

Public Transport Discussion Paper



Introduction

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.

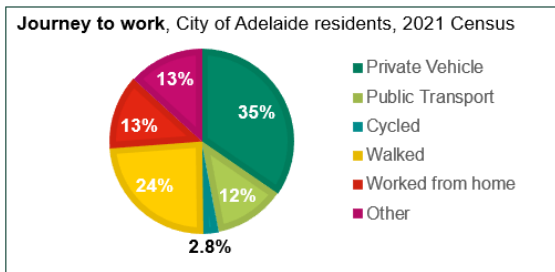
As Adelaide grows, it must balance the needs of residents, businesses, and visitors. Adelaide faces significant challenges but also has many opportunities to create a more sustainable, efficient, and equitable transport system. By building on existing policies, embracing new technologies, and prioritising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

A highly liveable, prosperous and resilient city is one where all people have a range of transport choices available to them each day and at each stage of their lives to undertake different activities.

People are multi-modal and regularly use different modes of transport across any given journey, day, week or month. This varies in both the short and long term as people’s needs and priorities change. At different times of the day people can choose to travel differently depending on the weather, to travel with others, or for other reasons. At various stages of life, people use some forms of transport more or less than others, due to their life circumstances.

This discussion paper is focused on the mode of public transport.

Strategic Context and Current Situation



Adelaide has a multi-modal public transport network underpinned by a strong reliance on bus services, including the O-Bahn high-speed bus system. The network is radial in nature, meaning most services connect to or through the City of Adelaide.

Most City of Adelaide residents have *above average* access to public transport services¹, but public transport mode share in the City of Adelaide for journeys to work was 12.4% at the 2021 Census².

The use of public transport by CoA residents and visitors is on the rise. The share of people using public transport is increasing³. Additionally, the majority of public high school students in CoA catch public transport to and from school.⁴

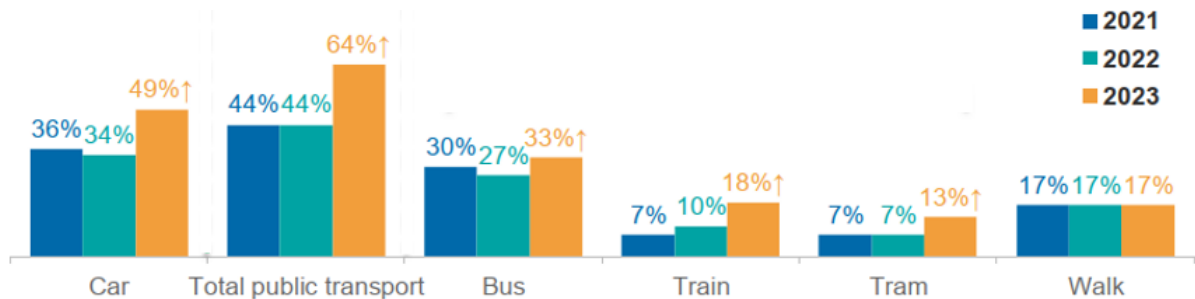


Figure 1 Comparison of mode of travel to the City from 2021 to 2023 from the City User Profile

Totals exceed 100% as survey permitted multiple trip responses for one journey, e.g. public transport, drive, Park and Ride (both)

¹ SNAMUTS Composite Index (2021)

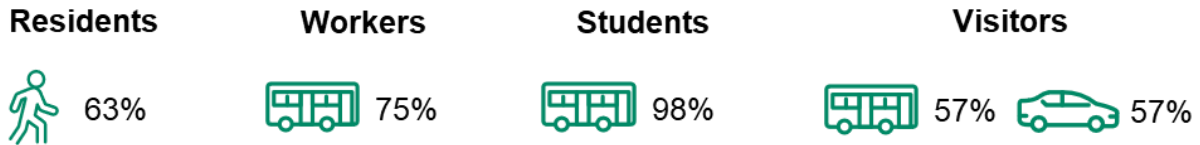
² Method of Travel to Work, Census 2021, Australian Bureau of Statistics

³ Adelaide Economic Development Agency & City of Adelaide (2024). Retrieved from: <https://d31atr86jnqrq2.cloudfront.net/AEDA-Activity-Report-Q2-2024.pdf>

⁴ City of Adelaide. (2024). *School travel safety reviews*.

