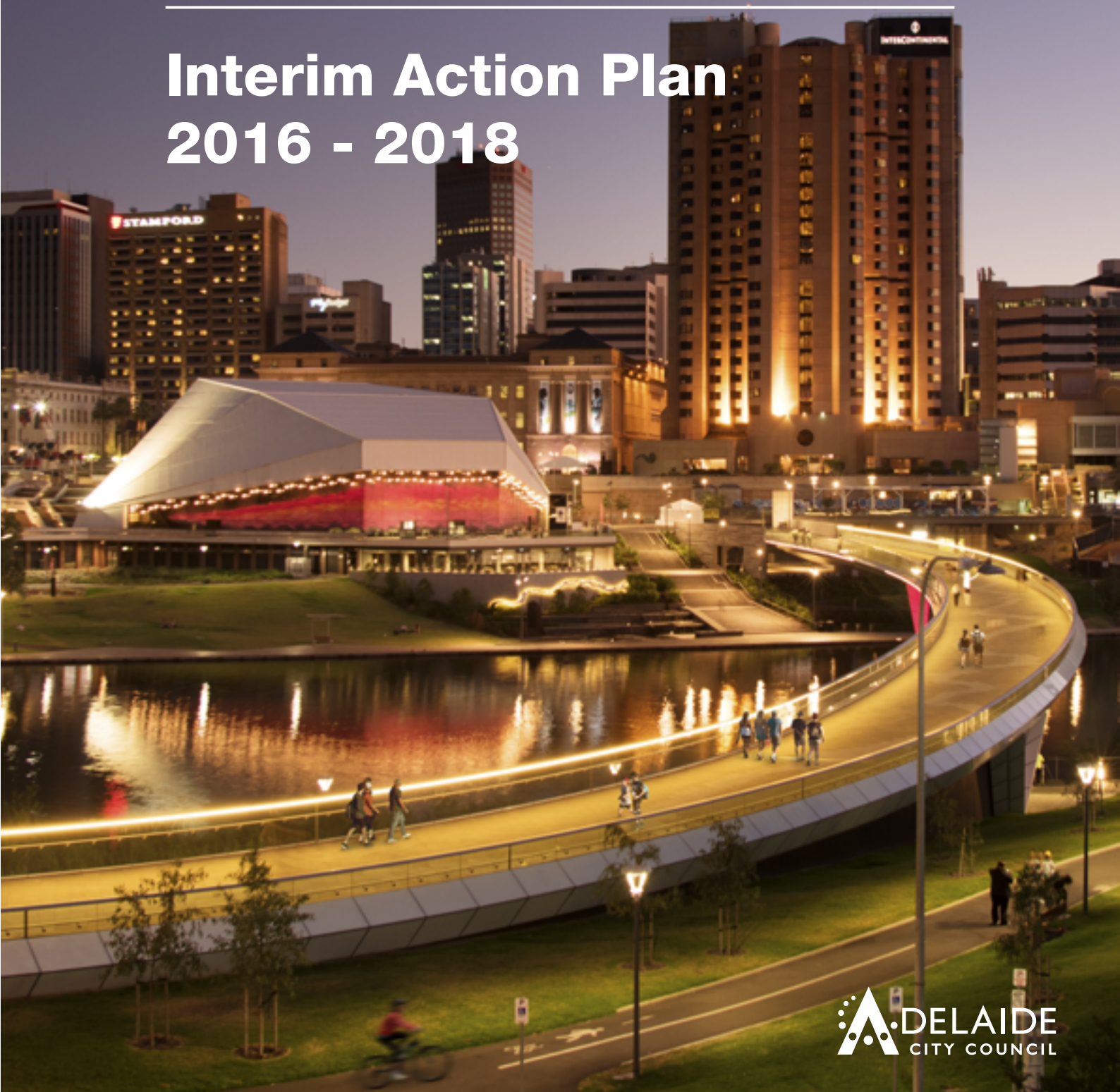


Smart Move Strategy 2012 - 2022

**Interim Action Plan
2016 - 2018**

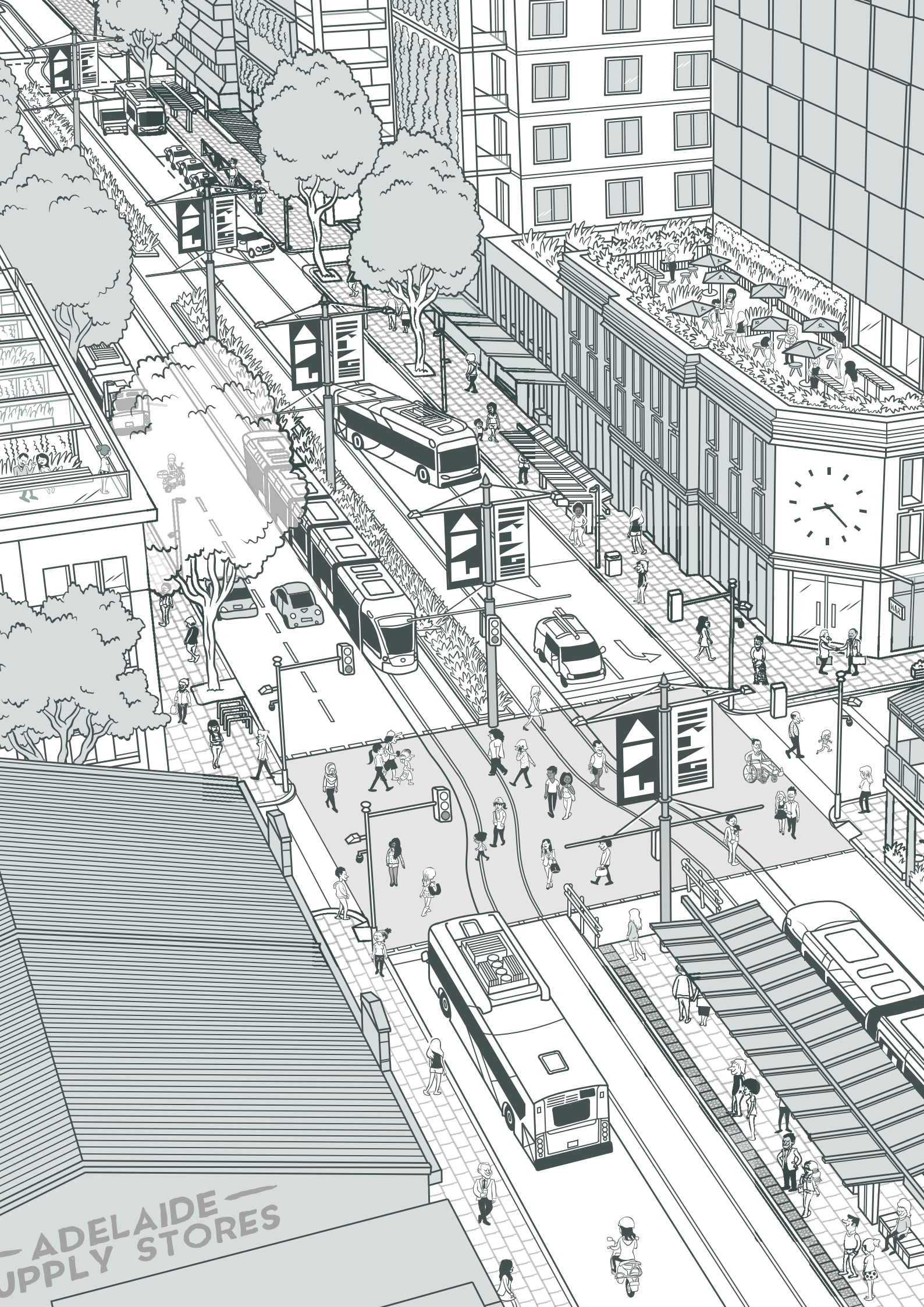


Acknowledgment to Country

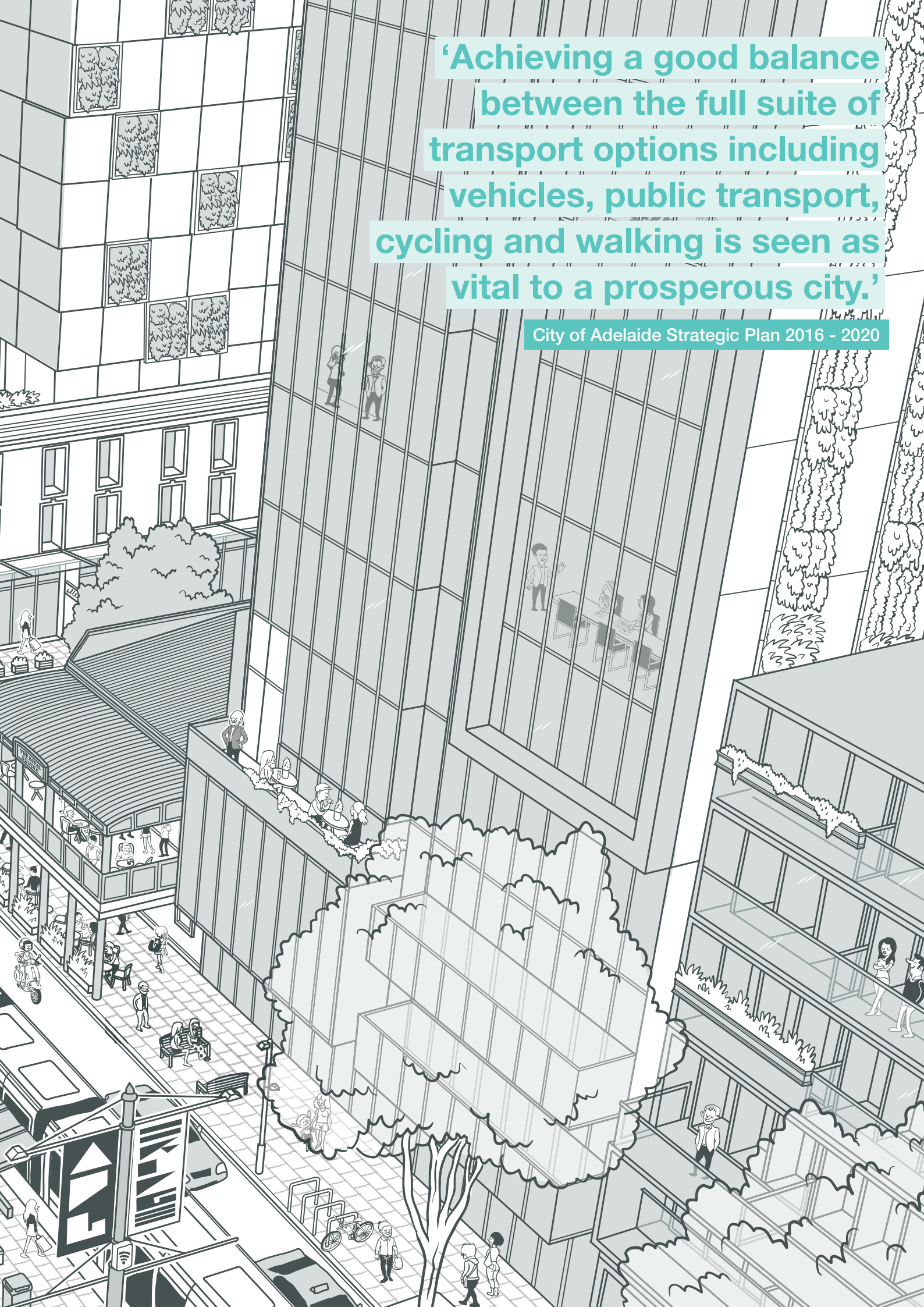
Adelaide City Council tampinhi, ngadlu Kurna yar tangka panpapanpalyarninhi (inparrinhi). Kurna miyurna yaita mathanya Wama Tarntanyaku. Parnaku yailta, parnaku tapa purruna, parnaku yarta ngadlu tampinhi. Yalaka Kurna miyurna itu yailta, tapa purruna, yarta kuma puru martinhi, puru warri-apinhi, puru tangka martulayinhi.

© 2016 Kurna Warra Pintyanthi

Adelaide City Council acknowledges the traditional country of the Kurna 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 Kurna people living today.



ADELAIDE
SUPPLY STORES



**‘Achieving a good balance
between the full suite of
transport options including
vehicles, public transport,
cycling and walking is seen as
vital to a prosperous city.’**

City of Adelaide Strategic Plan 2016 - 2020



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Smart Move Update

The *Smart Move Interim Action Plan 2016 - 2018* has been developed after a review of Smart Move, The City of Adelaide's Transport and Movement Strategy 2012-22 (Smart Move 2012). The Smart Move Interim Action Plan provides a bridge between Smart Move 2012 and the City of Adelaide's commitment to deliver an Adelaide 2040 Plan, which will ultimately direct the development of a new Transport and Movement Strategy.

