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CITY OF ADELAIDE

INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE

Agenda and Reports

for the meeting on

Tuesday, 20 October 2026

at 7.00 pm

in the Colonel Light Room, Adelaide Town Hall

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INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE
Meeting Agenda, Tuesday, 20 October 2026, at 7.00 pm

Members – The Right Honourable the Lord Mayor, Dr Jane Lomax-Smith
Councillor Maher (Chair)
Councillor Freeman (Deputy Chair)
Deputy Lord Mayor, Councillor Noon and Councillors Abrahimzadeh, Cabada, Couros, Giles, Martin, Dr Siebentritt and Snape

Agenda

Item			Pages
1.	**Acknowledgement of Country**		
	At the opening of the Infrastructure and Public Works Committee meeting, the Chair will state:		
	'The City of Adelaide acknowledges the Kaurna People of the Adelaide Plains as the Traditional Custodians of the land on which we meet today.		
	We acknowledge and honour their spiritual and cultural stewardship of this Country and recognise their deep and enduring relationship with its lands, waters, the sky, and all living things.		
	We pay our respects to Kaurna Elders past and present and recognise the important role of emerging leaders in sustaining and strengthening culture.'		
2.	**Apologies and Leave of Absence**		
	Nil		
3.	**Confirmation of Minutes - 15/9/2026**		
	That the Minutes of the meeting of the Infrastructure and Public Works Committee held on 15 September 2026, be taken as read and be confirmed as an accurate record of proceedings.		
	View public 15 September 2026 Minutes here.		
4.	**Declaration of Conflict of Interest**		
5.	**Deputations**		
6.	**Workshops**		
	Nil		
7.	**Reports for Recommendation to Council**		
	7.1	Austin Street	4 - 8
	7.2	Cycleways - Pop Up Event	9 - 25
	7.3	Capital Works Monthly Project Update – September 2026	26 - 41
8.	**Reports for Noting**		
	Nil		
9.	**Exclusion of the Public**		42 - 45
	In accordance with sections 90(2), (3) and (7) of the *Local Government Act 1999* (SA) the Infrastructure and Public Works Committee will consider whether to discuss in confidence the reports contained within section 10 of this Agenda.		

10. Confidential Reports for Recommendation to Council

10.1 Request for Long-Term Extension of Licence to Occupy Public Realm - Women's and Children's Hospital [S90(3) (b)] 46 - 52

10.2 Victoria Park Grandstand Expression of Interest Outcomes [S90(3) (b), (d)] 53 - 90

11. Closure

Austin Street

Tuesday, 20 October 2026

Infrastructure and Public Works Committee

Strategic Alignment - Our Places

Program Contact:
Mark Goudge Associate Director Infrastructure

Public

Approving Officer:
Tom McCready, Director City Infrastructure

EXECUTIVE SUMMARY

The purpose of this report is to respond to the resolution of Council's at its meeting of 28 July 2026

'*That Council:*

1. *Notes the Austin Street and Renaissance Arcade Precinct Resident Survey Report (Attachment A), a resident-initiated survey of the Realm Apartments community which received 78 valid responses and records strong and consistent resident concern about the safety, cleanliness, lighting, footpaths, presentation and level of activity of the precinct.*
2. *Requests the Administration to investigate the condition, safety, amenity and activation of Austin Street and the Renaissance Arcade precinct, in consultation with residents, businesses, property owners and other relevant stakeholders, and to undertake any immediate improvements available within existing budgets and delegations.*
3. *Requests that a report be presented to Council by the end of October 2026 setting out the findings of the investigation, any actions already taken, and options with indicative costs to improve the safety, amenity and activation of the precinct, including any matters requiring referral to external agencies, private property owners or future budget processes.'*

The Administration has undertaken a condition assessment of Austin Street (public realm). This report outlines actions already undertaken and identifies a potential pathway for Council's consideration to improve the safety, amenity and activation of the precinct.

The investigation found that no major asset renewal works are currently required or recommended within the next ten years, based on asset age, current condition and expected asset lifecycles. Overall, the existing infrastructure is generally assessed as being in good to satisfactory condition.

While there is no identified asset renewal need, addressing broader concerns relating to street functionality, amenity and community expectations would require an increase in the existing level of service. Any significant improvements undertaken ahead of the future renewal need would therefore constitute streetscape upgrade works requiring New and Upgrade funding, rather than renewal funding.

There are currently no major streetscape upgrades planned for Austin Street. Council's available New and Upgrade funding within the Long-Term Financial Plan is currently allocated to existing strategic priorities, including the Main Street Revitalisation Program, City Public Realm Greening Program and Park Lands Community Building Program.

Should Council wish to explore streetscape improvements to Austin Street, additional or reprioritised New and Upgrade funding would be required (ahead of currently approved projects and other priorities). Funding to undertake a concept design could be considered through a future Business Plan and Budget, with the concept design used to develop a supporting business case and refined cost estimates to inform any future investment decision.

RECOMMENDATION

The following recommendation will be presented to Council on 27 October 2026 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Notes that the assets on Austin Street are generally rated in good to satisfactory condition and that, based on asset age, current condition and expected asset lifecycles, no major renewal works are currently required or recommended within the next 10 years.
2. Notes that increasing the frequency of cleansing beyond current service levels is unlikely to address the broader concerns relating to activation, safety, perceived safety and how the street is used.
3. Notes that significant improvements to the functionality, amenity and level of service of Austin Street would require streetscape upgrade works and the allocation and prioritisation of New and Upgrade funding.
4. Notes the Public Lighting and Electrical Asset Management Plan identified the renewal of the existing wall-mounted street lighting as a priority. Detailed design is currently underway, with delivery of the upgrade planned for completion during the 2026/27 financial year.
5. Notes that there are currently no major streetscape upgrades planned for Austin Street, with Council's available upgrade funding within the Long-Term Financial Plan currently allocated to existing strategic priorities, including the Main Street Revitalisation Program, City Public Realm Greening Program and Park Lands Community Building Program.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Interesting, purposeful and safe. Our Objective is to Manage assets to meet the needs of our community.
Policy	This report aligns with Council's Asset Management Policy and Asset Management Plans.
Consultation	Council has noted Austin Street and Renaissance Arcade Precinct Resident Survey Report.
Resource	Not as a result of this report
Risk / Legal / Legislative	Not as a result of this report
Opportunities	Not as a result of this report
26/27 Budget Allocation	Not as a result of this report
Proposed 27/28 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	Not as a result of this report
26/27 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	Not as a result of this report

DISCUSSION

1. Austin Street is located within the Rundle Mall precinct, providing a pedestrian connection between Rundle Mall and North Terrace via Renaissance Arcade. With the exception of the presence of the Realm Apartments, the character of the street is largely defined by garage, loading and service access to adjoining properties, rather than active street frontages.
2. This report responds to a Council decision on 28 July 2026 regarding the Austin Street and Renaissance Arcade precinct. It presents the findings of a condition investigation, outlines actions undertaken in response to identified issues, and identifies a potential pathway to improve the safety, amenity and activation of the precinct.
3. The Motion on Notice noted the Austin Street and Renaissance Arcade Precinct – Realm Apartments Resident Survey Report, which highlighted the concerns of residents about the safety, cleanliness, lighting, footpaths, presentation and level of activity of the precinct can be viewed at Link 1.
4. With respect to Austin Street's forecast renewal requirements within Council's Asset Management Plans:
    4.1. The Transport Asset Management Plan does not identify any road, kerb and footpath assets as a renewal priority within the 10-year planning horizon, based on renewal modelling of available condition data collected in 2023. The assets were generally assessed as being in good to fair condition overall, noting that the road was last resurfaced in 2021.
    4.2. The Public Lighting and Electrical Asset Management Plan identified the renewal of the existing wall-mounted street lighting as a priority. Austin Street currently utilises older lighting technology and is proposed to be upgraded to LED lighting to address identified service level deficiencies. Detailed design is currently underway, with delivery of the upgrade planned for completion during the 2026/27 financial year.
5. As part of the City of Adelaide's Integrated Climate Strategy 2030, street tree planting opportunities are being investigated through the City Public Realm Greening Program. Austin Street has been assessed as a lower priority for new street tree planting, as the street is already heavily shaded for much of the day, resulting in no works currently planned in the immediate future.
6. Following discussions between Council Members and Administration, and to inform preparing an Administration response for the Council decision, a site inspection was undertaken on Austin Street to review asset condition, identify maintenance requirements and reassess future renewal needs.
    6.1. The assessment validated the asset condition assessments and renewal forecasts contained within the relevant Asset Management Plans, confirming that, aside from the planned street lighting renewal, no other asset renewals are expected to be required within the next ten years.
    6.2. Additionally, it identified a small number of isolated defects requiring corrective works through routine maintenance programs, which included a road pavement repair, footpath repairs and a non-compliant third-party utility reinstatement.
    6.3. Since the inspection, the identified Council maintenance works have been completed. The relevant utility service provider has also been contacted regarding the failed reinstatement and has confirmed that it is aware of the issue and has included the rectification works within its remediation program.
7. In 2025, City of Adelaide staff undertook two informal assessments of the Austin Street and Renaissance Arcade precinct in conjunction with SAPOL.
    7.1. The assessments observed that rough sleepers continue to regularly use the entrance area adjacent Renaissance Arcade, regularly leaving behind rubbish and other mess.
    7.2. Additionally, public lighting and the overall function and presentation of Austin Street were identified as factors influencing perceived safety. A significant portion of the street primarily functions as a service and vehicle access route, with limited active frontage and pedestrian activity, particularly at night. This contributes to a less inviting public realm and fewer opportunities for passive surveillance.
8. Austin Street is currently serviced through a regular cleansing regime involving both scheduled activities and responsive attendance by our City Operations Team. The following activities are currently undertaken within Austin Street:
    8.1. Mini broom sweeping daily, Monday to Friday;
    8.2. Emptying of the bin located at the Renaissance Arcade entrance daily;
    8.3. Graffiti removal upon report;
    8.4. Twice-daily spot checks between 9.00 am and 5.00 pm, with cleansing undertaken as required;

8.5. Fortnightly attendance to assess and maintain the garden beds, primarily addressing litter, weeds and fallen branches.

9. While cleansing supports the overall presentation of Austin Street, increasing its frequency alone is unlikely to address the broader concerns identified through the Austin Street and Renaissance Arcade Precinct – Realm Apartments Resident Survey Report.

10. Addressing the identified concerns relating to street functionality, perceived safety and general amenity would require improvements beyond the current level of service. Achieving these improvements would require investment in streetscape upgrade works, supported through new and upgrade funding, to enhance the function and amenity of Austin Street.

11. Streetscape upgrade initiatives that provide an increased level of service are typically assessed based on their alignment with the City of Adelaide 2024–2028 Strategic Plan, relevant corporate strategies, Council priorities and decisions, and the availability of funding within the Long-Term Financial Plan. There are currently no major streetscape upgrades planned for Austin Street, with available new and upgrade funding within the Long-Term Financial Plan currently allocated to existing strategic priorities, including the Main Street Revitalisation Program, City Public Realm Greening Program and Park Lands Community Building Program.

12. Should Council wish to explore improvements to Austin Street, it is recommended that funding be considered through the 2027/28 Business Plan and Budget to undertake concept design, develop a supporting business case and prepare refined cost estimates for future streetscape improvements.

13. As an indicative benchmark of the potential scale of investment, the Charles Street streetscape upgrade was delivered in 2025 at a cost of approximately $6 million, noting that the scope and cost of any improvements to Austin Street would be subject to further investigation and concept development.

DATA AND SUPPORTING INFORMATION

Link 1 – Austin Street and Renaissance Arcade Precinct – Realm Apartments Resident Survey Report

ATTACHMENTS

Nil

- END OF REPORT -

Cycleways - Pop Up Event

Strategic Alignment - Our Places

Public

Tuesday, 20 October 2026

Infrastructure and Public Works Committee

Program Contact:
Mark Goudge Associate Director Infrastructure

Approving Officer:
Tom McCready, Director City Infrastructure

EXECUTIVE SUMMARY

The purpose of this report is to present an update and further details about the 'Integrated Transport Strategy Circulation Plan Pilot Project – Cycleway trial' and the alignment with the longer term pop-up cycling trial requested by Council on 14 April 2026 and 28 April 2026.

The 2026/27 Business Plan and Budget includes $150,000 allocated for a 'Integrated Transport Strategy Circulation Plan Pilot Project – Cycleway trial' to plan and trial the installation of a pop-up protected cycleway to temporarily replace an existing on-road cycle lane and provide safer cycling infrastructure along an east-west route.

The trial is proposed to consider traffic circulation along a proposed street or streets to enable the reallocation of roadway space for the pop-up cycleway. The project was anticipated to be implemented to align with either Biketober 2026 or Tour Down Under 2027 (TDU).

