

Our Places

Pop-Up Cycle Lane – Trial Options

Infrastructure Program
Mark Goudge



Workshop Purpose

Present options and seek feedback on the implementation of at least one north-south and one east-west pop-up cycle build routes.

Workshop Content

1. Key Questions
2. Background and context
3. Pop up vs Trial vs Permanent
4. High Level Route Gaps
5. C1 and C2 Cycle Route Streets - Infrastructure Review
6. Possible Pop-up protected cycleways Streets
7. Possible alternative 'pop up' treatments
8. Pop-up Opportunities Maps
9. Engagement Approach & Post Implementation Evaluation
10. Next Steps

KEY QUESTION

Options and objectives

What are Council Members' views on the proposed pop-up cycle routes?

KEY QUESTION

Engagement and Governance

Noting the temporary nature of the proposed pop-up cycle routes, what are Council Members' views on the extent of community engagement?

Background and context

Council Decisions on 14 April & 28 April 2026

THAT COUNCIL:

1. Notes that rising fuel costs are increasing cost-of-living pressures, which may reduce visitation to the City of Adelaide.
2. Notes that cycling provides a fuel-free transport option that is viable for shorter trips, as supported by Council's adopted Integrated Climate Strategy and Integrated Transport Strategy.
3. Requests the Administration to immediately investigate the feasibility of a pop-up cycling trial, to be implemented as soon as practicable through utilisation of available FY2025/26 budget savings or inclusion within the FY2026/27 Draft Business Plan and Budget, prioritising rapid and low-cost opportunities for:
 - 3.1. Installation of temporary bikeway infrastructure on key network routes
 - 3.2. Provision of secure bicycle parking in strategic locations, including eBike charging facilities.
 - 3.3. Improved cycling network legibility through online communications, mapping, and wayfinding.
4. Requests the Administration to present a report to Council by the end of September 2026 outlining recommendations for implementing the trial, including proposed scope, locations, costs, timeframes, impact mitigation measures, and a monitoring and evaluation framework.

THAT COUNCIL:

1. Notes that on 14 April 2026 Council resolved to immediately investigate and implement a pop-up cycling trial with rapid, low-cost initiatives using FY25-26 budget savings, and that a report outlining FY26-27 opportunities would be presented back to Council by no later than September 2026.
2. Directs the Administration to allocate FY25-26 budget savings through the 3rd quarterly financial review, with the intent to implement by no later than 30 June 2026:
 - o At least one pop-up bikeway in a north-south and east-west direction, on select C1/C2 routes identified by the Integrated Transport Strategy.
3. Requests that Administration monitor and evaluate the implementation, for reporting back to Council by September 2026 within the pop-up cycling trial report.

Undertaking - Councillor Freeman - MwN - Pop-Up Cycling

In response to a query from Councillor Freeman, an undertaking was given to provide Council Members with information on the consultation requirements for a pop-up cycling trial.

Pop-ups and Trials versus Permanent – What are we talking about?

What is a Pop-up?	What is a trial?	What is permanent cycle infrastructure?
<ul style="list-style-type: none"> • Quick build, more temporary materials and line marking • Targeted, short pre-installation engagement • Post-installation design modification • May include other lower cost measures e.g. shared bus lanes with safer speeds 	<ul style="list-style-type: none"> • A test project that changes the street usage/operations to create space for cycle and other streetscape improvements 	<ul style="list-style-type: none"> • A higher cost and durable long-term materials • Longer term planning, design and construction • Permanent installation
<p>Benefits:</p> <ul style="list-style-type: none"> • Rapid intervention to enable more people to cycle safely and easily, using 'quick-build' lower cost • Tests new facilities, before committing to permanent higher cost infrastructure <p>Cons:</p> <ul style="list-style-type: none"> • May be lower level of service / safety outcomes compared to permanent infrastructure on some parts of route e.g. intersections • Lack of landscaping and aesthetic considerations 	<p>Benefits:</p> <ul style="list-style-type: none"> • Planned event with input from key stakeholders • Established evaluation framework and pre-agreed outcomes at end of trial period • Enables more significant changes to road operations to be tested prior to permanent implementation e.g. open street, one-way traffic lane • Opportunity to include as part of a larger event/behaviour change project e.g. Biketober <p>Cons</p> <ul style="list-style-type: none"> • Time and resources to build community support and plan event 	<p>Benefits:</p> <ul style="list-style-type: none"> • Higher level of service with integrated outcomes for all road users e.g. greening, lighting, intersection/crossing improvements <p>Cons:</p> <ul style="list-style-type: none"> • Higher cost for planning, design and construction • High cost to modify post construction