⁵ City of Adelaide. (2023). *City User Profile 2023*.

The CoA *City User Profile*⁶ reports that public transport is the most commonly used mode of transport to the city, followed by driving and walking. The most frequently used modes differ by user type:






“Visitors” does not include those who live, work or study in the CoA. Total exceeds 100% because survey permitted multiple trip responses for one journey, e.g. public transport, drive, Park and Ride (both)

Greater Adelaide has a low mode share of public transport for journey to work overall and ranks below its peer cities for network performance.

This is significantly lower than comparable cities, with the 2023 Committee for Adelaide benchmarking report⁷ highlighting that Adelaide’s public transport ranks 10th out of 15 peer cities when considering the speed and reach of public transport.

Committee for Adelaide benchmarking 2023

-  **10th out of 15 peers*** when considering speed and reach of PT networks.
-  Hours lost to congestion has **increased** since 2019. Adelaide is the **only** peer city where this has occurred.
-  **6th out of 7** peer cities when comparing the speed of shift to more sustainable modes.

*Examples of Adelaide’s peers include Auckland, Bilbao, Portland and Edmonton

Currently, the City of Adelaide faces significant issues with high levels of car use, including traffic congestion, car dependency and health and environmental impacts from vehicle emissions. The same Committee for Adelaide benchmarking report highlighted that Adelaide is the only peer city where time lost to congestion has increased since 2019.. Adelaide is also lagging in the shift to sustainable modes. These factors combined lead to greater long-term challenges in achieving a liveable and resilient urban environment.

Consequently, many of our streets are car dominated, creating environments that do not encourage the use of public transport, or active transport. This is particularly true when considering Adelaide’s reliance on suburban buses, which are susceptible to the same traffic congestion as private vehicles. Transport is also now the largest source of carbon emissions in the City of Adelaide and its impact is rising, with private vehicles making up the majority of these emissions.⁸

Cities with high public transport mode share are more likely to:

- Improve access to key employment centres, services and entertainment.
- Reduce emissions, noise, congestion, and travel time lost.
- Lower social isolation and improve mental health outcomes.
- Increase mobility and social participation for older adults.

With State population growth and CoA City Plan’s targets for residential and worker population growth, we need more efficient ways to move to, from and within the City of Adelaide. As Adelaide grows, it is essential that public transport and land use planning are integrated, and public transport infrastructure is delivered in a timely way.

Public transport is vital for social inclusion and accessibility. The public transport system needs to cater for an ageing population, people with disability, and for children to get to and from school, and for recreation and social purposes.

⁶ City of Adelaide. (2023). City User Profile 2023.

⁷ [Benchmarking Adelaide](#) (2023), Committee for Adelaide

⁸ BMC Public Health (2018), [Built and natural environment planning principles for promoting health](#)

As a capital city, public transport should meet the needs of local, state and international tourists, making it easy and enjoyable for them to experience the City of Adelaide without a car.

Airport connections

Better public transport connections between the City and the Parklands Terminal and Adelaide Airport are needed for network efficiency, and to meet visitor user needs and expectations for a 'net zero ready' and 'climate leading capital city' as envisioned by the City of Adelaide Integrated Climate Strategy, 2024. Adelaide Airport is currently served only by buses. Adelaide Airport Limited and the City of Adelaide would like the State Government to investigate providing a high-capacity public transport option such as a tram.

Public transport travel time to airports in Australian cities 

1. Sydney, 8km – 15min (Train)
2. Perth, 11km – 18min (Train)
3. Brisbane, 13km – 20min (Train)
4. Melbourne, 18km – 30min (Bus)
- 5. Adelaide, 5km – 30min (Bus)**

*Distance is direct distance, not distance travelled

City-Airport accessibility is a state responsibility, with Adelaide Airport currently served only by buses, leading to capacity limitations, longer journey times, and reliability concerns. These bus services often face DDA access issues due to luggage and crowding, presenting an opportunity to advocate for a high-capacity public transport option, such as a light rail or tram link between the Airport and the City.

Public transport and transport choice

The public transport system needs to be a value proposition so people can make better transport choices. This is essential for the City of Adelaide to meet its climate targets in line with the Integrated Climate Strategy 2024 and to create healthier streets. Other benefits of an improved Public Transport network include increased mobility and social participation for older adults.

