Integrated Transport Strategy

Our Streets: Full of Life

OUR ADELAIDE.
BOLD.
ASPIRATIONAL.
INNOVATIVE.

CITY OF ADELAIDE

Kaurna Acknowledgement

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

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

Kumarta yaitya miyurna iyangka yalaka ngadlu tampinthi.

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

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

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

Lord Mayor's Foreword

Nearly two centuries ago, Colonel William Light looked across the Adelaide Plains and imagined a city that breathed.

A city framed by generous Park Lands, linked by open squares, and shaped always with the population's health and happiness in mind.

His design was elegant in its simplicity and visionary in its intent: a city where movement, nature, and wellbeing could co-mingle.

Today, that founding vision continues to guide us as we respond to the challenges of a modern capital: congestion, climate risk, safety, accessibility, and the urgent need for sustainable transport choices.

Our Integrated Transport Strategy – Our Streets: Full of Life works hand-in-hand with the City Plan 2036, Integrated Climate Strategy 2030, and Economic Development Strategy, creating a unified approach to the way we plan, fund and deliver the city's infrastructure and services.

Together, they reflect a shared ambition with the South Australian Government to build a transformative transport network that underpins our state's growth.

As Adelaide grows, we must ensure the way people move to, from, and within the city remains healthy, efficient, and inclusive.

Streets must be more than thoroughfares for vehicles. They should be places where people meet, move, and feel safe.

They should invite walking, cycling, and public transport use, helping us cut congestion, reduce emissions, and strengthen community connection.

This Strategy re-imagines our streets as places of life that are safer, greener, and more accessible, no matter how you get around.

It recognises the enduring advantages of Light's visionary grid: wide boulevards, generous open spaces, and a compact city core.

By building upon these foundations, we can design transport networks that improve safety and accessibility, support active transport, and ensure our streets are resilient to a changing climate.

The most vibrant and liveable cities are those brave enough to re-think how their streets work to make them welcoming as well as practical.

With this Strategy, we reaffirm Light's legacy, creating a city where our streets are full of life once again.

Dr Jane Lomax-Smith AM
Lord Mayor

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Front image: A father and his two young sons cycling along Frome Street to visit the Museum.

Our Streets: Full of life

Our guiding principles that underpin this Strategy:

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Partnerships and advocacy
Adaptability and resilience
Governance and accountability

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Goal 1.2
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Our Streets: Full of life

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

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

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

'Walking/wheeling' is an inclusive term to describe people moving by, walking or wheeling unaided or using an aid to mobility, including walking aids, wheeled aids, personal assistants or support animals.

People walking/wheeling across O'Connell Street, North Adelaide and people walking/wheeling in Rundle Mall.

Healthy Streets Approach

At the heart of this strategy is the creation of Healthy Streets[1]—streets that prioritise people's wellbeing by reducing pollution, encouraging active travel, and fostering social interaction.

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

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

Safe Systems Approach

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

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

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

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

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

Tackling the city's growing traffic congestion problem is a key priority. We will achieve this by shifting travel demand towards more space-efficient modes, such as public transport, cycling and walking/wheeling, and by managing road space more effectively. Improved public transport will be vital to moving more people to and from the city. Better streets and support for active travel will be key for shorter journeys and to make the city an appealing place to live. Smart planning, better use of technology and optimising street space will mean people can move around the city conveniently and efficiently.

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

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

About the Integrated Transport Strategy

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

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

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

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

This Strategy will:

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

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

Our City

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

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

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

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

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

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

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

- Over 130,000 people work in the city and almost 30,000 people live in the city – and City of Adelaide's strategies seek significant employment and residential growth.
- Approximately 350,000 people live within a 7km radius of the amenities, services and experiences available in the city. Currently almost 400,000 people come into the city daily from the wider metropolitan area and this daytime population is growing.
- More than 95% of the city's workforce reside outside the City of Adelaide.
- Of the 12,600 city residents who are employed, more than half (55%) work in the city.
- The metropolitan public transport network is city centric – with all trains, trams and most buses starting/ending in the city.
- Our city is home to 12,717 businesses, two public hospitals, four universities, and 16 schools.
- 43% of our city residents are aged 20 – 34, compared to 20% in the rest of Metropolitan Adelaide.
- While couples without children are as likely to live in the city as the rest of the metropolitan Adelaide (25% of the population), the city has a greater share of lone person households (41% compared to 27%).
- Almost 90% of dwellings in the city are medium or high density.
- Around 9,000 children attend city-based schools.
- We are an event centric city, drawing millions of visitors every year – from the Adelaide 500, Adelaide Festival, Adelaide Fringe, WOMADelaide, Dream Big, Feast, Cabaret Festival, OzAsia, Tour Down Under and more.
- We are the sporting and culture capital of South Australia – with major venues such as the Adelaide Central Market, Adelaide Oval, Festival Centre, Botanic Gardens, City Skate Park, Aquatic Centre, Art Gallery and more.
- On-road transport emissions are increasing and accounted for 45% of the community greenhouse gas emissions in 2022.
- Just over 2,400 crashes were recorded in the City of Adelaide between 2019-2023, with four deaths and 211 serious injuries and 658 minor injuries.

Community Engagement

Stage One Summary

To understand the transport needs and aspirations of our diverse city stakeholders, anyone with an interest was invited to provide their input on what was important to them. This engagement centred around eight evidence-based discussion papers on important transport themes: Street Space and Kerbside Management; Cycling and Cycle Parking; Public Transport; Motor Vehicles and Parking; Walking and Wheeling; Shared Micromobility; Events, Works and Transport Disruptions; and Urban Freight, City Servicing, Waste Transport and Deliveries.

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

What we heard is:

- Improved public transport with greater reliability, efficiency, connectivity and user comfort is needed.
- The need for improved cycling infrastructure, including separated east-west cycle lanes.
- Negative impacts of vehicle traffic, particularly through traffic.
- The management and balance of street space (including car parking) for different uses and users.
- Making streets safe, healthy and connected for all users.

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

"RAA supports further investment in public transport, including integration with active transport modes, to reduce the reliance on private vehicle journeys to and within the City of Adelaide."

- RAA written submission

We received 797 contributions to this engagement including:

429 community survey responses

84 youth survey responses

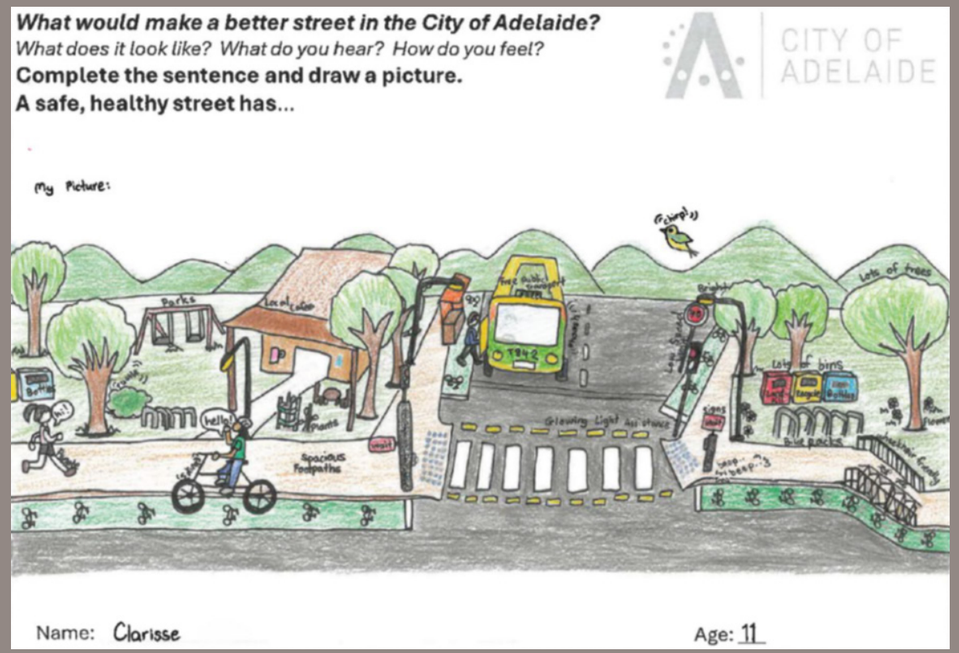
133 child 'Better Street' activity submissions

