

*City Strategies* INTEGRATED MOVEMENT STRATEGY – ADELAIDE ON THE MOVE

# *City Strategies*

INTEGRATED  
MOVEMENT  
STRATEGY

– ADELAIDE  
ON THE MOVE



**City of Adelaide**

*The cornerstone of Adelaide's achievement*



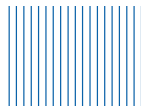


# *City Strategies*

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INTEGRATED  
MOVEMENT  
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- *ADELAIDE  
ON THE MOVE*



Corporation of the City of Adelaide

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# Introduction

Adelaide has long been called a “20 minute City” with easy access to the city centre from all parts of the metropolitan area one of its great advantages. Although suburban expansion to the north and south has extended journey times, the great majority of Adelaide residents remain within a twenty minute radius. Movement within the City in turn enjoys the advantage of the broad, straight streets established by the rectilinear grid of Colonel Light’s plan.

The City of Adelaide Movement Strategy brings together the various Council and State Government strategies and initiatives to maintain these advantages and further enhance the movement system. In particular it seeks to:

- inform planning and budgeting processes;
- maintain consistency and coordination in decision making;

- support the broader strategic directions of the City;
- provide for a prioritised strategic action plan for movement systems and infrastructure projects;
- provide a strategic framework for traffic and movement issues to assist in the assessment of opportunities and development projects;

The Strategy recognises the unique legacy of Colonel Light’s original plan for the City and seeks to reinforce and enhance the special urban character of City streets and public spaces.



*Adelaide's Rundle Mall*

It supports the vision of the Council and the State government for growth in residents, workforce and visitors by improving the accessibility of the City and by improving the pedestrian environment and urban amenity. The changing patterns of activity, distribution of employment, shopping and leisure preferences in the City are recognised and supported.

Public transport, cycling and walking are given greater priority as essential elements in an integrated strategy. Actions are proposed to minimise adverse impacts of motor vehicle use and restore road space not necessary for vehicular movement to pedestrian use and landscaping, while maintaining a high level of access.

The views of the local residential and business communities, as well as those of visitors to the City and adjacent Councils, have contributed greatly to the preparation of the Strategy, as has the input of Transport SA and the Passenger Transport Board.

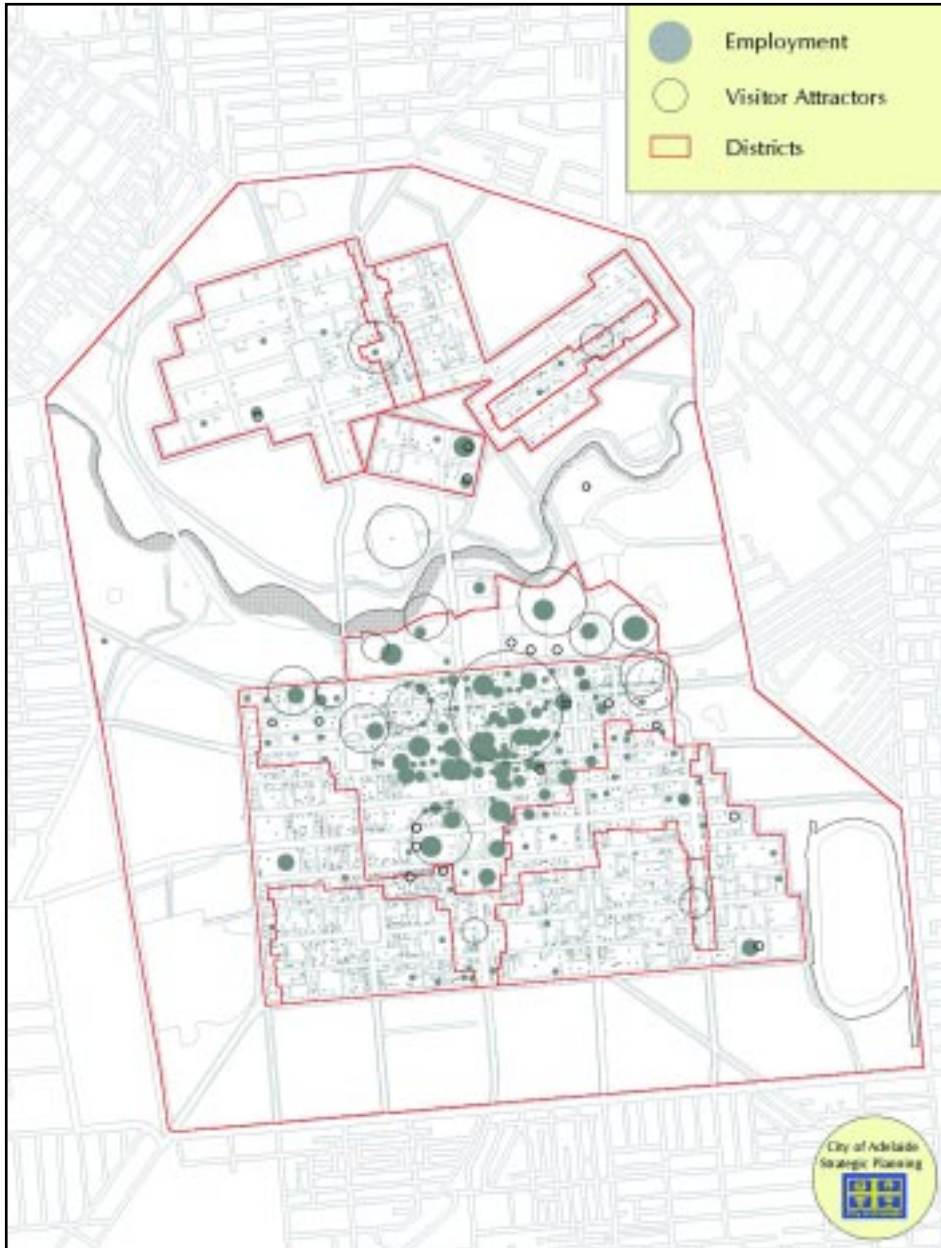
Important shifts in emphasis include:

- Emphasis on security after hours.
- Better waiting areas, information and security for public transport passengers

- Improved signage to make it easier for people to find their way around the City.
- Easier and safer car parking.
- Recognising the needs of people with disabilities in planning the movement system.
- Planning for changing movement patterns throughout different times of the day and week.
- Establishment of recreational routes for walking and cycling.
- Greater priority for public transport, cycling and pedestrian movement to help reduce dependence on the private car.
- Reduction in air and noise pollution in the City as a factor in traffic management and street design.
- Use of unnecessary carriageway width for improved pedestrian conditions and landscaping.
- Recognition that the City's streets comprise a major part of the public realm with many functions other than movement.

The strategy has two basic and complementary goals – firstly to improve access into (and out of) the City and secondly to make the City safer, more pleasant and convenient for people to move within it.

## DISTRIBUTION OF ACTIVITIES



# An Accessible City

**GOAL 1:**

***Improve access into (and out of) the City*** – sustaining a City perceived as easily accessible with movement systems supporting ease of access to and from the City and a convenient Ring Route for vehicles with destinations elsewhere.

