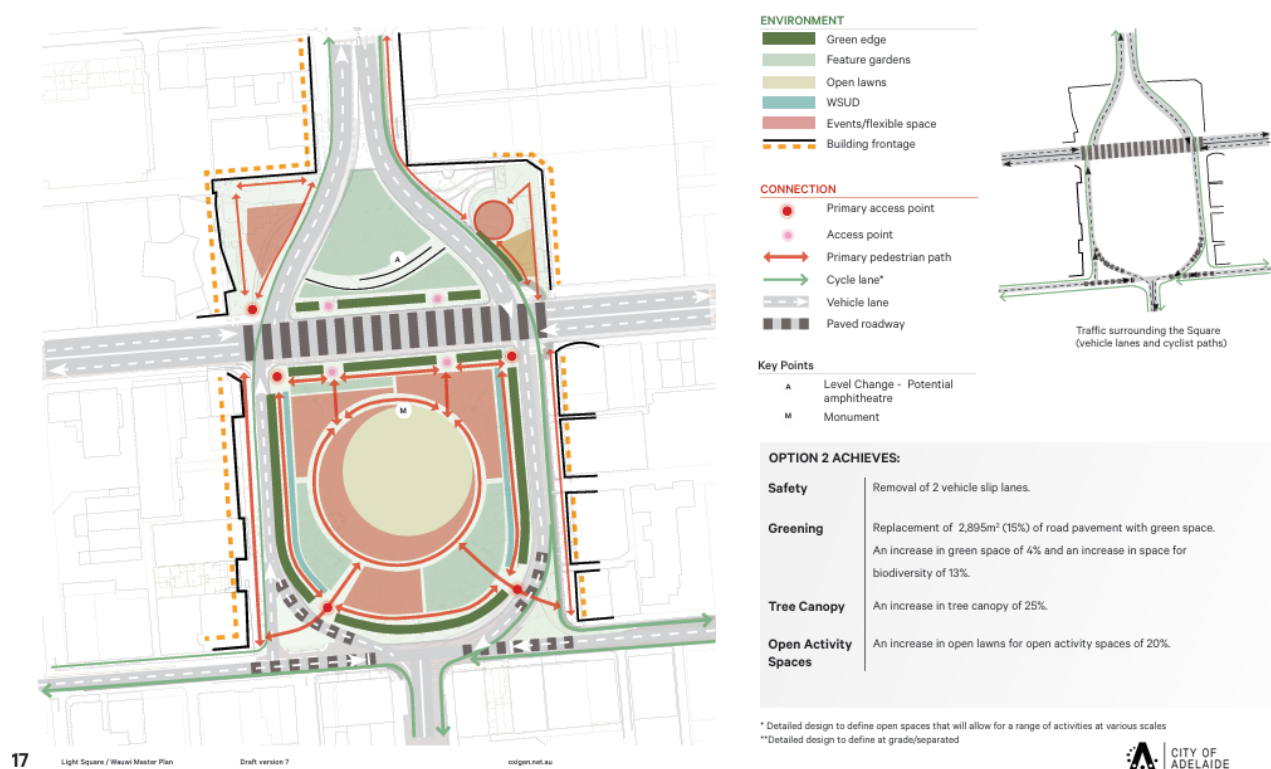


Figure 2. Master Plan Option 2

16. Key transport responses according to the draft Master Plan include:
 - 16.1. Emergency vehicle access is maintained on Morphett Street in North and South directions for both draft Master Plan options. The draft Master Plan recognises the importance of Morphett Street Bridge in providing access for fully loaded fire appliances from Wakefield Street.
 - 16.2. An extension to the existing central traffic light controls will be investigated in the next design phase to provide continuous green light access to North Adelaide.
 - 16.3. If the southbound left-hand turn into Waymouth Street is removed as proposed in draft Master Plan Option 1, access to car parking on Waymouth Street including Topham Mall U-Park is provided by a new eastbound lane. Vehicles would turn left on West Terrace into Waymouth Street avoiding Currie Street.
 - 16.4. Additional transport design is required through the design development phases to inform localised outcomes and recommendations for wider network changes throughout the City.
 - 16.5. Key transport matters identified through the traffic and safety assessment will be a key consideration within any future design development phases, including on-street parking provisions for residents, vulnerable members of the community, business customers, taxi/ride share, emergency vehicles, service deliveries and waste removal.
 - 16.6. Emergency vehicle access has been confirmed as satisfactory, and there is opportunity to further refine intersection and access arrangements, including alternative ways to access car parking within the precinct such as the Topham Mall U-Park, through the detailed design process.