Review of City of Adelaide documents and recommendations for future documents

Adelaide's transport policies have evolved over the decades. Historically policies have focused on expanding road networks and providing ample parking to accommodate the increasing number of private vehicles. This approach led to significant congestion, environmental concerns, and inefficient land use. Recently this has started shifting to an integrated approach, aiming to provide targeted connectivity across Adelaide. State-level planning for the long-term public transport network aims to increase uptake by:

- Focusing on improving connectivity and frequency in suburban activity centres and growth areas of Greater Adelaide.
- Improving priority on main corridors.

This state level planning is supported by key City of Adelaide documents, such as the City's existing *Smart Move Transport Strategy*, which looked to create an integrated network by reducing reliance on cars and enhancing cycling, walking and public transport infrastructure. The Strategy focused on the following key public transport changes:



Bus, tram, train and taxi services are well-integrated and readily accessible.



Public transport provides a convenient way to travel to and around the city, day and night.



Public transport is easy to use, affordable, reliable and responsive to customer needs.

The City of Adelaide recognises the important role that mode shift can play to address climate challenges. The City of Adelaide's Integrated Climate Strategy 2030 recognises the importance of low emissions transport, including active and public transport, to address our City's largest source of emissions. It includes a commitment to continue advocating to the State Government for zero emissions public transport and increased incentives to use it.

Engagement: What We've Heard

While public transport is predominantly a State Government responsibility, we have heard the following from you based on community engagement undertaken previously on a number of City of Adelaide projects:

- Optimise street space to provide more area for public transport, including on-road priority treatments like bus jumps that give bus priority at intersections.
- Investigate opportunities for more bus and tram routes to fill in the radial network of metro Adelaide so people don't need to enter the CBD for travel between suburbs.
- Improve the transport networks, to better connect the city with the suburbs. The free city bus is well used and much appreciated.
- Consider the benefits of short-distance fares for public transport to assist with a mode shift towards sustainable modes, or a free trip zone in the CBD.
- The convenient location of public transport stops and their walking catchments are important for access.
- Accessible toilets located near public transport stops are important to support passenger journeys.
- Explore opportunities for an underground rail service and a city loop tram.
- Buses are a primary contributor to noise pollution within the city.

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

- Ensure that the public transport network is accessible and inclusive for users of all ages and abilities.
- Use wayfinding signage which is accessible to the diversity of public transport users and needs.
- Upgrades to public transport infrastructure to support user uptake, noting that the City is responsible for the public realm for bus service interchanges, but the State is responsible for the realm of tram stops.
- Opportunities to better integrate public transport and active transport modes to increase the catchment of public transport services, support trip chaining and improve first and last mile access.
- Some existing corridors for on-road public transport connections lack pedestrian and interchange facilities, reducing the overall accessibility and user experience.

In addition, Gender and Safety Focus Groups were undertaken by the City in September 2023⁹. The groups highlighted the following when considering public transport:

- Public transport after dark is seen as riskier. No security on trams or buses. Trains are seen as a safer option to get on due to security guard presence, but suburban stops differ in perceptions and experiences of safety.
- After Midnight Bus Stops need to be easier to identify, including where they are going and would benefit from security presence to increase sense of safety at these sites.

⁹ Gender and Safety Focus group Summary report (2023)

Summary of issues, barriers and opportunities

People's use of different transport modes varies significantly based on daily, weekly, and monthly needs, influenced by factors such as weather, life stages, and major life events like moving or economic changes. This variability underscores the necessity of providing diverse transport options to enhance accessibility and liveability.

The following table summarises issues, and associated opportunities for the City to investigate.