RECOMMENDATION

The following recommendation will be presented to Council on 27 October 2026 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Approves the Administration to pursue the implementation of a short section of the quick build cycleway along Wakefield Street, aligning with the Tour Down Under (TDU) event as an initial pilot project, being either from Victoria Square to Chancery Lane or between Frome Street and Pulteney Street based on consultation with the South Australian Tourism Commission (SATC) who is the TDU event organiser, with delivery subject to contractor and price considerations.
2. Notes the Circulation Plan Pilot Project Draft Concept Plans as contained within Attachments A to D to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 20 October 2026.
3. Notes the Administration will present a report at the Infrastructure and Public Works Committee Meeting in November 2026 detailing the the Capital Project: East-west and north-south cycleways trial assessment of the quick build cycleway options presented at the Infrastructure and Public Works Committee meeting on Tuesday 16 June 2026, including Wakefield Street from Victoria Square to Frome Street.
4. Notes that the Administration will continue to progress planning and consultation for the 'Alternative Event Options' to be pursued as future 'Integrated Transport Strategy Circulation Plan Pilot Project – Cycleway trial' projects in Q of the 2026/27 financial year, subject to budget availability, with consideration given to incorporating World Health Day on Wednesday 7 April 2027.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Community assets are adaptable and responsibly maintained. Create safe, inclusive and healthy places for our community.
Policy	Integrated Transport Strategy (ITS) Goal 1.4: Better travel choices for a more liveable city: *Implement effective interventions that favour active travel and public transport.* Key Projects and Services: *A network of cycle lanes and safe cycle routes (which cater for people cycling and using other micromobility* devices): Implement quick build cycle lanes.* Goal 4.2: Reduce risks and negative impacts from motor vehicles: *Enable more people to use active travel and public transport.* Key Projects and Services: Trial one-way streets on key routes to achieve outcomes identified in City Plan 2036 and the traffic circulation plan. Community Wellbeing Strategy 2026–2030 Goal Six: People feel safe where they live, work and spend time with Priority 6.3 *Promote healthy streets and environments that support physical, social and mental wellbeing.*
Consultation	Community consultation will be required as part of project delivery.
Resource	Internal staff time and resources to deliver and coordinate the initiative. Budget allocation to fund the initiative including data collection and evaluation.
Risk / Legal / Legislative	As set out in South Australia's Road Safety Strategy to 2031 Council, as a Road Authority, Council has a responsibility for road safety outcomes and to seek Safe System outcomes. Traffic control devices shall be installed, maintained, altered, operated and removed with the proper approval. Without this approval the person may be guilty of an offence under section 21 of the *Road Traffic Act 1961 (SA)*.
Opportunities	Progress towards achieving road safety targets and other commitments outlined in South Australia's Road Safety Strategy, City of Adelaide's City Plan 2036, City of Adelaide's Strategic Plan 2024-2028 and Integrated Transport Strategy. Qualitative and quantitative data collection to support the implementation of the Integrated Transport Strategy: network maps (including Circulation Plan) and engage with the community about the Healthy Streets framework and the Kerbside Management Policy development.
26/27 Budget Allocation	$150,000 (strategic) for the Circulation Plan Pilot Project (Cycleway trial) $150,000 (capital) for the east-west and north south cycleways (that will be presented in the November report)
Proposed 27/28 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	30 days or similar short-term duration (pilot project)

26/27 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	Not as a result of this report

DISCUSSION

Background

1. The 2026/27 Business Plan and Budget includes $150,000 allocated for a 'Integrated Transport Strategy Circulation Plan Pilot Project – Cycleway trial' to plan and trial the installation of a pop-up protected cycleway to temporarily replace an existing on-road cycle lane and provide safer cycling infrastructure along an east-west route.
2. The trial is proposed to consider traffic circulation along a proposed street or streets to enable the reallocation of roadway space for the pop-up cycleway. The project was anticipated to be implemented to align with either Biketober 2026 or Tour Down Under 2027 (TDU).
3. This project is a separate project to the Tuesday 14 April 2026 and 28 April 2026 Council request that the Administration immediately investigate the feasibility of a pop-up cycling trial (with at least one north-south and one east-west trial on Integrated Transport Strategy C1/C2 routes) and present a report to Council by the end of September 2026 outlining recommendations for implementing the trial (Link 1 and Link 2).
4. Considering both projects, the 2026/27 Business Plan and Budget (BP&B) including the retiming of the FY25-26 budget savings, provide for the following projects related to the implementation of cycleway trials.
    4.1. Strategic Project: Circulation Plan Pilot Project – Cycleway trial' with budget of $150,000 (BP&B)
    4.2. Capital Project: East-west and north-south cycleways trial with a budget of $150,000 (savings).
5. At the Infrastructure and Public Works Committee meeting on Tuesday 16 June 2026, the Administration presented streets as options for implementation of quick build cycleways (Link 3) with a primary focus on seeking the Council Members' views on the proposed pop-up cycle routes and Council Members' views on the extent of community engagement.
6. A report on Capital Project: East-west and north-south cycleways trial will be presented to Council in November 2026.
7. This report relates to Strategic Project: Circulation Plan Pilot Project – Cycleway trial'.

Project Strategic Background

8. The 'Circulation Plan Pilot Project – Cycleway trial' is a strategic project for an event based east-west protected cycleway that is also a demonstration of the Integrated Transport Strategy Circulation Plan and reallocation of street space. The project request outlined that the pilot project would be implemented to align with either Biketober 2026 or Tour Down Under 2027 (TDU).
9. During the Integrated Transport Strategy (ITS) Stage Two engagement, the majority of survey respondents and all written submissions expressed support for reducing car reliance and dominance on our streets, and re-prioritisation of street space for active travel and public transport. Link 4
10. A traffic circulation plan is used for cities to manage vehicle traffic and associated congestion and competing demands for limited street space through:
    10.1. Eliminating and/or restricting and/or prioritising certain vehicle movements to encourage high value movements (e.g. bus priority, safer pedestrian/cyclist movements) whilst discouraging/eliminating low value vehicle movements (e.g. private vehicles travelling through the city centre, unsafe turn movements, two-way motor vehicle movements on a street where one-way is adequate).
    10.2. Providing a more efficient transport system with more space for people walking/wheeling and cycling, public transport and places for people and greening
    10.3. Maintaining access to properties whilst reducing congestion impacts on essential deliveries and servicing.
    10.4. Supporting changes to the way people travel, including higher use of public transport and walking/wheeling and cycling resulting in 'traffic evaporation' rather than displacement of vehicle traffic and increased congestion on other streets (Link 5**)**.
11. Re-prioritisation of street space for active travel and public transport through consideration of the Traffic Circulation Plan relates to the following City of Adelaide strategies:
    11.1. The Integrated Transport Strategy:
        11.1.1. Goal 1.4: Better travel choices for a more liveable city – Key Project and Service: A network of cycle lanes and safe cycle routes (which cater for people cycling and using other micromobility devices).

11.1.2. Goal 2.4: Resilient and adaptable street design and management – Key Project and Service: Develop a Kerbside and Parking Management Policy in 2025/2026.

11.1.3. Goal 3.2: Healthy Streets and healthy people – Key Project and Service: Delivery of the green grid (on high and medium priority streets, coinciding with strategic cycling and walking/wheeling route upgrades) by 2036, with Healthy Street assessments used to inform street designs and greening outcomes.

11.1.4. Goal 4.2: Reduce risks and negative impacts from motor vehicles - Trial one-way streets on key routes to achieve outcomes identified in City Plan 2036 and the traffic circulation plan.

11.2. The Community Wellbeing Strategy

11.2.1. Goal 6: People feel safe where they live, work and spend time – Priority 6.3 Promote healthy streets and environments that support physical, social and mental wellbeing - We want to create Healthy Streets – streets that prioritise people's wellbeing by reducing pollution, encouraging active travel, and fostering social interaction.

11.3. Integrated Climate Strategy

11.3.1. Goal 2: A net zero ready city Priority: Triple the number of city workers cycling to work and double the number of local residents walking to work.

12. The 'Circulation Plan Pilot Project – Cycleway trial' is a pop-up project to trial the reallocation of roadway space consistent with CoA strategies that businesses, visitors and residents can engage with through experience with opportunity for feedback and evaluation to support future initiatives by CoA.

Options for the Strategic Pilot Project and Capital Trial Cycleways

13. It is important to draw a distinction between the short Pilot strategic project and the Trial Cycleways capital project, and the suitability of certain streets for each project based on its duration.

13.1. A Pilot Pop-up is a shorter term, e.g. three week, duration pop-up, which is more suitable for a tactical urbanism type project to help re-imagine a street. It provides an opportunity to:

13.1.1. engage with the community about integrated street outcomes (applying the Healthy Streets framework) to achieve transformational city outcomes for growth.

13.1.2. understand broader benefits as a 'Healthy Streets' pilot, for not just a protected cycle lane but opportunities for wider footpaths, with more space for walking/wheeling, and space to dwell and have elements such as kerbside dining and seating, plus greening.

13.1.3. test the implementation of the traffic circulation plan, with a shorter, low risk timeframe.

13.1.4. trial one-way or other street changes, that might otherwise require an extended approval process under Section 32 of the *Road Traffic Act 1961 (SA)*

13.1.5. evaluate the project and develop future street layouts informed by qualitative feedback from the community.

13.2. A Trial Cycleways capital project (as per advice from interstate Councils with experience implementing quick build or trial cycleways and stakeholders) should:

13.2.1. be an accelerated implementation project (acknowledging endorsed network map and the need for their rapid delivery to achieve strategic outcomes.

13.2.2. be implemented for at least twelve months to understand changes to behaviour and usage, and to refine a design before it becomes permanent.

13.2.3. carefully consider signalised intersections as without protection through intersections, there are poor outcomes.

13.2.4. have evaluation that includes quantitative data about increases in usage, including considering gender and age.

13.3. Advice from interstate councils with experience implementing quick build or pop-up cycleways and stakeholders, and good practice guidance such as the Tasmanian Tactical Cycling Infrastructure Guide is that:

13.3.1. Bus stops complicate both types of projects (Link 6).

13.3.2. Network connectivity, and the new link connecting with existing safer cycle network routes is key.

13.3.3. There needs to be careful consideration of the purpose and desired outcomes of the pop-up projects, and what they are linking people to; it may be for commuters but providing for people to cycle to do shopping and other trips can be important too.

14. The Administration has undertaken a high-level SWOT analysis of the Possible Pop-up protected cycleways Streets and Possible alternative 'pop up' treatments as presented to Council in the Pop-Up Cycle Lane – Trial Options IPW Workshop on 16 June 2026 to be delivered as short pilot strategic projects (Link 7).

Wakefield Street CyclewayTrial - TDU event

15. The Tour Down Under which is the first race on the Union Cycliste Internationale (or International Cycling Union) UCI World Tour, will be held in Adelaide from 16 to 24 January 2027 with Tour Village located in Victoria Square/Tarntanyangga (Link 8) which provides an opportunity align the delivery of a section of the quick build cycleway on Wakefield Street with the event.

16. The Administration has prepared a draft concept plan for the implementation of quick build cycleway along Wakefield Street between Victoria Square and Frome Street to provide a separated cycle connection between Victoria Square and the Frome Street north-south cycleway (Link 9).

17. Design plans to implement a shorter section of the quick build cycleway along Wakefield Street, between Victoria Square and Gawler Place/Chancery Lane as an initial pilot project have also been developed and are contained within **Attachment A,** with the following items requiring resolution for delivery of the project:

17.1. Legislation

17.1.1. The section of Wakefield Street from Victoria Square to Divett Place is part of the 'Declared Controlled Area' under the *Major Events Act 2013* which comprises Victoria Square and a 275m buffer zone.

17.1.2. As quoted in the Government Gazette the Declared Control Area is defined as a *275 metre buffer zone comprising any public place or part of a public place that is within 275 metres from the boundary of the Adelaide City Council Tour Village.*

17.1.3. City of Adelaide will require the written permission of the event organiser, the South Australian Tourism Commission (SATC) to install pop-up cycle lanes within the declared control area.

17.1.4. *Road Traffic Act 1961* - CoA will need to seek an exemption from the Department for Infrastructure and Transport (DIT) for the location of parking signs *not* being adjacent the parking spaces.

17.2. TDU / Village Operations

17.2.1. It is understood that SATC / TDU use the northern side of Wakefield Street, adjacent Victoria Square, for VIP parking and is used by broadcasters to capture the inflatable bicycle in the background of their telecast.

17.2.2. Any proposed changes to these or any of the above arrangements will need to be discussed and agreed upon with SATC prior to next year's event.

17.3. Bus Operations

17.3.1. North side bus stop is a timing stop meaning that if buses are running early or waiting to start their route, they park for extended periods (typically in the order of minutes) at this bus stop. The pop-up cycle lane will require the bus timing stop to be accommodated within the design or relocated elsewhere on the bus network.

17.3.2. South side - if the pop-up cycle lane is to continue through to Victoria Square the current 'BUS ONLY' pavement colour (approx. 50m2) will need to be removed and detector reallocated requiring a traffic signal program update from DIT which has a current turnaround time of 10-12 weeks (or end of December 2026 / early January 2027).

17.3.3. Risk of damage to the detector loop and additional costs related to the reinstatement of the 'BUS ONLY' pavement.

17.4. Traffic Signals

17.4.1. The current traffic signal programming installed at the intersection provides for the TDU event, to maximise efficiency and reduce bus delays, and is linked to other nearby intersections.

17.4.2. Visibility of traffic signals, particularly eastbound traffic approaching Gawler Place may be restricted at times if on-street parking is to be retained.

17.5. Funding and project extent

17.5.1. The cost of the project is yet to be confirmed with the extent of cycleway works limited to:

- North side – 45m from Victoria Place to Gawler Place
- South side – 84m from Chancery Lane to Gawler Place.

17.6. Community / stakeholder expectations / evaluation

17.6.1. Recent engagement with interstate practitioners and South Australian based stakeholders recommended that trials should be in place for at least twelve months.

