

Street Space and Kerbside Management Discussion Paper



Introduction

The City of Adelaide is renowned for its vibrant public spaces and streets, which play a crucial role in the city's liveability and economic vitality. As the city continues to grow, managing limited street space becomes increasingly important. Street space includes Kerbside space which is the area immediately adjacent to footpaths. Kerb space serves a variety of critical functions such as loading zones, accessible parking, and pick-up/drop-off points for passengers and goods. Effective kerbside management ensures that this valuable space supports the city's diverse needs, from facilitating vehicle movement to enhancing pedestrian safety and accessibility. Using a strategic evidence based, data-driven approach to allocate and prioritise kerbside space, Adelaide can enhance the efficiency and productivity of its urban environment, ultimately contributing to a more liveable and sustainable city for residents, businesses, and visitors.

This discussion paper is to inform a new City of Adelaide Integrated Transport Strategy to 2036. We are seeking views on these issues and ideas with you during engagement in 2024.

As Adelaide grows, it must balance the needs of residents, businesses, and visitors. Adelaide faces significant challenges but also has many opportunities to create a more sustainable, efficient, and equitable transport system. By building on existing policies, embracing new technologies, and prioritising sustainability and equity, Adelaide can develop a Transport Strategy that meets the needs of its residents and supports the city's growth and development.

Strategic Context and Current Situation

Management of the kerbside in Adelaide requires balancing the various demands placed on this valuable urban space. An inviting and well-managed kerbside can help create attractive, safe, and multifunctional streets that support healthier neighbourhoods. This involves reducing congestion, improving air quality, and ensuring efficient use of space for different activities. Poorly managed kerbside, however, can lead to confusing, dysfunctional, and unsafe streets, which are unappealing to residents, businesses, and visitors.

Prioritising street space to support a variety of users and travel modes is crucial for achieving our vision of a city where everyone enjoys safe, healthy, effective and sustainable ways to travel and connect.

The City is committed to ensuring equitable access, with a focus on enhancing everyone's ability to fully participate in community life. Independent movement within our neighbourhoods, along with connections to friends, family, the wider community, and essential services, is important for inclusion of people of all ages and abilities in our city.

Demand for facilities such as public transport services and assisted mobility will grow as our population continues to age. Those who are ageing or have different physical, sensory, and cognitive abilities will need more mobility options, and their use will increase over time. To support positive ageing and make Adelaide accessible for people of all ages and abilities, we must design streets to be safe and welcoming for all people and all modes.

Designating more public space for pedestrians and people cycling creates safer environments for individuals of all ages and abilities. By adopting progressive design principles, such as the Healthy Streets Framework, we can ensure our streets are inclusively designed.

To improve the kerbside environment, it is essential to allocate space for deliveries, city services, public transport and safe pedestrian crossings. Streets also function as public spaces for people to enjoy, featuring street trees, seating, and markets that are important for local communities and contribute to vibrant neighbourhoods. The movement and delivery of goods are crucial for the local economy, necessitating designated areas for delivery vehicles to park and unload efficiently. Given levels of car ownership and use and the large amount of off-street car parking available, it is important to reassess the space allocated for car parking on-street to ensure a balanced and functional urban environment.

Engagement: What We've Heard

Based on community engagement undertaken previously on a number of City of Adelaide projects, including the City Plan Your Say Adelaide engagement, 2024, we have heard the following from you:

- Ensuring that the city is accessible and inclusive for people of all ages and abilities, including public realm infrastructure treatments such as kerb ramps (location, width and grade) and footpath surfaces.
- Use street space optimisation to prioritise people over vehicles, returning space to active and public transport, amenity, city greening and city economy functions. Consider converting major thoroughfares to shared use: green transit boulevards.
- Activation and utilisation of the city squares such as landscaping, picnic facilities, play, exercise and sport facilities.¹
- Prioritise pedestrians over vehicles, including with clear, wide, lit, well-maintained footpaths (removing street level car parking if necessary to achieve this)¹
- Footpaths are cluttered, with items such as poles, street furniture and business signage / seating, which reduces the accessibility of the footpath and therefore inclusion of the city for people of all ages and abilities.
- Footpaths are narrow and congested, having to cater for a variety of people and uses. Wider footpaths help to reduce congestion and the chance for altercations between users at peak times.²
- Regulations for e-scooters riding and parking are unclear, adding to the clutter on the footpaths and reducing safety.
- Opportunity for more urban greening within the city to support climate resilience., and more shade / shelter at public transport stops; both requiring footpath space.