The Interim Action Plan 2016-2018 contains latest information and revised policy directions, and fine-tunes the city's response to movement and access over the short term.

A new transport and movement strategy will be developed following release of the Adelaide 2040 Plan in 2017.

Since Smart Move 2012 was endorsed in November 2012 by the previous Council, a number of good transport and movement projects have been delivered for the City of Adelaide. However, while it is acknowledged that much of Smart Move 2012 still remains relevant, there have been *new influences* and *new strategic directions* that need to be considered in prioritising and delivering new transport and movement projects in the city.

New Influences

The city has changed since 2012, which has influenced transport and movement patterns. Major projects such as the new Royal Adelaide Hospital, and redeveloped Adelaide Oval, together with investments in rail, tram, bus and bike infrastructure will continue to influence the way the city moves and functions well into the future.

Technological changes, city growth and external factors such as the 30 Year Plan for Greater Adelaide 2016 Update, major developments in the city and opportunities to fast track city transformational projects due to funding (State and Federal) becoming available will also change the way transport and movement projects are implemented over the next 2 to 3 years.

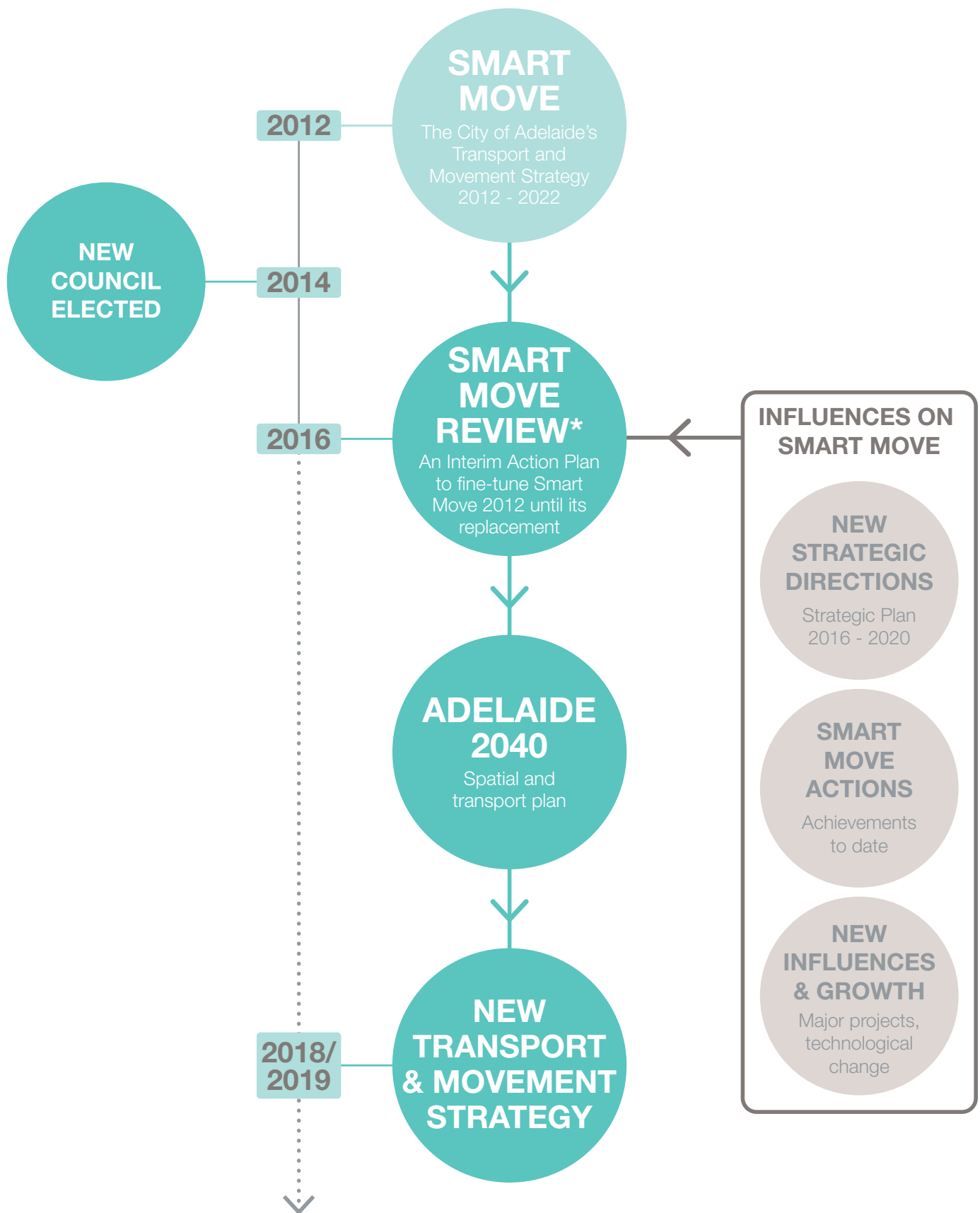
The implementation of directions related to transport and movement will continue to evolve over time to be adaptive, right for the time and in the context of long term change.

