



Rundle Street Movement Study

What We Heard

Creating a safer, more accessible and inclusive Rundle Street for people walking, riding, catching public transport and driving.

As part of the Rundle Street Movement Study, the Department for Infrastructure and Transport (the Department) collected detailed movement data on travel patterns, safety and street operations.

Using the data, the Department has developed five potential interventions aimed at improving safety, accessibility and movement along Rundle Street for all users—whether walking, riding, catching public transport or driving.

Community consultation on these potential interventions was undertaken throughout January and February 2026. The consultation provided an opportunity for the community to share local knowledge, experiences and views on movements and safety along Rundle Street. This report summarises the feedback received during the consultation period.



Connected and accessible



Liveable



Sustainable and resilient



Government of South Australia
Department for Infrastructure and Transport

How we engaged

During the consultation period, community engagement was conducted through an online survey, two Community Information Sessions held at the St Peters Town Hall Complex on 14 and 17 February, and written submissions received via email.

To promote the engagement 1,731 Project Update flyers were delivered to nearby homes and businesses. Our engagement focused on those who live, work, travel through, or regularly spend time along this section of Rundle Street.

What we heard

Feedback shows strong overall support for the proposed Rundle Street interventions, particularly where they improve pedestrian and cyclist safety. Most respondents recognise the street's mixed-use and increasingly residential role and support prioritising safety and accessibility over vehicle speed and convenience. Although certain concerns regarding trade-offs were noted, the majority of respondents expressed acceptance of reduced speeds, modifications to turning movements, and selective parking removal when these measures contribute to significant safety improvements.



Cycling Infrastructure & Safety

Rundle Street is a critical east–west cycling link and was frequently described as the most dangerous section of this road for cycling. There is a broad consensus that painted or coloured bike lanes alone are insufficient in a high-traffic environment, with repeated calls for physically separated or raised cycle facilities. Protected cycling infrastructure is seen as essential.



Parking

There has been mixed feedback regarding parking. Business owners and employees

expressed strong concern about the loss of on-street parking, citing impacts on staff access, customer turnover, and potential loss of business. In contrast, many residents, pedestrians, and cyclists regarded parking loss as a necessary trade-off, and linked existing parking behaviours with the current safety problems, including illegal stopping, blocked sightlines, and unsafe interactions between vehicles and other road users.

Despite differing views, there is a recurring acknowledgement that parking pressures already exist, and many respondents suggest measures such as better enforcement, time-limited parking, prioritisation of short-stay commercial parking, and investigation of off-street or shared parking opportunities.



Safer speed limit

There was strong support for lowering the speed limit, with many people noting that speeding is a persistent issue along Rundle Street. A 40 km/h limit was widely seen as suitable for a busy residential and commercial area, while a significant number of respondents preferred a 30 km/h limit, especially if cyclists continue to share the road with vehicles.

Some community members note that speed limits alone may not be enough without the support of design changes or enforcement, but overall, the feedback shows a clear preference for slower, calmer traffic conditions.



Traffic Calming

People repeatedly identified intersections and access points as locations with noticeable safety concerns. The Bunnings car park access, the intersection with The Parade West and College Road, and the Fullarton Road end of Rundle Street were identified as locations with poor sightlines, complex turning movements, and vehicle–cyclist conflicts, all which contribute to an increased safety risk.

While opinions differ on the preferred treatment, there is broad agreement that existing conditions at these locations are unsafe and require intervention. Suggested solutions include traffic signals, turn restrictions, raised or priority crossings, median islands, and in some cases roundabouts, indicating strong demand for clearer and more controlled vehicle movements.



Pedestrian & Disability Access

Safety for pedestrians and a desire for improved crossing opportunities were frequently raised in the feedback. Raised or “wombat” crossings receive strong support, particularly from older residents, people with disabilities, parents, and people who walk frequently.

Respondents note that current conditions (such as long wait times, exposure while standing on refuge islands and vehicles failing to give way) make it difficult to cross the street. Raised crossings are viewed as a means to both improve pedestrian accessibility and reinforce lower vehicle speeds.



Rat-Running & Local Access

A further recurring theme is the desire to reduce “rat running” along Rundle Street. Many respondents argue that the street is not designed as an informal main road and suggest that discouraging non-local traffic would significantly reduce conflict between vehicles and vulnerable road users.



Amenity and Liveability

Beyond just transport, many submissions mention making the area more pleasant and enjoyable, including a desire for more trees for shade, better lighting, cleaner streets and overall nicer public spaces for people to enjoy. Some feedback noted a desire for Rundle Street to become more of a community main

street or “village” environment that supports walking, social activity, and local businesses, rather than as a vehicle-dominated corridor.



Community concerns regarding proposed changes

Some respondents oppose the proposed interventions in principle, disputing the need for safety interventions and opposing speed reductions or traffic signals. While these views are strongly expressed and suggest that some trade-offs (such as parking changes and slower speed limits) are too much, the majority of respondents were in favour of the proposed interventions for the improvements to safety, accessibility and amenity.

Overall, the consultation showed a clear community preference for a safer, slower, and more people-focused Rundle Street. While parking impacts and specific design treatments remain contentious, the community supports interventions that reduce conflict, improve pedestrian and cycling safety, and reflect the street’s evolving role as a residential and mixed-use place rather than a through-traffic route.

Next Steps

Community feedback, together with data collected through the study, will be used to prepare a comprehensive report. The report will help to inform potential future transport upgrades for Rundle Street, Kent Town.

For more information

- Call – 1300 794 880
- Email – DIT.Engagement@sa.gov.au
- Visit – www.dit.sa.gov.au/rundlest