In the development of this paper, a number of stakeholders have been consulted with, including the City's Access & Inclusion Panel, Project Steering Group, City of Adelaide Parking Teams, and the Department of Infrastructure & Transport (SAPTA). Key inputs related to street space and kerbside management from these forums include:

- Footpaths are contested space and accommodate a lot of different users and their needs. This can result in some conflicts between, for example, the needs of people walking and wheeling, micromobility, public transport facilities, street greening and city economy. This is especially the case on narrow footpaths.
- The role of the street space optimisation in helping to achieve goals of the Integrated Climate Strategy.
- On-street parking is on valuable urban land which could be used for other public amenities, such as space for people, city economy, urban greening, as ample parking is provided off-street in the city.
- Consideration of the alignment with the Electric Vehicle Charging Infrastructure Transition Roadmap.
- Green spaces and open spaces such as the Park Lands and square are difficult to access due to road infrastructure and vehicle speeds forming a barrier to people walking, wheeling and cycling.
- The City of Adelaide owns and maintains the road reserves within the City, allowing for control of future opportunities related to street space and kerbside management.

¹ City Plan Your Say Adelaide engagement, 2024

² City of Adelaide (2023), Gender & Safety Focus Groups Summary Report

Summary of issues, barriers and opportunities

The City of Adelaide faces several challenges related to the use of valuable kerbside space. Currently, some kerbside areas are used for low-cost or free parking, which limits opportunities for optimising urban functionality and economic benefits. By reallocating this space to higher-value uses, such as outdoor dining, pedestrian zones, or cycling infrastructure, the city can enhance mobility, reduce congestion, and stimulate local businesses.

Parking remains a significant revenue source for the city, but a more strategic approach can to manage the competing demands for space and ensure that kerbside management aligns with broader urban development goals. Improving governance and coordination among stakeholders is also essential to addressing these barriers and creating more liveable, accessible, and economically resilient urban environments.

Issue	Theme (Factor)	Responsibility (State or CoA)	Issue / Barrier	Opportunity Potential Removal/Mitigation of Barrier
Unrealised value of kerbside space	Pricing	CoA	Kerbside space used primarily for low-cost or free parking	- Reallocate kerbside space for higher-value uses (e.g., outdoor dining, markets) - Facilitate urban mobility by prioritising more space-efficient transport modes - Boost local economy by enhancing commercial areas and public spaces
Misallocation of kerbside space	Space allocation	CoA	Significant kerbside space devoted to parking instead of transport infrastructure or pedestrian-friendly uses	- Prioritise higher-value uses such as cycling lanes, public transport access, and pedestrian zones - Reduce traffic congestion and improve air quality - Support local businesses by creating attractive, accessible streetscapes
Revenue dependency on parking	Finance	CoA	Parking fees and fines constitute a significant part of city revenue, limiting flexibility in kerbside space management	- Implement dynamic pricing for kerbside parking to better reflect demand - Diversify revenue sources by incorporating fees for higher-value uses like commercial activities or public transport lanes
Subsidised private vehicle storage	Pricing	CoA	Kerbside parking provided at little or no cost, burdening taxpayers and promoting car dependency	- Implement fair pricing for kerbside parking, encouraging sustainable transport choices - Reduce congestion and environmental impact by reallocating space for public transport or cycling infrastructure
Fragmented authority control over kerbside management	Coordination	State and CoA	Multiple stakeholders with overlapping control create inefficiencies in kerbside management	- Improve coordination among stakeholders (utility companies, transport authorities) to optimise street and kerbside space - Align kerbside management with urban planning and liveability goals
Footpath clutter	City experience and accessibility	CoA	Overcrowded footpaths with signs, benches, and other obstacles hinder pedestrian flow and safety	- Adopt regulations and coordinate with agencies to reduce unnecessary objects - Relocate temporary or lightly fixed items to designated areas - Improve accessibility and safety for all, particularly those with mobility aids

What are the current issues and barriers?

The value of street space and the kerbside is unrealised

The value of kerbside space in the City of Adelaide is often unrealised, representing a missed opportunity for optimising urban functionality and economic benefit. Kerbside areas, typically used for free or low-cost parking, occupy valuable public real estate that could be leveraged for various high-value purposes. These spaces have the potential to enhance urban mobility by facilitating city operations, prioritising more space-efficient transport, and improving the quality of the street. Additionally, reallocating kerbside space to commercial uses, such as outdoor dining or pop-up markets, can stimulate local businesses and create vibrant community spaces to boost the local economy. The current underutilisation of kerbside space limits these possibilities, preventing the city from fully capitalising on its assets. Recognising and strategically managing the value of kerbside space is crucial for fostering a liveable, economically dynamic, and sustainable urban environment.