New Strategic Directions

The City of Adelaide's Strategic Plan 2016-2020 provides a new direction for the city to achieve a balance between transport options for the easy movement of people into, out of, and around the city. This will include a focus on collaboration with all levels of government and the private sector.

'Achieving a good balance between the full suite of transport options including vehicles, public transport, cycling and walking is seen as vital to a prosperous city.'

A key outcome of the City of Adelaide's Strategic Plan 2016-2020 is to develop an Adelaide 2040 Plan to achieve long-term economic, environmental, social and cultural goals, incorporating a spatial and transport plan for the city and Park Lands in 2017. While much of Smart Move 2012 remains relevant, it requires fine-tuning to remain responsive to these new strategic directions.



*In case of conflict with the Smart Move 2012, the Smart Move Interim Action Plan 2016-2018 has primacy.

The evolution of the Smart Move Strategy to date

Smart Move Achievements 2012 - 2016













Since 2012 a number of Smart Move actions have been implemented to improve safety and the experience for people walking, cycling, catching public transport and driving. The key achievements to date are outlined below and shown on the map opposite.

Key achievements not represented on the map opposite include:

- o Smart parking trials on Halifax, Gouger and Pirie streets
- o East End and Melbourne Street precinct parking reviews
- o 100+ new parking ticket machines installed with credit card facilities
- o Operation Moving Traffic trial on Hutt Street with further trials planned
- o Wayfinding Strategy and signage implemented
- o Approximately 800 on-street bike racks, 5 on-street bike parking nodes and 5 secure bike parks at UParks installed
- o Promotions including:
 - Ride2Work Day
 - Love To Ride
 - Clipsal Travel Choices Campaign
 - Bike2Eat Campaign
- o Education including bike courses, guided bike rides and etiquette brochures
- o Initial Commercial Helipad Expression of Interest process undertaken
- o Installation of 4 electric charging points in Central Market UPark (2) and Grote Street UPark (2)
- o Initiation of Adelaide Carpool (led by DPTI) - currently 400 members

Map Legend

Smart Move 2012 has achieved:

-  Intersection safety improvement (Black Spot Funded)
-  Smart traffic sensor (Bluetooth) trial (in collaboration with DPTI)
-  Motorcycle parking on footpath trial (5 locations)
-  Zebra crossings (2)
-  New traffic signals (1)
-  Bike box locations and directions (48)
-  Pedestrian countdown timers (30)
-  Adelaide FREE Bikes nodes (18)
-  Free City Connector route
-  Bus lanes
-  Managed taxi ranks (6)
-  GoGet Car Share Vehicles (12)
-  Smart real-time bus stop pilot (3)
-  Upgraded bike and pedestrian links:
 1. Completing the North-South 'walking and cycling' link along Owen, Russell and Compton streets
 2. Commencing the North-South 'walking and cycling' link along Willcox, Little Sturt and Chatham streets
 3. Pirie/Waymouth bike lane facility upgrades
 4. Commencement of Frome Bikeway
 5. Park Lands Trail improvements
 6. Parks 18/19/20 shared use path
 7. Park 4 shared use path
 8. Park 15 shared use path upgrade
 9. Park 20 shared use path upgrade
 10. West Terrace shared use path upgrade



Smart Move Achievements 2012 - 2016

New Influences

Much has changed since Smart Move 2012 was endorsed by the previous Council. A number of major projects and developments have either been delivered or are planned that will have a lasting impact on motorists, public transport, pedestrian and cyclist movements.

Projects such as the new Royal Adelaide Hospital, Adelaide Oval and Convention Centre redevelopments, as well as the O-Bahn City Access, Rundle Mall Upgrade, Stage 1 Victoria Square, and Hindley Street West and Kintore Avenue Streetscape Upgrade projects all have shaped the city to being more welcoming and dynamic.

These influences will continue with proposed projects such as the new City High School, Festival Plaza and Old Royal Adelaide Hospital redevelopments, as well as tram improvements (AdeLINK), the Market to Riverbank Link and City Bikeways projects.

The current influencing projects are outlined below and highlighted on the map opposite:

- o Expansion of off-street and on-street electric vehicle charging points
- o Investigation into electric vehicle incentives
- o Investigation into an improved point-to-point public bike share scheme
- o Investigation into use of autonomous vehicles
- o AdeLINK tram city loop business case
- o Investigation into Smart Parking Solutions (on-street and off-street) and rollout
- o Investigation into a city helipad
- o Council's enhanced asset renewal program
- o Carbon Neutral Adelaide

Map Legend

-  Train and tram projects
-  Bus projects
-  Bicycle infrastructure projects
-  Walking and bicycle link projects
-  Spatial plans and developments



Projects:

1. O-Bahn City Access Project
2. Torrens Junction Project
3. Currie-Grenfell Transit Corridor
4. King William City South Tram Stop Upgrade
5. Market to Riverbank Link Upgrade
6. Gawler Place Upgrade
7. AdeLINK Tram Extensions and Tram Loop
8. North Terrace West Master Plan
9. New City High School Development
10. New Royal Adelaide Hospital and Medical Precinct
11. Riverbank and Entertainment Precinct
12. Old Royal Adelaide Hospital Redevelopment
13. North Adelaide Local Area Traffic and Parking Management Plan
14. City West Walking and Cycling Link
15. North-South and East-West City Bikeway Routes



City influencing projects 2016 - 2020

Refined Directions

In response to the new influences, the directions contained in Smart Move 2012 have been fine-tuned, with new directions outlined below that will inform the delivery of new transport and movement projects in the City of Adelaide.

Balancing transport options

The City of Adelaide will seek to balance the full range of transport options including public transport, pedestrians, motor vehicles, cyclists and two-wheeled vehicles. Actions will focus on meeting the needs of multiple movement forms and will not disadvantage a particular transport type. In particular, infrastructure will be installed to minimise impacts on car parking, public safety, accessibility and traffic flow, with every effort made to mitigate unavoidable impacts.

Sourced directly from the City of Adelaide's Strategic Plan 2016-2020, which states a desired future for Adelaide to be the easy movement of people into, out of and around the city. Achieving a better balance between the full suite of transport options including vehicles, public transport, cycling and walking is vital to a prosperous city. Achieving this balance between various modes of transport is a key refinement outlined by this Smart Move Interim Action Plan 2016-18.

Influence of technological change

The City of Adelaide will prioritise actions that improve our understanding of the impact of technological change in relation to electric and driverless vehicles and smart parking. Implementation will also be prioritised, particularly where they deliver low or zero emission vehicle use, improvements to traffic flow, access and parking, and are space efficient.

Technological change will continue to shape the way the city moves. In particular, directions around smart parking, the impact of driverless vehicles and drones, and electric vehicles have progressed and will have an even greater influence into the future.

Our understanding of the opportunities and challenges in technological advancements is critical to shaping better outcomes for the city.



City growth

Projects will be identified and prioritised where they directly respond to the anticipated growth of the city as detailed in the Strategic Plan 2016-2020.

Sourced directly from the City of Adelaide's Strategic Plan 2016-2020 that anticipates growth within the city, as well as across Metropolitan Adelaide and the State, working with neighbouring councils and the State Government will be critical to understanding and meeting the needs and expectations of growing communities.



Council's role in transport

Implementation of the directions relating to transport and movement will focus on understanding and defining the role of Council in the implementation of transport and movement outcomes. Council will be proactive about seeking opportunities for advocacy, collaboration and partnership in areas where shared or other roles exist.

The City of Adelaide's Strategic Plan 2016-2020 highlights collaboration as one of its key themes and seeks to 'plan and seek partnerships for major city infrastructure projects, including cycling corridors, major transport routes and laneways' and 'work with Federal and State governments to provide appropriate infrastructure and promote sustainable transport options, such as public transport, cycling and walking, to improve the experience of commuters and reduce transport-related carbon emissions'.