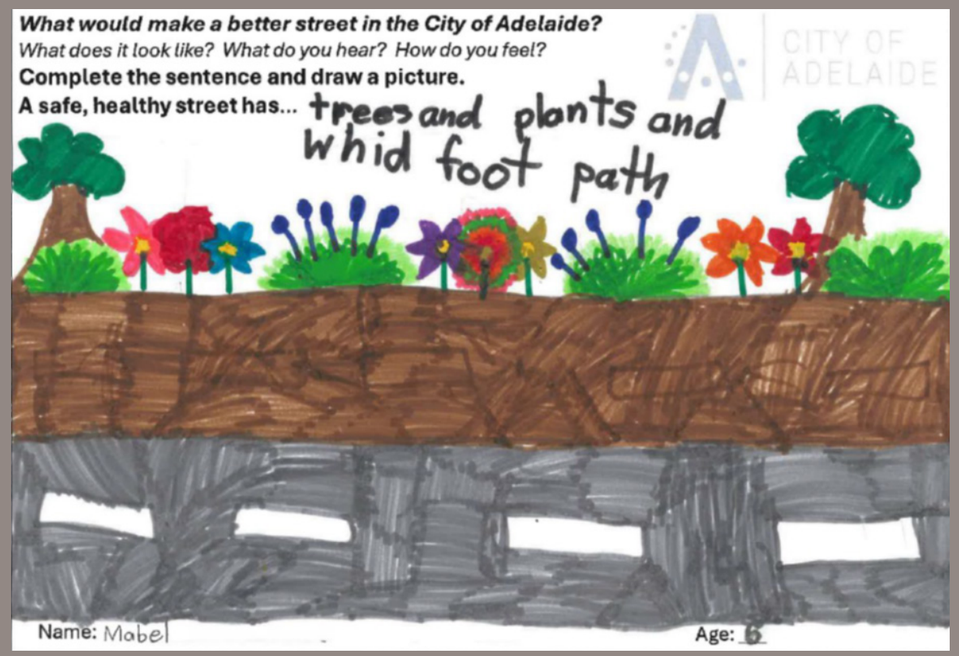
30 attendees at a panel session

63 conversations at community drop in sessions

42 stakeholders at collaborative planning workshops

16 written submissions





Feedback from children during community engagement

Stage Two Summary

Stage Two Engagement was focused on generating feedback on the draft Integrated Transport Strategy. Feedback was sought on the goals and commitments identified from Stage One. Contributions to this engagement included: 188 community survey responses; Nine youth survey responses; 74 conversations at community drop in sessions; 29 attendees at stakeholder workshop; and Ten written submissions.

We heard:

- There are strong levels of support for goals across the four themes.
- Majority survey respondent and complete written submissions support for reducing car reliance and dominance on our streets, and re-prioritisation of street space for active travel and public transport.
- Concerns from some respondents about impacts on congestion and loss of car access, particularly to some city schools.
- Precinct specific granularity is important, to reflect the differing nature of the CBD and neighbourhoods.
- A strong interest in implementation, with a clear pipeline of projects, and precinct-specific outcomes, proactive leadership and ongoing monitoring and evaluation being critical to success.

Sample of youth comments:

"I like it very much if I could walk to wherever I need to get to in the city easily especially to the playgrounds. There's a lot of traffic in after school which makes me afraid to walk to the playground."

"I want local schools to be involved with the art projects and tell the story of our schools from when they started to now."

"I don't feel safe on public transport so having cars in the city so I can safely get dropped and picked up is really important."

"If there are more places that cars are not allowed to go, that would be very nice...It's scary at pick up and drop off when there are a lot of cars. My mother picks me up and we walk home which I like. I don't like the traffic. Maybe parents can park further from school and walk to pick their kids up like my mom."

"Cars are expensive, loud and bad for the environment, plus, many people cannot drive. Better public transport would be good for the disabled or anyone without a car."

Sample of other comments:

"Adelaide's grid, generous rights of way and flat topography give us a once in a generation chance to move beyond car dependence; the Draft ITS points in the right direction but needs stronger commitments, firmer timelines and a bolder reallocation of street space."
-Adelaide resident submission

"The draft sets the narrative; now let's match it with decisive targets, quick wins and courageous reallocation of space. I look forward to seeing a final Strategy that turns community consensus into concrete, climate aligned action."
- Adelaide resident submission

"We strongly support the Draft ITS's commitment to expanding transport choices, including enhanced infrastructure for walking, cycling, and public transport. Providing a diverse range of safe, convenient, and accessible travel options is essential to encouraging mode shift, reducing congestion, and supporting community health and wellbeing."
-City of Unley submission

"...we state our SUPPORT for the Draft Strategy but indicate that we feel it falls notably short of actions or initiatives to meaningfully walking and cycling conditions in the city. We feel this puts at risk the Council's ability to deliver on relevant outcomes sought in the Council's Strategic Plan."
-Bike Adelaide submission

"The draft strategy demonstrates a commendable shift toward public transport, and we particularly welcome its framing of mass transit as essential to reducing congestion, improving air quality, and achieving equity."
-People for Public Transport submission

Our Opportunity

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

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

Reducing Congestion:

Increasing city congestion is impacting productivity, liveability, human health and climate. Unless we make changes, these impacts will increase as Greater Adelaide grows in size and population. As highlighted in the State Transport Strategy and the State Infrastructure Strategy, congestion is an increasing challenge but "we cannot continue to build our way out of congestion". A key part of the solution is reducing through motor vehicle traffic (people driving through the city without stopping at a city destination). By giving people improved mobility choices, and integrating public transport with active travel options, the city can efficiently accommodate more people and increase freedom of movement.

Increased Benefits of City Living:

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

Managing Climate Risks:

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

Improving Safety and Access:

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

Creating Great Places for People:

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

Our Plan

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

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

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

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

For Councillors

Guides decision making.

Provides direction about the change and level of investment needed.

For Stakeholders and Community

Provides clear information about transport strategy and desired outcomes.

Sets expectations about how Council will address issues and deliver projects.

For Administration and Councillors

Informs the new project and renewal / upgrade pipeline, with clarity about facilities to meet different people's needs and achieve our strategic objectives.