Valuable kerbside space is allocated to lower value uses

Street and kerbside space is currently disproportionately allocated to lower value uses such as longer term car parking, which undermines the city's broader urban development goals. This misallocation often favours private vehicle storage and other low-priority activities over more dynamic and economically beneficial uses. For instance, extensive on-street parking consumes significant kerbside space that could otherwise support city servicing and operations, public transport, cycling infrastructure, pedestrian zones, vibrant commercial activities or higher need parking. This not only limits the potential for creating more engaging and multifunctional public spaces but also contributes to congestion and reduces the overall liveability of the city.

By reallocating kerbside space from lower value to higher value uses, the city can promote active transport, reduce traffic congestion, and improve air quality. Additionally, this shift can support local businesses by creating more attractive and accessible commercial areas, ultimately fostering a more vibrant and economically resilient urban centre. Strategic planning can realign space allocation priorities, ensuring that public space serves the needs of all residents and contributes to a more liveable and dynamic Adelaide.

City of Adelaide derives significant revenue from car parking to run the city

The City of Adelaide derives significant revenue from parking, which is a crucial part of its financial structure. In 2024/25, income from paid (on-street and off-street) parking is projected to be \$44.6m, and parking compliance \$12.52m³. The total income of these two activities represents about 24% of Council's projected income for 2024/25, which is a significant revenue source for supporting Council's service delivery and projects. Effective management and optimisation of parking resources play an important role in maintaining the city's financial health and operational sustainability.

A lot of private vehicle storage at the kerbside is provided for little or no cost and is subsidised by the city and ratepayers

The issue of private vehicle storage at the kerbside in the City of Adelaide represents a lost opportunity to recover costs, as it is provided at little or no cost, particularly outside of central areas. This practice is subsidised by the city and its ratepayers, diverting resources that could be allocated to essential services and infrastructure projects. Kerbside parking consumes valuable public space that could be repurposed for more cost effective and functional uses, such as wider footpaths, for city operations, or city improvements. The subsidisation of private vehicle storage encourages increased car dependency and contributes to congestion and environmental degradation. Addressing this issue requires a strategic approach to parking management, ensuring that kerbside space is used efficiently and that the true costs of vehicle storage are borne by those who use it, rather than being spread across the broader community.

Various authorities have a range of separate powers to access the kerbside

Managing street space involves a range of stakeholders and legal requirements. Local governments must consider the interests and rights of various parties, including businesses, residents, and service

³ City of Adelaide. (2024). *2024/25 Business Plan & Budget*. City of Adelaide

providers⁴. Balancing these diverse needs while maintaining functional and aesthetically pleasing streetscapes is a challenging task for municipal authorities.

Various authorities, including utility companies, transport authorities, and other agencies, have a range of powers when it comes to accessing kerbside space. This often hampers the City of Adelaide's ability to provide the best street configuration for the City. The involvement of multiple stakeholders can lead to conflicting interests and priorities, resulting in inefficient use of kerbside space and suboptimal outcomes for the community. Utility works, transport regulations, and other agency activities can disrupt the intended design and functionality of streets, making it challenging for the council to implement cohesive and well-planned street configurations. Improved coordination and governance among these authorities are essential to streamline processes, minimise disruptions, and ensure that kerbside management aligns with the city's broader urban planning and liveability goals. By fostering better collaboration, the City of Adelaide can enhance its streetscapes, improve accessibility, and create a more efficient and enjoyable environment for all.

Footpath clutter and obstructions

Footpath clutter presents a challenge for urban mobility and aesthetics. Footpath clutter can be categorised into two types: visual clutter and physical clutter. Visual clutter refers to the amount of signs, advertisements, and miscellaneous items that can distract or confuse pedestrians. Physical clutter includes obstacles such as benches, utility boxes, payphones, bollards, and other physical objects that impede movement. Pedestrian-friendly streets with less clutter encourage more walking and social interaction, leading to increased local business activity⁵.