Heidelberg Road Pop-up (on a Melbourne arterial road with bus services). This pop-up is now being made permanent.



Hart Street Pop-up (in Port Adelaide Enfield).

Trials/Pop-ups versus Permanent Options

Trials and pop-ups can help **build acceptance and buy in, and work with the community** to adjust designs before a permanent outcome is implemented.

Travel behaviour change and attitude research indicates that often people cannot envisage change and have entrenched beliefs (car-based), attitudes and travel behaviours.

Physical infrastructure will support change and ultimately achieve our strategic targets for road safety, mode shift, population growth and reduced climate emissions.

Trials / pop-ups also usually cost less and can be a more effective way to implement change and build confidence in more permanent infrastructure.

High Level Route Gaps

East / West

No continuous cycle route separated from motor vehicles

- Park Lands – Gaps at western and eastern approaches to city.
- City and North Adelaide – on road bike lanes only adjacent parked cars and general traffic.

North / South

Frome/LeFevre Bikeway

- no separated bikeway connection through Brougham Place.
- no bikeway priority along route between South Terrace to Regent Street North.

Other North-South cycle routes

- No separated north/south route on western/central side of CoA.
 - King William Street has cross section constraints (e.g. Tram and trees).
 - Morphett Street / Jeffcott Street narrow bike lanes between parking / motor vehicle traffic
 - Montefiore Road sections with no cycle facilities on 60km/h road

West Terrace shared path

- Well used route but concerns at intersections and narrow widths and roadway offsets near Sturt Street.

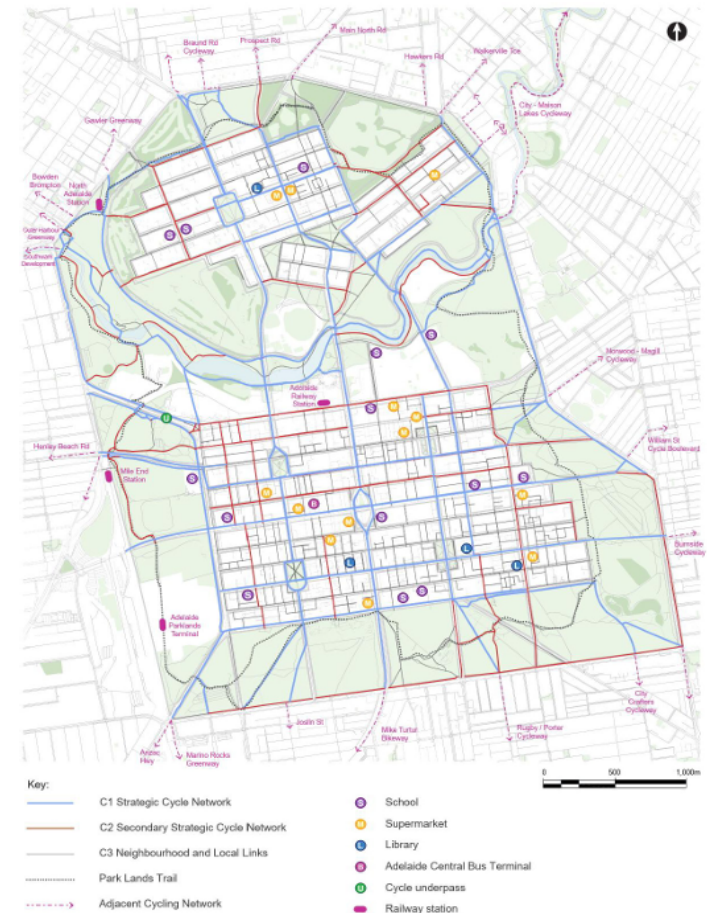
C1 and C2 Cycle Route Streets - Infrastructure Review

The Administration has undertaken a review of all C1 - Strategic Cycle Network and C2 - Secondary Strategic Cycle Network Cycle Route Streets identified in the [Integrated Transport Strategy](#) Cycling (micromobility) Network Map.