Guiding Principles

Our Plan has been underpinned by five Guiding Principles:

Social Justice:

Social justice covers issues of rights, participation, access and equity. The City of Adelaide will consider how our transport systems and streets can increase accessibility: enable more people to reach places (including services, employment, education, leisure) and people as they wish. Increased accessibility means increased participation. We need to consider 'trips not made' when people face barriers that prevent them from moving to/from or within the city. When planning and making project decisions, we need to consider the rights and voices of groups such as people with disability, older adults and children. Equity includes considering how investment improves access for, and external costs (such as crash risk and pollution exposure) on groups such as children, older adults and people in lower socioeconomic groups.

Efficient asset use and maintenance:

Space in the city is valuable and finite. Street space is public space and needs to be used and maintained efficiently. The City of Adelaide will consider 'highest and best use' of our street space and how we move more people, more safely and efficiently, using less space.

Adaptability and Resilience:

With a changing climate and with planned and unplanned events and disruptions on the transport network and streets, it is important that the system can adapt and recover, so the City of Adelaide can maintain suitable levels of accessibility.

Partnerships and Advocacy:

The City of Adelaide will work with state government agencies, businesses, and key stakeholders to deliver transport initiatives that require shared responsibility. These actions often rely on external funding, cross-agency coordination, or collaboration with industry groups. The City of Adelaide will advocate for policies and funding from higher levels of government and industry to align with its transport objectives. Advocacy is essential for transport initiatives that fall outside the City of Adelaide's direct control but impact its transport system.

Governance and Accountability:

The City of Adelaide will make decisions based on the policy directions in a consistent, evidence-based way through use of the Healthy Streets and Safe Systems approaches. The City of Adelaide will be accountable and report on the measures of success annually, which will be tied to management KPIs.

Our Commitments

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

Movement & Access

We will:

- Increase the proportion of people in the city using active and sustainable travel modes.
- Improve gender parity in cycling participation.
- Reduce levels of city household car ownership .
- Support an increase in the number people using public transport services.
- Improve accessibility by installing compliant pedestrian ramps and crossings.

Experience & Place

We will:

- Provide more accessible on-street car parking spaces (for people with a disability) across the city
- Optimise street and kerbside space
- Increase foot traffic in emerging economic precincts.
- Reduce vehicle through traffic to support improved place outcomes and access to, from and within the city.
- Increase the number of people travelling to city events by active and public transport.

Health & Sustainability

We will:

- Reduce noise and improve air quality.
- Increase levels of community physical activity and community connection.
- Improve access to nature.
- Increase availability of public Electric Vehicle (EV) charging stations.

Safety & Comfort

We will:

- Reduce lives lost and serious injuries on city streets.
- Increase perceptions of safety on our streets.
- Improve footpath service levels, including space for walking/wheeling.

These commitments are aligned to the goals or success measures of City of Adelaide Plans: Strategic Plan 2024 - 2028; City Plan 2036; Economic Development Strategy; Integrated Climate Strategy 2030; Adelaide Park Lands Management Strategy; Disability Access and Inclusion Plan 2024-2028; and Asset Management Plans.

They align with our partner's plans: State Planning Policies; Greater Adelaide Regional Plan ; South Australia's Transport Strategy; State Infrastructure Strategy 2025; South Australia's Road Safety Strategy to 2031; and the Urban Greening Strategy for Metro Adelaide.

Movement & Access

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

Measures of Success

1.1. 30% of children using active travel to school by 2030 (baseline 8% 2024 School Travel Safety Review Surveys) and 40% using public transport to school by 2030 *(baseline 36% 2024 School Travel Safety Review Surveys).*

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

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

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

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

1.6. Implement priority/dedicated public transport corridors (PT1) by 2030 and supporting infrastructure such as bus lanes and signal priority on major public transport corridors by 2035. Increase City Connector February/March daily average patronage by 10% by 2030 and 15% by 2035 *(from March 2025 March patronage).*

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

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

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

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

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

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

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

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

When too many people seek to drive and park in cities, it causes congestion and impacts people using active travel and public transport, and place outcomes. Many trips to/from and within the City of Adelaide are distances that could be undertaken by active travel, if people felt safe to do so. The average commute to the Adelaide CBD is about 13km, compared to more than 18km for Sydney and Melbourne, 17km for Brisbane and 16km for Perth[2]. Research[3] and the community have highlighted that more people will cycle with safe, connected, convenient, comfortable and attractive cycling routes but also the need for more cycle parking which is secure and caters for different types of cycles, including cargo cycles. If more people use active travel and public transport, it means it is easier for people who really need to drive or be driven to move around and find car parking.

Method of travel to work (resident workers)

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

Census resident worker data indicates many people are driving short distances within City of Adelaide.

Safe cycle routes enable more people to Cycle

Goal 1.1: Healthy streets to enable everyone to move

Enable people of all ages and abilities to participate in city life and move around the city.

Key Projects and Services:

Create healthy, child-friendly streets, with a focus around schools and residential areas to enable active travel to school and local walkability / wheelability [lead]:

- Develop a prioritised program for schools across City of Adelaide, and for intersections and crossings in 2025.
- Implement Safe System aligned speeds around schools and in residential areas, with traffic calming as needed.
- Implement Safe System compliant crossings and intersections, focussing on active travel routes.

Trial an open street (school street) and implement modal filters on residential streets (reflecting the traffic circulation plan). [lead]

Implement behaviour change programs for schools and residents. [lead]

Modal filter adjacent to Fitzroy Primary School, Melbourne.

Goal 1.2: Efficient mass movement of people

Achieve more efficient and sustainable mass movement of people through better public transport.

Key Projects and Services:

Bus priority measures, such as bus lanes and traffic signals priority implemented on public transport routes by 2036, to improve service quality (achieve or exceed target minimum performance levels). [partner]

Advocate for more public transport services during off-peak times and for the City Connector, more services earlier in the day and later into the evening. [advocate]

Work with the Department for Infrastructure and Transport to review the City Connector routes (2025). [partner]

Feasibility study for rapid transit corridor along Grenfell and Currie Street, considering public transport priority, wider footpaths, cycle facilities and better shelters, seating and information. [lead/ partner]

Undertake bus stop audits in conjunction with Goal 4.3 and build on existing Department for Infrastructure and Transport stop audits, to assess need for waiting space and stop access (e.g. crossing) improvements, and opportunities for better public transport and active travel and shared micromobility interchange. [partner]

Goal 1.3: Advocate for major public transport projects and initiatives

Seek transformative transport and city outcomes through new public transport opportunities.

Key Projects and Services:

Prepare an Infrastructure Australia submission for Delivery of tram extension to North Adelaide and Prospect. [partner]

Advocate for delivery of rail extensions through the City of Adelaide and beyond. [advocate]

Advocate for the State Government to review public transport fares, to promote use and equity of access. [advocate]

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

Improve connection between Adelaide Airport to the Adelaide CBD through a main public transport route along the Grote Gateway in accordance with the City Plan's Local Area Framework. [advocate]

Goal 1.4: Better travel choices for a more liveable city

Implement effective interventions that favour active travel and public transport.