Strategies and actions are proposed to achieve the following outcomes (recognising that many actions are responsibilities and commitments of agencies other than the Council):



*King William Street, looking south towards the City*

## Gateway to South Australia

***Gateway to South Australia – a Capital City presenting a positive and attractive impression for visitors on arrival and departure by air, rail or road.***

Visitors' perceptions of Adelaide are strongly influenced by their perceptions on arrival and departure.

Most overseas visitors and inter-state business visitors arrive through Adelaide Airport. Its location just ten minutes from the City Centre adds to Adelaide's reputation as an accessible city. Redevelopment of the terminal facilities by Adelaide Airport will enhance the airport as a fitting entry point to the State. First perceptions of visitors from the airport along Burbridge Road (Sir Donald Bradman Drive from January 2001) have been improved by landscaping improvements with further works scheduled for the remaining sections up to the City Park Lands in 2000/01.

The Council owned inter-State and country bus terminal on Franklin Street was built some 30 years ago.

The facilities are outdated and in need of improvement but uncertainties over alternative locations for an integrated facility have delayed progress of redevelopment plans. Studies have supported the Franklin Street site as the best available location and there is now agreement to proceed with plans for redevelopment as soon as possible.

A major capital project to improve the Adelaide – Crafers section of the National Highway through the Adelaide Hills as the South Eastern Freeway, including extensive tunnelling through the Hills was completed in March 2000.

The project will be supported by extensive landscaping and art works along the Glen Osmond Road section approaching the City. This "Gateway to the City" initiative is a partnership between Transport SA, Planning SA, Arts SA, the Passenger Transport Board, Tourism SA and the City Councils of Adelaide, Burnside and Unley.

The other main road entries to the City of Adelaide will also be progressively designed to ensure an attractive and consistent sense of arrival.

## Metropolitan Road Access

***Metropolitan Road Access – a city centre that is readily accessible by road from all parts of metropolitan Adelaide with an effective Ring Route for vehicle users with destinations elsewhere.***

Transport SA is currently developing a strategic framework for the metropolitan road network to guide future transport decisions. It will reinforce effective linking of the City's road network to the arterial road network, in ways which support the City's strategic goals and integrate metropolitan traffic flows.

The approach is largely focussed on making better use of existing roadspace through innovative traffic management measures, initiatives to encourage more efficient travel habits and support for alternative travel modes which reduce reliance on the private car. Safer and more sustainable road conditions across the metropolitan network will also help reduce overall travel times and costs.

Transport SA's 'Adelaide Better Roads' initiative is a five year program focused on improving the Ring Route to the east and north of the City.

Improvements include:

- Widening of the Robe Terrace section in 2001/02.
- Hackney Road landscaping, parking, bicycle and pedestrian improvements.
- A link road connecting South Road with the western section of the Ring Route via Railway Terrace and Port Road. This will reduce vehicle volumes along West Terrace by an estimated 10-20% on completion in 2004/05.
- Redesign of the Britannia Corner intersection to improve traffic flow and safety, in conjunction with improved management of traffic through the Kent Town area to the City from the east supporting proposals for improvement of North Terrace.
- Improvement of Portrush Road to share traffic loads in parallel with the inner Ring Route.

A consistent streetscape and landscape philosophy will be followed around the Ring Route taking advantage of the Park Lands edge and featuring particular points of visitor interest.

## Public Transport

**Public Transport** – convenient, reliable and comfortable access by public transport from all parts of metropolitan Adelaide with high quality facilities within the City.

The public transport system provides essential support for the community and cultural functions of the city centre, and for its economic vitality,

helping reduce the environmental and amenity costs of dependence on the private car.

The metropolitan public transport system carries around 120,000 passengers each day including some 70,000 travelling to or from the City. Falling patronage has been a concern over the past decade and the Passenger Transport Board is aiming to re-gain passengers through a range of system improvements.

The new round of bus service contracts commencing in April 2000 allows greater through-linking of bus



Free City Bus Service

routes on the east-west and north-south sectors, reducing bus volumes in the City by 10-15% and reducing the amount of kerb space required for terminating buses. As part of the new round of bus service contracts, many bus services have been improved, with a number of major routes upgraded to provide at least a 15 minute weekday and 30 minute night and weekend service between suburbs and the City. Selected routes also have improved services at night and on Sundays.

Timetabling of services is being adjusted to support changes in shopping and working hours. Improving passenger safety on the public transport system has been given high priority. Goals directly relating to the City include facilitating bus movement on City streets, simplifying the bus network in the City, improving bus stops and the availability of information.

Passenger Transport Board initiatives to extend and promote 'Park and Ride' facilities at all major suburban public transport interchanges and major stops will encourage use of public transport to enter the City. Opportunities at the City fringe are more limited because of the relatively low cost of parking spaces close to the city centre and the additional cost of running shuttle services into the City.

City centre initiatives for joint development between the Council and the Passenger Transport Board include:

- Improved model guidelines for the layout and design of bus stop/shelter areas for future stops and re-fitting of existing stops, incorporating distinctive artwork and design in selected locations (eg North Terrace).
- Establishment of a series of 'safe bus stops' providing high levels of security and comfort during evenings and off-peak periods for waiting passengers and passenger transfers.
- Provision of clear, easy to access route and timetable information and City maps at bus and tram stops.
- Simplification of routes and signage to make buses easier to use for short trips within the City.
- Wider footpaths, where practical, adjacent to high volume bus stop areas (e.g. Grenfell Street, Currie Street and North Terrace)
- Enhanced pedestrian routes linking public transport to major activity areas.

- Further consideration of clearways on key access roads into the City and bus and tram priorities at selected street network locations.
- Improved scope and type of intra City bus services (e.g. smaller vehicles, use of electric vehicles, services linking car parks to activity areas, extended services, improved night and weekend services). A new “Adelaide Connector” service linking the residential precincts of North and South Adelaide with the city centre will be trialled in 2000/01.

Taxis are also an important component of the public transport system, with advantages of flexibility and convenience. They have a particularly important role outside of the main hours for mainstream public transport services. Good lighting and visibility are important for safety in the location of taxi stands, while taxi drivers also contribute to security through the informal surveillance they provide in City streets.

Improved taxi stands are proposed, particularly in night activity precincts. A single flat rate fare for trips within the City should also be considered to facilitate short trips.



*The Adelaide Connector*

## Parking

***Parking – an adequate supply of convenient and reasonably priced car parking for visitors and city businesses.***

The Adelaide City Council strategy of car park development, initiated in the 1960s and continued through the 1970s and 80s, has placed the City in a strong position compared with other Capital Cities. Adelaide has over 20,000 spaces in public car parks, of which 6,600 are in well placed Council owned and managed car parks providing shopper, business visitor and essential business parking at stable prices.

The Movement Strategy recognises a continuing need for the Council to maintain ownership and control of its U-Park operations. The Council's specific requirements and expectations of U-Park are defined in an agreed Charter. Charges for short-term parking are kept low and pricing structures designed to ensure a turnover of spaces, with spaces available for short-term parkers at all "normal" times.