17.6.2. TDU is held during school holidays which significantly changes typical road usage, and measuring success (or otherwise) will be difficult.

17.6.3. The project does not specifically address traffic circulation, reallocation of kerbside space or provide meaningful change towards healthy street outcomes.

17.7. Alignment with Capital Project: East-west and north-south cycleways trial

17.7.1. A report on Capital Project: East-west and north-south cycleways trial including route selection and multicriteria assessment will be presented to Council in November 2026, which may identify higher priority routes.

18. Based on these outstanding items, the Administration considers Wakefield Street in the section adjacent to Victoria Square may not be possible as an event style pop-up protected cycleway in January 2027 particularly due to event logistic requirements associated with the Tour Down Under 2027 and limitations related to accommodating the existing bus stops and traffic signals for a short term pop-up cycleway.

19. As an alternative, the location of a TDU event protected cycleway on Wakefield Street could be relocated on Wakefield Street between Pulteney Street and Frome Street (200m length). If this was to be pursued, it should be noted that:

19.1. There are two existing bus stops (one on each side of the road) and an on-road protected cycleway could not be provided through the section of road adjacent to the bus stops (~35m length on each side of road).

19.2. This section of Wakefield Street has a number of angle parking spaces that would need to be reorientated to be parallel parking resulting in approximate reduction of parking spaces from the existing 43 car parking spaces and 7 motorcycle spaces to 19 car parking spaces, including loss of ticketed parking spaces.

19.3. The specific extent of the design is subject to cost considerations and the available budget.

20. A draft concept plan for a cycleway on Wakefield Street between Pulteney Street and Frome Street is contained within **Attachment B.**

Alternative Event Options

21. World Health Day 2027 will take place on Wednesday, 7 April 2027 and have the global campaign theme "Healthy Beginnings, Hopeful Futures."

22. The ‘Integrated Transport Strategy Circulation Plan Pilot Project – Cycleway trial’ could be planned for a three to four week period in Q4 FY2026/27 incorporating World Health Day on Wednesday 7 April 2027.

23. The delivery of the project in April 2027 would provide additional opportunities for the Administration to engage positively with city visitors, residents and businesses about the importance of creating streets as critical infrastructure for the health and wellbeing of our communities and city, and engage about the Healthy Streets framework, Circulation Plan, and the Kerbside Management Policy development prior to the event.

24. In this scenario the ‘Circulation Plan Pilot Project – Cycleway trial’ could be progressed on Wakefield Street at Victoria Square and avoid complications related to the TDU village.

25. Alternatively, noting that that Wakefield Street will continue to be considered as a separated cycleway route as part of the Capital Project: East-west and north-south cycleways trial Report that will be presented to Council at the Infrastructure and Public Works Committee Meeting in November 2026, an alternative location/initiative for the ‘Circulation Plan Pilot Project – Cycleway trial’ could be considered.

26. Based on the Integrated Transport Strategy Cycling Network Map and Traffic Circulation Plan, and Place Classifications Map (key destinations) and the SWOT analysis (Link 7) the alternative initiatives that could be considered for the Circulation Plan Pilot Project – Cycleway trial are:

26.1. East West

26.1.1. Pirie Street (between King William Street and Hyde Street) - Trial protected cycleway event combined with healthy street activation (One way street trial).

26.1.2. Rundle Street East (between Frome Street and East Terrace) - Trial protected cycleway event combined with healthy street activation (One way street trial).

26.2. North South

26.2.1. West Terrace - Short length of pop-up near Sturt St to address non-compliance and safety issues on shared path (removal of traffic lane).

26.2.2. Owen – Russell – Compton Streets (South Park Lands to Market Link) – change intersection prioritisation to provide priority for the cycle route (rather than east-west roads) and/or install modal filters (road closures on east-west roads).

Alternative Event Options - Pirie Street

27. Pirie Street is a busy mixed-use street, with congested footpaths and a high potential for reimagining through the reallocation of space to create a Healthy Street.

28. Current Pirie Street limitations include:

28.1. High pedestrian volumes with narrow walking/wheeling space which is a particular issue for people with disabilities (both physical and mental) with footpath space reduced further by outdoor dining and associated queuing at business point entries.

28.2. Pirie Street is a busy route for people cycling to work (with counts taken at the Frome-Pirie intersection indicating Pirie Street as the busiest commuter location in the city) but has an unsafe door zone cycle lane with no separation from motorized vehicles (with 50km/h speed limit).

28.3. Pirie Street lacks greening and trees and is a Priority Boulevard for tree plantings however the space for additional trees is limited.

28.4. Limitations on outdoor dining due to high pedestrian volumes and limited footpath/kerbside space.

28.5. Motorised vehicle traffic movements and queuing impacting the amenity of the street due to noise and exhaust emissions.

28.6. Councillors have frequently raised business concerns about street changes.

29. Through the Pilot Project, space would be created that can be used for dining and seating, and it can demonstrate how more space can be made to make walking/wheeling more comfortable and providing space for cyclists and greening.

30. Significant changes are needed to achieve strategically aligned street outcomes and deliver a Healthier Street and noting that Pirie Street is due for renewal and tree planting in the near future, as well as the current development of the new Kerbside and Parking Management Policy, it is an opportune time to work with businesses and the community to reimagine the street and test the reallocation of street space on this street to informing CoA future infrastructure investment decisions and community views on the change required to achieve CoA Strategic Goals.

31. A Circulation Plan Pilot Project – Cycleway trial on Pirie Street would involve a temporary change to one-way motorized vehicle traffic with a bi-directional protected cycle lane between King William Street and Hyde Street.

32. A draft concept plan is contained within **Attachment C.**

Alternative Event Options - Rundle Street

33. Similarly to Pirie Street, Rundle Street is a busy mixed-use street, with congested footpaths and a high potential for reimagining through the reallocation of space to create a Healthy Street.

34. Rundle Street East has a poor crash record for people cycling and poor Safe System alignment with a door zone cycle lane and no separation from motorized vehicles (at 50km/h).

35. A Circulation Plan Pilot Project – Cycleway trial on Rundle Street would involve a temporary change to one-way motorized vehicle traffic with a bi-directional protected cycle lane Rundle Street East (between Frome Street and East Terrace).

36. At this time a draft concept plan has not been prepared for this initiative, however it is expected that a similar arrangement to Pirie Street draft concept plan would be implemented.

Alternative Event Options - North-South Veale Gardens to Adelaide Central Market Link

37. With the completion of the Peacock Road cycleway, there is now an “all ages and abilities’ cycle route along the Mike Turtur cycleway (connecting to the City of Unley area) and Peacock Road to South Terrace, which links to the shared path (Park Lands Trail) along South Terrace. A safe connection from South Terrace to the Adelaide Central Market would then provide a complete connection between the south and the market.

38. This link along Owen Street, Russell Street – Compton Street would not be protected cycle lanes but contraflow cycle lanes and measures such as modal filters and speed cushions to create safer speed limits and more comfortable conditions for people cycling (and walking/wheeling).

39. This project could also address identified safety issues and community concerns about speeding drivers on the east-west streets in the proximity and create more comfortable space around local businesses such as the Gilbert Hotel and Idle Hands.

40. There are streets along the route that are due for renewal, so a pilot would present an opportunity to engage with the community about potential scope associated with the renewal/upgrade project.

41. A draft concept plan has not been prepared for this initiative at this time of preparing this report.

Alternative Event Options - West Terrace (Anzac Highway to Sturt Street)

42. The western share path on West Terrace between Anzac Highway and Sturt Street is currently non-compliant as it is too narrow, contains multiple hazards and does not have the required offset from the 60km/h West Terrace motorised vehicle traffic. The length of road is also barren and unattractive. The intersection of West Terrace and Sturt Street also presents safety issues and there have been numerous customer complaints about the intersection and path.

43. This is an important active travel route connecting the Marino Rocks Greenway and Anzac Highway to the city, as well as being a key link for CoA residents to the Park Lands in the west and a route to/from Sturt Street Community School and is expected to have increased use with increasing development in the area, including at the Keswick Barracks.

44. A Circulation Plan Pilot Project – Cycleway trial on West Terrace would involve the removal of the western kerbside lane of West Terrace using lower impact measures (e.g. pavement bars and line marking) to provide a buffer between the path and road including additional space for pedestrians and cyclists on the western side of the intersection of Sturt Street and West Terrace to make the route safer and encourage active travel.

45. A draft concept plan is contained within **Attachment D**.

Next Steps

46. Subject to Council approval, the Administration will pursue the implementation of a short section of the quick build cycleway along Wakefield Street, aligning with the TDU event as an initial pilot project, being either from Victoria Square to Chancery Lane or between Frome Street and Pulteney Street based on consultation with SATC (TDU event organiser).

47. The Administration will present a report at the Infrastructure and Public Works Committee Meeting in November 2026 detailing the Capital Project: East-west and north-south cycleways trial assessment of the quick build cycleway options presented at the Infrastructure and Public Works Committee meeting on Tuesday 16 June 2026, including Wakefield Street from Victoria Square to Frome Street.

48. The Administration to continue to progress planning and consultation for the Alternative Event Options to be pursued as future ‘Integrated Transport Strategy Circulation Plan Pilot Project – Cycleway trial’ projects in Q4 FY2026/27, subject to budget availability, with consideration given to incorporating World Health Day on Wednesday 7 April 2027.

DATA AND SUPPORTING INFORMATION

Link 1 – Extract from Council Meeting Minutes, Tuesday, 14 April 2026

Link 2 – Extract from Council Meeting Minutes, Tuesday, 28 April 2026

Link 3 – Pop-Up Cycle Lane – Trial Options Workshop presented at the Infrastructure and Public Works Committee meeting on Tuesday 16 June 2026

Link 4 – Integrated Transport Strategy (ITS) Stage Two engagement Report (URPS June 2025)

Link 5 – Nello-Deakin, S. (2022). Exploring traffic evaporation: Findings from tactical urbanism interventions in Barcelona, Case Studies on Transport Policy, Vol 10 (4), December 2022, p.2430-2442. https://doi.org/10.1016/j. cstp.2022.11.003)

Link 6 – Extract from Tasmanian Tactical Cycling Infrastructure Guide, Transport Group Department of State Growth 3 June 2026

Link 7 – High-level SWOT analysis of the Possible Pop-up protected cycleways Streets and Possible alternative 'pop up' treatments as presented to Council in the Pop-Up Cycle Lane – Trial Options IPW Workshop on 16 June 2026 to be delivered as short pilot strategic projects

Link 8 – Tour Down Under 2027 Website

Link 9 – Wakefield Street Cycleway - Victoria Square to Frome Street - Draft Concept Plan

ATTACHMENTS

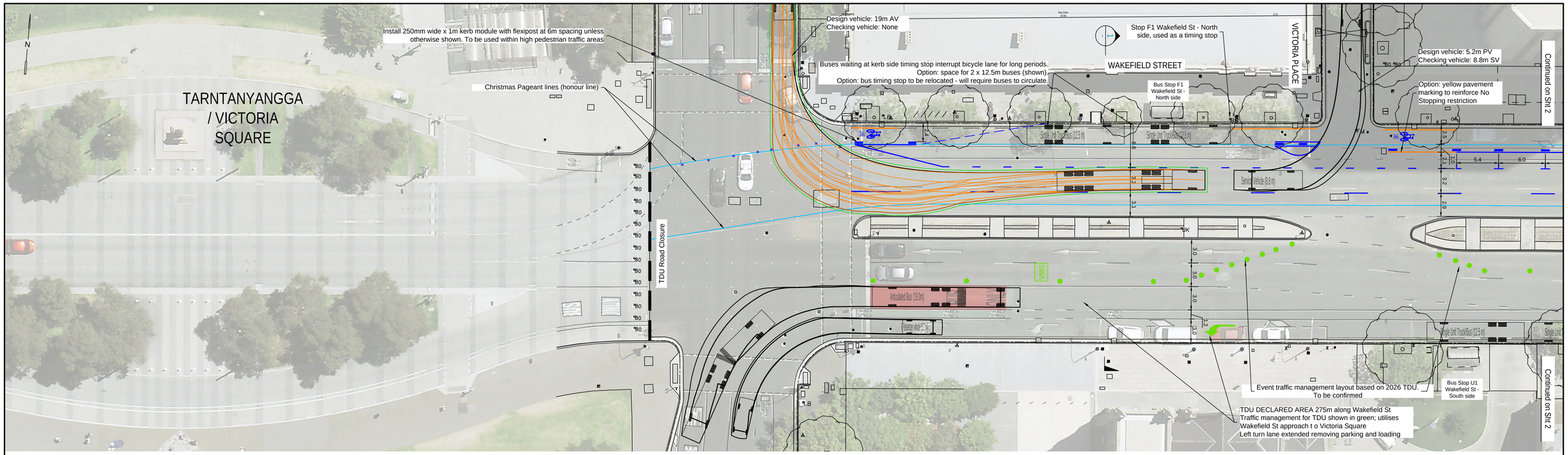
Attachment A – Wakefield Street Cycleway - Victoria Square to Gawler Place/Chancery Lane – Draft Concept Plan

Attachment B – Wakefield Street Cycleway – Pulteney Street to Frome Street – Draft Concept Plan

Attachment C – Pirie Street Cycleway – Circulation Plan Pilot Project – Cycleway trial - Draft Concept Plan