Key Projects and Services:

Intersection upgrades, and other traffic calming measures on active travel routes. [lead]

A network of cycle lanes and safe cycle routes (which cater for people cycling and using other micromobility* devices) and cycle/ micromobility* parking:

- Prepare an Infrastructure Australia submission for a package of inner Adelaide cycle routes. [partner]
- Install additional and secure cycle parking: at least 40 new cycle hoops and three secure cycle parking facilities per year. [lead]
- Implement quick build cycle lanes including on Peacock Road in 2025/26 and Morphett Road-Montefiore Road in 2026/27. [lead]

Implement Healthy Streets upgrade options on key street renewal projects. [lead]

**Based on e-scooters and other personal mobility devices being legal from July 2025.*

Experience & Place

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

Measures of Success

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

2.2 Preparation of a Kerbside and Parking Management Policy in 2025/26, and implementation of its targets for street and kerbside space optimisation in line with strategic outcomes.

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

2.4 Reduction of through car travel on key CBD routes West Terrace, Grote/Wakefield, North Terrace, O'Connell/King William Street, Le Fevre Terrace, Melbourne Street, Morphett/Jeffcott, Hutt Street, Pulteney Street: -10% by 2030 and -20% by 2035 based on 2025 levels.

2.5 Increase the number of people attending events by active and public transport, with baseline to be determined from 2026 event surveys *(in line with the CoA Sustainable Event Guidelines)*.

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

Integrated transport and land use planning, and higher levels of active travel and public transport contribute to the economic health of communities and cities[4]. Walking/wheeling and cycling improvements to main streets and town centres increase retail spend. Walkable/wheelable streets encourage people to linger for longer, adding vibrancy to our places and boosting productivity throughout our city. Walkability/wheelability is valued by visitors to our city and is good for businesses. High levels of 'foot traffic' are key to successful main streets and creating walkable/wheelable neighbourhoods, and as outlined in City Plan 2036, will help achieve successful growth.

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

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

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

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

"RAA supports City of Adelaide investigating opportunities to optimise footpath/lane space allocation for effective movement and place purposes (e.g. outdoor dining) noting the longer-term community benefits this may provide"

- RAA written submission

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

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

Goal 2.1: City growth with increased liveability and safe, creative and joyful spaces for people of all ages.

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

Key Projects and Services:

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

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

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

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

Advocate to the Department for Infrastructure and Transport to promote use of the ring road rather than driving through the City, and to investigate enhancements such as grade separated crossings. [advocate]

Goal 2.2: Integrated transport and land use planning

Enable more people to live closer – and be able to walk/wheel or cycle - to jobs, schools, public transport and social infrastructure such as libraries, kindergartens and open spaces. Support higher density development with, lower car ownership and shared mobility.

Key Projects and Services:

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

Undertake amendments to the Planning and Design Code to implement land use and transport integration, including for positive changes to car ownership, active/ public transport use, active frontages on higher classification walking/wheeling routes, and contributions to street outcomes. [lead]

Undertake a strategic review of the existing and future locations and numbers of public off-street carparks within the City of Adelaide so public off-street car parking facilities complement active and public transport improvements, support visitor trips to existing and future development, and off-set changes to on-street carparking. [lead]

Incorporate the City Loop tram/bus and underground city railway loop/link into the planning framework to reflect City Plan 2036 development potential. [advocate]

Goal 2.3: New visitor and resident experiences and business growth

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

Key Projects and Services:

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

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

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

Optimise City of Adelaide public off-street car parking facilities to support visitor trips and changes to nearby street space to facilitate improved precinct experiences. [lead]

Goal 2.4: Resilient and adaptable street design and management

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

Key Projects and Services:

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

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

Health & Sustainability

Healthy streets and healthy people in a climate resilient city.

Measures of Success

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

3.2 Delivering a green grid (making it safe, easy and comfortable to walk/wheel and cycle to the Park Lands and Squares via shaded routes) by 2036.
(Source: City Plan 2036)

3.3 Reduction in noise (baseline: 2017 Adelaide CBD strategic noise monitoring project) and improved air quality within City of Adelaide Streets *(baseline: to be established).*

3.4 Increase in levels of physical activity and community connection:

-on average residents are physically active for at least 30 minutes on 4 days per week by 2030 and 4.3 days by 2035, from a 2024 baseline average of 3.7 days.

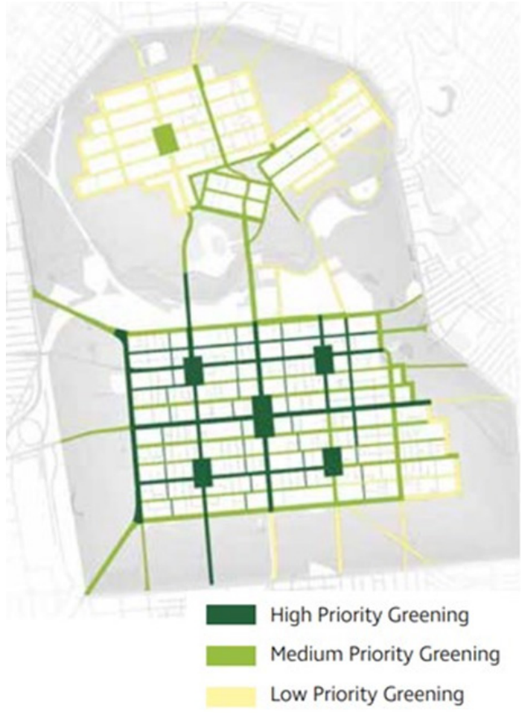
-58% of residents 'feel part of the local community' by 2030 and 63% by 2035, from a baseline of 53% in 2025 (*baseline: Community Wellbeing Plan and Dashboard).*

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

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

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

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



The City Plan 2036 Green City Grid

Goal 3.1: Cool, calm and connected streets and paths

Enhance greening on city streets to make our city more resilient to the impacts of climate change while creating opportunities for people to walk / wheel and cycle through better connections along our streets to our Park Lands and Squares.

Key Projects and Services:

Delivery of the green grid (on high and medium priority streets, coinciding with strategic cycling and walking/wheeling route upgrades) by 2036, with Healthy Street assessments used to inform street designs and greening outcomes. [lead]

Goal 3.2: Healthy Streets and healthy people

Our streets will be welcoming, safe, attractive and comfortable places, and allow for more people to choose active travel, connect to open space, and spend time in public spaces to connect with other people.

Key Projects and Services:

Use of Healthy Streets Design Checks (Healthy Streets, 2025) on all our street renewal/ upgrade and new projects. Output will be a key consideration in project options assessment and project prioritisation. [lead]

Implement a program for strategic noise and air quality within the City of Adelaide in collaboration with the Environment Protection Authority. [partner]

Safety & Comfort

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

Measures of Success

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

4.2 Increase perceptions of safety on our streets with *at least 60% strongly agreeing by 2036 that 'The city has public spaces I feel safe to use' (Baseline: 47% 2022 City User Profile) and at least 70% agreeing by 2036 that they 'Feel safe in the city' between 8pm and 1am (Baseline: 56% 2022 City User Profile).*

4.3 Increase footpath width service levels (walking/wheeling space). Set baseline and targets by the end of 2026/27 following footpath audit.

4.4 Decrease in average peak hour wait times for people walking/wheeling, scootering and cycling at signalised pedestrian crossings to 40 seconds on W1/C1 and W2/C2 routes by 2027 and other routes by 2030, and on all routes to 30 seconds by 2035.