Different types of road users experience the impacts of footpath clutter in various ways. People walking/wheeling, especially people with a disability, parents with prams, and the elderly, are most affected by physical clutter as it obstructs their path and creates potential tripping hazards. Road users can find visual clutter challenging as it can distract them from focusing on the road. This is particularly risky when visual clutter interferes with the ability for drivers to see pedestrians or interpret traffic signals accurately. Reducing street clutter improves pedestrian safety and comfort, enhancing the overall urban environment⁶.

Items in the public realm are owned and maintained by different entities. Council assets, such as street furniture and signage, are managed by local government. Utilities, including water, gas, and electricity infrastructure, are often owned by utility companies. Items can be classified based on their permanence: moveable items like temporary signage and street vendors' stalls; lightly fixed items, such as benches and bike racks, which are inexpensive to move; and more permanently fixed objects, like trees and major infrastructure, which are difficult or impossible to relocate.

Each item and obstacle in the public domain serves a distinct purpose. Benches provide resting places for pedestrians, bollards protect walkways from vehicle intrusion, and utility boxes house essential services. However, the cumulative effect of these necessary items can lead to a cluttered and less navigable streetscape.

Footpath clutter arises from several factors. The lack of pavement space is a primary cause, with pavements often crowded with various objects due to the allocation of significant street space to car parking. Overprovision of street furniture, such as unnecessary bollards and redundant signage, further exacerbates the problem. The complexity of governance and a lack of clarity about ownership and responsibility for different items also hinder effective management.

Street clutter negatively impacts accessibility, safety, navigability, and the overall desirability of walking. It can force pedestrians, especially those with disabilities, to navigate around obstacles, sometimes stepping into traffic. Visual clutter can confuse wayfinding and obscure important sightlines.

Some uses of footpath space need to be managed to avoid clutter and reduce trip hazards for people walking. These are users such as designated micromobility parking, areas set aside for larger cargo cycles or electric delivery vehicles to access businesses. These are all emerging modes of transport that service the city and their scale and role is not fully realised. Where possible these could be accommodated on road or on widened areas if the design of the street allows for it. These should be

⁴ *Melbourne City Council v Telstra Corporation Limited* [2020] FCAFC 200

⁵ Ewing, R., & Clemente, O. (2013). *Measuring Urban Design: Metrics for Livable Places*. Island Press.

⁶ Transport for London. (2013). *Pedestrian Comfort Guidance for London*. Retrieved from <https://tfl.gov.uk>.

included in a street space hierarchy so that they are incorporated into future street designs to benefit transport in Adelaide without negatively affecting pedestrians.

Current Policies

City of Adelaide Encroachment Policy

The Encroachment Policy⁷ for the City of Adelaide is important for maintaining pedestrian accessibility by regulating how public space is used by private developments. The policy sets guidelines for managing encroachments, such as awnings, balconies, and other structures, ensuring footpaths remain safe and unobstructed. By enforcing minimum clearances and limiting the extent of encroachments, the policy helps to keep pedestrian movement, particularly for those using mobility aids, free from hindrance. This focus on accessibility supports the creation of inclusive, safe, and welcoming public spaces while preserving Adelaide's urban character.

The *City of Adelaide Encroachment Policy* primarily addresses structures that extend from private property into public spaces, such as awnings, balconies, and other building-related features. However, it also includes regulations for certain objects on the footpath, such as pipes, flues, and temporary or permanent ground anchors, provided they meet specific safety and clearance requirements. The policy ensures that encroachments do not obstruct pedestrian movement or public safety. While it focuses mainly on building-related encroachments, other items like public infrastructure.

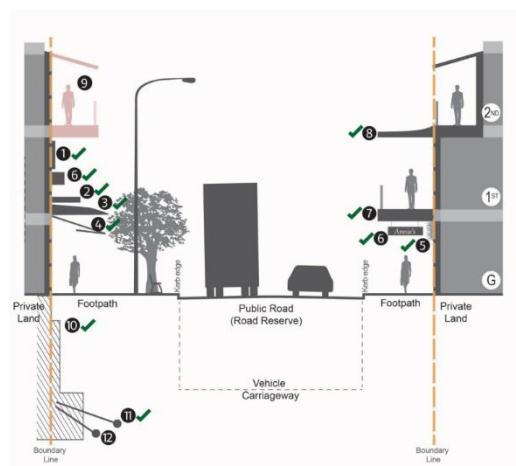


Figure 1 Examples of encroachments, Source: City of Adelaide

City of Adelaide Objects on Footpath Guidelines

The *Objects on Footpath Operating Guidelines*⁸ of the City of Adelaide provide a framework for businesses and individuals who wish to place objects like A-frames, retail displays, planter boxes, and footpath stickers on public footpaths. These guidelines ensure that objects are positioned safely and maintain clear pedestrian access, especially for people with disabilities or visual impairments. The guidelines include specific clearance requirements, ensuring a minimum distance between objects and the kerb, public infrastructure, and pedestrian crossings. They aim to balance the activation of public spaces for business purposes with the need to maintain accessible, safe, and navigable walkways for all users.