The basic strategy is to maintain an inner ring of short term parking stations around the pedestrian oriented central area and serving the

Central Market precinct, with an outer ring of all-day parking facilities primarily serving commuter and business needs.

Guidelines to improve the design and operation of both Council and private car parks from safety, aesthetic and traffic movement perspectives will be developed to improve ease of use, amenity and security.

### ***Central Activities District***

Surveys in September 1998 recorded a 7% vacancy rate in private and U-Park multi-storey parking facilities serving Rundle Mall during the peak demand period around mid-day on Friday (equivalent to over 1,200 vacant spaces, although not all were conveniently located for shoppers).

With an increase in demand generated for casual visitor parking, additional spaces can be made available by reducing early-bird parkers in the Gawler Place, Wyatt and Rundle Car Parks. Further spaces will become available when RAH nursing staff currently in reserved spaces in the Rundle Car Park move out on completion of the proposed new car park within the RAH site in 2001/02. This capacity should satisfy short to medium term demand for additional shopper and visitor spaces around Rundle Mall.

Extended retail hours will also tend to spread the demand for parking over a longer period of the day and week. This is likely to reduce the number of short-term parkers at peak periods.

Based on this occupancy assessment, there is currently an adequate overall supply of short-term spaces available to meet demand for the retail core.

A proposed car park on the Council owned BEA site in Flinders Street would also pick up some of the demand for long-term parking in the core commercial area, facilitating a transfer of long-term parkers from the Wyatt Car Park and supporting business activity around Flinders Street. Council should support development of this car park subject to confirmation of commercial viability.

In the Central Market area, redevelopment of the Grote Street/ Franklin Street Bus Station site should incorporate provision of public parking space.

Kerbside parking space within the Central Activities District is at a premium due to the intensity of land-use, safety and pedestrian amenity requirements, the need to provide for bus and taxi zones and for loading zones to service businesses.



*U-Park Car Park on Topham Mall*

### **Frame**

The private sector should be encouraged to provide additional off-street parking spaces in the King William Street south area. Development proposals for the Repco Building provide a current opportunity. The Council should also retain its Sturt Street car park, unless alternative parking facilities can be established to meet local demand.

***Mainstreet Precincts***

In the short to medium term the most pressing demand for provision of new car parks in the City is in the Mainstreet precincts of O'Connell Street and Hutt Street. Planning controls should ensure that any future development in these precincts is self-sufficient in off-street parking. However the Council may choose to facilitate arrangements for additional off-street parking to help meet existing pressures. This would involve provision of additional public parking in re-development of the Le Cornu site on O'Connell Street and facilitation of improved parking arrangements (on-street and off-street) to support the Hutt Street precinct.

***Park Lands***

Continued Council support will be required for the infrequent use of sections of Park Lands for special event parking adjacent to Adelaide Oval and the Showgrounds. Multi-storey parking is generally impractical on-site to service these venues and the use of remote car parks with feeder buses deters patrons through the inconvenience of having to transfer. Improved management of permanent on-street and off-street parking spaces in the vicinity of the Adelaide Oval and the North Adelaide Golf Course will also be a priority.

***Residential District***

Development Plan policy requires that any new development in the Residential District should be self-sufficient in off-street parking provision. However much of the existing building stock was built before car ownership was common, and can not readily accommodate on-street parking. Commercial activities with established use rights are also widespread throughout the Residential District.

A careful balance is therefore required in the use of kerbside space to make best use of the available space for resident parking, while also recognising the legitimate needs of established businesses.

A Resident Parking Permit system allowing permit holders to park in designated zones or overstay in time limited zones has been successfully operating since the 1970s. More recently a Visitor Parking scheme has extended similar benefits on a temporary basis for visitors. Simplification and extension of the schemes is proposed to increase parking availability for permit holders.

# A Convenient and Enjoyable City

**GOAL 2:**

***Make the City safer, more pleasant and convenient for people to move within it – creating a more attractive environment in the City’s streets and public spaces, supporting activities, safety and movement.***

Strategies and actions are proposed to achieve the following outcomes:



*Grenfell Street, Adelaide*



# Traffic Management

**Traffic Management** – a defined hierarchy of roads based on clearly stated functions providing a sound basis for traffic management, planning and urban design.

The hierarchy shown in the map following assists decision making in the development and management of the network by assigning each road corridor or street to primarily accommodate certain mode types and specific street activities.

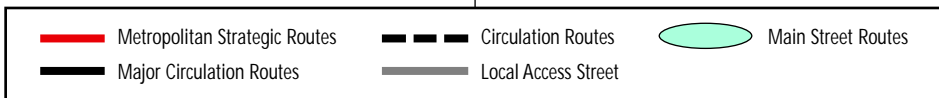
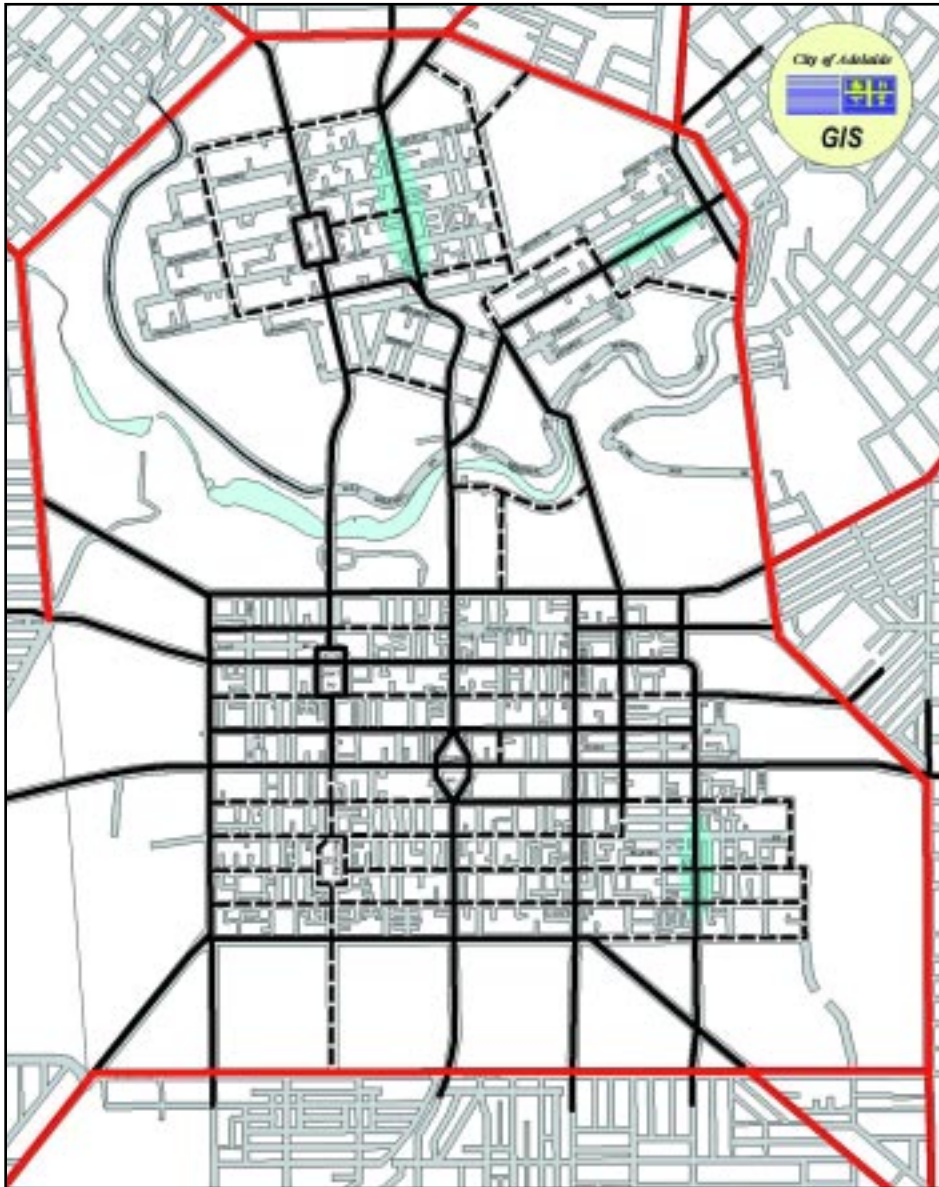
- **Metropolitan Arterial Roads** – are those roads that are controlled by Transport SA. They essentially form the boundary of the City of Adelaide council area and have the primary function of Strategic Routes within the proposed Strategic Road Network.
- **Major Circulation Routes** - have the essential function of providing access to and within the City and would not normally service through traffic movements.
- **Circulation Routes** - predominantly provide access to and within the precincts of