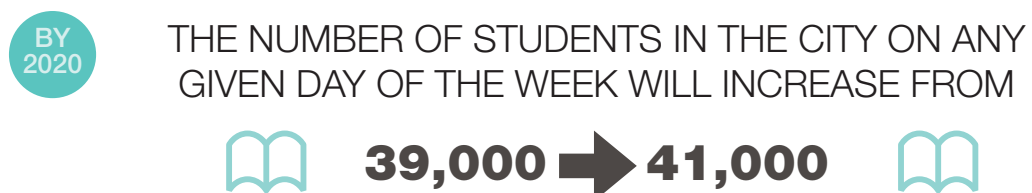
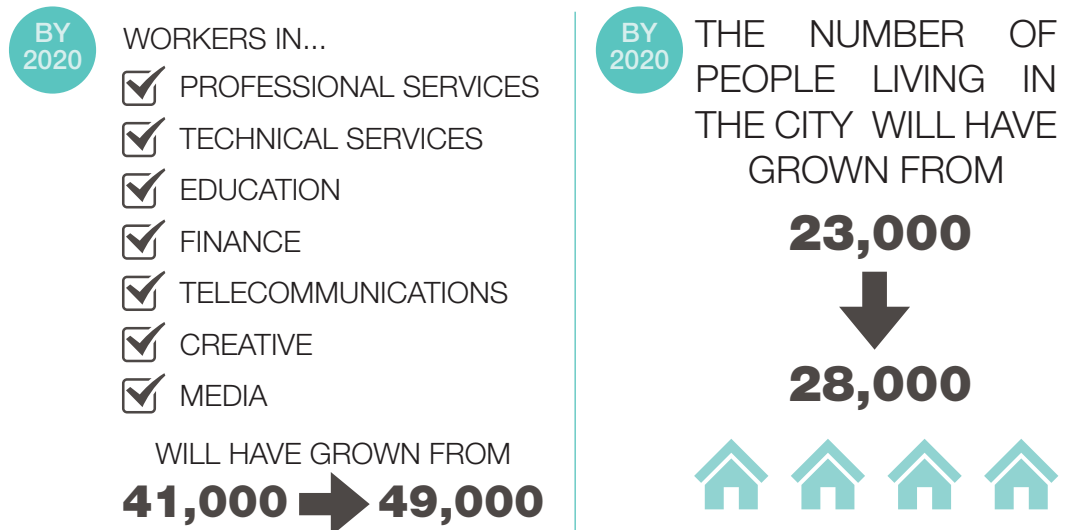
The City of Adelaide's Strategic Plan 2016-2020 also seeks greater advocacy around investing in public transport and promoting greater patronage, particularly in relation to the AdeLINK project and the redevelopment of Currie-Grenfell streets as a public transport boulevard to cater for increased demand.

To ensure that the role of Council is well understood the Smart Move Interim Action Plan 2016-2018 will incorporate role definitions for all actions.



City of Adelaide's Strategic Plan Growth Targets

The primary goal of the City of Adelaide's Strategic Plan 2016-2020 is to strengthen the city's economy by growing the number of people living, working, playing, visiting and studying in the city every day. Making the city safer and easier to access, and get around, for all users will be instrumental in achieving these targets



Next Steps

Delivering Adelaide 2040

Council is already working towards the delivery of the Adelaide 2040 Plan to achieve long-term economic, environmental, social and cultural goals, incorporating a spatial and transport plan for the city and Park Lands. Following release of the Adelaide 2040 Plan new transport and movement strategies and actions will be developed to support the directions outlined in the Adelaide 2040 Plan.

Interim arrangements 2016 - 2018

This Interim Action Plan 2016 -2018 recognises achievements to date and new influences since 2012, and fine-tunes the directions and actions contained in Smart Move 2012 to meet the new directions expressed by the Strategic Plan 2016-2020.

Review and Reporting

Actions in this Interim Action Plan 2016-18 will be reviewed 6-monthly and updated annually in line with the budgeting and long term financial planning processes. Achievements will be reported to Council annually, and will align with the Strategic Plan City Scorecard and Council Scorecard reporting process.

Interim Action Plan Summary 2016 - 2018

A summary of the actions that will be the focus of the implementation of Smart Move over the next 2 to 3 years are summarised below, with the detailed Smart Move Interim Action Plan 2016-18 provided as an appendix.



Traffic

Traffic Signal Optimisation Plan

Develop a traffic signal optimisation plan, including identification and implementation of smart traffic signal technologies and intelligent transport systems, the rollout of Bluetooth sensors at all traffic signals and the optimisation of day-to-day traffic flow in collaboration with the Department of Planning, Transport and Infrastructure (DPTI).

City Ring Route review

Work with DPTI to develop a City Ring Route Plan to improve traffic flow, safety, city gateways and signage and wayfinding.

Speed limit review

Review speed limits within the city for safety and consistency across the road network.

Improve Central Market access (1)

Install a signalised right turn into the Adelaide Central Market UPark from Grote Street to improve access.

Support new vehicle technologies

Research, investigate and identify options for supporting the advancement of new vehicle technologies such as driverless cars and drones.

Implement intersection safety improvements

Identify streets and intersections for State and Federal Black spot funding, including delivery of safety improvements already identified at the intersection of Morphett and Gouger streets.



Parking

CBD servicing and loading zone review

Undertake and implement a CBD servicing and loading zone management study in collaboration with DPTI.

Smart city parking implementation

Investigate and implement opportunities for smart parking solutions on-street and off-street including apps and education and promotion.

Improve on-street parking capacity and compliance

Improve line-marking to increase parking supply, and ensure compliance with Australian Standards and Australian Road Rules as part of asset renewal road resurfacing works.

Local area traffic and parking management plan

Develop and implement North Adelaide and South Ward local area traffic and parking management plans.

Park Lands parking study

Undertake a Park Lands parking study to identify current and future demand and supply, and improvements that will minimise the impact on Park Lands.

Support new motorcycle and scooter parking opportunities

Identify, implement and promote opportunities for motorcycle and scooter parking across the city, prioritising opportunities that minimise impacts on car parking and pedestrian access.

Note: Where a number (X) is allocated to an action, the action is shown on the map on page 21, *Interim Action Plan 2016-18 Key Infrastructure Projects*.



Walking and Great Streets

North Terrace West Masterplan (2)

Work with Renewal SA and DPTI to undertake a North Terrace West movement study, and develop a Masterplan to identify and prioritise future public realm and street improvements.

City West north-south walking and cycling link (3)

Design and implement the low-stress walking and cycling link along Willcox, Little Sturt, Chatham, Lowe, Blenheim and Gray streets between South and North terraces.

Gawler Place and Peel Street (4)

Design and implement improvements to Gawler Place and Peel Street to improve the pedestrian environment and upgrade infrastructure.

Riverbank to Market Link (5)

Design and implement improvements to Bank, Leigh, Bentham and Pitt streets, and Topham Mall to reinvigorate the link between the Riverbank Precinct and the Central Markets in collaboration with Renewal SA.

Park Lands Trail and shared use path upgrades

Identify and implement opportunities to upgrade and improve the Park Lands Trail and shared use paths as part of the 3 year asset renewal plan.

Implement wayfinding signage

Continue rolling out Council's wayfinding signage strategy as part of asset renewal works and new public realm projects.

Footpath upgrade program

Identify and implement opportunities to upgrade and improve city footpaths as part of the 3 year asset renewal plan. Waymouth Street East is programmed for 2016-17.



Cycling

North-south bikeway (6)

Design and implement the Frome Street, Frome Road and Lefevre Terrace bikeway route, including reconstruction of the existing Frome Bikeway to accommodate four lanes of traffic during peak periods in collaboration with DPTI.

East-west bikeway (7)

Assess east-west bikeway route options; and select, design and implement a preferred route in collaboration with DPTI.

Public bike share scheme study

Undertake a feasibility study to research, identify and assess point to point public bike share options, whilst continuing to operate the Adelaide Free Bike scheme.

Bikeways network implementation plan

Research, plan and prioritise a City of Adelaide Bikeways Network to guide future bikeway projects.

End of trip bike facilities

Install racks and/or on-street bike parking nodes where demand is high and impact on car parking and pedestrians is low.

Cycling education and promotion

Promote and encourage safe cycling via a range of activities and events, including annual cordon counts.



Public Transport

O-Bahn City Access (8)

Work with DPTI to deliver the O-Bahn City Access Project.