⁷ City of Adelaide. (2024). *Encroachment policy* (Version 2024). City of Adelaide.

⁸ City of Adelaide. (2024). *Objects on footpath operating guidelines*. City of Adelaide.

What are other cities doing?

Sydney, NSW

Principle A1 of the City of Sydney Walking Strategy and Action Plan is "we will ensure that there is sufficient space for people to walk." This will involve decluttering footpaths with a focus on working with relevant stakeholders to determine more appropriate locations for their infrastructure. It will also consider how more space could be provided for people walking at that location or reallocating road space from vehicles to people.

The City of Sydney defines clutter as the various temporary and fixed objects that obstruct footpaths, such as bins, outdoor dining setups, and street furniture, while obstacles include items like traffic signals and utility boxes that impede smooth walking. By decluttering and reallocating road space to pedestrians, Sydney aims to create a city where walking is not only possible but also safe, comfortable, and enjoyable.

The City of Sydney identified that many footpaths in Sydney are crowded and uncomfortable for walking. The City of Sydney recognises some level of crowding is good for a sense of activity and security, but on many footpaths, particularly at intersections, the crowding means that it is hard – and sometimes unsafe – to wait. Reallocating street space is the main way the City of Sydney can create more space on footpaths for people.



Figure 2 Example of footpath clutter in Sydney
Source: Sydney Morning Herald

The Strategy and Action Plan also underscores the City's commitment to rebalancing road space allocation to favour pedestrians over vehicles. This Strategy recognises that a disproportionate amount of street space is currently dedicated to vehicles, despite the fact

that 85% of people are walking but only have access to 40% of the road space.

The plan outlines a comprehensive approach to reallocating space, enhancing safety, and improving the walking experience by creating wider, clutter-free footpaths and ensuring safer, more comfortable, and aesthetically pleasing walking environments. This shift not only aims to accommodate the growing number of pedestrians but also aligns with sustainability goals, promoting a healthier, more accessible, and connected urban landscape.

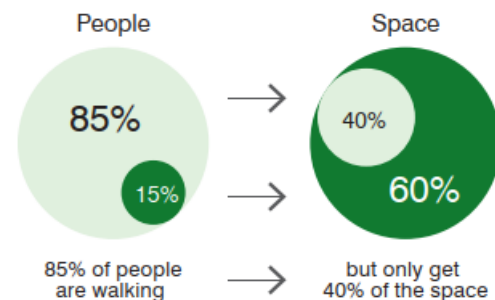


Figure 3 Road space allocation is not fair

Southwark, UK

Southwark introduced the Draft Kerbside Management Plan in 2017⁹, which is a comprehensive framework designed to manage the borough's kerbside space dynamically and efficiently. This strategy addresses critical issues such as unsafe parking, parking stress in residential areas, and the promotion of walking and cycling. By implementing real-time data and adaptive systems, the plan facilitates the dynamic allocation of kerbside space for various uses, including parking, loading zones, and other activities. This approach ensures optimal use of the kerbside, reduces congestion, and supports sustainable transport initiatives. The draft plan was incorporated into the adopted Transport Strategy in 2018¹⁰

St Helena Place, Adelaide

Recent improvements were made to the street corner at St Helena Place, Adelaide which have significantly enhanced both safety and environmental outcomes. The crossing distance has been shortened, making it safer and more accessible for pedestrians. The addition of planting and trees has increased shade, contributing to better environmental outcomes by reducing asphalt and mitigating urban heat island effects. This project serves as an excellent case study, demonstrating what can be achieved. This transformation also hints at the potential for urban renewal projects to

⁹ Southwark Council. (2017). Draft Kerbside Strategy

¹⁰ Southwark Council. (2023). Transport - Southwark Council.

create even more comfortable spaces, with safer crossing points, kerb ramps, and continuous footpaths on all sides of intersections. Improvements can include new streets, street trees, powerline undergrounding, and public lighting. These changes not only enhance the aesthetic appeal but also improve overall functionality and safety.