Issue	Theme (Factor)	Responsibility (State or CoA)	Issue / Barrier	Opportunity Potential Removal/Mitigation of Barrier
Not everyone has access to a car	Car dependency	CoA, State	A high functioning public transport system is essential for coverage.	Improve appeal of public transport as a trip choice.
Perceived safety risks	Safety	CoA, State	Public transport is seen as unsafe, particularly at night.	Improve lighting at all stops, and along key desire lines to/from stops, supported by a behaviour change campaign. Advocate for increased police Presence.
Travel time reliability	Travel time	CoA, State	Travel times of buses are not reliable once they enter the CoA	Undertake a strategic assessment of priority bus corridors and timings within the CBD to support operational efficiencies. Add bus priority measures along key routes.
Conflict points	Safety	CoA, State	There are a high number of conflict points along key public transport corridors in the City.	Investigate enhanced bus priority measures, and kerbside management to support.
Slow boarding times	Travel Time	CoA, State	Boarding times in the city are slow, due to limited space for public transport users, and inaccessible stops.	Undertake urban realm improvements at stops, providing more space, and ensure that all stops are accessible.
Trip integration	Integration	CoA, State	Public transport does not easily integrate with other modes of travel, notably cycling.	Improve bicycle parking near stops and stations, and investigate opportunities for bicycle transport on buses, light rail, and trains.
Queuing at stops	Travel Time	CoA, State	Bus stops in the city are shared by a number of services, creating queues at peak periods.	Reduce the number of routes per bus stop in the city.
Coverage - airport	Coverage	CoA, State	Adelaide airport is not easily accessible from the City, despite relative proximity.	Advocate for enhanced connectivity to the airport, including a feasibility study for a light rail extension.
Coverage in CoA	Coverage	CoA, State	Movement within the city via public transport requires a number of service changes, particularly for north Adelaide.	Frequency and coverage of the existing city loop service to support transfer efficiencies. Advocate for a longer term rail or tram loop of the city.

What are the current issues?

A car-centric culture in Adelaide is enabled by a number of issues existing in the current city of Adelaide public transport network.

Social accessibility

Public transport is important for supporting non-commuter trips in the City of Adelaide. It offers convenient and accessible mobility options for various activities, such as leisure, shopping, healthcare, and social interactions, reducing the reliance on private vehicles. This helps to reduce emissions and aligns with the city's commitment to environmental sustainability. Effective Public Transport services also ensure that all residents and visitors, regardless of their circumstances, can engage with the city's offerings, fostering a more inclusive and vibrant community.

To ensure public transport is accessible and inclusive, it's important to address social accessibility issues related to gender, age, disability, and those without car access. Census data indicates lower car ownership among older adults and people with disabilities in the City of Adelaide. This highlights the increased need for alternative travel options like public transport. Additionally, City Plan emphasises becoming an age-friendly city, accommodating the growing population, particularly children, for education, recreation, and social purposes.

Safety

Safety on public transport is a continuing issue that influences uptake, particularly in off-peak periods. Gender and Safety Focus Groups undertaken by the City in September 2023 highlighted existing issues with **personal safety** on transport. Most issues are exacerbated by a lack of nighttime infrastructure to support increased usage. The below are examples of feedback received:

“Public transport after dark is seen as riskier. There is no security on trams or buses. Trains are seen as a safer option to get on due to security guard presence, but suburban stops differ in perceptions and experiences of safety.”

“After Midnight Bus Stops need to be easier to identify, including where they are going, and would benefit from security presence to increase sense of safety at these sites”

Similarly, safety of all modes is challenged by infrastructure issues in the CBD that do not support **safe movements**. For buses, there is a high number of conflict points (private and commercial access, and left turning vehicles) along the public transport corridors, creating conflicts with other vehicles. Similarly, there are insufficient queueing and stop facilities at many high-frequency stop locations in the city. This creates conflicts between path users and people waiting for public transport services.

Operations

The city experiences a significant number of bus movements during most times of the day, with key arterial corridors such as Grenfell, Currie and Pulteney Streets often becoming congested during peak periods, impacting **travel time reliability** within the city. The following factors influence travel time reliability:

- There are a **high number of scheduled stops** within the city, meaning that bus speeds are low through the CBD. This is good for accessibility but creates poor outcomes for travel time. Analysis by the Department of Infrastructure And Transport (DIT) has identified that during peak periods, key bus routes in the CBD (North Terrace, Currie Street, Grenfell Street and King William Street) have average speeds of between 10-15km/h, with travel times up to 50% slower than non-peak periods as a result.¹⁰
- Many stops are simple, with little delineation between pedestrians and public transport users. This results in **slow boarding times** which can affect other buses also using the same stop. There are also challenges related to **accessibility at stops**, with many CBD stops lacking delineated pavement, seating, shelter and adequate tactile pavement to support accessible boarding. For

¹⁰ DIT Bus Performance City of Adelaide, 2023

example, a bus stop audit found that in the CBD, one in every 4 bus stops (25%) does not have tactiles to support vision impaired boarding and delineation.