Traffic and Safety Assessment

17. Administration engaged WGA to complete a Multi-Modal Traffic, Transport and Parking Impact Assessment and Safe System Assessment (**Attachment A**). The assessment included a comparative analysis of impacts and benefits for traffic, parking, cyclists, and pedestrians. Key outcomes of the assessment include:
 - 17.1. Option 1 and Option 2 presented in the draft Master Plan are both feasible from a transport perspective.

- 17.2. The role of Light Square / Wauwi as a key through-route, with 17–48% of traffic passing through the CBD and movements concentrated along Currie and Morphett Streets.
- 17.3. The road network carries significant bus volumes (around 2,682 daily).
- 17.4. Between 2019 and 2023, 71 crashes were recorded, 30% involving casualties, with most occurring at signalised intersections. Over a third involved pedestrians and cyclists, highlighting notable safety risks at key crossing points. This is supported by motion sensors installed at Light Square / Wauwi illustrating haphazard behaviours causing immediate road safety concerns.
- 17.5. Recommendations for further detailed traffic assessment if and as project design and works progress.
18. Traffic modelling shows Option 2 performs similarly to existing conditions for travel delays, while Option 1 increases delays and localised congestion by concentrating movements and redistributing traffic to already constrained surrounding streets.
19. Both draft Master Plan options achieve meaningful safety improvements over the existing traffic condition. The table below summarises performance across key outcomes identified in the draft Master Plan.

Table 1 – Master Plan Comparison

Metric	Existing	Option 1	Option 2
Direct square frontage (active edge)	-	270m created	0
Area of road surface	18,740m ²	15,260m ²	16,916m ²
Area of road pavement replaced with green space	-	4,096m ² (22%)	2,895m ² (15%)
Total area of green space	20,368m ²	23,848m ²	22,192m ²
Percentage of green space	52%	61%	56%
Tree canopy	27%	+30%	+25%
Biodiversity space increase	-	+14%	+13%
Slip lanes removed	-	0	2 removed
Parking spaces on-street	38	18 (-20)	18 (-20)
Safe Systems Assessment score (lower is better)	228/448	188/448	180/448
Morning peak westbound delay	-	+119 sec	-9 sec
Afternoon peak northbound delay	-	-21 sec	+22 sec

Traffic Sensors

20. In January 2025, Administration installed six multi-modal traffic monitoring sensors at key locations around Light Square / Wauwi to gain insights into pedestrian, cyclist and vehicle movement patterns.
21. A summary of the data collected between January 2026, and August 2027 is provided in the Light Square / Wauwi Active Travel Report contained in **Attachment B**.

22. In summary, the data reveals that:
 - 22.1. The core active travel paths in Light Square / Wauwi average 4,129 total active movements per day (595 cyclists and 3,533 pedestrians).
 - 22.2. Light Square / Wauwi is heavily commuter-driven, with weekday volumes (4,288/day) significantly exceeding weekend volumes (3,729/ day).
 - 22.3. Cycling is highly concentrated on weekdays, with commuter uplifts representing 35–51% of all weekday cycling across key city entry paths.
 - 22.4. Year-on-year analysis shows cycling growth of up to +42%.

