

Cycleways - Pop Up Event

Strategic Alignment - Our Places

Public

Tuesday, 20 October 2026

Infrastructure and Public Works Committee

Program Contact:

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Approving Officer:

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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: <i>Implement effective interventions that favour active travel and public transport.</i> Key Projects and Services: <i>A network of cycle lanes and safe cycle routes (which cater for people cycling and using other micromobility* devices): Implement quick build cycle lanes.</i> Goal 4.2: Reduce risks and negative impacts from motor vehicles: <i>Enable more people to use active travel and public transport.</i> 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 <i>Promote healthy streets and environments that support physical, social and mental wellbeing.</i>
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 <i>Road Traffic Act 1961 (SA)</i> .
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

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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 Cycleway Trial - 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
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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
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