- **Kerbside management** along key corridors creates challenges for buses, with random ‘kiss and drop’ and roadside parking occurring kerb side in key corridors. This creates congestion, as buses are forced to wait behind other vehicles or weave between parked cars on-street.
- Lack of traffic signal priority and few bus lanes, with buses being stuck in general vehicle traffic.

In addition, Adelaide public transport has **low frequencies outside peak periods**, resulting in limited travel options for users that require public transport outside of traditional peaks.

Transfer penalty refers to the negative perceived impact on public transport trip duration and satisfaction and the change with each additional transfer in a trip.

A study undertaken in Montreal, Canada¹ in 2019 found that trip satisfaction decreased by 32% in trips with greater than two transfers, but satisfaction was unchanged between trips with one or no transfers.

Similarly, mode-specific transfers (e.g. transferring between train and bus) negatively impacts trip satisfaction, indicating that users prefer trips to be completed on the same mode where possible.

The *City of Adelaide Integrated Climate Strategy 2030* supports mode shift. When more transport choices are available to people the more, they can complete multiple different tasks per trip. This also increases the resilience of the transport system. Currently, Adelaide does not offer simple opportunities for modal integration, so users are required to ‘lock and leave’ bicycles and other vehicles at one end of their public transport trip, and walk at the other end of their trip during peak periods.

Infrastructure

With a network highly dependent on buses, most infrastructure within the City is shared with other modes, which creates overarching issues that impact experience and efficiency.

- The **number of shared corridors** and spaces within the city encourages conflicts between modes, and results in safety and efficiency losses. For example, Jeffcott Street (Montefiore Road) and North Terrace are public transport and vehicle throughfares, which also accommodate a high volume of pedestrians and cyclists. This has resulted in travel time delays, impacting public transport efficiency. This creates an environment where buses (with stops) are not faster, or comparable, to the journey time of private vehicles.
- **Vehicle queuing at stops** meaning that buses must ‘leapfrog’ each other by changing lanes, or risk delays by waiting in a queue. This creates numerous safety, efficiency, and reliability challenges for the bus network within the CBD, especially when combined with the high number of CBD bus stops.

Coverage and connectivity

Adelaide benefits from a highly ‘radial’ transport network: a network where most services originate or terminate in the CBD. This is true when considering the City of Adelaide in isolation, as it is common to require two or even three changes of service to reach a certain part of the city. Free city connector buses (98A, 98C, 99A, 99C), funded by the City of Adelaide and the State Government, support movement within the LGA but are often unreliable being subject to delays.

This is also true when considering the coverage of rail modes of travel in Adelaide. All trains terminate at Adelaide Railway Station in the north-west of the CBD, whilst trams terminate in the northern section of the CBD. This requires a transfer for those looking to access areas of the CBD not covered by rail. When combined with bus frequencies, the associated transfer penalty can be a deterrent to public transport usage.

These coverage gaps, and associated transfer penalties reduce the reliability and speed of user commutes, therefore influencing public transport uptake to and within the city.

What are other cities doing?

Healthy Streets

The Healthy Streets approach is a framework developed to improve urban health and well-being by making streets more accessible, safe, and enjoyable for everyone¹¹. It prioritises walking, cycling, and public transport over car use, aiming to reduce air pollution, enhance air quality, and create greener, more liveable communities. The approach is based on ten indicators, including factors such as ease of crossing, availability of shade and shelter, noise reduction, safety, and the provision of spaces for rest and social interaction. By integrating green infrastructure and engaging with the community, Healthy Streets seeks to foster inclusive urban environments that support physical activity, social interaction, and overall well-being.

Vancouver, Canada



Source: Translink

In Vancouver, all modes of public transport can carry bicycles. This integrated approach ensures that people in Vancouver can seamlessly combine cycling with public transport, enhancing the accessibility and the city's overall connectivity. This accessibility gives bicycle riders greater range, increases transport choice and gives people new to

cycling greater confidence to use bicycles for transport.