the City. Generally they would represent the preferred movement routes within precincts although they would provide circulation for local traffic between adjacent sections of the City. Pedestrian safety and amenity are important considerations for these roads.

- **Local Access Streets** – predominantly serve to provide direct access to individual properties. These streets will generally have lower traffic speeds and provide a safe and pleasant pedestrian environment.
- **Mainstreet Routes** - serve the Mainstreet Precincts of the City and support the local retail, community and commercial functions by providing service and customer access to facilities and car parking and by providing a pleasant trading environment.

In the same way that ‘desired future character statements’ in the Development Plan define preferred outcomes for development in the City, ‘Role Descriptions for Key Routes’ can define preferred functions for the main north-south and east-west streets and inform the

# ROAD HIERARCHY



urban design treatments supporting the activities and land uses they serve. These detailed Role Descriptions supplement, and are compatible with, the general Road Hierarchy.

### ***North Terrace***

- To act as the major circulation route to facilities within the North Terrace Precinct and to Rundle Mall.
- To act as a primary city 'gateway' and public transport route into the City but not as a through route.
- To minimize through traffic movements.
- To provide a pedestrian environment of style and quality which facilitates safe and easy access along and across North Terrace, links to adjacent pedestrian routes, provides wide tree lined footpaths and a range of enjoyable experiences and activity spaces.
- To act as a key public venue for major events and festivals.

### ***Currie Street/Grenfell Street***

- To act as a major public transport and pedestrian access corridor for the core of the City, but continue to meet the

requirements of local traffic related to commercial, retail and car parking facilities.

- To provide a safe and accessible pedestrian environment linking Rundle Mall and Hindley Street to the adjacent office precincts and provide a high level of pedestrian amenity.

### ***Waymouth Street/Pirie Street***

- To act primarily as a feeder route for local facilities destinations and car parking.
- To provide service access to local business.
- To provide balanced and convenient vehicular and bicycle accessibility
- To provide improved pedestrian amenity and improved pedestrian crossing points within the centre section.

### ***Franklin Street/Flinders Street***

- To act as a major City circulation route and facilitate intra-City movements, using free capacity to support Grote / Wakefield Streets in providing for east-west movements across the City and to reduce traffic loads through Waymouth and Pirie Streets.
- To potentially take a greater role in bus access to the City.

- To provide a pedestrian environment that facilitates improved pedestrian accessibility at key crossing points (Victoria Square precinct).

#### ***Grote Street/Wakefield Street***

- To act as the principal cross City circulation route and a major east-west City 'gateway'.
- To facilitate improved pedestrian and car park access to the Central Market precinct, particularly on market days.
- To develop a more integrated tree-lined character.

#### ***Gouger Street/Angas Street***

- To act as a circulation route (major between Victoria Square and Frome Street), with priority given to accessing local facilities, destinations and car parking.
- To provide a diverse and convivial pedestrian environment which supports outdoor dining, street activity and retail trade, particularly within the vicinity of the Central Market.
- To provide a safe and pleasant residential environment at the eastern end of the route.

- To provide a kerbside management plan within the Central Market precinct which balances the needs of service deliveries, convenient parking and night-time activities.

#### ***South Terrace***

- To act as a major circulation route where linking to other major circulation routes.
- To provide a streetscape environment that incorporates regular access points to the Park Lands and to define a clear City edge.
- To restrict heavy vehicle access except for local deliveries.

#### ***King William Street/King William Road/O'Connell Street***

- To act as the principal north-south 'gateway' into the City and the major ceremonial boulevard for parades, marches and major events.
- To act as a major public transport and pedestrian spine within the City integrating bus and tram services and providing a key link between North Adelaide and Adelaide.

- To provide a pedestrian environment that reflects the different character of the individual precincts along the route (North Adelaide ‘village’, Torrens Valley, Central City, City South).
- To provide integration through street planting, public art, city signs and promotion.
- To balance the requirements of a diverse, safe and accessible trading environment with the need to provide effective City access.
- To provide a kerbside management plan for O’Connell Street and King William Street south, which incorporates the varying needs of residents and traders.

***Morphett Street/Montefiore Road/Jeffcott Street***

- To act as a major north-south City circulation route and facilitate intra-City movements.
- To provide a pedestrian, cycling and streetscape environment, which strongly supports local identity and precinct character.
- To provide improved access to West Terrace from Morphett Street (via Currie Street and Light Square) thereby reducing the need for through traffic to use Hindley Street (west).

- To maintain the residential character of Jeffcott Street, with alternative access provided to the City from the north western suburbs via War Memorial Drive and Park Terrace.

***West Terrace***

- To act as a major City circulation route and a significant western ‘gateway’ to the City.
- To provide a bold and consistent treelined streetscape character, with a significant improvement in footpath, median and Park Lands planting.
- To act as an alternative City by-pass route until completion of the western Ring Route in 2004/05 reduces this function.

***Pulteney Street***

- To act as a major City circulation route and a southern ‘gateway’ to the City and to balance the needs of a diverse and accessible trading environment with the need for effective City access at peak periods.
- To act as a major public transport, pedestrian and bicycle route into the City.

- To provide a strongly integrated streetscape and pedestrian environment with improved east-west pedestrian linkages within the Hindmarsh Square precinct.