Bus access improvements

Work with DPTI to deliver 'real time' smart bus stops, improve bus stop and wayfinding signage and refine bus operations to improve customer navigation and experience.

Currie-Grenfell streets bus transit improvement plan (9)

Work with DPTI to develop options to improve bus access and the passenger waiting experience along Currie-Grenfell streets.

AdeLINK tram extensions (10)

Work with DPTI to deliver the AdeLINK Business Case Study, the North Terrace East tram extension and upgrades to the King William City South tram stop, including advocating for additional tram extensions.

Free City Connector bus

Continue the Free City Connector bus service and develop a business case for improvements including consideration of expanded routes, increased frequency, late night and event services, electrification of buses, and smart on-board systems.

Support taxis and app-based ride sharing facilities

Work with DPTI and the Taxi Council to identify and implement opportunities to improve management of taxi ranks, as well as continue discussions with app-based ride-sharing operators (e.g. Uber) to keep informed of new innovations in the industry, and support growth.

Commercial helipad and drone facilities

Deliver a commercial helipad in the city in collaboration with the helicopter industry and State Government including identifying opportunities to support future drone activity.



Green Travel

Electric vehicle incentives

Install electric vehicle charging points, both on-street and off-street, and identify and implement incentives to encourage increased electric vehicle purchase and use, including investigating the viability of a community electric vehicle bulk purchase scheme.

Sustainable travel behaviour change

Continue to work with DPTI to implement sustainable travel behaviour change programs, including for council staff.

Car share expansion

Review existing car share schemes and operators, and develop a policy position to support sustainable growth of the industry.

Increase council's electric vehicle purchasing

Continue to implement procurement plans for Council owned passenger vehicles to be low or zero emission, and investigate opportunities for electric heavy vehicle use.



Interim Action Plan 2016-18 Key Infrastructure Projects

Appendix: Interim Action Plan 2016 - 2018

A high proportion of actions listed in the Interim Action Plan 2016-18 are projects that have already been committed by Council (and/or State Government) to be delivered over the next 2 to 3 years, with a number of new actions proposed to address the new policy directions outlined under *Refined Directions*.

The alignment with the Strategic Plan 2016-2020 has been shown for each action grouping: *traffic, parking, walking and great streets, cycling, public transport and green travel*.

The *Estimated ACC Funding* allocations shown in bold and *Additional External Funding* allocations in the following tables are committed budgets. A high proportion of the 2017-18 and 2018-19 actions still need to be more accurately costed based on planning and design studies still to be undertaken; and will be reviewed as part of the 6 month review and annual Interim Action Plan 2016-2018 update that will form part of the integrated business plan process. Estimated budgets have been allocated where appropriate; budgets that are still unknown or unclear have been labelled with TBC (To Be Confirmed).

To reflect the project stage, each of the actions under *Estimated ACC Funding* by year have been allocated with:

- o P = Plan
- o D = Design
- o I = Implement or;
- o R = Review.

A number of acronyms have been used and are defined below for ease of reference.

BISA

Bicycle Institute of South Australia

CASR

Centre for Automotive Safety Research

CBD

Central Business District

DDA

Disability Discrimination Act

DEWNR

Department of Environment, Water and Natural Resources

DPC

Department of the Premier and Cabinet

DPTI

Department of Planning, Transport and Infrastructure

LCEU

Low Carbon Economy Unit

MAC

Motor Accident Commission

RAA

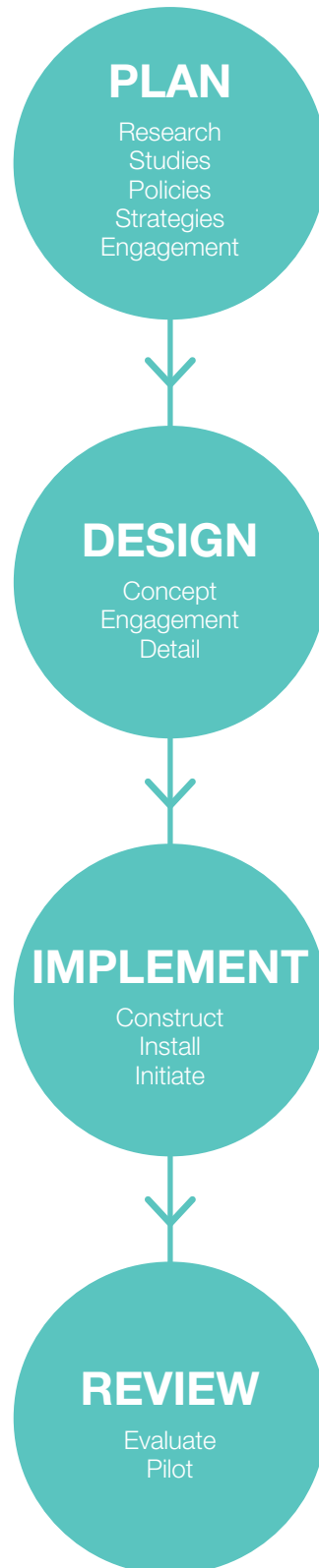
Royal Automobile Association

TBC

To Be Confirmed

TCSA

Taxi Council of South Australia



High Level Project Stages

1. Traffic

Strategic Plan 2016-2020 Alignment:

- City carbon emissions will be reduced by 35% from the 2006-07 baseline by 2020, on the
- Plan and seek partnerships for major city infrastructure projects, including cycling corridor

Action		Project(s)
1.1	Develop a traffic signals optimisation plan	o Identify and implement opportunities to further optimise current traffic signal operations.
1.2	Develop a smart traffic technology implementation plan	o Identify and implement smart traffic signal technologies and intelligent transport systems.
1.3	Implement complete rollout of bluetooth sensors on all city traffic signals; and integrate with DPTI's intelligent traffic system 'AddInsight'	o Rollout bluetooth sensors at all traffic signal sites in the City of Adelaide. o Integrate bluetooth sensors into DPTI's traffic intelligent system 'AddInsight' to gain network-wide real-time performance indicators such as, travel times, average vehicle speeds and origin-destination data (i.e. where vehicles are travelling to and from). o Integrate bluetooth sensors into DPTI's Traffic SA Roadworks, Incidents & Planned Events website and AddInsight smart phone application.
1.4	Identify opportunities with State Government to improve the function of the City Ring Route	Identify measures with State Government to improve the efficiency of the City Ring Route to manage the amount of traffic travelling through the city, including: o Traffic intersection infrastructure upgrades o New pedestrian and bike crossings o Signage improvements o Education and promotion o Creation of key gateways to the city
1.5	Undertake a review of speed limits in the city	o Review all speed limits in the city to ensure speed limits are safe, appropriate for the street environment and consistent across the road network.
1.6	Support improvements and innovations in new vehicle technologies	o Investigate the rapid advancements and developments in the autonomous / driverless vehicle technology, and keep up to date on 'pilot' opportunities.
1.7	Seek Black Spot funding to implement road safety improvements	o Apply for the annual Federal and State Government Black Spot funding grant on streets and intersections that have a known safety and crash record. o For 2017-18, an application has been submitted for safety improvements at Morphett Street / Gouger Street intersection.
1.8	Work with State Government to operate the city's traffic signals and optimise traffic flow to and from the city	o On-going operation of ACC's traffic signals by DPTI
1.9	Improve accessibility to the Central Market UPark	o Install a signalised right turn into the Central Market UPark from Grote St to improve accessibility.

way to an 80% real reduction by 2040.
 rs, major transport routes, laneways and city squares.