The city's public transit system, TransLink, accommodates bicycles on buses, SkyTrain (light rail), SeaBus (ferries), and West Coast Express (regional commuter rail) services. Buses are equipped with front-mounted bike racks that can hold two -three bikes. On the SkyTrain, bicycles are allowed on designated cars during non-peak hours, providing flexibility for riders outside of rush hour. The SeaBus, permits bicycles at any time, with dedicated spaces for secure storage. West Coast Express trains, catering to commuters, also allow bicycles, with specific cars designated for bike storage. Folding bicycles are permitted on all transit modes at any time, provided they are folded and properly secured. Research indicates that bike racks on buses have been successful in promoting multi-modal transport and increasing bike usage in North American cities, like Chicago¹², Vancouver¹³, Minneapolis¹⁴ and in Florida¹⁵. The introduction of bike racks on buses significantly increased the number of bicycle riders using public transport, contributing to higher overall ridership and reduced vehicle trips as well as economic benefits. In Vancouver, TransLink's Bike & Ride program saw a notable increase in bike-bus trips, highlighting the positive impact of integrating cycling with public transport on sustainable urban mobility.

Japan: Women-Only Carriages

In response to ongoing safety concerns, Japan introduced women-only carriages on several train lines during peak hours. These carriages, first implemented in 2000¹⁶, aim to provide a safer environment for women, particularly during rush hours when crowded conditions increase risk for women travelling. The initiative reflects a broader recognition of the unique safety concerns faced by women, particularly at night. Fear of harassment and assault can deter women from using public transport after dark, which can lead to social and economic

¹² Taylor, B. D., & Mahmassani, H. S. (1996). An analysis of the performance of bike-on-bus programs in Chicago. *Transportation Research Record*, 1557(1), 127-134. <https://doi.org/10.3141/1557-17>

¹² Taylor, B. D., & Mahmassani, H. S. (1996). An analysis of the performance of bike-on-bus programs in Chicago. *Transportation Research Record*, 1557(1), 127-134. <https://doi.org/10.3141/1557-17>

¹³ Dill, J., McNeil, N., & Broach, J. (2014). Bicycle boulevards and changes in physical activity and active transportation: A natural experiment. *Journal of Transport &*

Health, 1(4), 336-344.

<https://doi.org/10.1016/j.jth.2014.09.004>

¹⁴ Krizek, K. J., & Stonebraker, E. W. (2010). Bicycling and transit: A marriage unrealized. *Transportation Research Record*, 2144(1), 161-167. <https://doi.org/10.3141/2144-19>

¹⁵ Hagelin, C. A. (2005). A return on investment analysis of bikes-on-bus programs. *Journal of Public Transportation*, 8(4), 41-54. <https://doi.org/10.5038/2375-0901.8.4.3>

¹⁶ Baba, Y. (2018). Women's Safety and Public Transport: A Case Study of Japan's Women-Only Carriages. *Journal of Transport & Health*, 9, 62-71. <https://doi.org/10.1016/j.jth.2018.02.004>

limitations. To address this, there has been an increase in security measures across Japan's public transport network, including the deployment of security personnel, enhanced lighting at stations, and the installation of surveillance cameras. These efforts aim to create a more secure environment for all passengers, with a particular focus on the needs of women, thereby promoting greater equity in access to public transportation.

Wellington, New Zealand

Wellington has very similar characteristics to Adelaide's bus network – high accessibility, but low uptake. About 97% of Wellingtonians live within easy walking distance of a bus stop, but only 37% of people use the bus when travelling to the central city in the morning peak. This results in around 70,000 bus trips per day, with nearly a third for education.

It was identified that travel time reliability within the city centre was becoming less predictable and that improving travel time reliability would support uptake, and make buses more attractive than driving. The Bus Priority Action Plan will make bus trips more reliable and faster on the busiest routes in Wellington. A range of measures were recommended in the Plan including:

- Bus lanes
- Clearways
- Transit lanes
- Traffic light timing changes to prioritise buses
- In-lane bus stops (the bus stops in the traffic lane to pick up/drop off passengers, rather than pulling off to the side)
- On-street car parking adjustments
- The spacing and quantity of bus stops.