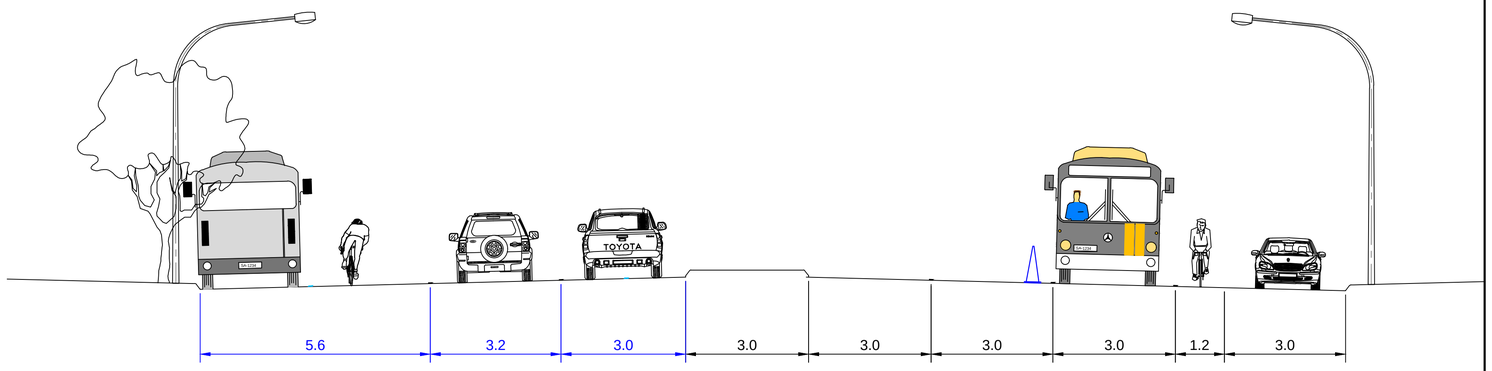
Attachment D – West Terrace – Circulation Plan Pilot Project – Draft Concept Plan

- END OF REPORT



Plan
1:250

Kerbside separated bicycle lane



Section 1
1:75

PRELIMINARY - NOT FOR CONSTRUCTION

DESIGNED	CH
DATE	07/2026
DRAWN	CH
DATE	07/2026
CHECKED	
DATE	
QUALITY ASSURED	
DATE	

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE SPECIFICATION.

The Contractor and his Sub-contractors shall verify all dimensions, lines, levels and existing service locations, prior to commencement on site, preparation of detail/shop drawings, and fabrication of construction/building components.

CERTIFICATION OF TRAFFIC CONTROL DEVICES

I, ... , pursuant to the Minister for Transport's Notice to Council of 22 August 2013, have authorised on this date ...../...../..... the installation of traffic control devices (except A.8 Excluded Traffic Control Devices) for and on behalf of the City of Adelaide as shown on this drawing.

Notes:

1. No parking spaces or loading zones removed on this sheet due to the Pop-up bicycle facility.
2. 4 parking spaces and 1 loading zone are removed as part of the TDU event traffic management.

PRELIMINARY REVISIONS

No.	DESCRIPTION	BY	DATE
A	For discussion	CH	31/07/2026
B	Transport Team reviewed	CH	07/08/2026
C	TDU Pop-up	CH	25/09/2026

WAKEFIELD STREET

BETWEEN VIC SQ & PULTENEY OR FROME ST

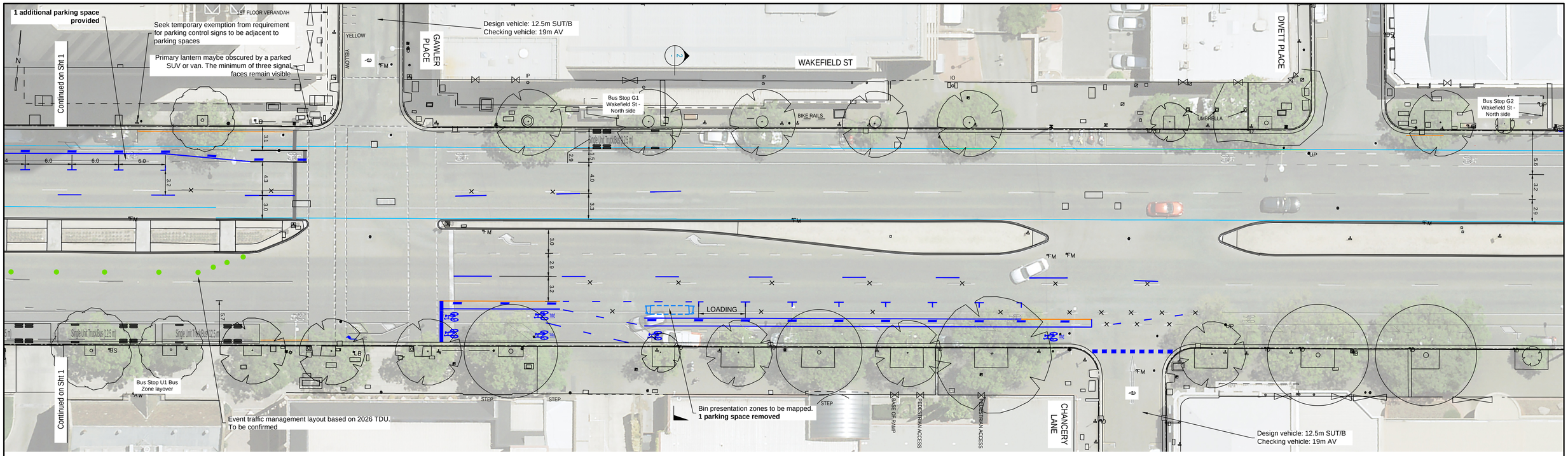
EAST-WEST BIKEWAY / POP-UP

KERBSIDE BICYCLE LANE OPTION

CITY OF ADELAIDE

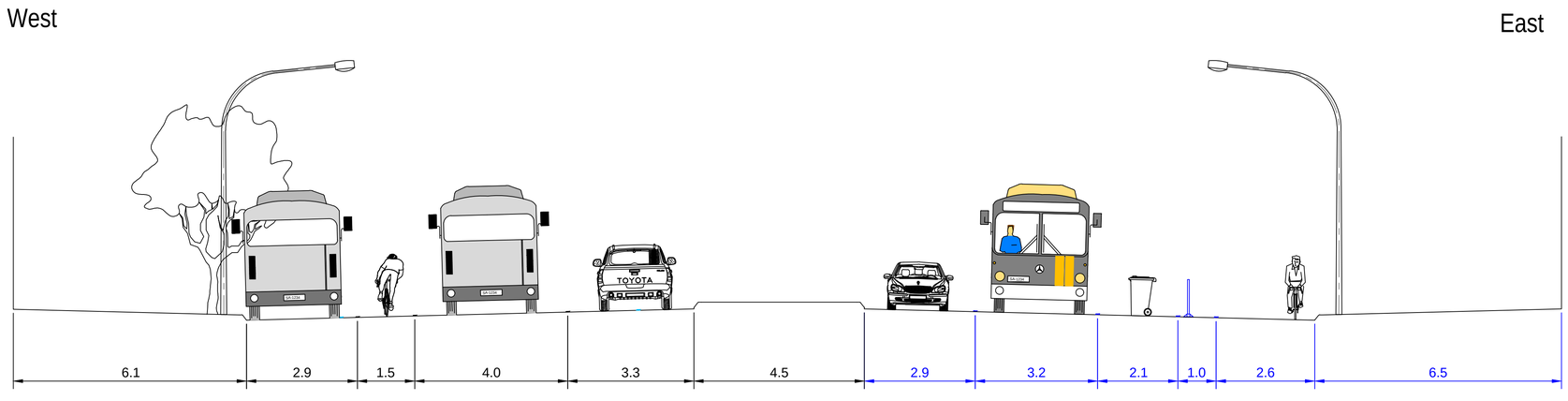
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SCALE	A/S
NUMBER OF SHEETS	2
ORIGINAL SHEET SIZE	A1
REVISION	C
DRAWING SET NUMBER	26-SKH20
SHEET	01

ACC PLOTSTAMP: 25/09/2026 3:34 PM



Plan
1:250

Kerbside separated bicycle lane



Section 2
1:75

PRELIMINARY - NOT FOR CONSTRUCTION

DESIGNED	CH
DATE	08/2026
DRAWN	CH
DATE	08/2026
CHECKED	
DATE	
QUALITY ASSURED	
DATE	

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Notes:

1. The number of parking spaces and loading zones remain unchanged.

PRELIMINARY REVISIONS

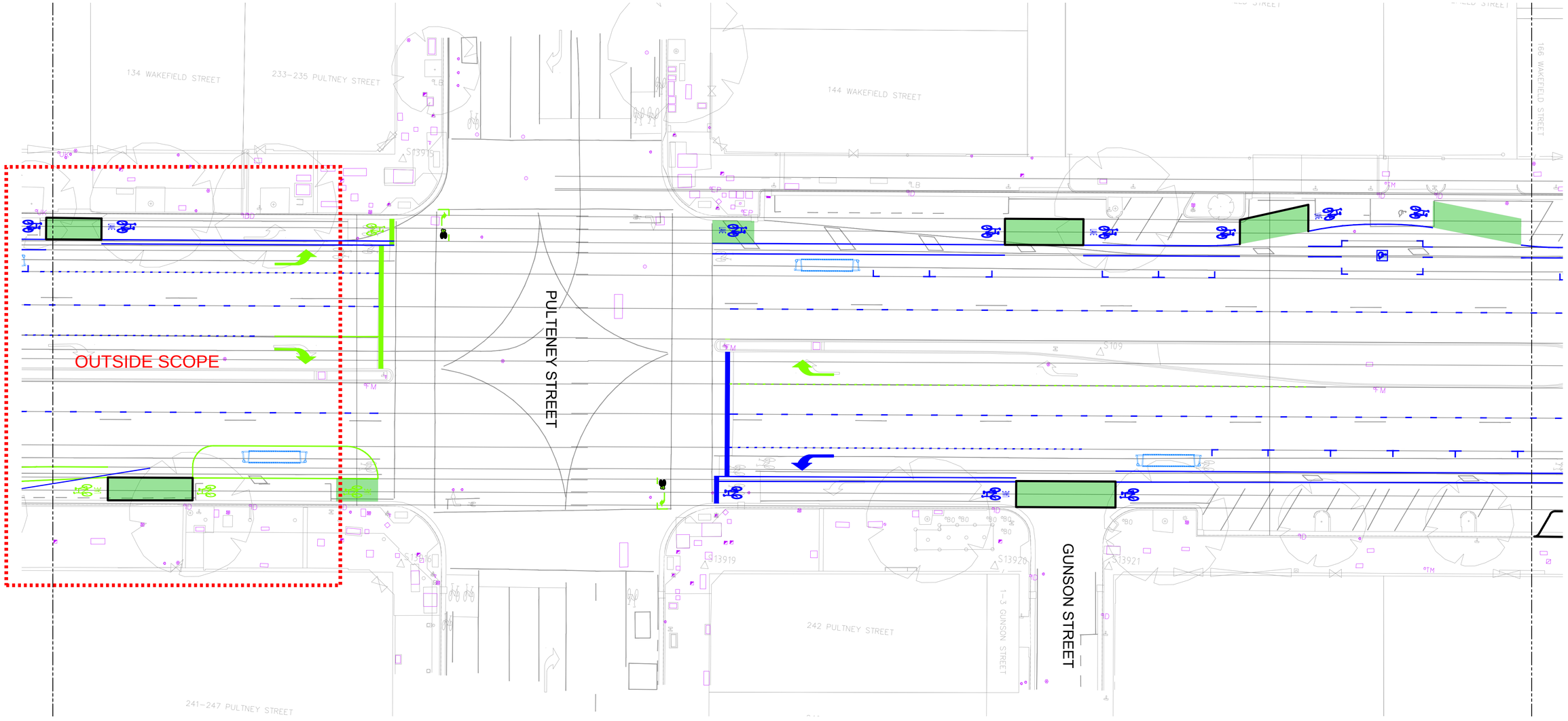
No.	DESCRIPTION	BY	DATE
A	For discussion	CH	31/07/2026
B	Transport Team reviewed	CH	07/08/2026

WAKEFIELD STREET
BETWEEN VIC SQ & PULTENEY OR FROME ST
EAST-WEST BIKEWAY / POP-UP
KERBSIDE BICYCLE LANE OPTION

CITY OF ADELAIDE

ACC PROJECT NUMBER	Z0837
SCALE	A/S
NUMBER OF SHEETS	2
ORIGINAL SHEET SIZE	A1
REVISION	C
DRAWING SET NUMBER	26-SKH20
SHEET	02

ACC PLOTSTAMP: 25/09/2026 3:35 PM



LAYOUT 4

SCALE 1:200

CONCEPT - NOT FOR CONSTRUCTION

DESIGNED ??	DATE ??
DESIGN CHECK ??	DATE ??
DRAWN ??	DATE ??
DRAWN CHECK ??	DATE ??

tech. SERVICES

N

0 2 4 6 8 10m

1 : 200 (A1) 1 : 400 (A3)