Council's Role	Estimated ACC Funding \$'000			Additional External Funding	Additional Funding Source(s)	Smart Move Alignment								Strategies
	2016-2017	2017-2018	2018-2019			Easy Walking	Safe Cycling	Quality PT	Green Travel	Services	Smart Parking	Calm Traffic	Great Streets	
Lead, in partnership with DPTI		\$50 (P, I)	\$100 (I)											New
Lead, in partnership with DPTI		\$50 (P, I)	\$100 (I)											New
Lead, in partnership with DPTI	\$25 (I)	\$25 (I)	\$25 (I)	\$25	DPTI									New
Facilitate in partnership with DPTI and RAA		\$30 (P)			DPTI									7.5 Encourage Capacity Enhancements to the City Ring Route
Lead in partnership with DPTI, CASR and RAA		\$80 (P, I)	\$40 (I)											New
Advocate in partnership with DPTI, RAA, CASR and other industry advocates	(P)	(P)	(P)											New
Lead		\$200 (D, I)	\$300 (D, I)		DPTI, Federal Govt.									Existing initiative
Lead, in partnership with DPTI	\$350 (I)	\$360 (I)	\$370 (I)											Existing arrangement since 2005
Lead	\$300 (D, I)													New
TOTAL FUNDING	\$675	\$795	\$938	\$25										

2. Parking

Strategic Plan 2016-2020 Alignment:

- By June 2017, as part of the improved customer experience we will develop a business plan for an expiation-free environment.
- City carbon emissions will be reduced by 35% from the 2006-07 baseline by 2020, on the

Action		Project(s)
2.1	Implement Smart City Parking experience	<p>Improve the overall customer experience both on-street and off-street, through the implementation of smart parking technology to move towards an expiation-free environment. Projects include:</p> <ul style="list-style-type: none"> o Upgrade off-street parking technology to manage reserved, corporate, event and new 'smart products'. o Rollout of on-street sensor technology. o Development of a smart phone application. o Development of partnership based parking loyalty programs. o Education and promotion.
2.2	Develop a North Adelaide Local Area Traffic and Parking Management Plan	<ul style="list-style-type: none"> o Undertake community engagement involving all residents, traders and street visitors in the area to better understand parking and traffic concerns. o Develop short, medium and long term traffic and parking management strategies.
2.3	Develop a South Ward Local Area Traffic and Parking Management Plan	<ul style="list-style-type: none"> o Undertake community engagement involving all residents, traders and street visitors in the area to better understand parking and traffic concerns. o Develop short, medium and long term traffic and parking management strategies.
2.4	Undertake a Park Lands Parking Study	<ul style="list-style-type: none"> o Review existing car parking (supply, type and occupancy) within and adjacent to the Park Lands o Determine the appropriate parking provision for Park Lands users taking into consideration current and future demands. o Identify parking strategies to minimise the impact to Park Lands.
2.5	Identify and implement opportunities to encourage motorcycle and scooter parking initiatives	<ul style="list-style-type: none"> o Complete the evaluation of the five trial motorcycle/scooter parking on footpath locations. o Identify further on-street, off-street and footpath parking locations. o Prepare promotion and education material to support new parking locations.
2.6	Identify opportunities to improve, and increase on-street parking supply through road resurfacing works	<ul style="list-style-type: none"> o Review line-marking of on-street parking spaces as part of road resurfacing works to identify opportunities to increase parking supply, and ensure compliance with Australian Standards and Australian Road Rules.
2.7	Deliver a CBD Servicing and Loading Zone Management Plan	<ul style="list-style-type: none"> o DPTI (under 'Operation Moving Traffic') are undertaking a CBD servicing and loading zone management study. The study will identify best practice approaches to servicing the CBD, and identify possible 'pilot' projects.
2.8	Collaborate with city businesses to 'pilot' outcomes from the CBD Servicing and Loading Zone Management Plan	<ul style="list-style-type: none"> o Identify two pilot projects to trial new and innovative approaches to servicing and loading zone management in the CBD

an and implement smart parking technology across the city and North Adelaide to move towards an way to an 80% real reduction by 2040.

Council's Role	Estimated ACC Funding \$'000			Additional External Funding	Additional Funding Source(s)	Smart Move Alignment								Strategies
	2016-2017	2017-2018	2018-2019			Easy Walking	Safe Cycling	Quality PT	Green Travel	Services	Smart Parking	Calm Traffic	Great Streets	
Lead	\$1130 (P,D,I)	\$2470 (P,D,I)	(TBC)											6.2 Optimise the use of on-street parking 6.3 Improve the performance of on-street parking services 6.4 Achieve high utilisation of commercial and private parking
Lead, in partnership with the local precinct groups	\$120 (P,D)													New
Lead, in partnership with the local precinct groups		\$130 (P,D)												New
Lead		\$60 (P)												6.5 Ensure appropriate car parking uses in the Park Lands
Lead	\$10 (P,I)	\$10 (P,I)	\$10 (P,I)											
Lead	(P,I)	(P,I)	(P,I)											New
Facilitate, in partnership with DPTI and city businesses	(P)			\$100	DPTI									5.3 Minimise the impact of city services on other city users
Lead, in partnership with DPTI and city businesses		\$50 (I)	\$50 (I)											5.2 Strengthen partnerships between Council, those servicing the city and service providers 5.3 Minimise the impact of city services on other city users
TOTAL FUNDING	\$1,260	\$2,720	\$60	\$100										

3. Walking and Great Streets

Strategic Plan 2016-2020 Alignment:

- City carbon emissions will be reduced by 35% from the 2006-07 baseline by 2020, on the
- Work with State and Federal overnments to provide appropriate infrastructure and promote experience of commuters and reduce transport-related carbon emissions.
- Create world class infrastructure by adopting a three year rolling capital works program for to high quality standards, incorporating universal access, technology, heritage, arts and g
- Plan and deliver priority walking and cycling routes throughout and beyond the city and P
- Build upon the growing laneway and entrepreneurial culture in the city by rejuvenating pri
- Railway Station to Adelaide Central Market Link and Rundle Mall laneways, including Gaw
- Pursue completion of the North Terrace Boulevard focusing on the evolving health and b
- Complete the Rundle Mall Master Plan, including Gawler Place, to link major city attraction
- Plan and seek partnerships for major city infrastructure projects, including cycling corridor

Action		Project(s)
3.1	Complete the City West 'walking and cycling' link between South Terrace and North Terrace	<ul style="list-style-type: none"> o Implementation of the link along Willcox, Little Sturt and Chatham streets in 2016-17. o Design and implementation of the remainder of the link on Lowe, Blenheim and Gray streets.
3.2	Rollout wayfinding signage in the city and Park Lands	<p>Current projects include:</p> <ul style="list-style-type: none"> o Riverbank Precinct o River Torrens Linear Park o O'Connell Street o Melbourne Street <p>New wayfinding signage will be considered in all projects delivered e.g. North Terrace East tram extension, City Bikeways etc.</p>
3.3	Collaborate with neighbouring councils to rollout similar wayfinding signage across Council boundaries on key 'walking and cycling' links	<ul style="list-style-type: none"> o City of Unley has already commenced implementing wayfinding signage using Council's wayfinding strategy on the Rugby-Porter Bikeway that links with the Frome Bikeway. o City of Prospect has indicated interest in using Council's wayfinding strategy, and discussions have commenced.
3.4	Undertake a 'safety and experience' audit of the completed sections of Park Lands Trail	<ul style="list-style-type: none"> o Audit the Park Lands Trail, and identify areas for improvements including crossing points and signage.

way to an 80% real reduction by 2040.

te sustainable transport options, such as public transport, cycling and walking, to improve the

or the city and Park Lands to ensure all new and existing infrastructure are delivered and maintained green elements.

ark Lands, including the provision of east-west and north-south cycleway and connections.

mary laneways and pedestrian connections. Priorities for completion by 2018 will be the Adelaide Tyler Place.

omedical precinct and the Riverbank precinct.

ns.

rs, major transport routes, laneways and city squares.

Council's Role	Estimated ACC Funding \$'000			Additional External Funding	Additional Funding Source(s)	Smart Move Alignment								Strategies
	2016-2017	2017-2018	2018-2019			Easy Walking	Safe Cycling	Quality PT	Green Travel	Services	Smart Parking	Calm Traffic	Great Streets	
Lead	\$985 (D, I)	\$600 (D,I)	\$600 (D,I)	\$50	DPTI, State Bicycle Fund									1.2 Improve pedestrian connections and ease of navigation
Lead	\$200 (I)	\$100 (I)	\$100 (I)											1.2 Improve pedestrian connections and ease of navigation
Facilitate, in partnership with neighbouring Councils	(P)	(P)	(P)											1.2 Improve pedestrian connections and ease of navigation
Lead		\$25 (P)												1.4 Improve pedestrian access to the Park Lands and Squares

3. Walking and Great Streets (continued)

3.5	Identify opportunities to improve Park Lands shared use paths and city footpaths as part of asset renewal works	<p>Current projects include:</p> <ul style="list-style-type: none"> o Waymouth Street East footpath improvements o Upgrade of a section of shared use path in Park 9 on the Park Lands Trail o Upgrade shared use path along Catholic Cemetery Road on the Park Lands Trail <p>Further improvement opportunities and budget to be confirmed (TBC) as part of the 3 year asset renewal plan.</p>
3.6	Redevelopment of Gawler Place	<ul style="list-style-type: none"> o Design, engagement and implementation of streetscape and pedestrian improvements on Gawler Place between North Terrace and Grenfell Street.
3.7	Redevelopment of the Riverbank to Market Link	<p>Design, engagement and implementation of streetscape and pedestrian improvements along the following streets forming part of the Riverbank to Central Markets link:</p> <ul style="list-style-type: none"> o Bank Street (shared street redesign) o Leigh Street (pavement upgrade and redesign of north and south street ends) o Topham Mall (redevelopment of northern and southern open air street sections) o Bentham Street (street upgrade) o Pitt Street (street upgrade).
3.8	Peel Street improvements	<p>Undertake incremental street improvements to Peel Street including:</p> <ul style="list-style-type: none"> o Temporary weekend street closures to support increased outdoor activation o Upgraded lighting o Street infrastructure upgrades.
3.9	North Terrace West Movement Study and Masterplan	<ul style="list-style-type: none"> o Develop a movement concept plan for North Terrace West to inform an updated Masterplan that will assist in prioritising future public realm and street improvements works.