Cost Estimates and Funding Strategy

23. Rider Levett Bucknall (RLB) has prepared cost estimates for the short and medium term safety elements identified through the traffic study and based on the high-level Master Plan documentation.
24. Subject to a successful grant application further design and preliminary cost estimates for a preferred master plan option will be prepared to ascertain the estimated costs to deliver the full Master Plan.
25. Based on the RLB cost estimate and comparable pedestrian safety upgrades in the City of Adelaide, it is estimated that short-term safety improvements, compatible with the Master Plan's longer-term vision, could be delivered for approximately \$4.35 million.
 - 25.1. The short-term package (\$4.35 million) represents a viable capital commitment for consideration in future budget submissions and/or delivery through the implementation of the Integrated Transport Strategy (ITS) from 2027/28.
 - 25.2. Works will be assessed and prioritised against other unfunded opportunities to ensure resources are directed to the highest priorities across the road network, and any broader impacts on the surrounding transport network would also need to be considered.
26. A broader program of enhancements will continue to be pursued through external funding sources.
27. In considering approaches for capital delivery in the future, funding sources for the capital delivery stage include the Urban Precincts Partnership Program (UPPP), which provides up to \$55 million towards planning and capital delivery for projects of this nature.
28. As the short-term package to address identified safety concerns can be considered through Council's normal annual capital budget processes and the Integrated Transport Strategy Implementation Plan, and noting the future delivery of the masterplan remains contingent on external grant funding being secured, this report does not create any short to medium-term pressure on the Long-term Financial Plan.

Proposed Approach to address safety concerns in the Short Term

29. The assessment undertaken by WGA in collaboration with the City of Adelaide Traffic and Transport Team, highlights a range of opportunities to improve safety and active transport, impacts to parking, bus movements and network capacity and a range of opportunities to improve pedestrian and cyclist safety in the short-term.
30. This work is proposed to target high impact safety improvements that could be priorities and delivered through Council budget processes. This includes pedestrian actuated and wombat crossings (only on slip lanes), bike boxes, improved delineation of bike lanes, changes to traffic signalling including cycle specific signals, path realignment(s) and landscaping to guide pedestrians and reduce speed limits. The below table itemises options for Council that could be incorporated into the Integrated Transport Strategy Implementation Plan and prioritised for delivery.
31. The proposal for staging and investment of short-term safety enhancements is outlined in Table 2.

Table 2 – Summary of Short-Term Traffic and Safety Improvement Opportunities

Timeframe	Traffic and Safety Improvement Opportunities	Safety Category	Indicative cost*
Short-term	Two Pedestrian actuated crossings (PAC) (located midblock or in south-east and south-west corners).	Pedestrian safety	\$1,100,000
	Wombat crossing(s) – (Note: only on slip lanes). DIT currently insisting on wombats at slip lanes.	Pedestrian safety	\$600,000
	Bike boxes at three signalised intersections.	Cyclist safety	\$305,000
	Improve delineation of bike lanes (paint, flexible bollards).	Cyclist safety	\$40,000
	Cycle-specific signals - Small, low level signal aspects. that enable provision of separate cycle stages or an early start for cycles. (Note: only at Morphett / Waymouth intersection)	Cyclist safety	\$90,000
	Traffic signal – remove filter turns and mast arms (assumes controller upgrades).	Cyclist safety	\$690,000
	Path realignment and lighting (500m x 3m wide path).	Pedestrian safety	\$675,000
	Landscaping to guide pedestrians	Pedestrian safety	\$800,000
	Reduced speed limits	Pedestrian safety	\$50,000
TOTAL			\$4,350,000

* Indicative costs are based on similar projects costed and delivered by the CoA

32. The proposal also identified safety considerations that could be factored into the medium term and subject to the potential future delivery of the broader master plan for Light Square/Wauwi. These medium-term safety enhancements are outlined in Table 3.

Table 3 – Summary of Medium-Term Traffic and Safety Improvement Opportunities

Timeframe	Traffic and Safety Improvement Opportunities	Safety Category	Indicative cost*
Medium Term	Footpath / kerb realignment (timed to renewal program)	NA	\$600,000
	Change from 90 degree to parallel parking (including relocation of parking meters and tree planting).	NA	\$760,000
	Separated bike lanes (assumes parking remains kerbside).	Cyclist safety	\$160,000
	Change road surface e.g. Victoria Square (timed to renewal program)	NA	>\$900,000
TOTAL			\$2,420,000