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CONCEPT REVISIONS

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PRIMARY_ADDRESS

SECONDARY_ADDRESS

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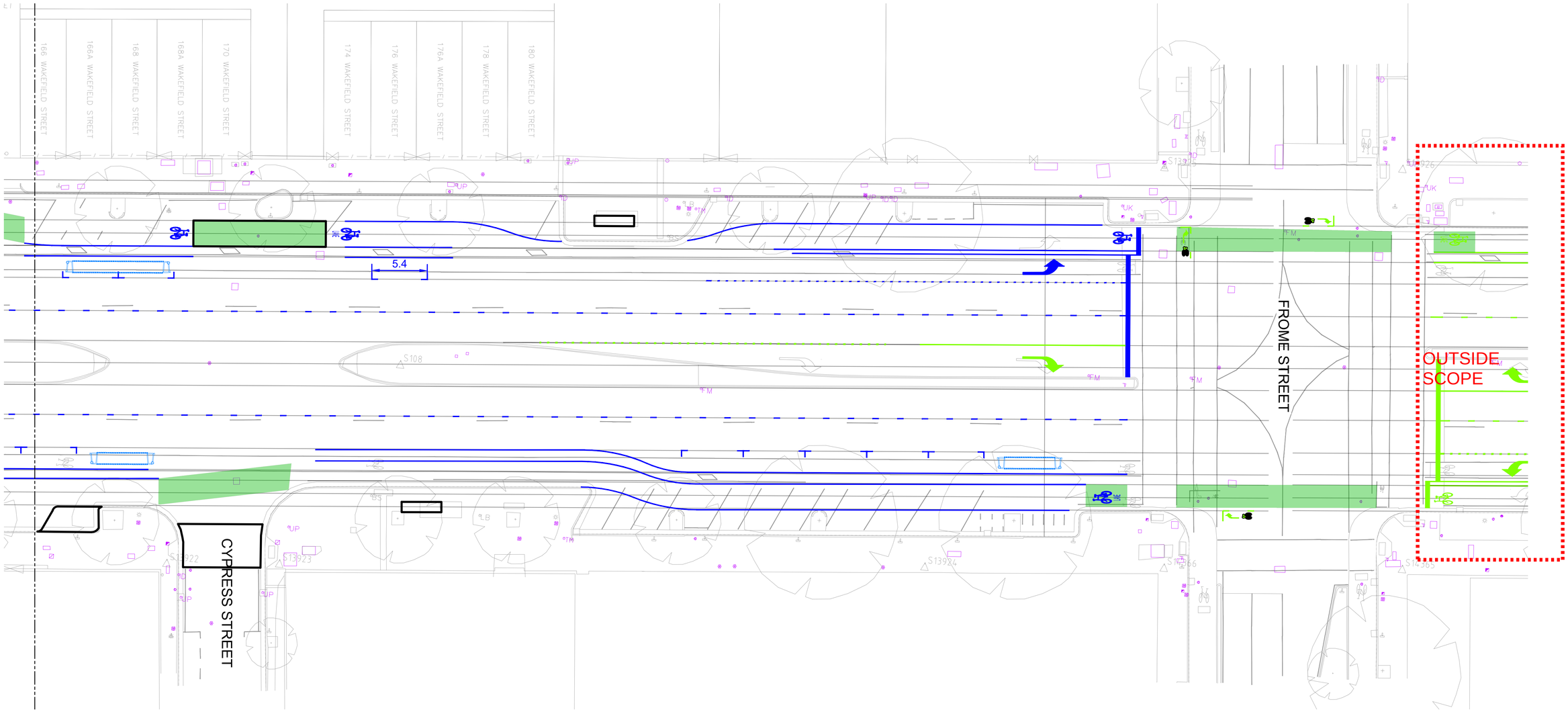
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PROJECT ASSET MANAGER | DESIGN TEAM LEADER | PROJECT MANAGER

CITY OF ADELAIDE

CoA PROJECT NUMBER	####
SCALE	####
NUMBER OF SHEETS	####
ORIGINAL SHEET SIZE	A1
REVISION	####
DRAWING SET NUMBER	SHEET
####	####

COA PLOTSTAMP: 23/09/2026 1:19 PM



LAYOUT 5

SCALE 1:200

CONCEPT - NOT FOR CONSTRUCTION

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DESIGN CHECK ??	DATE ??
DRAWN ??	DATE ??
DRAWN CHECK ??	DATE ??

tech. SERVICES

N

0 2 4 6 8 10m

1 : 200 (A1) 1 : 400 (A3)

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CONCEPT REVISIONS

No.	DESCRIPTION	BY	DATE
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PRIMARY_ADDRESS

SECONDARY_ADDRESS

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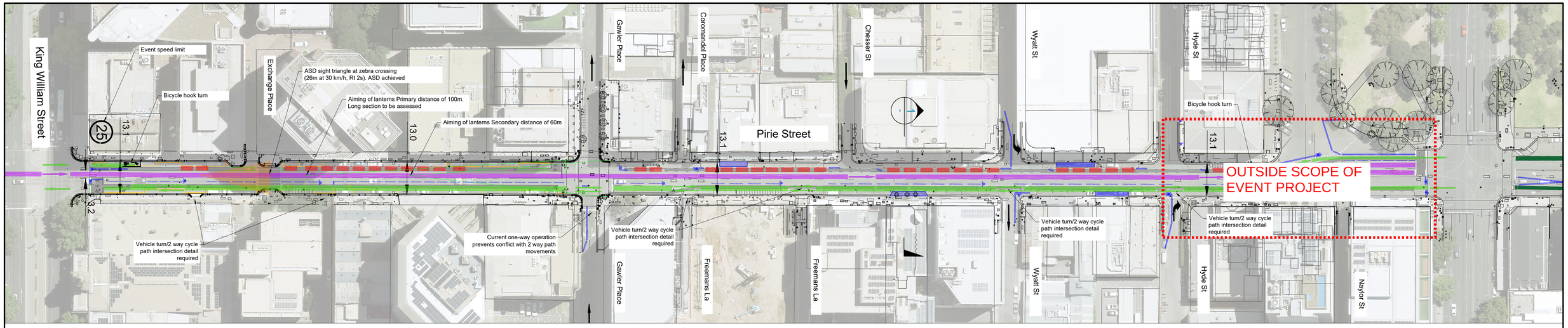
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PROJECT ASSET MANAGER | DESIGN TEAM LEADER | PROJECT MANAGER

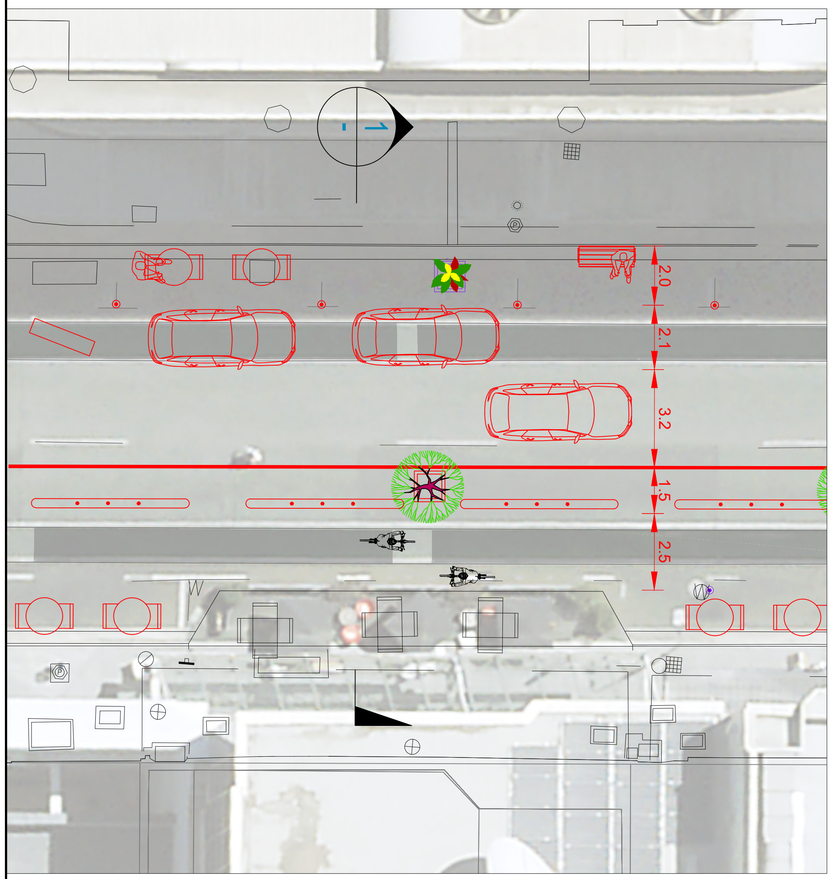
CITY OF ADELAIDE

CoA PROJECT NUMBER	####
SCALE	####
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REVISION	####
DRAWING SET NUMBER	SHEET
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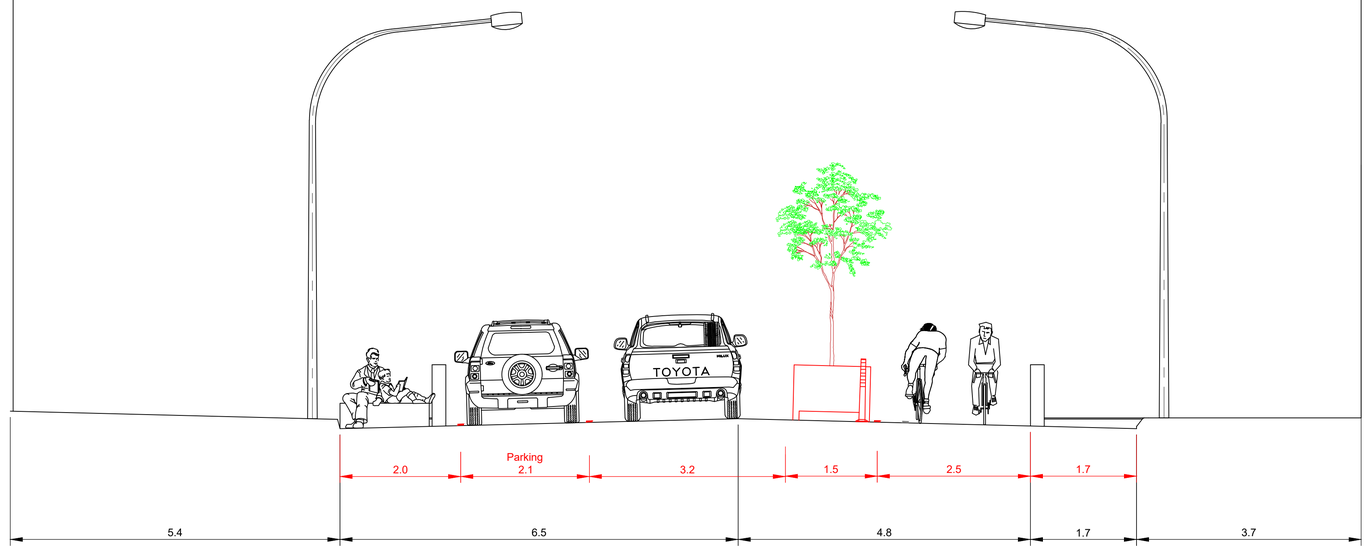


Traffic Control
1:1000



Enlargement
1:100

Cross-section 1 - Option 2
Two way bike path



Cross-section
1:50

PRELIMINARY - NOT FOR CONSTRUCTION

DESIGNED	DATE 04/2026
DRAWN	DATE 04/2026
CHECKED	DATE
QUALITY ASSURED	DATE

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PRELIMINARY REVISIONS

No.	DESCRIPTION	BY	DATE
A	Preliminary for discussion	CH	24/04/2026

Pirie Street

One-way pop up

Option: Two-way bike path

ADELAIDE CITY COUNCIL

ACC PROJECT NUMBER	
SCALE	
NUMBER OF SHEETS	
SHEET SIZE	A1
DRAWING SET NUMBER	SHEET
26-SKH07	02

ACC PLOTSTAMP: 27/04/2026 2:47 PM

ALFRED ST

WRIGHT ST

N

WEST TERRACE

Refer to Sheet 3 for intersection plan

Width of painted chevron marking median reduced

Tie into existing lane markings

Continued below

2.9 1.1 3.0 3.0 3.0 3.4 3.2 3.0 3.0 6.0

MARINO ROCKS GREENWAY

WYLDE ST

MARINO ROCKS GREENWAY

Indented bus stop for Stop 1West Tce – west side. Potential as a timing stop

N

STURT ST

FUTURE Potential for landscaping within 1.5m wide verge, trees subject to underground services and Standard Vegetation Clearance (refer to OI 20.1 Section 9.2.1, 5m height) and lateral offset (refer to OI 19.8 Section 11, between 0.6 and 1m dependent on species).