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

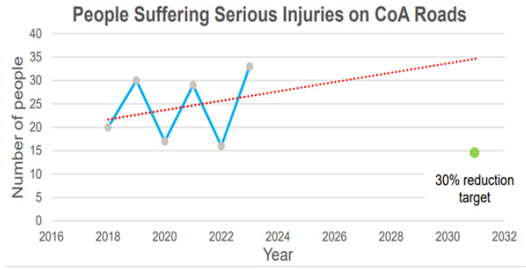
As highlighted in *South Australia's Road Safety Strategy to 2031*, "In urban areas, safer, lower speed environments can provide environmental, health and access benefits by making roads feel safe and choose more active transport". Safer speeds are a pillar of the Safe System and *Austroads Guide to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

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

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

- A review of 40 cities with 30km/h speed limits found it **reduces emissions and improves air quality**[5].
- Reduced speeds in urban areas can reduce congestion and delays. In urban areas, there will be no to negligible travel time difference and **traffic can flow more smoothly**[6]. There are also fewer, and less severe crashes – so there are fewer disruptions on the network.
- **Reduced speeds are good for local living and businesses.** Streets are **quieter**[7]**, more cycleable and walkable**[8]. Reduced speeds also mean we can have **greener streets** with more trees (with reduced requirements for sight distances, the slower the speed). Greener, calmer and more walkable streets mean people can enjoy walking and activities like outdoor dining. Footfall and street activities are great for business.
- **More children can use independent active travel** to school and be active participants in city life. Safety along the entire active travel trip (not just a school zone) is key[8].

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



Increasing trend for serious injuries on CoA streets

"Nearly half of all casualty crashes within the City of Adelaide involve a pedestrian or a cyclist, increasing to almost 60% of fatalities and serious injuries (FSI's) that occur. Given the unacceptably high number of crashes involving vulnerable road users in the last five years including 209 cyclists and 192 pedestrians, RAA supports a review of motor vehicle use and road infrastructure in City of Adelaide"

- RAA written submission

Goal 4.1: Implement the Safe System approach

Create safer roads and safer speeds to reduce the number of people being killed and seriously injured on our streets.

Key Projects and Services:

Implement reduced speeds on Park Lands roads and West Terrace by the end of 2026. [lead]

Implement reduced speeds on main streets and streets with a single lane of traffic in each direction by the end of 2026/27. [lead]

Ensure that Safe System speeds are considered as part of all infrastructure street projects. [lead]

Create a program of intersection upgrades by the end of 2025/26 to support Safe System outcomes. [lead]

Use Safe System assessments on all street upgrade and new projects. [lead]

Goal 4.2: Reduce risks and negative impacts from motor vehicles

Enable more people to use active travel and public transport.

Key Projects and Services:

Trial one-way streets on key routes to achieve outcomes identified in City Plan 2036 and the traffic circulation plan. [lead]

Develop a program by the end of 2025/26 to implement the traffic circulation plan. [lead]

Goal 4.3: Create gender accessible and inclusive streets

Make our streets welcoming and inclusive places for people to enjoy.

Key Projects and Services:

Audit footpath widths (clear walking/wheeling space) to identify performance gaps and prioritise footpath upgrades by the end of 2026/27. [lead]

Implement the recommendations of the Traffic Signal Review, including auto-green and reduced signal phase lengths, to reduce delays for people walking / wheeling at intersections. [lead]

Support programs such as Ride Her Way (Bicycle SA, 2025) and develop behaviour change programs to support more women and families to learn to cycle or get back into cycling. [partner/lead]

Our Street Network

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

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

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

The following pages are future state maps (network maps) for these key areas:

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

Future State Network Map: Public Transport

Public transport provides for sustainable, efficient, mass movement of people, including children and other people who cannot or chose not to drive. The public transport map shows different public transport classifications, with the classifications reflecting different level of service and priority provided for public transport along the street. The classifications also reflect the needs of people making these journeys, including elements such as footpath width, and proximity and safety of crossings near a stop. The walking/wheeling and cycling network mapping has also been prepared with public transport integration in mind. The public transport network map has been developed with alignment to the State Transport Strategy and the vision for the future of services. Improved connectivity of public transport to and within the CBD is a key opportunity, to be realised through:

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

Future State Network Map: Walking / Wheeling

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

Walking / Wheeling - definitions

W1 *Width (target desirable):* 4.5m
Width (minimum): 4m

Description: State significant walking movements with the highest concentration of pedestrian activity, reflecting significant city places (A and B). Core of the Primary Pedestrian Network.

Mapping Rules: Footpaths on the street block where adjacent place value is 'A' and also the routes to closest bus stops (both directions). Main routes (not cul-de-sac roads without through pedestrian access) within 200m radius of: railway stations within the city; the interstate/regional bus station; tram stops; Along the Currie-Grenfell and Pulteney St corridors where there is also P2 or higher.

W2 *Width (target desirable):* 4m
Width (minimum): 3m

Description: Regionally significant walking links near key activity generators with existing and/or potential demand. This includes strip shopping, educational institutions, railway stations and employment precincts. Walking network around schools and educational facilities to contribute to healthy streets and learning environment. Part of the Primary Pedestrian Network.

Mapping Rules: Routes along 'B' place level (within a block). Within two blocks of 'A' places if linked by public transport and active frontages. On footpaths where place value is 'B'.and route to closest bus stops (both directions). Main routes (not cul-de-sac roads with no through pedestrian access) within 200m around: schools/university/TAFE facilities. Routes to 200m providing access to: all railway stations; bus stops (more than two routes) or 'go zone' priority bus corridors and with adjacent retail or P3 or higher classification; tram stops. *Not already assigned a W classification. Where one link has two W2 routes that are separated by 300m or less of another classification, the entire length will be classified as a W2.*

W3 *Width (target desirable):* 3m
Width (minimum): 2m

Description: Municipal walking links that support pedestrian movements to and around activity generators such as activity centres, schools and transport interchanges. These routes capture the complete Primary Pedestrian Network and support 'local living' principles.

Mapping Rules: Main routes (e.g. not impermeable cul de sacs) within 1km of schools, childcare/kindergartens and university/TAFE facilities. Main routes within 400m of: squares and play spaces; public libraries and community centres; bus stops; supermarkets. Main routes within 200m of aged care facilities. *Main routes providing access to P1-P4 places within 2km that are not already assigned a W classification.*

W4 *Width (target desirable):* 2m
Width (minimum): 1.8m

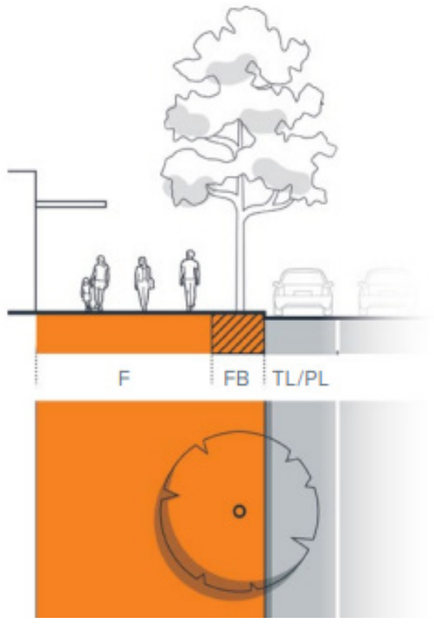
Description: Neighbourhood walking links, providing connections to the Principal Pedestrian Network, supporting the complete walking/wheeling journey. These links are mainly residential streets.