* Indicative costs are based on similar projects costed and delivered by the CoA

Key Transport Responses

33. An extension to the existing central traffic light controls will be investigated in the next design phase to provide continuous green light access to North Adelaide.
34. If the southbound left-hand turn into Waymouth Street is removed as proposed in Master Plan Option 1, access to car parking on Waymouth Street including Topham Mall U-Park is provided by a new eastbound lane. Vehicles would turn left on West Terrace into Waymouth Street avoiding Currie Street.
35. Additional transport design is required through the design development phases to inform localised outcomes and recommendations for wider network changes throughout the City.
36. Key transport matters identified through the traffic and safety assessment will be a key consideration within any future design development phases, including on-street parking provisions for residents, vulnerable members of the community, business customers, taxi/ride share, emergency vehicles, service deliveries and waste removal.
37. Emergency vehicle access has been confirmed as satisfactory, and there is opportunity to further refine intersection and access arrangements, including alternative ways to access car parking within the precinct such as the Topham Mall U-Park, through the detailed design process.
38. Emergency vehicle access is maintained on Morphett Street in North and South directions for both Master Plan options. The Master Plan recognises the importance of Morphett Street Bridge in providing access for fully loaded fire appliances from Wakefield Street.

Urban Precinct Partnership Program (UPPP) Update

39. Administration applied to the Federal Government's Urban Precincts Partnership Program (UPPP) on 6 July 2025, seeking \$2.6 million under Stream One for 'Transforming the West End', a cross-government precinct planning process for the city's West End. The Lord Mayor wrote to the Hon Steve Georganas MP, Member for Adelaide, that same month to formally notify him of the application.
40. On 23 October 2025, the Albanese Government announced over \$1 million in UPPP funding to the City of West Torrens (CoWT) to plan the 'City Fringe West Precinct', encompassing the former West End Brewery site, Thebarton Oval, the University of Adelaide's Thebarton campus and Brickworks Marketplace. The City of Adelaide is a supporting project partner in this separate but adjacent precinct, alongside the City of Charles Sturt and the South Australian Government.
41. Recognising the strategic overlap between the CoWT precinct and the City of Adelaide's application, Administration wrote to the Business Grants Hub Division in January 2026 to highlight the connections between the two proposals and their shared alignment with the priorities of Kadaltilla/Adelaide Park Lands Authority and the State Government's Southwark development site.
42. Administration sought a further update in August 2026 and was advised on 11 August 2026 that initial eligibility assessment is complete, with the application now before an Independent Expert Panel in the final stages of assessment. Outcomes for all applicants are expected shortly.
43. Administration will continue to pursue the UPPP application, alongside other state and national grant programs, as an external funding pathway for the draft Master Plan. The UPPP operates across two streams:
 - 43.1. Stream One (precinct development and planning, \$500,000–\$5 million) and
 - 43.2. Stream Two (precinct delivery, \$5 million–\$50 million).
44. The Light Square/Wauwi application, seeking \$2.6 million, falls within Stream One, consistent with the draft Master Plan's current concept and planning stage.

Next steps

45. The following next steps are planned as part of the project:
 - 45.1. Provide the outcomes of the traffic and safety assessment to participants of the consultation process via the Our Adelaide project website.
 - 45.2. Finalise the draft Master Plan to:
 - 45.2.1. Report back to the City Planning, Development and Business Affairs Committee, Kadaltilla / Adelaide Park Lands Authority and the State Government on work to progress the Master Plan as a priority project in the City Plan – Adelaide 2036 and Adelaide Park Lands Management Strategy – Towards 2036.
 - 45.2.2. Continue advocacy with State and Federal Government seeking to secure grant funding and coordinated investment in delivering the Master Plan.
 - 45.3. Progress the staged delivery of short-term traffic and safety improvements through the Integrated Transport Strategy Implementation Plan, subject to Council budget review processes in 2026/27 and future Annual Business Plan and Budget processes.

DATA AND SUPPORTING INFORMATION

Link 1 – [Draft Light Square / Wauwi Master Plan, public consultation version](#)

Link 2 – [Detailed Summary of Light Square / Wauwi Master Plan Progress](#)

ATTACHMENTS

Attachment A – Light Square / Wauwi Traffic and Safety Assessment (Wallbridge Gilbert Aztec)

Attachment B - Light Square / Wauwi Active Travel Report (VivaCity Sensors)

- END OF REPORT -