WEST TERRACE

Continued above

BUS LANE 7AM-7PM

3.1 3.2 3.1 3.2 3.2 1.5 4.4

Aiming of lanterns warning distance 60km/h – Duplicate Primary:130m

Aiming of lanterns warning distance 60 km/h – Overhead Primary:130m

Aiming of lanterns warning distance 60 km/h – Primary:130m

BUS LANE 7AM-7PM 1.5 4.6

Continued on Sheet 2

MARINO ROCKS GREENWAY

Property boundary

West Terrace Cemetery

PAVEMENT BARS AND LINE MARKING TREATMENT TO PROVIDE BUFFER AREA (FUTURE POTENTIAL LANDSCAPING)

Indented bus stop for Stop 1 West Tce – west side

PRELIMINARY - NOT FOR CONSTRUCTION

DESIGNED	CH	DATE 09/2023
DRAWN	CH	DATE 09/2023
CHECKED		DATE
QUALITY ASSURED		DATE

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0 2.5 5 7.5 10 12.5m

SCALE 1:250 AT ORIGINAL SIZE

PRELIMINARY REVISIONS

No.	DESCRIPTION	BY	DATE
A	Preliminary for discussion	CH	31/05/2024

Anzac Hwy/West Terrace

South Terrace to Sturt Street - Mariono Rocks Greenway

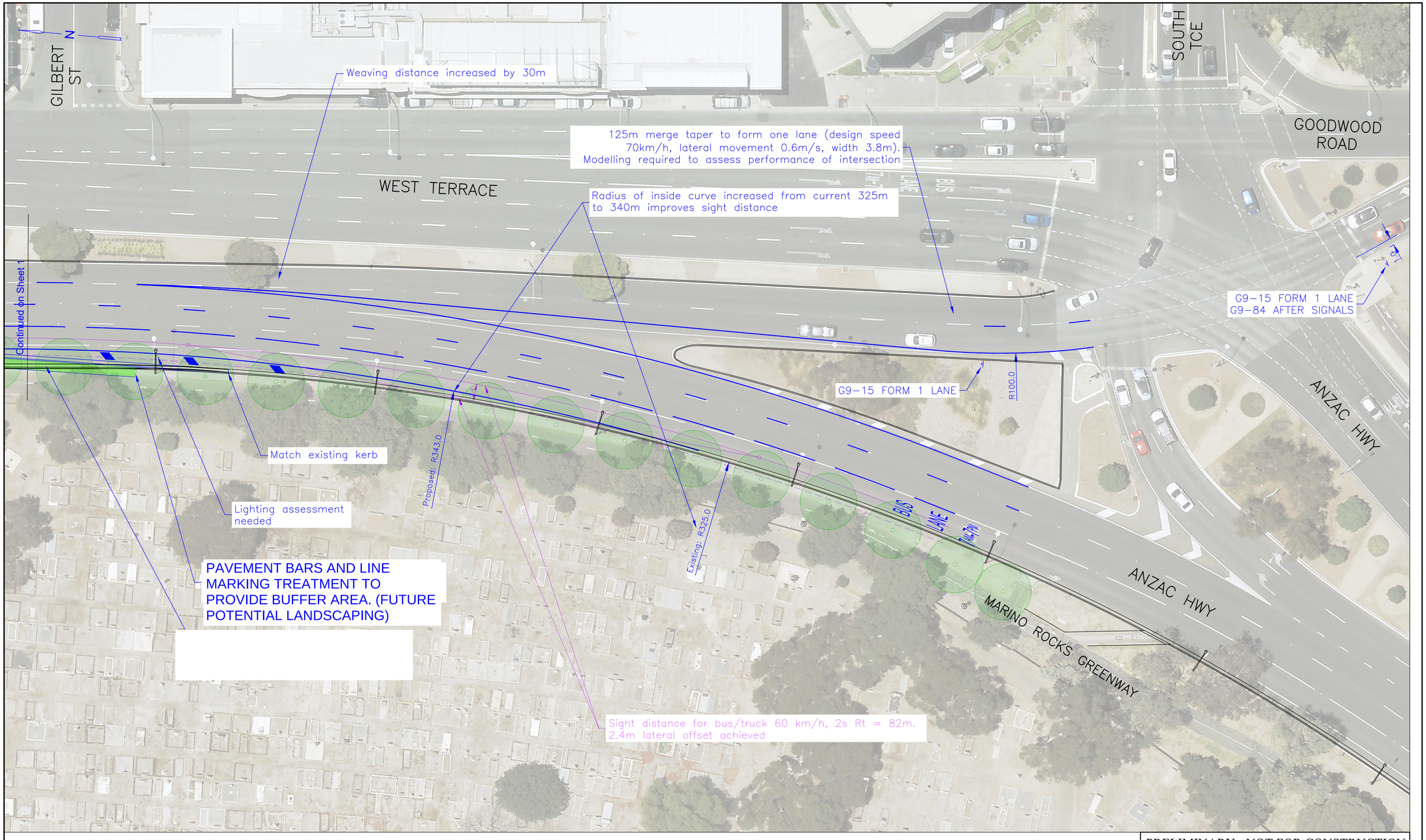
Option 1: Form 1 lane

General Arrangement

ADELAIDE CITY COUNCIL

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NUMBER OF SHEETS	
SHEET SIZE	A1
DRAWING SET NUMBER	SHEET A
SKH09	01

ACC PLOTSTAMP: 31/05/2024 3:31 PM



PRELIMINARY - NOT FOR CONSTRUCTION

DESIGNED	CH	DATE 09/2023
DRAWN	CH	DATE 09/2023
CHECKED		DATE
QUALITY ASSURED		DATE

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0 2.5 5 7.5 10 12.5m
SCALE 1:250 AT ORIGINAL SIZE

PRELIMINARY REVISIONS

No.	DESCRIPTION	BY	DATE
A	Preliminary for discussion	CH	31/05/2024

Anzac Hwy/West Terrace
South Terrace to Sturt Street - Marino Rocks Greenway
Option 1: Form 1 lane
General Arrangement

ADELAIDE CITY COUNCIL

ACC PROJECT NUMBER	AR
SCALE	1:250
NUMBER OF SHEETS	
SHEET SIZE	A1
DRAWING SET NUMBER	SHEET
SKH09	A 02

ACC PLOTSTAMP: 31/05/2024 3:32 PM

Capital Works Monthly Project Update – September 2026

Tuesday, 20 October 2026

Infrastructure and Public Works Committee

Strategic Alignment - Our Corporation

Program Contact:
Mark Goudge, Associate Director Infrastructure

Public

Approving Officer:
Tom McCready, Director City Infrastructure

This report provides a summary view of the Capital Works Program delivery and financial performance as of 30 September 2026 including a snapshot of headline projects either complete or in progress, future procurement activities and upcoming community consultation and engagement activities.

RECOMMENDATION

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Notes the Capital Works Program Update for September 2026 as contained within this report and Attachment A to Item 7.3 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 20 October 2026.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Corporation Strategy, Value and Efficiency - Strategic and Capital Projects are delivered on time and on budget (target 75%)
Policy	Not as a result of this report
Consultation	Consultation and / or engagement to various levels as required for the delivery of each project has or will be undertaken.
Resource	Projects delivered through a combination of Council resources, contract staff and external contractors and suppliers.
Risk / Legal / Legislative	Not as a result of this report
Opportunities	Not as a result of this report
26/27 Budget Allocation	This report tracks capital works performance against the 2026/27 Capital Works budget of $111.422m.
Proposed 27/28 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	Life expectancy of assets varies by asset class.
26/27 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Ongoing costs for the maintenance of new and/or renewed assets will be factored into future Asset Management and Maintenance Plans, Business Plans and Budgets.
Other Funding Sources	Projects reported on are primarily funded from Council's Capital Budget, however various State and Federal grant funding opportunities have been leveraged against a number of projects.

DISCUSSION

The total Capital Expenditure Budget for 2026/27 approved by Council is $111.422m.

1. The Capital Works Program is itemised as follows:

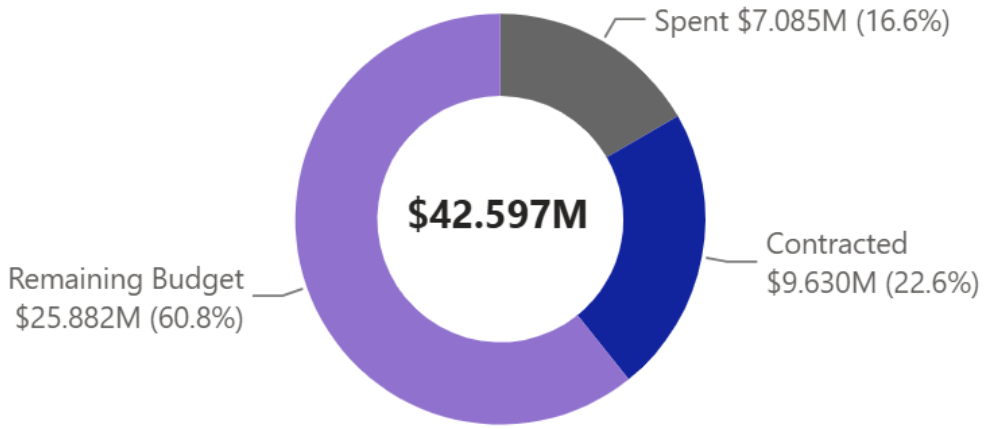
   1.1. New and Upgrade Projects are identified through Council's Strategies and Plans and defined as complex in nature, installation of new infrastructure and upgrades to existing infrastructure. The revised funding allocated within the 2026/27 financial period totals $42.597m.

   1.2. Renewal Projects are grouped against multiple asset categories and are directly aligned to maintenance service levels contained within Council's Asset Management Plans. The funding allocated within the 2026/27 financial period totals $68.825m.

2. The monthly Capital Works update provides the status of these two capital programs as at the end of each calendar month.

New and Upgrade

3. New and Upgrade Projects as of 30 September 2026 reflect $7.085m in spend and a further $9.630m in contracted works for a total of $16.715m in the first three months.



4. New and Upgrade Summary:

   4.1. The Automated External Defibrillators installation on designated Council Buildings - Outstanding Work project has reached practical completion in the month of September 2026.

   4.2. Examples of New and Upgrade Projects within this category.

      4.2.1. Glen Osmond Road Crossing - Construction of the new raised signalised pedestrian and cyclist crossing on Glen Osmond Road is complete.

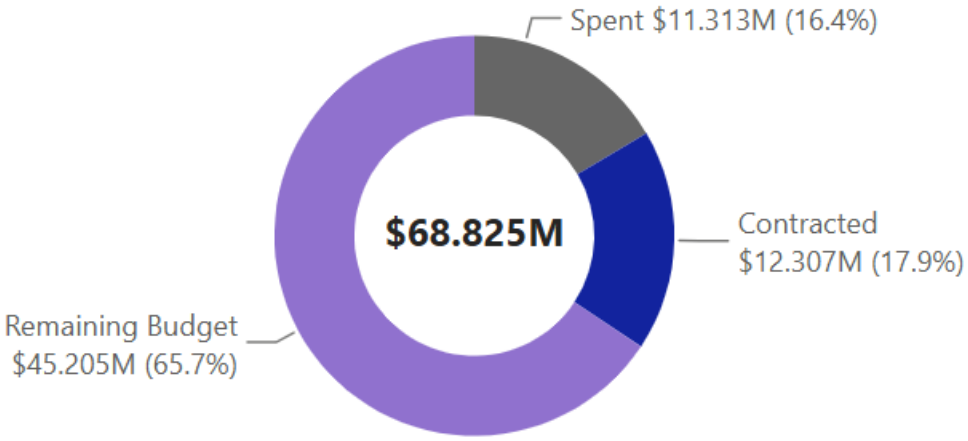
      4.2.2. Melbourne Street Improvements – Dunn Street Car Park Signage works are now complete.

      4.2.3. The redevelopment of the community sports building at Golden Wattle Park / Mirnu Wirra (Park 21 West) is progressing, with construction of the first pavilion now well underway.

      4.2.4. School safety improvements have been delivered around North Adelaide Primary School and progressing with improvements associated with St Mary's College on Grote Street with the installation of a modified Pedestrian Actuated Crossing (mast arm).

Renewal Projects

5. Renewal Projects as of 30 September 2026 reflect $11.313m in spend and a further $12.307m in contracted works a total of $23.620m in the first three months.



6. Renewal Project Summary:

6.1. Two projects have reached practical completion in the month of September 2026, including:

6.1.1. Colonel Light Centre Training Room renewal works.

6.1.2. Pavement Rehabilitation - Beaumont Road South - Greenhill Road to end of street.

6.2. Examples of Renewal Projects within this category;

6.2.1. Pulteney Street Pavement Rehabilitation.

6.2.2. Mann Road Culvert Renewal Project.

6.2.3. Footpath renewal - Rymill Park / Murlawirrapurka (Park 14).

6.2.4. Heavy Patching (King William Road/War Memorial Drive Intersection).

Greening Adelaide Streets

7. Tree planting as of 30 September 2026 is listed in the following table:

Street	Common Tree Name	Number
Total as at August 2026		**0**
September 2026		
Rose St	Australian Blackwood	4
Pulteney St	London Plane Tree Liquidambar	6 2
	Total planting for September 2026	**12**
	Running total 2026-27	**12**

8. Activity that occurred during the month of September.

8.1. Two Streets, Rose and Pulteney were completed for a total of 12 trees as part of the Greening Adelaide streets program.