Figure 4 Corner of St Helena Pl and Halifax St 2016



Figure 5 Corner of St Helena Pl and Halifax St 2024

San Francisco, USA

San Francisco has implemented dynamic kerbside management through the SFpark program serves as a leading example of using real-time data and adaptive systems to enhance urban mobility and kerbside use. SFpark's primary goals included making parking easier to find and reducing congestion caused by drivers circling in search of spaces. The program uses parking sensors to monitor occupancy and adjust pricing dynamically based on demand. This approach led to significant improvements: a 43% reduction in the time spent searching for parking, a 30% decrease in greenhouse gas emissions in pilot areas, and a 22% reduction in double-parking^{11,12}.

¹¹ The Atlas. (2019). SFpark - Parking Sensors, Real-Time Data, and Demand-Responsive Pricing Improves Parking.

¹² Transportation For America. (n.d.). Smarter transportation case study #4: Dynamic Parking Pricing, San Francisco

Melbourne, Victoria

The City of Melbourne is re-evaluating kerbside space as part of its new Kerbside Management Plan¹³. This plan recognises that kerbside space, which makes up approximately four per cent of all road space in the city, is a valuable and multifunctional resource essential for the city's productivity and liveability. The plan aims to adopt a strategic and data-led approach to manage this limited resource, ensuring it meets the varied demands of loading and unloading, accessible parking, pick-up and drop-off zones, short-term parking, and other uses. By focusing on equitable access and financial sustainability, the plan seeks to optimise the use of kerbside space to support Melbourne's economy and enhance the urban experience for residents, businesses, and visitors.

To achieve these goals, the City of Melbourne is implementing several policies and actions. These include prioritising kerbside space based on a hierarchy of uses, applying the right management tools to maintain availability, and considering the conversion of car parking spaces to other functions such as public transport access, bike lanes, and outdoor dining. Additionally, the plan emphasises the importance of regular community engagement and transparent decision-making processes. By incorporating technology and data analytics, Melbourne aims to improve the efficiency of kerbside management, enhance customer experience, and support broader city objectives related to environmental sustainability, liveability, and economic prosperity.

Hobart, Tasmania

The City of Hobart recognises the importance of kerbside space management in creating a vibrant, accessible, and liveable urban environment. The Hobart Parking and Kerbside Management Plan¹⁴, employs a strategic approach to managing kerbside space, balancing the needs of various users, including pedestrians, bicycles, public transport, delivery vehicles, and private cars. This approach ensures efficient use of limited space, improves safety, and enhances the overall user experience. Specific measures include prioritising loading zones for commercial activities, allocating dedicated spaces for rideshare and car-sharing services, and implementing dynamic parking management

¹³ City of Melbourne. (2023). *Parking and Kerbside Management Plan*.

¹⁴ City of Hobart. (2024). *Parking and Kerbside Management Plan*.

systems to optimise the availability and turnover of parking spaces.

The emphasis on effective kerbside management stems from Hobart's broader transport strategy¹⁵ aimed at increasing transport choice and fostering a sustainable and resilient transport system. The Hobart Transport Strategy highlights the necessity of integrating kerbside management with urban planning to support economic vitality and environmental sustainability. By carefully managing kerbside space, Hobart seeks to reduce congestion, promote active transport modes, and ensure equitable access for all road users. This holistic approach reflects the city's commitment to creating a more liveable and connected urban area, where transport choice and accessibility are key priorities.

London, UK

The Planning for Walking Toolkit¹⁶ was developed by Transport for London to provide comprehensive guidance for creating pedestrian-friendly environments across the city. The toolkit offers planners and designers practical tools and principles to enhance public realm design, focusing on safety, accessibility, and attractiveness. It emphasises the importance of reducing street clutter, improving wayfinding, and ensuring inclusive design. The toolkit aims to raise the standard of walking environments by integrating best practices and supporting the development of evidence-based design briefs for more walkable cities.

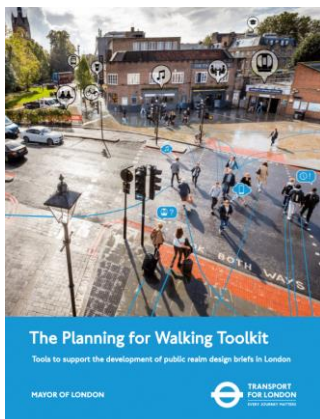


Figure 6 TfL Planning for Walking Toolkit

Opportunities

How can Adelaide benefit?