#### ***Frome Street/Frome Road***

- To act as a major City circulation route and facilitate intra-City movements.
- To improve linkages from the City and the River Torrens to North Terrace and the eastern Ring Route
- To provide a streetscape and pedestrian environment which clearly reflects the different character of the urban and Park Land precincts along the route.

#### ***Melbourne Street***

- To balance the needs of a diverse and accessible trading environment within Melbourne Street with the need for effective City access and to direct through traffic to the Ring Route.
- To provide a diverse and convivial pedestrian and streetscape environment, which incorporates a consistent streetscaping theme, safe and convenient pedestrian movement and a range of crossing opportunities.



*Melbourne Street streetscaping*

- To manage kerbside space to incorporate the varying needs of residents and traders east of Jerningham Street.
- To provide an improved route to the City reducing the need to use Finnis Street.

### ***Hutt Street/East Terrace***

- To act as a major City access route, but to balance the needs of a diverse and accessible trading environment with the need for effective City access along Hutt Street at peak periods.
- To provide a streetscape environment that strongly supports the different and emerging character of both East Terrace and Hutt Street, incorporating a safe and diverse pedestrian environment, outdoor dining and facilities for major events and festivals.
- To provide a kerbside management plan which incorporates the varying needs of residents and traders.
- To provide a safe and convenient pedestrian environment as a major pedestrian link to the East End and Central Activities District.

### ***Park Lands Roads***

- To act as major circulation routes into and out of the City.
- To provide a landscape treatment that creates a sense of arrival, reinforces the Park Land setting and contrasts with the adjacent urban street environments.
- To provide on-street parking that supports adjacent Park Land and City edge uses, rather than long term City parking.

### ***Victoria Square***

- To act as the principal central, civic and ceremonial public square within the City providing a traffic layout that accommodates the major peak east-west and north-south movements, reduces the impact of through traffic movement on the edges and significantly improves pedestrian amenity and safety.
- To provide a pedestrian environment that improves amenity, gives priority to pedestrians within the quadrants and directly links the active edges of the square with the landscaped areas creating an environment for increased activity.
- To provide a bold landscaping theme that integrates and unifies the entire Square.

### ***Hindmarsh Square***

- To provide a landscaping theme that integrates and unifies the entire Square and better links the four quadrants to the adjacent built edges.
- To provide a pedestrian environment that significantly improves the size and variety of areas of open space and gives priority to pedestrians moving within and between the four quadrants.
- To provide a traffic layout that accommodates the major north-south and east-west vehicular

movements, improves pedestrian amenity and improves the intersection of Pulteney and Grenfell Streets.

- To rationalise on-street parking.

### ***Light Square***

- To provide a traffic layout that accommodates the major north-south and east-west vehicular movements and improves pedestrian amenity.
- To provide a pedestrian environment that improves amenity and gives greater priority to pedestrians movements within the Square, particularly between the northern quadrants.
- To provide a landscaping theme that integrates and unifies the entire square and provides more outdoor space for street activities, the performing arts centre, outdoor dining and events.

### ***Hurtle Square***

- To provide a traffic layout that accommodates the major north-south and east-west vehicular movements and improves pedestrian amenity at the edges.
- To rationalise car parking, reduce the area of bitumen, increase open space and provide a landscaping theme that integrates and unifies the entire square and strengthens

the links between the four quadrants and the adjacent built edges.

- To provide attractive and accessible open space for nearby residents.

### ***Whitmore Square***

- To provide a traffic layout which gives greater emphasis to the movement of pedestrians and cyclists within, around and across the Square.
- To provide a pedestrian environment with improved amenity and safety and to improve the landscape character of the Square.
- To provide attractive and accessible open space for nearby residents.

### ***Wellington Square***

- To provide a pedestrian environment that improves amenity and gives greater priority to pedestrian movements and cyclists within the Square, particularly between the pedestrian edges and landscaped centre.
- To provide a traffic layout that accommodates current north-south movements.
- To provide a landscaping theme that integrates and unifies the entire Square.
- To provide attractive and accessible open space for nearby residents.

## *Pedestrian Movement*

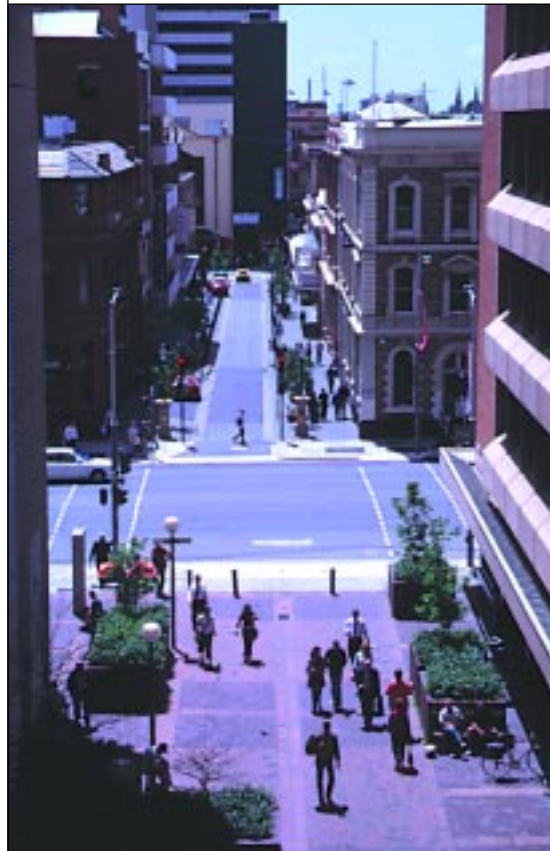
***Pedestrian Movement*** – a city that is convenient, safe and enjoyable for pedestrians at all hours and which encourages walking for health and pleasure.

Colonel Light's response to the physical features of the site in his original Plan for the City has established an attractive, distinctive urban form. This has created a convenient and easily understood street network for pedestrian movement.

A number of specific action plans are proposed as a basis for projects over the next ten years:

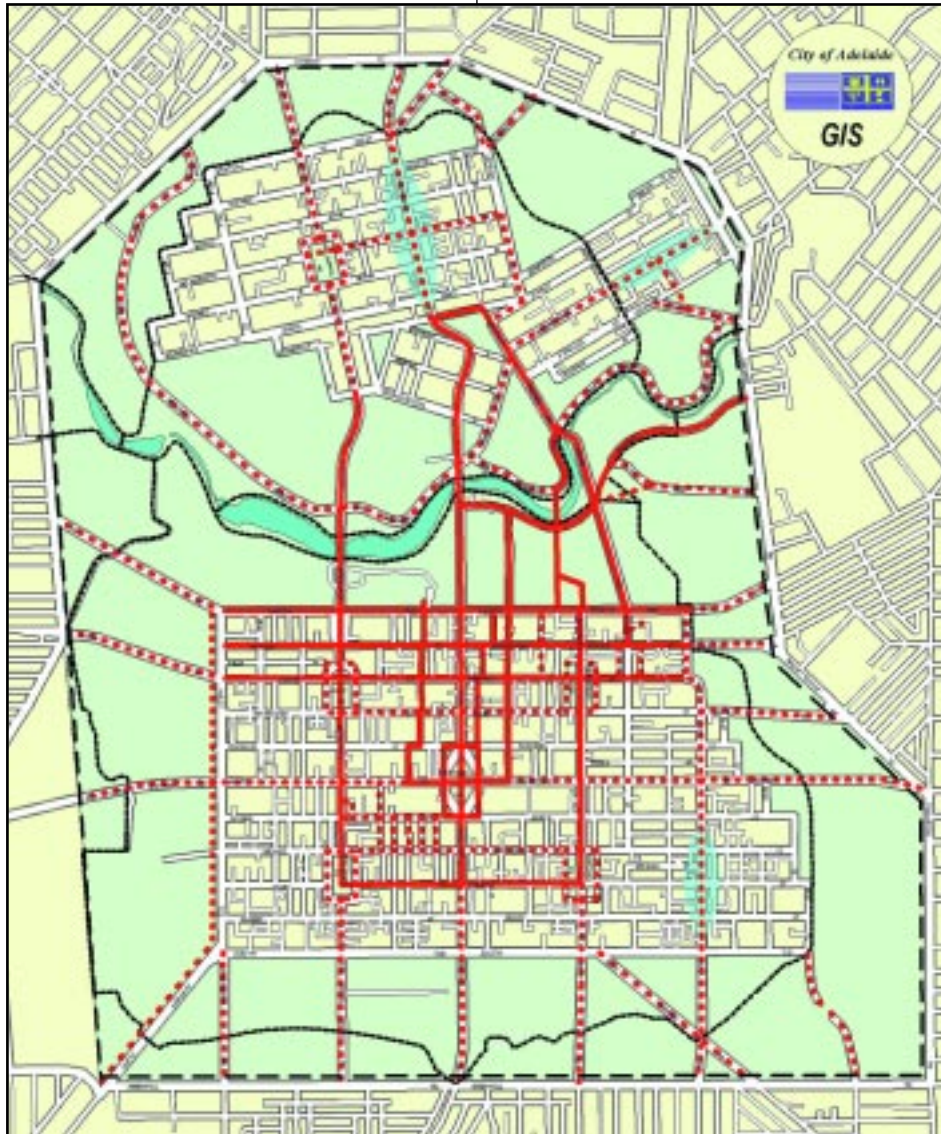
- Enhance the role of the Squares within the city area as 'green islands' by modifying the bisecting and surrounding roads in favour of pedestrian movement.

*Leigh Street*



- Establish designated pedestrian routes, as shown on the map following, as safe and attractive pedestrian links by day and night, connecting major centres of activity, North Adelaide and the Square Mile and providing linkages through the Park Lands.
  - Implement a 'continuous footpath' concept across the intersection of narrow streets and laneways with the main street grid in the Central Activities District.
  - Upgrade the pedestrian pathways through the University of Adelaide with one major pathway linking Pulteney Street via the University Footbridge to North Adelaide.
  - Attend to priority pedestrian crossing points at street intersections to achieve greater safety, comfort and convenience for pedestrians.
  - Provide additional controlled pedestrian crossings in selected locations.
  - Adapt minor streets and laneways to improve permeability of the City for pedestrians and provide more scope for street activity in selected locations.
- Improve access for pedestrians to and past all major off street car park frontages.
  - Further review Zone X policies in the Development Plan regarding pedestrian amenity and on-site parking in the heart of the City.
  - Improve pedestrian linkages and River Torrens crossings through the Park Lands.
  - Improve pedestrian access to the Park Lands across the City's perimeter terraces and principal streets.
  - Establish a pedestrian pathway all around the Park Lands.
  - Actively promote the advantages and pleasures of walking in the City.

# DESIGNATED PEDESTRIAN ROUTES and PARK LANDS RECREATION WALKS



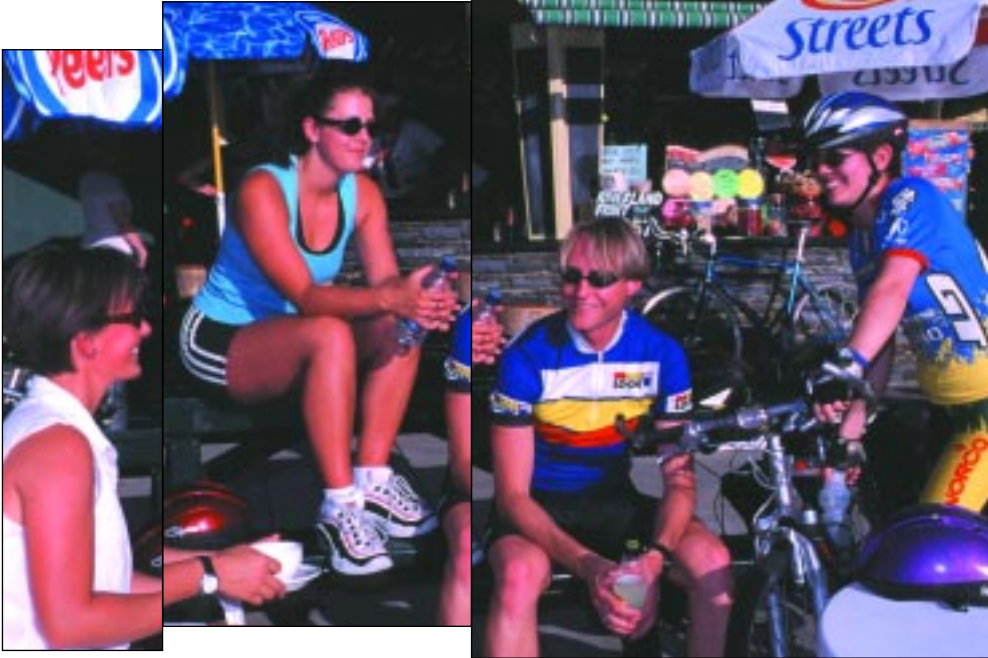
Designated Routes	Recreation Walks	
High Priority	Boundary Walk	Main Streets
Medium Priority	Park Lands Circuit	

## Cycle Network

***Cycle Network*** – a city that is convenient and safe for cyclists and which encourages cycling for health and pleasure, gaining economic, social and environmental benefits from increased bicycle use.

A significant step to achieve a more sustainable transport system is to increase priority for cycling towards the year 2010.

The Adelaide City Strategic Bicycle Plan was adopted by the Council in 1995 following intensive consultation with Bike South, bicycle users and other stakeholders. It was a pioneering document for Adelaide. A wide range of infrastructure and policy improvements have been achieved through its implementation to date by the Council, in partnership with Bike South.