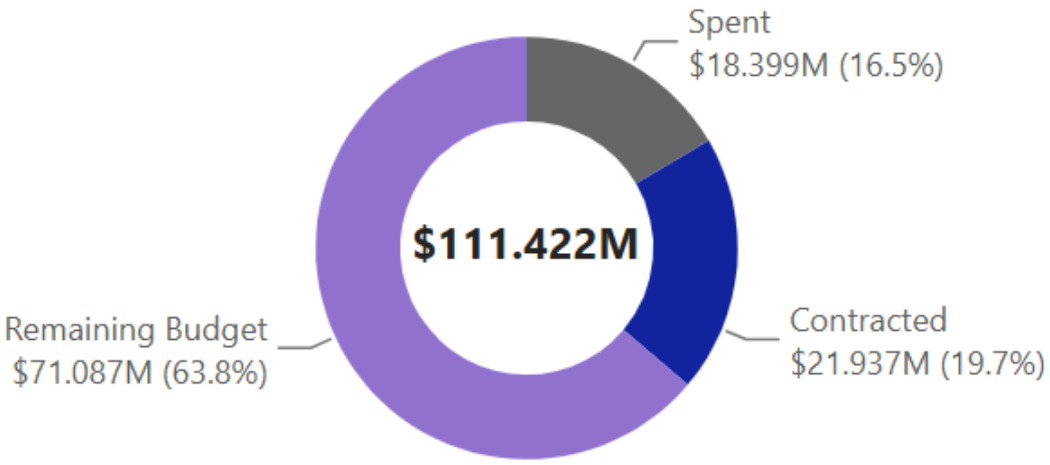
Capital Works Program

9. There are 341 projects within the approved program in the 2026/27 financial year.

9.1. There are 106 projects at the initiate, concept and design stage with a total value of $4.201m.

9.2. There are 235 projects in the Delivery Phase with a total value of $107.221m.

10. The total expenditure against the Capital Works Program to the end of September 2026 is $18.399m with a further $21.937m contracted, totalling $40.336m in the first three months.



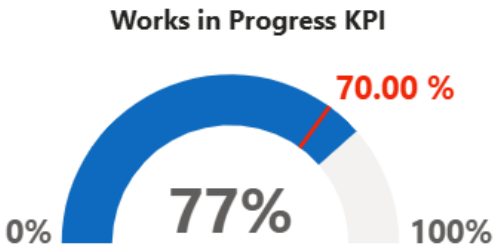
11. Summary of commitments and expenditure by asset class for September 2026.

Capital Works	No. of Projects*	Approved Budget	Commitments	Expenditure	Remaining Budget
New/Upgrade Projects	**103**	**$42.597M**	**$9.630M**	**$7.085M**	**$25.882M**
Water Infrastructure	2	$1.390M	$0.283M	$0.096M	$1.011M
Urban Elements	1		$0.020M		($0.020M)
Transport	10	$14.617M	$2.098M	$0.420M	$12.099M
Traffic Signal	3	$2.290M	$1.095M	$1.068M	$0.127M
Streets	5	$0.794M	($0.206M)	$0.954M	$0.046M
Plant and Fleet	4	$0.600M	$0.450M	$0.012M	$0.138M
Park Lands Assets	2				
Light'g & Electrical	2	$0.093M	$0.000M	$0.001M	$0.092M
Buildings	25	$7.851M	$3.129M	$1.086M	$3.636M
New/Upgrade Projects	49	$8.261M	$2.763M	$2.236M	$3.262M
Corporate Overhead		$6.702M	$0.000M	$1.212M	$5.490M
Asset Renewals	**257**	**$68.825M**	**$12.307M**	**$11.313M**	**$45.205M**
Water Infrastructure	4	$2.023M	$0.390M	$0.601M	$1.032M
Urban Elements	32	$3.647M	$2.277M	$0.364M	$1.006M
Transport	89	$27.762M	$1.862M	$2.446M	$23.455M
Traffic Signal	5	$2.060M	$0.659M	$0.435M	$0.967M
Streets	2		$0.229M		($0.229M)
Plant and Fleet	2	$3.749M	$0.090M	$0.245M	$3.414M
Park Lands Assets	8	$0.765M	$0.092M	$0.194M	$0.479M
Park Land Assets	7	$0.739M	$0.018M	$0.048M	$0.673M
Light'g & Electrical	33	$3.645M	$1.526M	$0.772M	$1.347M
ICT Renewals	8	$1.237M	$0.260M	$0.118M	$0.860M
Buildings	62	$14.025M	$3.064M	$3.380M	$7.582M
Bridges	4	$0.180M	$0.037M	$0.131M	$0.012M
Asset Management	1	$1.383M	$1.742M	$0.668M	($1.027M)
Corporate Overhead		$7.610M	$0.062M	$1.912M	$5.635M
Total	**341**	**$111.422M**	**$21.937M**	**$18.399M**	**$71.087M**

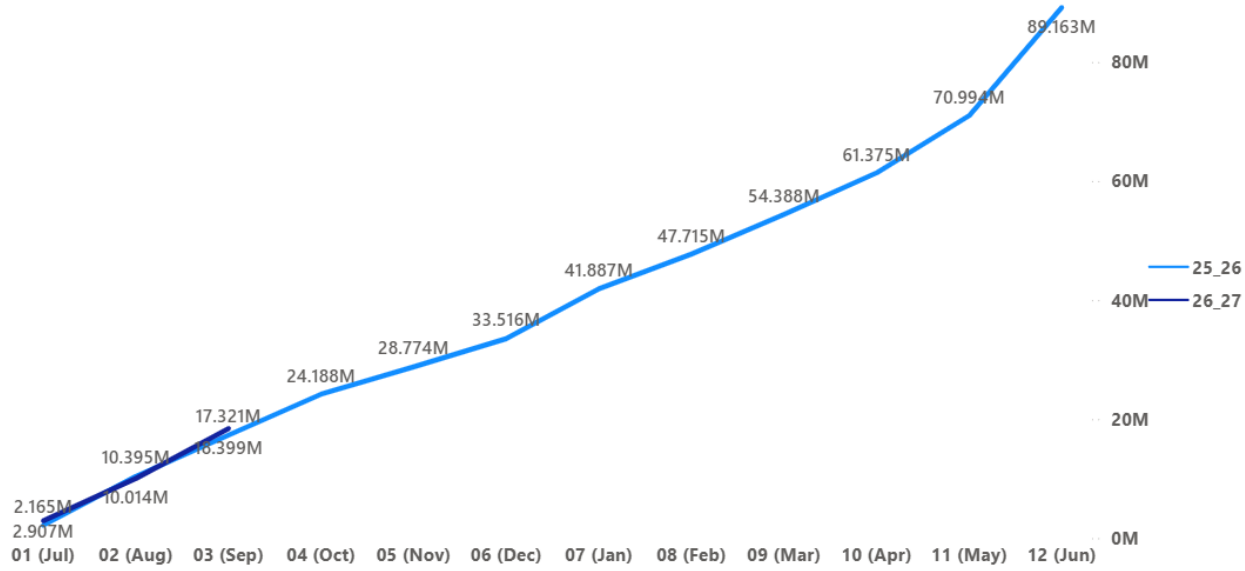
** Inclusive of combined New & Upgrade and Renewal Projects.*

12. Examples of those works completed or in progress are reflected in Attachment A - Capital Works September Update.

13. Works in Progress (WIP) measures the capitalisation of completed projects within ten weeks of Practical Completion. As at 30 September, the WIP result was 77%, exceeding the corporate KPI target of 70%.



14. The spend profile for September 2026 reflects a capital spend of $18.399M year to date, compared to $17.321M in September 2025. This represents a 6% increase on the same period last year.



Future Procurement Activities

15. The following procurement activities are currently being undertaken or will commence shortly

15.1. Procurement at Evaluation and Negotiation:

15.1.1. Albert Bridge - Deck Resurfacing and Joints Renewal - Design Consultancy Services.

15.1.2. Micromobility Operators.

15.1.3. Pirie Street Improvements.

15.1.4. South Parklands Creek Reach 7.

15.1.5. Adelaide Visitor Experience Centre - Fitout Contractor.

15.1.6. Gouger Street Revitalisation.

15.1.7. Parking Guidance Solutions.

15.1.8. Flagstone Pavers.

15.1.9. Project Management Services - RPS Consulting.

15.2. Out to Procurement

15.2.1. Park 27B - New Community Sports Building.

15.2.2. Public Toilet Renewal - Park 6 Playground and Hindmarsh Square.

15.2.3. Kintore Avenue Improvements.

15.2.4. Footpath Renewal - South Terrace.

15.3. Procurement to commence shortly:

15.3.1. James Place Upgrade.

15.3.2. O'Connell Street Revitalisation (Detailed Design Stage).

15.3.3. Melbourne Street Revitalisation (Design Services).

15.3.4. Community Buildings - Standardised Design.

15.3.5. Upgrade for Corporate GIS and City Map IT Systems.

15.3.6. Colonel Light Centre Electrical Infrastructure Renewals.

15.3.7. Full Lighting & Electrical Asset Renewals - Mansfield & Gresham Streets.

15.3.8. Footpath Renewal North Terrace - Gawler Place to Victoria Street.

15.3.9. Gover Street Pavement.

15.3.10. Footpath Condition Audit.

15.3.11. Mackinnon Parade Flagstone pavers.

15.3.12. Central Bus Station - Vertical Transport Renewal.

15.3.13. Mann Road Culvert Renewal.

15.3.14. Gouger Street Revitalisation – Superintendent appointment.

15.3.15. Footpath Renewal Brougham Place and Melbourne Street.

Future Community Consultation and Engagement Activities

16. The following community consultation and engagement activities are currently underway or planned:

16.1. O’Connell Street Upgrade: Weekly stakeholder letters issued each Friday to advise businesses and residents of upcoming works, access arrangements and potential disruptions.

16.2. Hindley Street Revitalisation: A business survey underway to understand potential construction impacts on businesses and inform planning to minimise disruption.

16.3. North Terrace West Footpath Renewal: Stakeholder letters hand-delivered to local businesses by the Project Manager and Stakeholder Engagement Advisor, providing an opportunity to explain the proposed paving changes, give advance notice of the works and discuss implications for outdoor dining and fixed furniture with businesses and property owners.

16.4. Gouger Street Public Art Renewals: Letters to nearby businesses and temporary signage to explain the removal, restoration and return of artworks.

16.5. Tynte Street and Sturt Street School Safety Improvements: Notification letter to advise of new signage, line marking and associated works.

16.6. On-going engagement with 11 city schools in relation to the school travel safety initiatives.

Grant Funding Confirmed

17. The table below reflects the year-to-date position relating to secured funding.

Grants awarded in 26/27		
Grant Scheme	**Project**	**Grant Amount**
Black spot	Hutt Street and Halifax Street intersection	$408,000
Black spot	Morphett Street and Gilbert Street intersection	$120,000
Special Local Roads	Pulteney St (Grenfell to Halifax Street)	$756,000
Special Local Roads	Sir Donald Bradman Drive – West Terrace to Railway Bridge	$401,000

South Australian State Government	Hindley Street Mainstreet Revitalisation	$19,800,000
Total		**$ 21,485,00**

18. The information provided reflects the third month of the 2026/27 financial year.

19. For further details on the 2026/27 Capital Program, the Council Member Corporate Dashboard has a dedicated Capital Works section.

ATTACHMENTS

Attachment A – Capital Works Projects in Focus – September 2026.

- END OF REPORT -

Capital Works
September Update
Infrastructure & Public Works Committee

This report provides an overview of Capital Projects either complete or progressing for the month of September 2026.

CITY OF ADELAIDE



Glen Osmond Road Crossing

New/Upgrade



Construction of the new raised signalised pedestrian and cyclist crossing on Glen Osmond Road is now complete, improving safety and connectivity along the Adelaide Park Lands Trail and Belair-City Bikeway.

The new pedestrian and cyclist-activated crossing provides a safer and more accessible way for people to cross Glen Osmond Road, with new traffic signals, lighting and associated road improvements.

The raised design helps slow approaching vehicles, improves visibility and provides greater protection for people walking and cycling across this busy road.



Glen Osmond Road is an important gateway into the city but also intersects with a key walking and cycling route through the Adelaide Park Lands. The completed crossing provides a dedicated and controlled connection across the road, improving continuity of the Park Lands Trail and making journeys safer and easier for people of all ages and abilities.

The upgrade strengthens connections between the city, Park Lands and inner southern suburbs, supporting people travelling between Parkside, Unley and the city by foot or bicycle. It also complements recent improvements along the Glen Osmond Road corridor, contributing to a safer and better-connected active travel network.



Melbourne Street Improvements – Dunn Street Car Park Signage

New/Upgrade



A new electronic parking availability sign at the Dunn Street car park has been completed as part of the broader Melbourne Street revitalisation improvements, making it easier for visitors to find available parking and access the precinct.

The new digital sign provides motorists with clear, real-time information on parking availability before entering the car park, helping people make quicker decisions about where to park and improving the overall visitor experience. By making existing off-street parking easier to identify and navigate, the improvement also supports access to Melbourne Street businesses and services.



The signage forms part of a broader package of improvements delivered along Melbourne Street, including new street furniture, planter boxes and greening initiatives designed to improve the amenity and experience of the precinct.

Golden Wattle Park / Mirnu Wirra (Park 21 West) Community Sports Building Redevelopment

New/Upgrade

The redevelopment of the community sports building at Golden Wattle Park / Mirnu Wirra (Park 21 West) is progressing, with construction of the first pavilion now well underway.

The existing building has reached the end of its useful life and will be replaced with a modern, fit-for-purpose community sports facility based on the concept design endorsed by Council in December 2024. The new facility will provide improved amenities for sporting and recreational activities and create a more functional, accessible and welcoming space for people using the Park Lands.



The $5.77 million redevelopment is being delivered through a partnership between Council and the Adelaide Community Sports and Recreation Association, with funding support from the State Government. Council funding combines renewal investment with new and upgraded infrastructure funding to deliver the new facility.



Construction of Pavilion 1 is underway and progressing well, with completion anticipated in December 2026. Demolition of the existing facility is expected to follow in January 2027, allowing construction of Pavilion 2 to commence shortly afterwards. Overall project completion is anticipated in June 2027.