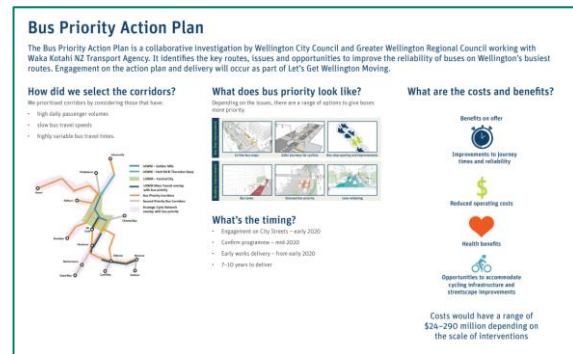
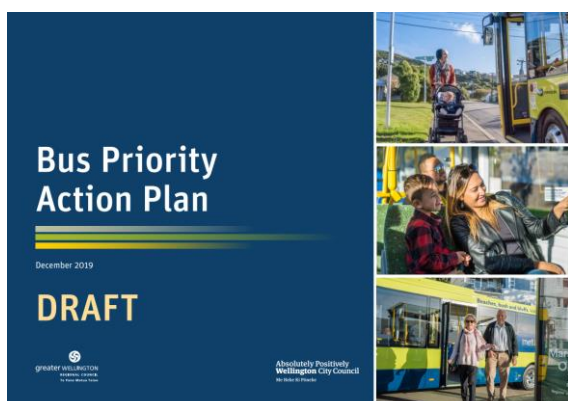


Figure 2 Excerpts of the Bus Priority Action Plan
Source: Wellington City Centre

The City of Melbourne Transport Strategy 2030 focuses on improving public transport and reducing reliance on private vehicles. Key elements of the strategy include:

- Expanding public transport networks and desirability by increasing the frequency, reliability, and number of services.
- Enhancing the integration and connectivity of transport modes to create seamless journeys for users.
- Encouraging the uptake of public transport as a key pillar of sustainable transport. This will contribute to a cleaner and more sustainable city.
- Implementing smart technology to provide real-time travel information, manage traffic flow, and support quick uptake of new transport innovations such as electric and autonomous vehicles.

This has been shaped around the city's liveability, growth and sustainability goals.



Opportunities

How can Adelaide benefit?

To achieve our vision for the future of Adelaide, there is an opportunity to develop a reliable and frequent public transport network. We know that a reliable and frequent public transport network is something our community needs to facilitate more transport choice.

In principle, our city can better support public transport by making some relatively simple changes that have been made in other similar sized cities quite quickly and easily. These changes are focused on road and kerbside space, both owned by the City of Adelaide. Whereas, the delivery and operation of the public transport network is the responsibility of the State Government.

The City of Adelaide is well-placed to maximise public transport usage. A combination of high-quality transport links, such as the O-Bahn, light rail, and trains provide a solid foundation to improve public transport mode share to the city. Opportunities exist for the city to support this mode share uplift by targeting safety improvements, operational and infrastructure upgrades, and forming an advocacy base for public transport works.

Infrastructure

Stop infrastructure in the city is varied. This creates challenges for users with accessibility needs, particularly when accessing bus stops. Undertaking a detailed bus stop audit of all existing bus stops within the city to determine a prioritised schedule of upgrades is critical to ensure that everyone has access to Adelaide's public transport network. This audit must include wider precincts around stops, including desire lines and movement corridors, to ensure that stops are easily accessible.

There are a significant number of bus stops along key corridors in the City of Adelaide. Working with stakeholders to consider efficiencies around timetables and the number of buses serving a stop will support improved service efficiency within the city. It will also provide more reliable journey times for users, and reduce transfer distances.

Existing public transport corridors within the city require buses to compete with other modes. Undertaking a strategic assessment of priority corridors within the city allows for the consolidation of routes, identification of priority corridors and therefore an improved operational result for the city and users. There is an opportunity to allocate street and kerbside

space within the city centre along strategic public transport corridors for bus priority (such as bus lanes and traffic signal priority) and passenger infrastructure.

Customer experience and safety

Existing infrastructure, walkways and street furniture (poles, benches etc.) create conflicts between users, particularly along corridors with a high number of stops (Grenfell/Currie Street). Strategic urban realm improvements (including path widening) along these key public transport corridors will improve safety of all users, particularly those with accessibility challenges.

Negative perceptions around personal safety are a key deterrent that impacts patronage (see gender and safety focus groups, above), particularly at night and during off-peak times. Commissioning an in-depth safety analysis of the City's public transport infrastructure, followed by a behaviour change and infrastructure upgrade campaign will support improved perceptions of personal safety. Opportunities also exist to allow evening buses to 'stop anywhere' along the route, as has been common in other cities.

Buses in Perth, Australia are able to stop anywhere on the route after 7:00pm. Users just need to notify the driver of where they would like to disembark, and the bus will stop for them where it is safe to do so. This reduces walk times from stops to destinations when it is dark.

