Deputy Lord Mayor, Councillor Noon - QoN - City Connector Bus

Tuesday, 10 November 2026
Council

Council Member
Deputy Lord Mayor, Councillor Carmel Noon

Public

Contact Officer:
Tom McCready, Director City Infrastructure

QUESTION ON NOTICE

Deputy Lord Mayor, Councillor Carmel Noon will ask the following Question on Notice:

'Noting Council's resolution of 10 February 2026 requesting Administration to prepare a report on opportunities to progress the long-term City Loop public transport service, can Administration advise:

1. When is the report expected to be presented to Council?
2. What progress has been made with the Department for Infrastructure and Transport on reviewing the City Connector routes, frequency and operating hours?
3. Will the report consider opportunities to better connect key City of Adelaide destinations and assets, including Rundle Mall, the River Torrens/Karrawirra Parri, the new One Market precinct, cultural and tourism destinations, and key areas in both the Northern, Southern, Eastern and Western parts of the city?
4. Will consideration be given to whether the City Connector could play a stronger role in supporting city visitation and tourism, including through:
    - clearer visitor-focused route information and commentary;
    - better connections between major attractions, retail, hospitality, cultural and riverfront destinations;
    - opportunities for easier hop-on/hop-off movement around the city; and
    - promotion of the service to visitors through tourism, accommodation, event and city-marketing channels?
5. Will the report consider current patronage and usage patterns, including by residents, workers and visitors, and whether changes to routes, frequency or operating hours could increase utilisation and better support the city's daytime, evening and weekend economy?'

REPLY

1. The City Plan Adelaide 2036 (City Plan) includes City-Wide Strategy 6 – Establishing the City Loop with identified actions that align with the four Urban Design Framework priorities being, A Greener and Cooler City, Transport Diversity, A City of Neighbourhoods, and Housing Diversity for a Growing Population.
2. The City Loop is intended to expand the existing light rail along North Terrace and Port Road providing an opportunity to hop-on and hop-off at key locations across the city. The City Loop will complement the existing free City Connector bus service that provides a link to popular city attractions and shopping, dining, education and services destinations.
3. The City Plan identifies the need to investigate mid to long term potential for the City Loop, connecting more of the city and encouraging future public transport-oriented development. The action as specified in the City Plan Adelaide 2036 Implementation Plan related to City Loop are:

3.1. Advocate for the longer-term planning of West Terrace, Hallifax and Sturt Streets, and Hutt Street to accommodate greening and the City Loop.

3.2. Advocate for an investigation into mode and alignment options for the City Loop which provides enhanced connectivity to both East and West Terrace, connects the south of the city (to meet SPP 11.1) and maintains pedestrian connectivity across the city.

3.3. Facilitate changes to the Planning and Design Code to encourage mixed use development that supports active travel, walkability and the use of public transport.

3.4. Partner for improved quality and diversity of housing in appropriate locations supported by infrastructure, services and facilities.

3.5. Investigate changes to the Planning and Design Code to allow for higher density development focused on future public transport hubs.

4. As the City Loop is a significant state public transport related initiative, it requires support and associated resourcing commitment from the State Government for the planning, design and implementation. The City of Adelaide's role, as identified in both the City Plan and Integrated Transport Strategy, is to seek out support and/or partners to deliver the City Loop as an Advocate.

5. The Administration has not yet received a response from the Department for Infrastructure and Transport (DIT) relating to the City of Adelaide's request for public transport related future network planning information. This information is required for the City of Adelaide to understand the current status of public transport planning by the State Government.

6. In addition, earlier this year, a letter (Link 1) was sent by the City of Adelaide's Chief Executive Officer (CEO) to DIT's CEO to outline the City of Adelaide's desire to see public transport improvements, noting community and stakeholder feedback from the Integrated Transport Strategy engagement, including for improvements to the City Connector service and wider network improvements, including a city loop, new tram routes and addressing the network capacity issues with Adelaide Railway Station. At the time of this reply, the Administration has not yet received a response to this correspondence.

7. The Report related to opportunities to progress the long-term City Loop public transport service will not include a review of the City Connector or opportunities to better connect key City of Adelaide destinations and assets, or whether the City Connector could play a stronger role in supporting city visitation and tourism as this is a shorter initiative whereas City Loop is longer term.

8. The Administration expects to present a report on opportunities to progress the long-term City Loop public transport service, with particular focus on the City Loop related actions once a response is received from DIT.

9. A review of the City Connector is identified in the Integrated Transport Strategy Goal 1.2: Efficient mass movement of people Key Project and Service "Work with the Department for Infrastructure and Transport to review the City Connector routes (2025). [partner]".

10. The City Connector review would include consideration of the following:

10.1. Patronage counts are completed by DIT twice a year. Community and advocacy group feedback seeking additional services such as in the morning peak and into the evening has been passed onto DIT and would be considered as part of the review. Routes, patronage and usage patterns, frequency and operating times will be considered as part of the review.

10.2. It is highlighted that City Connector changes such as increased frequency or additional evening services will require additional funding and some timetable issues are due to bus fleet availability. Peak hour City Connector services also suffer from being delayed by peak hour car congestion, with flow-on timetable delays for the service in the subsequent hours. If more services and patronage increases are sought, they need to be accompanied by measures such as bus lanes and bus priority at intersections, so that the service is functional, reliable, convenient and an attractive choice.

11. In anticipation of a response from DIT, a funding request will be made to Council to assist in the preparation of a review of the City Connector service.

Staff time in receiving and preparing this reply	To prepare this reply in response to the question on notice took approximately 6.5 hours.

- END OF REPORT –