Once complete, the redevelopment will replace ageing infrastructure with a high-quality community facility, supporting greater participation in sport and recreation while ensuring Golden Wattle Park / Mirnu Wirra continues to provide welcoming, functional spaces for sporting clubs and the wider community.

School Safety Improvements

New/Upgrade

School safety improvements have been delivered around North Adelaide Primary School, supporting safer movement for students, families and the wider community.

The works in Tynte Street and Gover Street form part of the City of Adelaide's broader School Safety Program and include new regulatory school zone signage, line marking and minor civil works to improve safety around the school.



Changes have also been made to existing parking control signage to accommodate the new school zone arrangements, ensuring parking controls can continue to be appropriately managed and enforced.



New colourful School Street signage has also been installed around the precinct, providing a more visible indication to motorists that they are entering an area with increased pedestrian activity associated with the school.



The project is part of a broader program of improvements being progressively delivered around schools across the city, with a focus on creating safer and more clearly defined environments for children and families travelling to and from school.

Pulteney Street Road Rehabilitation

Renewal

Road renewal works have been completed along Pulteney Street between Grenfell Street and Halifax Street, improving the condition and safety of this key city road.



Night work was undertaken to reduce disruption to businesses, residents and road users, with road resurfacing followed by line marking to complete the renewal works.

The project forms part of Council's ongoing road renewal program and was coordinated with other planned improvements along Pulteney Street. Opportunities for additional street trees and greening have also been investigated through a separate linked project.

The completed works provide a smoother and more durable road surface, extending the life of the road and reducing future maintenance requirements.



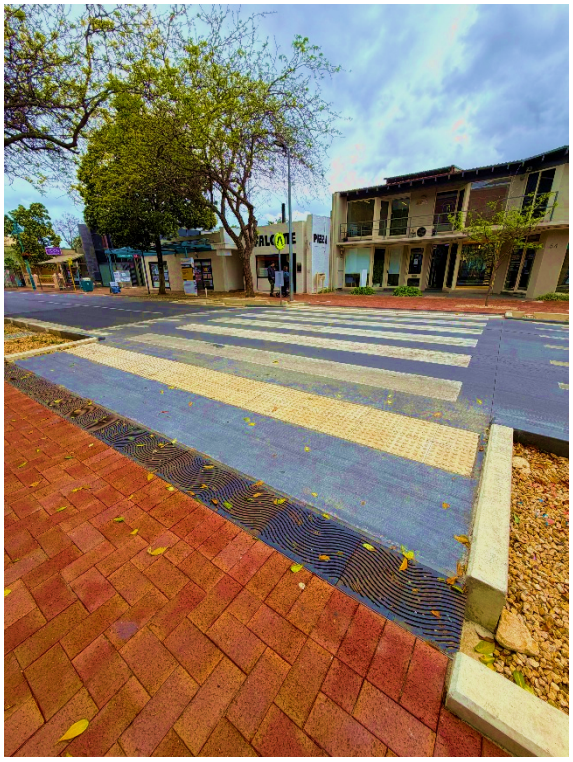
Wombat Crossings – Melbourne Street

New/Upgrade

Construction of two new raised pedestrian crossings on Melbourne Street is complete, marking the completion of Stage 1 of the Melbourne Street Revitalisation Project.



Located at the eastern and western ends of Melbourne Street, the new crossings are now operational following completion of civil works, landscaping and connection of new street lighting. The crossings provide safer and more accessible connections for people walking through the precinct and help slow vehicle movements at key locations.



A new 40 km/h speed limit has also been introduced along the full length of Melbourne Street. The reduced speed limit follows community feedback received during consultation on the Stage 2 Streetscape Upgrade and complements the new crossings to further improve pedestrian safety.



Peacock Road Cycle Route

New/Upgrade



Construction of the Peacock Road Cycle Route is nearing completion, with the majority of work now delivered along Peacock Road between South Terrace and Greenhill Road.



The project will deliver physically separated on-road bike lanes to improve safety for people cycling and strengthen connections between the Mike Turtur Bikeway, Adelaide Park Lands paths and the broader cycling network. The project is jointly funded by the Australian and South Australian Governments through the National Road Safety Program.



During September, separator islands were installed in both directions, along with associated road, kerb and pavement works. Asphalting and line marking have also recently been completed, marking another key step towards completion of the project.

New traffic and parking arrangements have been progressively introduced as construction has advanced. Under the new arrangements, two traffic lanes are maintained in the direction of peak demand during peak periods, supported by clearway restrictions. Outside peak periods, the additional lane becomes available for on-street parking.



Additional traffic management was maintained during the transition to help motorists adjust to the changed road layout, with the city also working with Parking Compliance to support the introduction of the new clearway arrangements.

Remaining works are focused on completing the supporting cycling infrastructure and final finishing works before the separated cycle lanes are opened for use.

Once complete, the project will provide a continuous, separated cycling connection along Peacock Road while maintaining vehicle movements and on-street parking at appropriate times.

Central Market Redevelopment Project

New/Upgrade



Market Hall from level 2

The façade works on the northern and southern towers are both complete.

Fit-outs throughout the podium are ongoing including Office tower in the south and residential tower in the north.

The Contractor achieved substantial completion under the Design and Construct contract.

Further elements remain including the penthouses, sally port, building interfaces including fire interconnections, basement loading dock and defects identified.

Second fix hydraulics are in train.



Evaporative plant works – Existing Market carpark level 2

Civil works public realm -

- Gouger Street footpath works are complete. Defects to be rectified. Permanent street lighting remains to be finalised.

- The Developer via its builder manages access of the frontage under permit for ongoing base-building activities and tenancy fit-outs.

- Grote Street civil works are complete in the western portion. Fencing to be installed and defects to be rectified.

Further completion required of the eastern portion where asphalt has been temporarily laid.

Progress continues with the evaporative plant works within the existing Market UPark. The main units have been installed via mobile crane from Gouger Street. Practical Completion of Council's Returnable Works is still forecasted to occur in the final quarter of 2026.

Exclusion of the Public

Agenda Item 9

Tuesday, 20 October 2026

Infrastructure and Public Works Committee

Program Contact:
Anthony Spartalis, Chief Operating Officer

Approving Officer:
Michael Sedgman, Chief Executive Officer

Public

EXECUTIVE SUMMARY

Section 90(2) of the *Local Government Act 1999 (SA)* (the Act), states that a Council may order that the public be excluded from attendance at a meeting if the Council considers it to be necessary and appropriate to act in a meeting closed to the public to receive, discuss or consider in confidence any information or matter listed in section 90(3) of the Act.

It is the recommendation of the Chief Executive Officer that the public be excluded from this Infrastructure and Public Works Committee meeting for the consideration of information and matters contained in the Agenda.

For the following Reports for Recommendation to Council seeking consideration in confidence

10.1 Request for Long-Term Extension of Licence to Occupy Public Realm - Women's and Children's Hospital [section 90(3) (b) of the Act]

10.2 Victoria Park Grandstand Expression of Interest Outcomes [section 90(3) (b) & (d) of the Act]

The Order to Exclude for Items 10.1 and 10.2:

1. Identifies the information and matters (grounds) from section 90(3) of the Act utilised to request consideration in confidence.
2. Identifies the basis – how the information falls within the grounds identified and why it is necessary and appropriate to act in a meeting closed to the public.
3. In addition, identifies for the following grounds – section 90(3) (b), (d) or (j) of the Act - how information open to the public would be contrary to the public interest.

ORDER TO EXCLUDE FOR ITEM 10.1

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE:

1. Having taken into account the relevant consideration contained in section 90(3) (b) and section 90(2) & (7) of the *Local Government Act 1999 (SA)*, this meeting of the Infrastructure and Public Works Committee dated 20 October 2026 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 10.1 [Request for Long-Term Extension of Licence to Occupy Public Realm - Women's and Children's Hospital] listed on the Agenda in a meeting open to the public would on balance be contrary to the public interest.

   Grounds and Basis

   This Item contains matters that must be considered in confidence with a recommendation authorising the Chief Executive Officer, or delegate, to undertake commercial negotiations regarding an appropriate licence fee beyond Council's General Fees and Charges.

   The disclosure of information in this report would prejudice Council's commercial position and the opportunity to discuss or negotiate an appropriate fee that is yet to be determined at this point in time.

Public Interest

Infrastructure and Public Works Committee is satisfied that the principle that the meeting be conducted in a place open to the public has been outweighed in the circumstances because the disclosure of this information will result in release of information prior to a determination of a 'commercial in confidence' negotiation with interested parties that could prejudice the commercial position of the Council and on balance is contrary to the public interest.

2. Pursuant to section 90(2) of the *Local Government Act 1999 (SA)* (the Act), this meeting of the Infrastructure and Public Works Committee dated 20 October 2026 orders that the public (with the exception of members of Corporation staff and any person permitted to remain) be excluded from this meeting to enable this meeting to receive, discuss or consider in confidence Item 10.1 [Request for Long-Term Extension of Licence to Occupy Public Realm - Women's and Children's Hospital] listed in the Agenda, on the grounds that such item of business, contains information and matters of a kind referred to in section 90(3) (b) of the Act.

ORDER TO EXCLUDE FOR ITEM 10.2

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE:

1. Having taken into account the relevant consideration contained in section 90(3) (b) & (d) and section 90(2) & (7) of the *Local Government Act 1999 (SA)*, this meeting of the Infrastructure and Public Works Committee dated 20 October 2026 resolves that it is necessary and appropriate to act in a meeting closed to the public as the consideration of Item 10.2 [Victoria Park Grandstand Expression of Interest Outcomes] listed on the Agenda in a meeting open to the public would on balance be contrary to the public interest.

   Grounds and Basis

   This report and its attachments contain commercial information submitted by proponents through a competitive EOI process, including proposed uses, commercial terms, financial information, operating models and business proposals.

   Administration is proposing to commence Lease negotiations with a preferred proponent. Disclosure of the submissions, McGees Property's commercial assessment or Council's proposed negotiating position before the process is concluded could prejudice the commercial position of the proponents, confer a commercial advantage on another party and prejudice Council's ability to negotiate an appropriate commercial outcome.

   Public Interest

   The Committee is satisfied that the meeting be conducted in a place open to the public is outweighed in the circumstances by the need to protect the integrity of the EOI process and prospective lease negotiations.

   The disclosure before the commercial process is concluded could provide other parties with access to commercially sensitive information and adversely affect Council's negotiating position and the commercial position of the proponents. Public disclosure can be reconsidered following the conclusion of the commercial process and review of the confidentiality order.

2. Pursuant to section 90(2) of the *Local Government Act 1999 (SA)* (the Act), this meeting of the Infrastructure and Public Works Committee dated 20 October 2026 orders that the public (with the exception of members of Corporation staff and any person permitted to remain) be excluded from this meeting to enable this meeting to receive, discuss or consider in confidence Item 10.2 [Victoria Park Grandstand Expression of Interest Outcomes] listed in the Agenda, on the grounds that such item of business, contains information and matters of a kind referred to in section 90(3) (b) & (d) of the Act.

DISCUSSION

1. Section 90(1) of the *Local Government Act 1999 (SA)* (the Act) directs that a meeting of Council must be conducted in a place open to the public.

2. Section 90(2) of the Act, states that a Council may order that the public be excluded from attendance at a meeting if Council considers it to be necessary and appropriate to act in a meeting closed to the public to receive, discuss or consider in confidence any information or matter listed in section 90(3) of the Act.

3. Section 90(3) of the Act prescribes the information and matters that a Council may order that the public be excluded from.

4. Section 90(4) of the Act, advises that in considering whether an order should be made to exclude the public under section 90(2) of the Act, it is irrelevant that discussion of a matter in public may -

   '(a) cause embarrassment to the council or council committee concerned, or to members or employees of the council; or

   (b) cause a loss of confidence in the council or council committee; or

   (c) involve discussion of a matter that is controversial within the council area; or

   (d) make the council susceptible to adverse criticism.'

5. Section 90(7) of the Act requires that an order to exclude the public:

   5.1 Identify the information and matters (grounds) from section 90(3) of the Act utilised to request consideration in confidence.

   5.2 Identify the basis – how the information falls within the grounds identified and why it is necessary and appropriate to act in a meeting closed to the public.

   5.3 In addition identify for the following grounds – section 90(3) (b), (d) or (j) of the Act - how information open to the public would be contrary to the public interest.

6. Section 83(5) of the Act has been utilised to identify in the Agenda and on the Report for the meeting, that the following reports are submitted seeking consideration in confidence.

   6.1 Information contained in Item 10.1 – Request for Long-Term Extension of Licence to Occupy Public Realm - Women's and Children's Hospital

      6.1.1 Is not subject to an existing Confidentiality Order.

      6.1.2 The grounds utilised to request consideration in confidence is section 90(3) (b) of the Act

         (b) information the disclosure of which –

            (i) could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or prejudice the commercial position of the council; and

            (ii) would, on balance, be contrary to the public interest.

   6.2 Information contained in Item 10.2 – Victoria Park Grandstand Expression of Interest Outcomes

      6.2.1 Is not subject to an existing Confidentiality Order.

      6.2.2 The grounds utilised to request consideration in confidence is section 90(3) (b) & (d) of the Act

         (b) information the disclosure of which –

            (i) could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or prejudice the commercial position of the council; and

            (ii) would, on balance, be contrary to the public interest.

         (d) commercial information of a confidential nature (not being a trade secret) the disclosure of which—

            (i) could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and

            (ii) would, on balance, be contrary to the public interest.

ATTACHMENTS

Nil

- END OF REPORT -

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