The assessment includes key information to inform the selection of a north-south and east-west pop up (quick build) cycle routes.

Streets that require significant infrastructure upgrades (e.g. permanent road geometry changes with additional design and funding for delivery) will not be considered for 'pop-up' implementation.

The review is here: [Link 1](#).



Possible Pop-up protected cycleways Streets

The Administration has identified the following streets as options for implementation of quick build protected cycleways:

East-West Streets	Infrastructure Challenges [^]
Flinders Street	Removal of traffic lane required
Franklin Street	Some removal of car parking to transition around kerb protuberances (western end)
Sturt Street	Angle car parking
Wakefield Street	Nil (Victoria Square to Pulteney Street) Angle car parking (Pulteney Street to East Terrace)
Glover Avenue	Department for Infrastructure and Transport support to reallocate bus lane space
Stanley Street	Nil
Ward Street (Jeffcott Street to Le Fevre Terrace)	Nil
Molesworth Street (Hill Street to Wellington Square)	Nil
Mills Terrace & Buxton Street (Mills Terrace to Hill Street)	Nil

North South Streets	Infrastructure Challenges [^]
Montefiore Road	Removal of traffic lane required Protuberances outside Convention Centre Coordination with Golf Course redevelopment
Morphett Street	Removal of car parking required
War Memorial Drive (Montefiore to Park Terrace)	Central refuge adjacent Train Station Removal of informal verge parking required Coordination with Golf Course redevelopment

[^]Based on preliminary desktop assessment. Intersection treatments to be reviewed and / or considered.

Possible alternative ‘pop up’ treatments

The Administration has identified the following locations as options for implementation of other quick build cycle treatments:

East-West Routes	Treatment [^]
North Terrace	Bus lane and safer speed limit
Pirie Street	Trial protected cycleway event combined with healthy street activation
Rundle Street	Trial protected cycleway event combined with healthy street activation
Waymouth Street (Light Square – King William Street)	Safer speed limit, traffic calming and short length of protected cycle lane on approach to King William Street intersection
Halifax Street	Safer speed limit and traffic calming

North South Routes	Treatment [^]
West Terrace	Short length of pop-up near Sturt St to address non-compliance and safety issues on shared path
Owen – Russell – Compton Streets (South Park Lands to Market Link)	Traffic calming on east-west intersecting streets, potential intersection prioritisation and/or modal filters. Re-marking of sharrows on north –south route.
Frome cycleway (Frome Road-War Memorial Drive roundabout)	Enhanced sharrow treatments at roundabout
King William Street	Protected cycle lanes at intersections (where possible). Safer speed limit

[^]Based on preliminary desktop assessment.

Pop-up Opportunities Maps



[Possible pop-up protected cycleway streets map](#)

[Possible alternative pop-up treatments map](#)

Engagement Approach & Post Implementation Evaluation

Engagement Approach

- Inform: notify and engage with targeted stakeholder engagement on pop-up routes.
- Engagement will:
 - Seek feedback about opportunities and mitigating any potential issues e.g. kerbside access and use requirements, driveway conflicts and maintaining necessary business deliveries.
 - Assist in the promotion of 'Pop up' cycle routes as the first key step to deliver the cycle network and increase active transport.

Post Implementation

A post implementation review will be required to collect data on usage of the facilities.

- Will vary depending on the nature of the street and type of installation.
 - Counts: by people (to determine gender and other characteristics of people cycling), plus tube or camera counts.
 - Intercept surveys.

Next Steps

1. Undertake detailed assessment including concept plans and cost estimates for the Pop-up (quick build) opportunities.
2. Present a Report to Council detailing the outcomes of assessment and recommendations at future meeting.

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