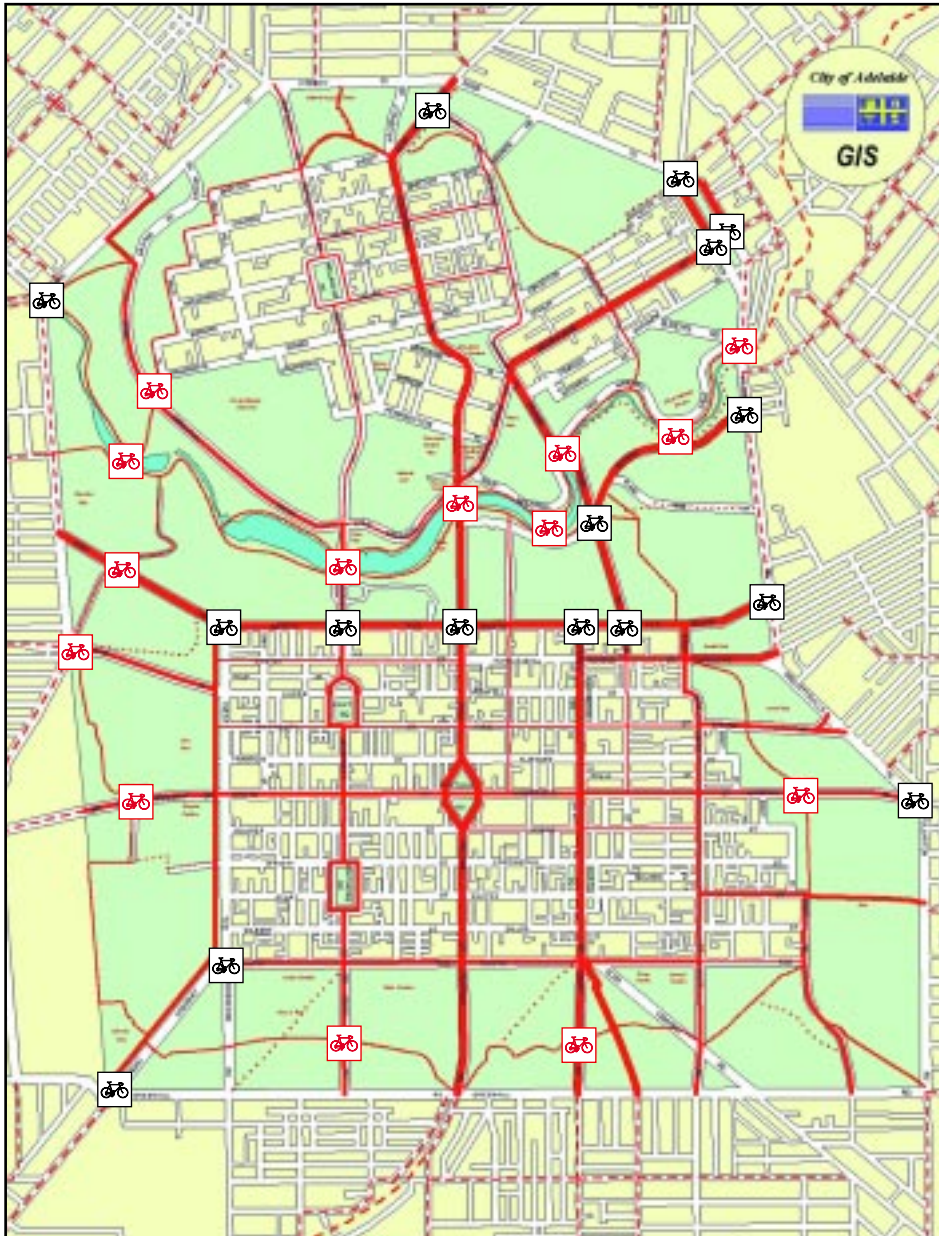
*Cyclists enjoying the benefits of the City*









A review of the 1995 Strategic Bicycle Plan undertaken in the latter part of 1999 has highlighted issues of connectivity in the bicycle network, education and promotion, bicycle parking and safety as priorities for action over the next five years.

The following actions are proposed:

- Create and maintain an integrated bicycle network as shown on the map following.
- Provide appropriate safe and secure bicycle parking.
- Provide trip end facilities such as showers, lockers and change facilities for commuter trips and picnic areas within the Park Lands for recreational trips to encourage bicycle use.
- Provide effective and attractive signage throughout the bicycle network.
- Increase opportunities for trips which combine cycling and public transport.
- Manage traffic conditions for greater cyclist safety and reduce cyclist black spots.
- Encourage greater compliance with the Australian Road Rules.
- Assess risk factors for cyclist accidents and injuries.
- Develop targeted marketing programs to promote cycling.
- Generate cultural change to gain broad based recognition of cycling as a normal and legitimate transport mode.

# BICYCLE NETWORK



Bicycle Network		Intersection Upgrade Locations
	Primary Commuter Routes	 Commuter
	Secondary Commuter Routes	 Recreational
	Tertiary Commuter Routes	
	Recreational Route	
	Recreational Link	
	Adjoining Routes	

## People with Disabilities

### **People With Disabilities – ease of access for people whose mobility is impaired.**

As a largely flat city, built around a regular street grid, the Adelaide city centre can be a very accessible place for people with disabilities. This will benefit the City as a whole as a more welcoming, vibrant and economically healthy place.

The Council has drawn up an Access Action Plan, up to the year 2002, in partnership with the State, and non-government organisations. The Plan responds to the Disability Discrimination Act, 1992, but goes well beyond the minimum obligations to ensure that the needs of people with disabilities are addressed. A first review of the Plan has been undertaken. Access audits have been completed for Council facilities and improvements have been made to improve access for people with disabilities.

Priorities for implementation include

- improved access to Council-owned recreation and civic facilities.
- close liaison with private building owners around the City to improve access.

- rolling program of kerb ramp and tactile paver installations at pedestrian crossing places to June 2004.
- partnerships with Arts organisations and the Disability Information and Resource Centre to market accessible City venues and restaurants through the internet and other media.

People with a mobility disability are able to obtain a Disabled Persons Parking Permit. Permit holders can park for an extended period in any ticket, or time limit zone of 15 minutes or more, and can obtain vouchers allowing two hours free parking in U-Park carparks. Off-street carparks within the City are required to provide at least 1% of spaces accessible for people with disabilities, and additional designated spaces are maintained in Council U-Park carparks where there is an established need.

Permit zones will be provided at locations frequently used by people with a mobility disability. (eg. Hospitals and medical centres, places of entertainment). A Disability Employment Permit scheme will be maintained enabling employees with a mobility disability to park in very close proximity to the workplace.

All designated parking bays will meet the width and access requirements for people with disabilities set out in Australian Standard 2890.

## A Safe and Attractive City

***A Safe and Attractive City – an attractive, welcoming and vibrant City within which people feel secure at all times with risks of accident and crime minimised.***

Consultation and studies undertaken in preparing the Council’s Urban Design Framework and Welcoming City initiative provide directions for the design and management of streets and public spaces as attractive, interesting and secure places that everyone can enjoy.