Mapping Rules: GT5 and other local roads not already assigned a W classification.

W5 *Width (target desirable):* 2m
Width (minimum): 1.8m

Description: Recreational route. Routes identified for walking/wheeling for recreation. Routes usually located beside rivers, creeks and rail lines – often shared facilities with cyclists

Mapping Rules: Only WR if it is not another W classification with a higher LOS requirement.

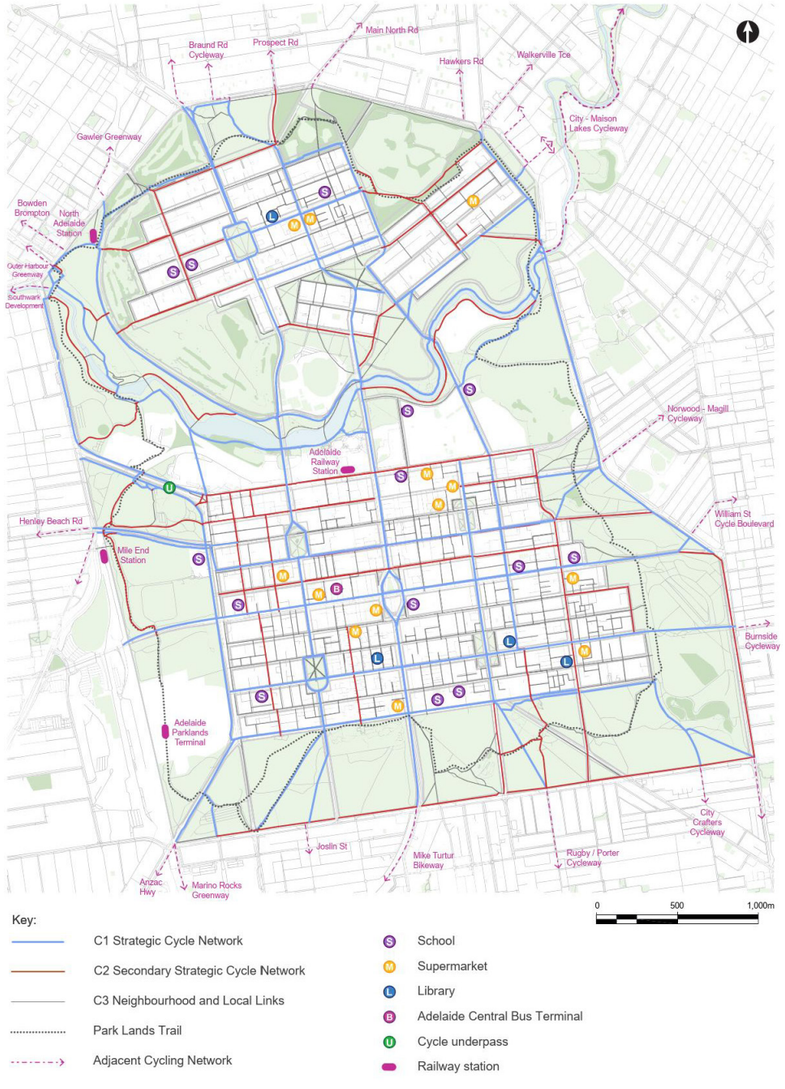


Footpath buffer (within a footpath area) (FB) to also be provided: desirable 1.2m+, minimum 1m (0.6m constrained). Width for outdoor dining to be in addition to footpath (F) clear walking/wheeling space. (PL - Parking Lane; TL - Traffic Lane). *Reference: South Australia's Active Travel Design Guide*

Future State Network Map: Cycling (micromobility)

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

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



Cycling (micromobility) - definitions

C1 *Regional Cycling Routes*

Description: High priority cycling routes that connect the capital city with Urban Activity Centres and other significant destinations.

Facility: Cycle path/ protected cycle lane. Cycle lane or mixed traffic eg cycle street may be suitable as per All Ages & Abilities Cycle Facility Selection Tool table - with high LOS outcome. Shared paths should be avoided.

C2 *District Cycling Routes*

Description: Routes that connect major activity centres with each other and with C-1 routes, creating a comprehensive high-quality network linking important destinations. Recreational trails of district significance are also part of C-2 level route network.

Facility: Cycle path/ protected cycle lane. Cycle lane or mixed traffic eg cycle street may be suitable as per the All Ages & Abilities Cycle Facility Selection Tool - with high LOS outcome. Shared paths should be avoided.

C3 *Local Cycling Routes*

Description: Routes that connect local activity centres and residential areas with each other and link to the C-1 and C-2 networks. Designated trails of mainly local or recreational significance are also included in the C-3 network.

Facility: Cycle path/protected cycle lane. Cycle lane or mixed traffic eg cycle street may be suitable as per All Ages & Abilities Cycle Facility Selection Tool - with high LOS outcome. Shared paths should only be used in heavily constrained situations and/or where P4/P5.

CR *Recreational paths*

Description: Provide a quieter cycling environment for recreation and tourism. Routes usually run beside rivers, creeks and rail lines. Often shared with people walking / wheeling. Noted that some routes such as the Park Lands and River Torrens Linear Trail also serve a dual purpose for commuting and other transport tasks.

Descriptions as per SA's Active Travel Design Guide. Cycling Classification Notes: C1 and C2 are considered to be strategic cycling network and should be spaced at maximum 500m (preferred) to 750m. By default mapping, GT4 or GT5 should be C3.

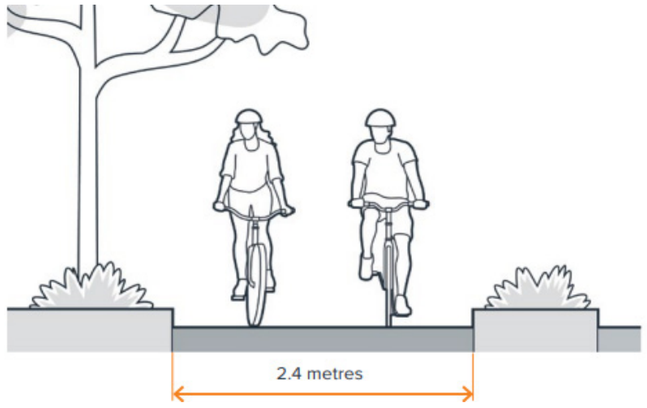
An All Ages and Abilities Cycle Facility Selection Tool
(Austroads)

Speed Limit*	Two-way traffic flow (peak hour pcus)	Off-road cycle track	Raised cycle track adjacent to kerb	On-road Protected Cycle Lane	Painted Cycle Lane	Mixed Traffic
20 km/h	< 200					
20 km/h	200-400					
20 km/h	> 400					
30 km/h	< 200					
30 km/h	200-400					
30 km/h	> 400					
40 km/h	< 200					
40 km/h	200-400					
40 km/h	> 400					
50 km/h	< 200					
50 km/h	200 - 400					
50 km/h	> 400					
60 km/h	Any					

*If the 85th percentile motor traffic speed data is recorded/available and is more than 10% above the speed limit, the next highest speed limit should be applied. Assumes adequate buffer from general traffic.