Lead	\$520 (P,D,I)	(TBC) (P, D, I)	(TBC) (P, D, I)												1.3 Create a better environment for pedestrians
Lead	\$850 (P,D)	\$5000 (D,I)	\$2000 (D,I)												8.2 Activate city streets 8.1.1 Design streets as complete environments 8.5.1 Redesign selected streets as shared street environments
Lead, in partnership with Renewal SA	\$1500 (P,D,I)	\$4300 (P,D,I)	\$1500 (P,D,I)	\$7,300	Renewal SA										8.2 Activate city streets 8.1.1 Design streets as complete environments 8.5.1 Redesign selected streets as shared street environments
Facilitate, in partnership with Renewal SA	(P,I)			\$100	Renewal SA										8.2 Activate city streets
Facilitate, in partnership with Renewal SA	\$60 (P,D)			\$60	Renewal SA										8.1.1 Design streets as complete environments 8.1.2 Enhance the character of streets and precincts
TOTAL FUNDING	\$4,115	\$10,025	\$4,200	\$7,510											

4. Cycling

Strategic Plan 2016-2020 Alignment:

- Create world class infrastructure by adopting a three year rolling capital works program focused to high quality standards, incorporating universal access, technology, heritage, arts and green spaces
- City carbon emissions will be reduced by 35% from the 2006-07 baseline by 2020, on the basis of current measures
- Plan and deliver priority walking and cycling routes throughout and beyond the city and PRAIRIE
- Plan and seek partnerships for major city infrastructure projects, including cycling corridors

Action		Project(s)
4.1	City Bikeways Project: Deliver a North-South bikeway route	o Design, engagement and implementation of the North-South bikeway route along Frome Street, Frome Road and Lefevre Terrace, including reconstruction of the existing Frome Bikeway to accommodate four lanes of traffic during peak periods.
4.2	City Bikeways Project: Deliver an East-West bikeway route	o Investigate East-West bikeway route options, and identify a preferred route. o Design, engagement and implementation of the preferred East-West bikeway route.
4.3	City Bikeways Project: Investigate Public Bike Share Scheme options for Adelaide	o Identify feasible point to point public bike share scheme options suited to the Adelaide context. o Commence implementation of a preferred scheme.
4.4	Prepare a Bikeways Network Implementation Plan	o Undertake investigations, and key stakeholder engagement on the City of Adelaide Bikeways Network to prioritise future bikeway projects that connect with neighbouring councils.
4.5	Deliver safe cycling education and promotion initiatives	Promote and encourage safe cycling in the city through promotional and educational activities, including: o Ride2Work Day o Festival Season Travel Choices campaign o Explore Adelaide by Bike map o Safe cycling brochures o Guided Bike Rides o Bike Education courses o Sponsorship of the Australian Walking and Cycling Conference
4.6	Undertake cycling cordon counts	o Undertake cycling cordon counts annually in October.
4.7	Install bike end-of-trip facilities	o Install bike racks (and/or on-street bike parking nodes) where demand is required
4.8	Adelaide Free Bike scheme operations	o Continue operating the Adelaide Free Bike scheme until a more sophisticated public bike share scheme is implemented.
4.9	Identify opportunities to improve on-road bike facilities as part of asset renewal works	o For all road resurfacing projects review line-marking to identify opportunities to improve bike lane facilities and install bike boxes at intersections where there is no impact to traffic and parking capacity.

for the City and Park Lands to ensure all new and existing infrastructure are delivered and maintained green elements.

way to an 80% real reduction by 2040.

Park Lands, including the provision of East-West and North-South cycleways and connections.

ers, major transport routes, laneways and city squares.

Council's Role	Estimated ACC Funding \$'000			Additional External Funding	Additional Funding Source(s)	Smart Move Alignment								Strategies
	2016-2017	2017-2018	2018-2019			Easy Walking	Safe Cycling	Quality PT	Green Travel	Services	Smart Parking	Calm Traffic	Great Streets	
Lead, in partnership with DPTI	\$300 (P, D)	\$3000 (D,I)	\$300 (I,R)	\$2,200	DPTI									2.1 Create a safer cycling network within the city
Lead, in partnership with DPTI	\$300 (P, D)	\$3000 (D,I)	\$300 (I,R)	\$3,300	DPTI									2.1 Create a safer cycling network within the city
Lead, in partnership with DPTI and neighbouring councils	\$50 (P)	\$450 (D,I)		\$500	DPTI									2.2 Improve cyclists' accessibility to the city
Lead, in collaboration with DPTI and neighbouring councils	(P)	(P)												2.1 Create a safer cycling network within the city
Lead, in collaboration with Bike SA, BiSA, MAC, RAA and neighbouring councils	\$40 (P,I)	\$40 (P, I)	\$40 (P, I)											2.4 Promote a cycling culture
Facilitate, in partnership with DPTI	\$9 (P)	\$10 (P)	\$10 (P)	\$9	DPTI									On-going annual count
Lead	\$15 (I)	\$15 (I)	\$15 (I)											2.3 Improve the convenience of cycling in the city
Lead, in partnership with Bike SA	\$120 (I)	\$120 (I)	\$120 (I)											2.2 Improve cyclists' accessibility to the city
Lead	\$25 (I)	\$25 (I)	\$25 (I)											2.1 Create a safer cycling network within the City
TOTAL FUNDING	\$859	\$6,660	\$810	\$6,010										

5. Public Transport

Strategic Plan 2016-2020 Alignment:

- City carbon emissions will be reduced by 35% from the 2006-07 baseline by 2020, on the
- Work with State and Federal governments to provide appropriate infrastructure and promote the experience of commuters and reduce transport-related carbon emissions.
- Encourage the State Government to improve public transport to promote greater patronage
- In partnership with the State Government, redevelop Currie-Grenfell streets as a public transport
- Work with the State and Federal governments and other Councils through the Mayors for the network across the city's key precincts.
- Plan and seek partnerships for major city infrastructure projects, including cycling corridors

Action		Project(s)
5.1	Complete the O-Bahn City Access project	o Continue working with DPTI on the detailed design and construction of the O-Bahn City Access project, including street improvements to Rundle Road and East Terrace.
5.2	Work with State Government on the AdeLINK Business Case Study	o Continue working with DPTI and neighbouring Councils on the AdeLINK Business Case study.
5.3	Deliver the North Terrace East Light Rail Extension	o Deliver Stage 1 of the AdeLINK network on North Terrace to the East End including public realm improvements along North Terrace East.
4.4	Upgrade the King William Street City South tram stop	o Develop design options to upgrade the King William Street City South tram stop to meet DDA requirements, and provide a safer and improved passenger experience.
5.5	Advocate for AdeLINK tram extensions	o On completion of the AdeLINK Business Case Study, work with State Government and neighbouring Councils to seek federal funding support for further tram extensions.
5.6	Develop design options for Currie-Grenfell transit corridor	o Develop design options to improve bus access, and the passenger waiting experience along Adelaide's key transit corridor 'Currie-Grenfell' street.
5.7	Free City Connector Bus operations	o Continue operating the Free City Connector service in partnership with DPTI and Torrens Transit, including Tindo maintenance fees.
5.8	Identify opportunities to improve the free City Connector service	o Develop proposals (supported by a business case) for improvements to the free City Connector service including expanded route options, increased frequency and late night services, and improved services during major events such as at Adelaide Oval and Festival Season.

way to an 80% real reduction by 2040.

ote sustainable transport options, such as public transport, cycling and walking, to improve the

ge, including continued investment and expansion of the free City Connector services.

transport boulevard to cater for increased demand.

AdeLINK advocacy group to engage with local communities to progress an integrated light rail

rs, major transport routes, laneways and city squares.