The City of Adelaide enjoys a more balanced mix of transport trips than the rest of Greater Adelaide, with active transport accounting for a larger share of trips compared to neighbouring LGAs. However, there is still room for improvement.

Space efficiency of different transport modes

Increased space efficiency will be needed in the future as Adelaide continues to develop. Each mode of transport has its own inherent costs and benefits. However historical investment in roads and parking for cars has meant that other modes do not have enough space to function effectively and carry their part of the transport task.

Most importantly, people should be able to choose from a range of convenient, attractive, and appropriate transport options that suit their needs for particular trips and circumstances.

Large off-street parking supply

The extensive supply of off-street parking in central Adelaide areas presents a significant opportunity to prioritise kerbside space for more functional and dynamic uses, particularly where such needs are most pressing. Off-street car parks provide ample space for medium to longer-term vehicle storage, reducing the priority of on-street parking. This opens up valuable kerbside areas that can be better used to enhance public transport operations, facilitate efficient loading zones, and promote city activation through pedestrian-friendly spaces, outdoor dining, and city operations. By leveraging the existing off-street parking infrastructure, Adelaide can better allocate kerbside space to activities that enhance economic vitality and improve transport choice.

Design for active travel

The Department for Infrastructure and Transport (DIT) in South Australia recently released the Active Travel Design Guide¹⁷ (September 2024), which provides comprehensive design principles tailored to promote walking, wheeling, and micromobility throughout the state. This guide outlines strategies for creating greener streets, emphasising the importance of safe, inclusive,

¹⁵ City of Hobart. (2024). *Hobart Transport Strategy*.

¹⁶ Transport for London. (2020). *The Planning for Walking Toolkit*.

¹⁷ Department for Infrastructure and Transport. (2024). *Active travel design guide* (Version 1.0). Government of South Australia.

and comfortable environments for all road users.

The guide presents an opportunity for Adelaide to address several pressing challenges, such as reducing street clutter and ensuring equitable access to public spaces for people with mobility aids. In addition, it proposes practical solutions to enhance safety and personal security through thoughtful street design. For example, implementing clear sightlines, Crime Prevention Through Environmental Design (CPTED) elements, and promoting a lower speed limit will help reduce the risk of road trauma, especially for vulnerable road users.

This guide encourages investment in greener infrastructure, like increased tree planting and Water Sensitive Urban Design, which can offer multiple benefits. These include enhancing Adelaide's liveability by reducing urban heat and improving air quality, while also fostering social cohesion by designing vibrant public spaces that invite interaction and community engagement.

Reducing footpath obstacles

There are four main types of footpath obstacles¹⁸: people, temporary objects, lightly fixed objects, and major fixed objects. People-related obstacles include queuing or face-to-face commercial activities like collecting money or handing out leaflets, which can be managed by designating specific areas for these activities away from high-traffic zones. Temporary objects, such as items like A-boards and wheeled bins, can be relocated to kerb outstands or designated areas, especially during peak times. Lightly fixed objects, including bicycle racks, rubbish bins, and street furniture, can be realigned or relocated at minimal cost to reduce their impact on pedestrian flow. Major fixed objects, such as trees, structures, and permanent poles, present a greater challenge but can sometimes be relocated or redesigned when the opportunity arises and the benefits are worthwhile to maximise space. Improvements to waste collection operations can also yield benefits for footpath accessibility. Addressing these obstacles systematically can significantly enhance pedestrian movement and safety in urban environments.

Adelaide may have less footpath clutter than bigger cities like London and Sydney, possibly due to the existing encroachment and footpath operating guidelines. This presents an opportunity to establish principles and the right

governance frameworks to protect what we have as Adelaide grows.

Improving footpath clutter and removing obstacles in urban areas can significantly enhance pedestrian safety and convenience. The City of Melbourne Footpath Obstacle Survey highlights the prevalence of temporary and lightly fixed objects, such as motorcycles, café equipment, and bicycles, which often impede pedestrian flow. By relocating these obstacles to designated areas like kerb outstands and away from high-traffic footpaths, the effective width of footpaths can be increased, allowing for smoother pedestrian movement. Additionally, implementing policies to reduce or relocate street furniture and other fixed items can further minimise footpath congestion. Addressing these issues not only improves accessibility but also encourages more people to walk, contributing to a healthier and more vibrant city environment.