Park Lands Trail / River Torrens Linear Trail / Other Trail

Two-way traffic flow (peak hour pcus)	Shared Path <=3m	Shared Path >=3.5m	Separated Path
C1 or C2			
C3	*C (P1/P2), B (<=P3)*	*B (P1/P2), A (<=P3)*	
Other or CR			



One-way desirable lane/path width, as shown in Figure 7 of the SA Active Travel Design Guide. This is an inclusive outcome and allows social side-by-side cycling and passing. Width is the effective, clear width, with path clearance to hazards [Austroads Guide to Road Design Part 6A, Figure 5.7]. Clearance to wall/ fence/barrier/tree or other fixed object 1m (0.5m absolute minimum – but may be reduced to 0.3m if fence or obstruction has smooth features). Paths/lanes should be widened by 0.5m if steep grade (AGRD6A Figure 5.6).

Legend

- Provision should be suitable for most users.
- Provision is not suitable for all ages and abilities, and will exclude some users.
- Provision not recommended because it will not be suitable for most users.
- Provision not suitable.

Future State Network Map: General traffic

Informed by the assessment of priority vehicle routes within the City of Adelaide and through traffic travel, the general traffic network map has been developed to identify preferred access by general traffic. The future general traffic network focuses on providing for **localised access to the CBD and North Adelaide** and key off-street parking locations. Actions to support this include the use of modal filters, traffic calming design and speed limit reduction. Instead, roads such as Princes Highway, Greenhill Road and South Road serve the function to cross Greater Adelaide without travelling through the Adelaide CBD / North Adelaide. Access by freight vehicles supporting city servicing and economic functions will be maintained. To meet the goals of this Strategy and the City of Adelaide and ensure the liveability of our city, street space will need to be optimised. This will mean that more people can enjoy our streets and move around safely, including by walking/wheeling and cycling, with less motor vehicle traffic.

General traffic - definitions

A *Capital city strategic streets*

Description: Streets that provide for localised movement within the City of Adelaide on strategic corridors. Multi-modal movement (balanced with active transport and public transport) is at low speeds and volumes, supporting place intensity. Streets do not cater for an arterial road function but allow for access within the LGA. They are not State roads. Includes street typologies of Boulevard and Terrace.

4 *Collector streets*

Description: Streets that collect and channel traffic from local streets to higher-order streets. Movement is at low speeds and volumes and allows access between precincts of the City of Adelaide. Typically includes street typologies of Terrace, Park Lands and Street.

5 *Local streets / access streets*

Description: Streets used only for local movements. These streets usually have low traffic volumes and mainly provide first and last-mile connections. Typically includes street typologies of Street, Retail Street and Small Streets & Laneways.

Future State Network Map: Traffic Circulation Plan

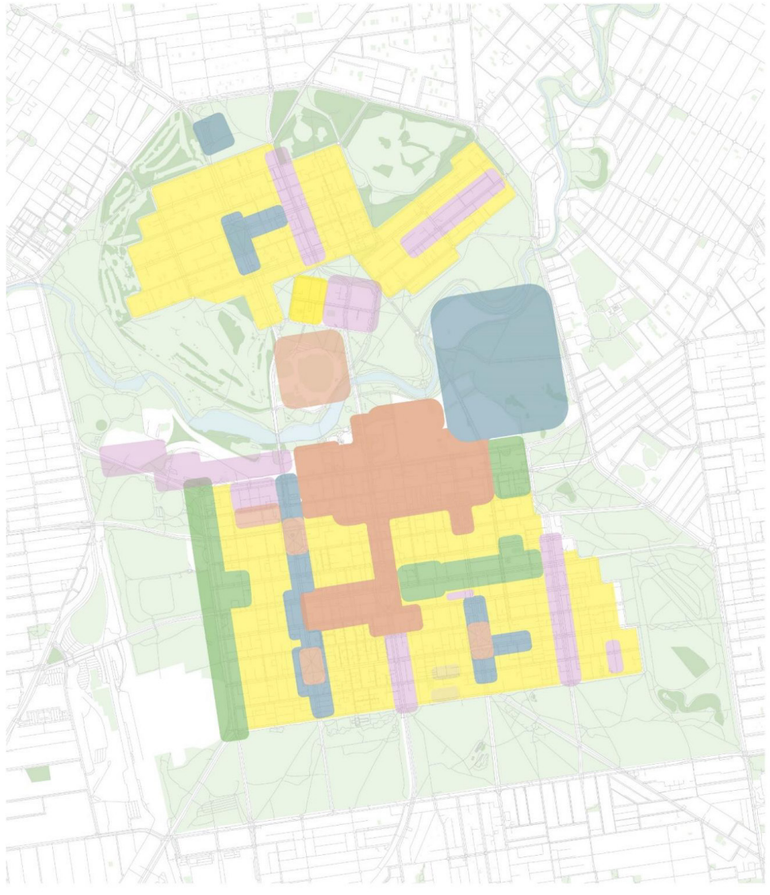
Traffic circulation plans are a strategy used for cities to manage vehicle traffic and associated congestion and negative impacts of vehicles. Plans seek especially to limit the negative impacts of through traffic. Better management of motor vehicles travelling through the city centre can create more space for people walking/wheeling and cycling, public transport and places for people and greening. A good circulation plan maintains access to properties and helps to reduce congestion impacts on essential deliveries and servicing. The circulation plan can better manage motor vehicles within the city and support changes to the way people travel, including with more public transport use, and more people walking/wheeling and cycling – and with 'traffic evaporation' rather than displacement of vehicle traffic and increased congestion on other roads[9].

Future State Network Map: Healthy corridors

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

Future State Network Map: Place classifications

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



Place classifications - definitions

P1 *Places of National or State significance*

Description: Street frontages (extending over 750 metres on both sides) that form part of state significant tourist precincts or are premier destinations for dining, entertainment, and/or high-density retail activities. Street frontages are visible and permeable. Cultural, entertainment or concert venues with a capacity of 1,500+ people, and sporting venues that host national games.

P2 *Places of metropolitan or city/town significance*

Description: Streets that collect and channel traffic from local streets to higher-order streets. Movement is at low speeds and volumes and allows access between precincts of the City of Adelaide. Typically includes street typologies of Terrace, Park Lands and Street.

P3 *Places of local government (council) significance*

Description: Streets used only for local movements. These streets usually have low traffic volumes and mainly provide first and last-mile connections. Typically includes street typologies of Street, Retail Street and Small Streets & Laneways.

P4 *Places of neighbourhood significance*

Description: Street frontages (extending over 200 metres on any side of a street) that act as neighbourhood activity precincts with commercial, education, dining, entertainment and/or retail activities. Street frontages are visible and permeable. Presence of large schools with 300+ student enrolments with frontages or key active travel access routes along the street.

P5 *Places of local significance*

Description: Local places of residence. Commercial destinations with small numbers of customers arriving mainly by appointment. Presence of schools with more localised school catchments.