Council's Role	Estimated ACC Funding \$'000			Additional External Funding	Additional Funding Source(s)	Smart Move Alignment								Strategies
	2016-2017	2017-2018	2018-2019			Easy Walking	Safe Cycling	Quality PT	Green Travel	Services	Smart Parking	Calm Traffic	Great Streets	
Facilitate, in partnership with DPTI	(D,I)	(I)		\$160,000	DPTI									3.1 Expand Public Transport Services
Facilitate, in collaboration with DPTI and Council's	(P)	(P)		\$4,000	DPTI									3.1 Expand Public Transport Services
Facilitate, in partnership with DPTI	\$500 (D,I)	\$3000 (D,I)	\$1500 (D,I)	\$45,000	DPTI									3.1 Expand Public Transport Services
Facilitate, in partnership with DPTI	(P,D)	(I)		\$3,500	DPTI									3.3 Improve the public transport user experience
Advocate, in collaboration with DPTI and neighbouring councils		(P)	(P)											3.1 Expand Public Transport Services
Facilitate, in partnership with DPTI	\$140	(TBC)	(TBC)											3.2 Give greater priority to public transport on city streets
Facilitate, in partnership with DPTI and Torrens Transit	\$802 (I)	\$840 (I)	\$865 (I)	\$725	DPTI									3.5 Improve Community Bus Services
Lead, in collaboration with DPTI	(P)													3.5 Improve Community Bus Services

5. Public Transport (continued)

5.9	Install Smart On-Board Systems on the free City Connector service	o Complete the installation and trial of the smart on-board systems on all free City Connector bus services to improve the customer experience including Wi-Fi, next stop announcements and on-board visual displays to promote community messages and city events.
5.10	Advocate for the electrification of the free City Connector service	o Encourage the State Government to trial further 100% electric buses on the Free City Connector service, with the aim of establishing a 100% electric Free City Connector service by 2020.
5.11	Rollout Smart 'Real-Time' Bus Stops	<p>Complete the smart 'real-time' bus stop trial at the following three city locations:</p> <ul style="list-style-type: none"> o Grote Street, Bus Stop W - south side by Hilton. o King William Street, Bus Stop V2 - west side by ANZ. o King William Road, Bus Stop Z1 - west side by Parliament House. <p>Identify opportunities to roll out to other key free City Connector bus stop locations, and encourage DPTI to rollout further installations at key Adelaide Metro bus stops.</p>
5.12	Advocate for a review of bus operations and bus stop signage in the city	o Encourage DPTI to review existing bus operations travelling to and from the city, including identifying opportunities to simplify the navigation of the system.
5.13	Deliver a commercial helipad in the City	<ul style="list-style-type: none"> o Work with State Government to select a preferred helipad location in the city based on the outcomes of the initial Request for Expression of Interest (REOI) process. o On identification of a preferred helipad location, undertake a further REOI process to select a preferred applicant to set-up, operate and maintain a commercial helipad. o Identify opportunities to support future drone activity within the development and operation of the commercial helipad.
5.14	Identify opportunities to improve taxi rank waiting facilities	o Continue meeting on a quarterly basis with DPTI and TCSA to identify opportunities to improve taxi rank management in the city.
5.15	Support the growth in app-based ride-sharing schemes	o Continue discussions with app-based ride-sharing operators (e.g. Uber) to keep informed of new innovations in the industry, and support growth.

Lead, in partnership with DPTI and Torrens Transit	\$65 (I)	\$10 (I)	\$10 (I)													3.5 Improve community bus services
Advocate	(P)	(P)														3.4 Reduce the impacts of buses on city streets
Facilitate, in partnership with DPTI	\$65 (I)	\$65 (I)	\$65 (I)													3.3 Improve the public transport user experience
Advocate	(P)	(P)														3.3 Improve the public transport user experience
Lead, in partnership with DPTI and the helicopter industry	(P)	(I)														New
Lead, in partnership with TCSA and DPTI	(P,I)	(P,I)	(P,I)													3.6 Establish better conditions for taxis
Facilitate	(P)	(P)	(P)													New
TOTAL FUNDING	\$1,572	\$3,915	\$2,440	\$213,225												

6. Green Travel

Strategic Plan 2016-2020 Alignment:

- City carbon emissions will be reduced by 35% from the 2006-07 baseline by 2020, on the
- Work with Federal and State Governments to provide appropriate infrastructure and promote the experience of commuters and reduce transport-related carbon emissions.
- Provide a range of incentives for the use of electric-powered and low-emission vehicle s v

Action		Project(s)
6.1	Rollout electric vehicle (car and bike) charge points in the city	<ul style="list-style-type: none"> o Install at least 40 on-street and off-street (U-Park) electric vehicle (car and bike) charging points by 2017 o Determine the number of on-street and off-street (U-Park) parking bays that will provide recharging services by 2020.
6.2	Undertake a car share feasibility study and develop a policy to support 'sustainable' expansion	<ul style="list-style-type: none"> o Undertake a national and international review of existing car share schemes (and models) that are located in city environments and their supporting local policies o Develop a City of Adelaide Car Share Policy.
6.3	Identify and implement incentives to encourage increased electric vehicle purchasing and use	<p>Through the Sustainability Incentive Scheme Council will support in 2016-17:</p> <ul style="list-style-type: none"> o 50% up to \$1000 for Level 2 Electric Vehicle chargers (5 to < 20kW). o 50% up to \$5000 for Level 3/4 Electric Vehicle chargers (> 20kW). o 50% up to \$250 per E-Bike charger including signage. o The development of a U-Park 'Green Car Saver' permanent parker package. <p>Research into other incentives (and funding opportunities) will be undertaken to make electric vehicle use more attractive and affordable to the broader community.</p>
6.4	Identify opportunities to further improve the sustainability of Council's vehicle fleet	<ul style="list-style-type: none"> o Complete a procurement plan for all Council passenger vehicles to be low or zero emission, of which 30% will be electric vehicles by 2017.
6.5	Investigate electric heavy vehicle trials in conjunction with key industry partners	<ul style="list-style-type: none"> o Identify potential low-emission vehicle technology partners and scope potential trials for the city. o Complete a Hydrogen Feasibility Study.
6.6	Investigate a community electric vehicle bulk purchase scheme	<ul style="list-style-type: none"> o Identify opportunities to implement a community electric vehicle bulk purchase scheme for city residents and businesses.
6.7	Deliver travel demand management initiatives	<p>Continue working with DPTI to deliver travel behaviour change programs in the city, including:</p> <ul style="list-style-type: none"> o Travel Smart Households o Smarter Travel at Work o Car Pool South Australia o Way to Go primary schools program.
6.8	Implement initiatives to support sustainable travel behaviours by Council staff	<p>Continue identifying opportunities to promote and encourage sustainable travel behaviours by Council staff, including:</p> <ul style="list-style-type: none"> o Work with GoGet to provide more car share cars in close proximity to Council offices. o Provide more electric bikes as part of staff fleet, including training sessions. o Provide free bike safety education courses for interested staff. o Enable staff to get around for work trips using app-based ride share vehicles. o Provide staff with easy to access MetroCards for work use.

way to an 80% real reduction by 2040.

ote sustainable transport options, such as public transport, cycling and walking, to improve the

within the city.

Council's Role	Estimated ACC Funding \$'000			Additional External Funding	Additional Funding Source(s)	Smart Move Alignment								Strategies
	2016-2017	2017-2018	2018-2019			Easy Walking	Safe Cycling	Quality PT	Green Travel	Services	Smart Parking	Calm Traffic	Great Streets	
Lead, in partnership with DPC and LCEU	\$130 (P,I)	\$50 (P,I)	\$50 (P,I)											4.1 Reduce vehicle emissions in the city
Lead	\$65 (P)													4.2.1 Encourage car share operators to expand operations
Lead, in partnership with DEWNR	\$257 (P,I)	\$150 (P,I)	\$150 (P,I)											4.1 Reduce vehicle emissions in the city
Lead	(P)	(P)												4.1 Reduce vehicle emissions in the city
Lead, in partnership with LCEU	\$15 (P)													4.1 Reduce vehicle emissions in the city
Lead, in partnership with LCEU	(P)	(P)												4.1 Reduce vehicle emissions in the city
Facilitate, in partnership with DPTI	(P,I)	(P,I)	(P,I)											4.4 Implement travel behaviour change programs
Lead	(P,I)	(P,I)	(P,I)											4.4 Implement travel behaviour change programs
TOTAL FUNDING	\$467	\$150	\$200	\$0										