Addressing footpath clutter in Adelaide requires a multifaceted approach. Policy changes can streamline the approval and placement of street furniture and signage to reduce unnecessary items. Noting that some footpath items are important, such as those required to meet legal DDA accessibility requirements. Physically moving items or reconfiguring their placement can clear pathways and improve visibility. Additionally, comprehensive street redesigns with clear principles aimed at reducing clutter can create more functional and aesthetically pleasing urban spaces.

Key Strategic Moves

To support the growth of the city and our future strategic objectives, key strategic moves have been identified for the City of Adelaide:

Establish a hierarchy of kerbside uses

Creating a clear hierarchy of kerbside uses can help prioritise kerbside and space allocation based on the city's broader urban development goals. This hierarchy should consider the needs of people walking/wheeling, people cycling, public transport, delivery vehicles, and private cars, as well as strategic objectives such as greening, accessibility and transport decarbonisation. This approach can help balance the competing demands for kerbside space and promote a more efficient and equitable use of urban space.

¹⁸ City of Melbourne. (2018). *Footpath obstacle survey*

Flexible kerbside management

Adelaide can implement a flexible kerbside management system that uses real-time data to adjust kerbside space allocation based on day and/or time of day demand. This includes using sensors and adapting pricing to optimise the use of parking spaces, loading zones, and other kerbside functions. By dynamically managing kerbside space, Adelaide can reduce congestion, improve air quality, and ensure that valuable urban space is used efficiently.

Reallocate kerbside space for high-value uses

Adopting a strategic approach to reallocate kerbside space from low-value uses, such as free or low-cost parking, to high-value uses can significantly enhance urban functionality. This includes prioritising space for outdoor dining, pedestrian zones, cycling infrastructure, and public transport access, similar to initiatives seen in Melbourne and Southwark. This reallocation can support local businesses, promote active transport, and contribute to a more vibrant and liveable urban environment.

Prevent and reduce footpath clutter and obstructions to improve accessibility

Adelaide should maintain and strengthen its policies to systematically reduce both visual and physical obstacles on footpaths. This will involve both a principle-based governance framework as well as a tactical and practical approach. Preventing footpath clutter as Adelaide grows and develops will improve pedestrian safety, enhance accessibility for people of all abilities, and create a more navigable and pleasant urban environment. This involves relocating temporary and lightly fixed objects, redesigning street layouts to minimise fixed obstacles, and streamlining regulations for street furniture and signage.

Community engagement and collaboration

Regular community engagement and improved coordination among various stakeholders, including utility companies, transport authorities, and local businesses, are crucial for successful kerbside management. Establishing transparent decision-making processes and actively involving the community in planning and implementation can ensure that kerbside management strategies meet the diverse and evolving needs of residents, businesses and the city visitors. Learning from Hobart's strategic approach, this move will foster better collaboration, minimise disruptions, and align kerbside management with the city's broader urban planning and liveability goals.

Conclusion

The current issues and barriers faced by the City of Adelaide represent a missed opportunity for optimising urban functionality and economic benefit. Typically used for low-cost or even free parking, these kerbside areas occupy valuable public real estate that could be used for various high-value purposes. Reallocating kerbside space to more functional uses, such as street activation, loading or dedicated lanes for public transport and cycling, can enhance urban mobility and stimulate local businesses, creating vibrant community spaces. However, the current underutilisation limits these possibilities, preventing the city from fully capitalising on its assets. Strategic management of kerbside space is essential for fostering a liveable, economically dynamic, and sustainable urban environment.

Additionally, the disproportionate allocation of street and kerbside space to lower-value uses undermines broader urban development goals. Extensive on-street parking consumes significant kerbside space that could otherwise support city servicing, public transport, cycling infrastructure, pedestrian zones, or vibrant commercial activities. This misallocation contributes to congestion, environmental degradation, and reduced liveability.

By reallocating kerbside space from lower-value to higher-value uses, cities can promote active transport, reduce traffic congestion, improve air quality, and support local businesses. Effective kerbside management also requires improved coordination among various authorities with overlapping powers to ensure cohesive and well-planned street configurations. Addressing these issues through planning and governance can enhance urban streetscapes, improve accessibility, and create a more efficient and enjoyable environment for all.

The following key strategic moves have been identified based on the objectives for our city:

- Establish a hierarchy of kerbside uses
- Demand-based kerbside management systems
- Optimise the use of our kerbside and reallocate space for high-value uses
- Prevent and reduce footpath clutter to improve accessibility and city inclusion
- Enhance community engagement and collaboration.