Case Studies

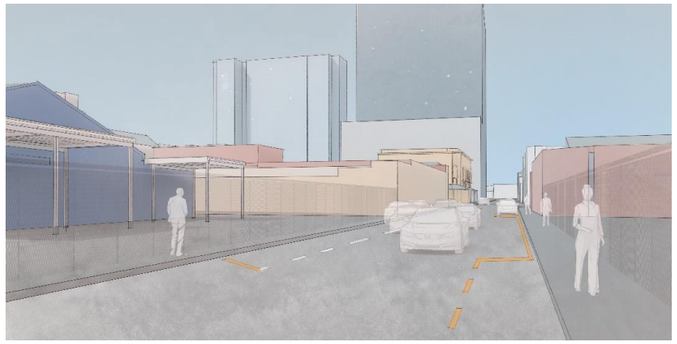
Three street case studies have been developed for three typical street types within the City of Adelaide to illustrate the scale of change needed to improve Healthy Street Outcomes and minimum service levels to achieve our vision, "Our streets: full of life".

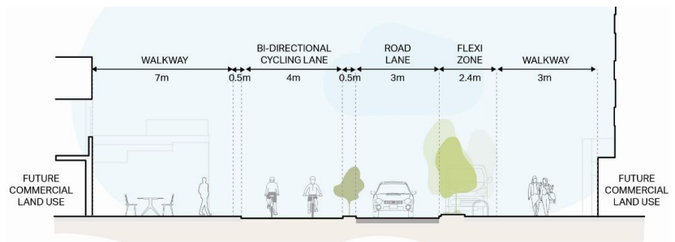
Local Activity Retail Streets

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

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

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

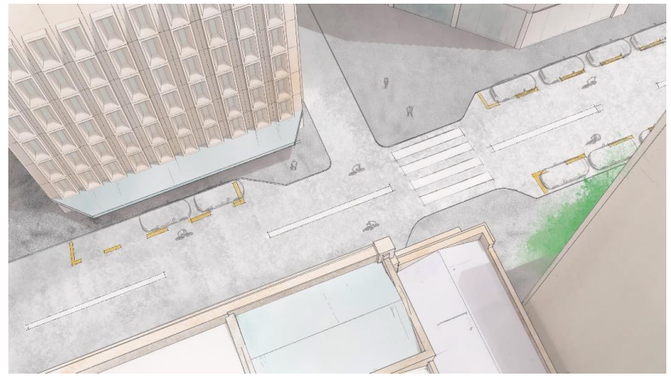


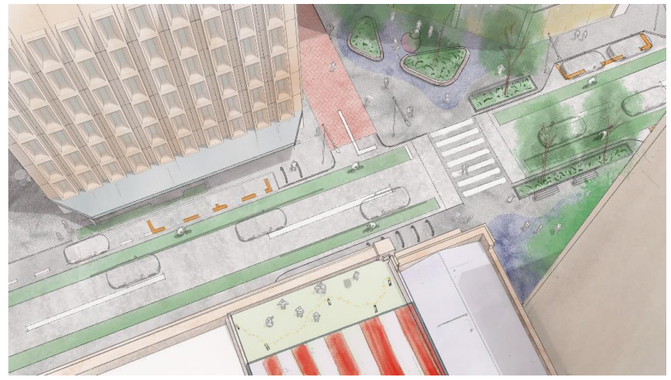


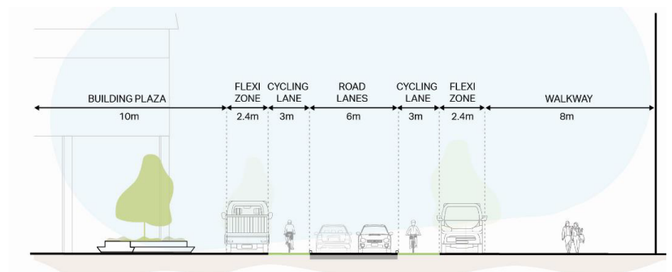
City Streets

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

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



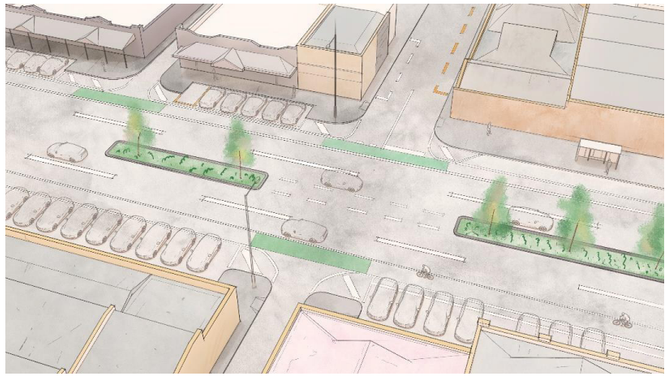


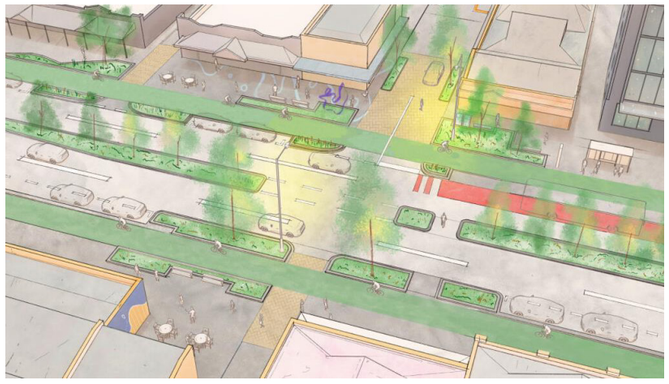


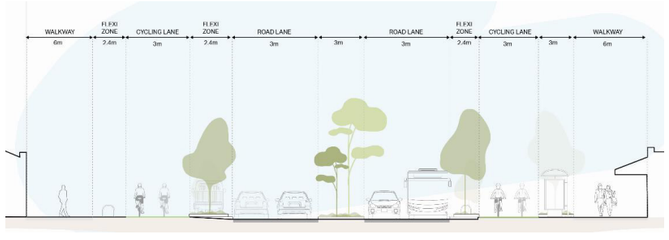
Boulevards

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

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







Our implementation and delivery

Council's Role

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

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

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

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

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

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

Partnerships

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

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

Our partnerships include:

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

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

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

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

Strategic Alignment

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

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

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

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

Planning approach

Under the *Local Government Act 1999* (SA), Council must develop and adopt 'strategic management plans' which identify Council's objectives, how Council intends to achieve its objectives, how these fit with the objectives of other levels of government, performance measures and estimates of revenue and expenses. These plans must cover at least four years and are reviewed after every Council election. For the City of Adelaide these are:

- **Long Term Financial Plan (Financial):** Ten-year plan, revised annually to ensure a ten-year view is maintained. Planning for long term financial sustainability.
- **Asset Management Plans (Infrastructure):** Suite of ten-year plans. Planning for the sustainable renewal and maintenance of assets.
- **Strategic Plan (Community):** Long term with a four-year delivery focus. Planning for vision and aspirations.
- **City Plan (Development):** Ten-year spatial plan. Planning for future land uses and built form.

Supporting our long-term commitments are a range of topic specific documents, including this Strategy, which articulate Council's strategic intent. These strategies and plans align to the Strategic Plan 2024-2028 and have been developed to respond to legislation, community expectations, 'grand challenges' and Council decisions. By integrating the way we deliver on our strategies and plans, we can ensure that prudent and efficient decisions are made, with line-of-sight between Council's Strategic Plan objectives and the projects and services City of Adelaide deliver.

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

Footnotes and References

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

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

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

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

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