This service is currently offered in Adelaide, but only on selected after-midnight services.

To create safer streets, it's essential to develop a public transport system that encourages more people to choose public transport over driving. The Safe System Approach emphasises that risk is partly determined by exposure, which is directly linked to motor vehicle volumes. By reducing the number of cars on the road through increased public transport usage, we can lower exposure to potential accidents, thereby enhancing overall street safety.

There are opportunities to better integrate active transport and micromobility trips with public transport support a multi-modal network and improve door-to-door user experience including:

- Improved cycle parking options at stops and stations.
- Opportunities for bicycle transport on buses and trains (see the images, below).

- Provision of hire schemes at stops and stations.
- Improved infrastructure surrounding stations (including priority at intersections to provide safe crossing options).

Advocacy

There are opportunities for the city to advocate for larger-scale changes to Adelaide’s public transport network and operations. This will support the achievement of the city’s transport strategy and wider climate change goals.

- Bus service operational upgrades such as improved off-peak services and frequencies
- Tram extension to Prospect through North Adelaide, to the inner east and Airport
- Connecting trains, trams and buses with improved interchanges across the network
- Rail network expansion
- Zero emissions public transport and increased incentives to use it.

The Auckland, New Zealand City Centre Bus Plan¹ is Auckland Transport’s response to the Auckland council’s 2020 city centre masterplan. Around 30,000 people travel by bus to the city centre every morning. And this is expected to increase by an additional 14,000 people in less than 20 years.

The increase in people choosing to travel by bus means there are now more bus services needing to travel through and stop in the city centre. At the same time, there is increasing demand on all road space in the city centre.

The Bus Plan combines most city centre bus routes into 4 main corridors where buses have priority when moving through the city centre. The plan is being delivered in stages, starting with property access and use studies to inform concept designs, which detail the infrastructure upgrades required in these corridors. Improvements include dedicated bus lanes, upgraded bus shelters, and bus layover facilities.

This will result in a numerous operational and efficiency benefits and will support road space allocation within the city centre.



Source: Greater Auckland

Key Strategic Moves

More people using public transport means fewer private vehicles on our roads. This results in lower congestion, emissions, and better place, environmental and economic outcomes for our city. To support an increasing public transport mode share within the city, it is essential to undertake a priority corridor assessment within the CBD to determine:

- Opportunities for dedicated public transport routes.
- Modal priority on selected routes.
- Opportunities for efficiency gains.

This will support the below key actions:

Improve public transport infrastructure

Upgrade infrastructure to prioritise public transport efficiency, interchange experience and pedestrian amenity along key public transport corridors within the City. This may include provision of more comfortable and weather protected stops and interchanges, formalised and safer crossings and prioritisation of public transport movements over general traffic (e.g. dedicated bus lanes and traffic signal priority).

Enhance public transport customer experience

Create safe, comfortable and attractive urban environments along key public transport corridors and better integrate active transport and micro mobility trips with public transport to support a multi-modal network with great door-to-door user experience.

Advocacy and partnerships with State Government

Opportunities exist for the CoA to advocate for and partner with State Government to:

- Investigate improving existing public transport corridors (e.g. Currie-Grenfell bus corridor)
- Create new light-rail connections within the City and to adjoining inner suburbs (e.g. Prospect, inner East and the Airport)
- Improve network-wide integration between transport modes.

CoA could also advocate for improvements to public transport through increased off peak service frequencies.

Conclusion

Making changes for more public transport choices is achievable, and will contribute to greater transport choice and equity. We know that access to public transport is critical for younger people, and people without access to a car, helping to make our city inclusive for people of all ages and abilities.

Creating a world-class system encourages people to choose public transport over driving, which is crucial for Adelaide to achieve its strategic objectives, including the Integrated Climate Strategy. Greater mode choice supports a highly liveable, prosperous and resilient city. This allows everyone to have a range of transport choices available to them each day, and at each stage of their lives to undertake different activities.

An improved public transport experience will benefit everyone who uses the City of Adelaide. The relationship between the City of Adelaide and the State Government and associated public transport responsibilities can be aligned through an overarching public transport plan to support planned growth for Greater Adelaide.

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

- Improve public transport infrastructure
- Enhance public transport customer experience
- Advocacy and partnerships with State Government.