Councillor Freeman - QoN - Peacock Road Cycle Route

Tuesday, 14 July 2026
Council

Council Member
Councillor Eleanor Freeman

Public

Contact Officer:
Mike Philippou, Acting Director City Infrastructure

QUESTION ON NOTICE

Councillor Eleanor Freeman will ask the following Question on Notice:

'1. Which City of Adelaide strategies identify Peacock Road as a strategic cycling route, and when were these strategies adopted by Council?

2. What strategic role and function is Peacock Road intended to perform within the City of Adelaide's cycling network, and what infrastructure treatments are identified as necessary to support that function?

3. Which organisations or stakeholders have been involved in determining the preferred design of the Peacock Road Cycle Route, and what preference was determined?

4. Which existing and planned cycling routes will the Peacock Road Cycle Route connect to, and have any of those routes been recently upgraded by Local or State Governments? If so, what was the combined value of those upgrades?

5. Have external funding partners made a financial contribution to the design and delivery of the Peacock Road Cycle Route?

6. Following the delivery of the Peacock Road Cycle Route, will free on-street car parking be retained for ongoing public use?'

REPLY

1. Peacock Road is identified as a strategic cycling (micromobility) route in the Integrated Transport Strategy (ITS), which was endorsed by Council in July 2025. It had also been identified as a key cycling route in City of Adelaide's previous transport strategy, Smart Move. Peacock Road is part of the 'City Spine' in Strategy 3 of City Plan 2036, which identifies the north south corridor for increased development with integrated sustainable transport outcomes, with better public transport, walking/wheeling and cycling outcomes. City Plan 2036 was endorsed by Council in September 2024.

2. Peacock Road is classified as a C1 strategic cycling (micromobility) route and is part of the Mike Turtur Bikeway. For the volume (and speeds) of motorised vehicles, the suitable infrastructure needed to support this function is a protected cycle lane or cycle path (please refer to extract from the ITS below). The existing shared path and bicycle lanes (in the door zone and unprotected from adjacent vehicles) are unsuitable facilities, meaning that people who are 'interested but concerned' are unlikely to be comfortable using the route. It is also a key walking/wheeling route (W3) with desirable width 3m for people moving by, walking or wheeling unaided or using an aid to mobility. Census data indicates that over 10% of city workers come from Unley and Mitcham LGAs and could use this route, helping to reduce congestion associated with the commuter peak. Cordon counts and Super Tuesday counts indicate that the corridor is the second busiest cycle commuter route to/from the city.

Cycling (micromobility) - definitions

C1 *Regional Cycling Routes*

Description: High priority cycling routes that connect the capital city with Urban Activity Centres and other significant destinations.

Facility: Cycle path/ protected cycle lane. Cycle lane or mixed traffic eg cycle street may be suitable as per All Ages & Abilities Cycle Facility Selection Tool table - with high LOS outcome. Shared paths should be avoided.

C2 *District Cycling Routes*

Description: Routes that connect major activity centres with each other and with C-1 routes, creating a comprehensive high-quality network linking important destinations. Recreational trails of district significance are also part of C-2 level route network.

Facility: Cycle path/ protected cycle lane. Cycle lane or mixed traffic eg cycle street

An All Ages and Abilities Cycle Facility Selection Tool
(Austroads)

Speed Limit*	Two-way traffic flow (peak hour pcus)	Off-road cycle track	Raised cycle track adjacent to kerb	On-road Protected Cycle Lane	Painted Cycle Lane	Mixed Traffic
20 km/h	< 200					
20 km/h	200-400					
20 km/h	> 400					
30 km/h	< 200					
30 km/h	200-400					
30 km/h	> 400					
40 km/h	< 200					
40 km/h	200-400					
40 km/h	> 400					
50 km/h	< 200					
50 km/h	200 - 400					
50 km/h	> 400					
60 km/h	Any					

*If the 85th percentile motor traffic speed data is recorded/available and is more than 10% above the speed limit, the next highest speed limit should be applied. Assumes adequate buffer from general traffic.

3. The Peacock Road route, including the expected suitable typology, was included in the draft ITS, that was approved by Council for the purposes of community engagement. Extensive engagement was completed and presented to Council prior to final endorsement in July 2025. DIT as a funding partner for the Peacock Road cycling project and adjacent road authority (Greenhill Road), has been involved extensively in the development of the detailed design. Consultation undertaken during the options development and assessment included DIT, City of Unley, Bus SA and a cross section of internal stakeholders.

4. In June 2026, surrounding community and businesses were notified of the final proposed design for the Peacock Road Cyle Route through the installation of signage, via letterbox drop and direct mail to Park Lands organisations, Blue Gum Park / Kurangga (Parks 20) and Veale Park / Waylu Yarta (Park 21). As part of this engagement, community members were invited to view the final plans and find out more details on the necessary changes to parking via the City of Adelaide webpage. To date, feedback from community has been positive and generally related to cycling matters, including the retention of the shared use path on the western side of Peacock Road.

5. The award of National Road Safety Program funding was based on a ‘quick to build’ (lower cost) design concept for Peacock Road (eg rubber kerbs and flexi-posts on both sides of the road). As part of design development an option analysis was undertaken and the preferred the design was determined by CoA based on alignment with strategic outcomes including safety and user comfort (including pedestrian and cyclist conflict), and impacts to trees, parking and road operations. Stakeholder feedback has been considered in this assessment and in the detailed design.

6. The Peacock Road cycle route connects into:

   6.1. Mike Turtur Bikeway: shared path towards Glenelg

   6.2. King William Street, Adelaide (existing painted cycle lanes without buffer (and in door zone), with 50km/h speed limit)

   6.3. King William Road, Unley

   6.4. South Terrace (existing shared path – Park Lands Trail, which also links to north-south route 300m west of Peacock Road along Owen Street-Russell Street-Compton Street for the Adelaide Central Market).

   6.5. Future path along the south side of the Park Lands, which is at the planning phase (led of the City of Unley and the Department for Infrastructure and Transport).

7. The City of Unley King William Road Streetscape Upgrade is being completed. Works on the northern end of King William Road (adjacent to Peacock Road) include widening of the shared path to 4m and the southbound cycle lane to 1.5m with 0.5m buffer. The project cost is $2.344m (based on Special Local Roads Program 25/26) and it is co-funded between the City of Unley and the State Government. King William Road Streetscape Upgrade (Stage 1 & 2) | City of Unley

8. The Peacock Road Cycle Route project is jointly funded by the Australian and South Australian Governments as part of the National Road Safety Program. City of Adelaide received a $500,000 grant. Final details of the total project cost will be confirmed following the completion of procurement, which is currently underway.

9. As there is finite street space, it will need to be shared differently to create a safer outcome for all street users, so depending on the time of day, car parking availability will change such that the safe cycle facility can be provided.

    9.1 Some parking changes are required to align with the 'clearway' parking restrictions on Greenhill Road and to help minimise the impact on congestion and road safety whilst balancing parking requirements for the Park Lands noting that some parking spaces have been removed.

    9.2 The remaining parking will be retained as free 4 hour parking with 'clearway' parking restrictions in the peak directions.

10 Parking surveys undertaken for the project indicated spaces have high occupancy on weekdays (Link 1) but by commuters who are staying for the day or rotating their vehicle to avoid overstaying the 4-hour parking zone. Commuter parking is not supported by policy, with parking on Park Lands roads usually primarily to serve Park Lands users. While the parking controls in relation to the on-street car parking will not change as part of the project, they will be subject to a separate review.

Staff time in receiving and preparing this reply	To prepare this reply in response to the question on notice took approximately 8.5 hours.

- END OF REPORT –