The following actions are proposed:

- Determine options for reduction of vehicle speeds in the City for improved safety and amenity.
- Create a safer environment for pedestrians through un-obstructed footpaths, improved pedestrian crossings and enhanced security along designated routes.
- Reduce air and noise pollution in the City through traffic management and street design.
- Establish a lighting plan for the City of Adelaide that reinforces designated pedestrian routes and illuminates the surrounding

areas of footpaths in Park Lands and the River Torrens valley crossings.

- Improve signs and information throughout the City, particularly those linking and leading to activities and informing visitors.
- Plant more shade trees.
- Enhance comfort and activity on streets and in parks through strategic placement of public facilities, street furniture, public art works and places for performance art and entertainment.
- Complete the continuous landscape treatment of the River Torrens valley as it runs through the City.
- Plan for rowing and other watercraft activities on the Torrens Lake.
- Assess options for limited vehicle access in Rundle Mall to improve night time activity and security in the context of a broader Rundle Mall Master Plan.
- Enhance the pedestrian environment of linking streets to retail precincts, particularly Rundle Mall.
- Design street corners as hubs of activity.

# Achieving the Outcomes

**The strategy proposes a comprehensive approach to the design of the public realm, considering all of the elements of street function, including urban amenity, city form, pedestrian movement, traffic management and vehicle access, the environment, health and safety, bicycles and on-street activities.**

Actions will take effect through the following means:

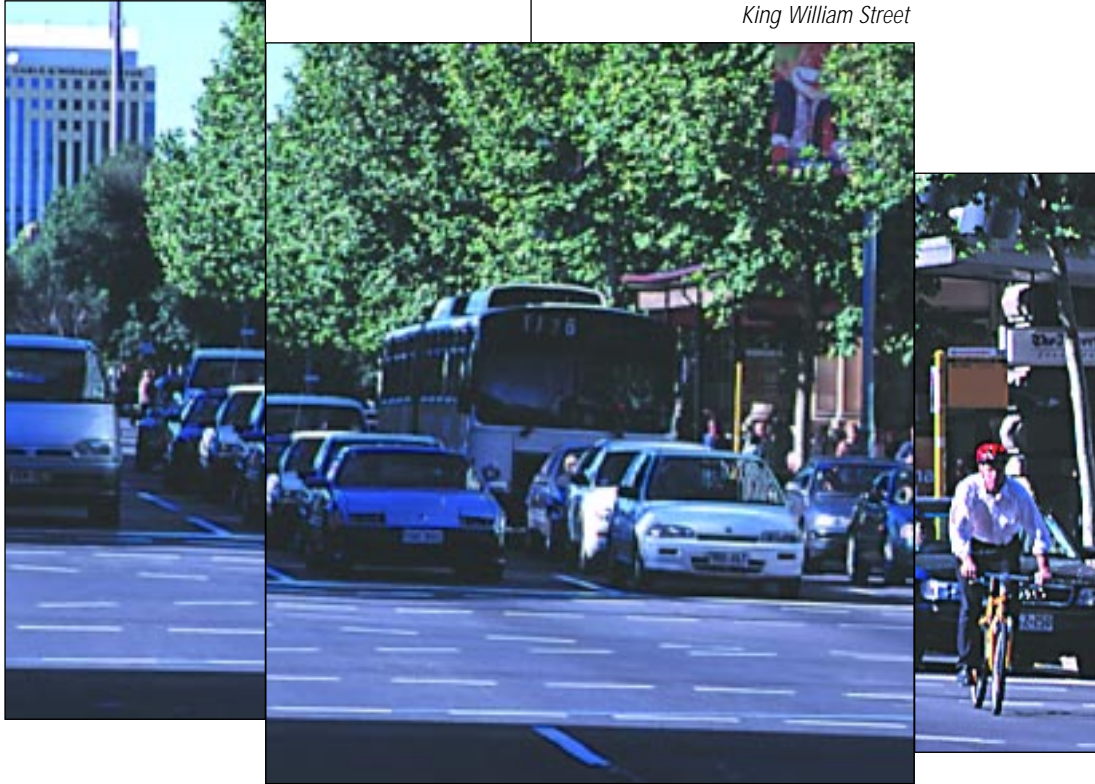
- Progressive implementation of improvements to the City's roads, pedestrian routes, public spaces and landscaping through the Council's Capital Works program in accordance with the guidelines and priorities set out in the strategy.
- Implementation of Council policy established in the strategy, including the policies for the U Park charter, on-street parking and kerbside management policies and policies and by-laws for management of public spaces.
- Implementation of Development Plan policy through the statutory processes of development control.

- Specifically funded projects and initiatives funded through the Council's budget processes and committed in the Corporate Plan.
- Commitments of State Government and other agencies consistent with the strategy.

Priority actions include:

- Redevelopment of the Franklin Street Inter-state and Country bus terminal site to provide an appropriate facility for future needs in accordance with design guidelines to be resolved in 2000/01.
- Enhanced entry routes to the City commencing with the "Gateway to the City" initiative for Glen Osmond Road with the City section for design in 2000/01 and implementation in 2001/02.
- Better lighting, safety, information and street furniture at bus stops and taxi stands, with design of a model layout in 2000/01 to guide a rolling program of improvements.
- Easier movement by bus within the City, facilitated by greater through-routing of services from April 2000.

King William Street



- Maintenance of adequate visitor parking provision and availability of short stay parking spaces on the lower levels of Council car parks.
- Improved parking provision in King William Street south/ Sturt Street, O'Connell Street and Hutt Street and around the Adelaide Oval and the North Adelaide Golf Course.
- Improved pedestrian amenity and traffic management in North Terrace in context of master planning for the precinct with works commencing in 2001.
- Improved pedestrian amenity in Grenfell Street with widening of northern footpath, installation of a pedestrian crossing adjacent to James Place and upgraded lighting and street furniture.

- Enhanced role of the Squares giving greater priority to pedestrian movement and amenity in accordance with Master Plans to be prepared for each.
  - Improvement of designated key pedestrian routes for safer day and night use based on Crime Prevention Through Environmental Design (CPTED) assessment. Rolling program of implementation to complete all priority routes over the next five years commencing with the route between the University of Adelaide and North Adelaide. CPTED improvements will be also be incorporated in design of major capital projects, including Victoria Square, North Terrace, Pulteney Street and Grenfell Street.
  - Enhancement of key minor streets and laneways to improve permeability of the city for pedestrians and provide more scope for street activity, commencing in 2000/01 with Charles Street.
- Completion and maintenance of an integrated bicycle network for both commuter and recreational use through a rolling program of works in partnership with BikeSouth.
  - Access improvements for people with disabilities including rolling program of kerb ramp installation and footpath improvements, and improved access in Council car parks in accordance with priorities established by access audit.
  - Improved signage and information linking and leading to activities and informing visitors implemented through a rolling program over the next five years.

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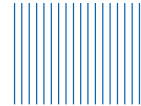
**North Terrace Urban Design  
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CORPORATION OF THE CITY OF ADELAIDE

# *For More Information*

If you would like to know more about the Adelaide City Council's Integrated Movement Strategy, or view the full Report, please contact:

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INTEGRATED MOVEMENT

*Strategy*