

O'Connell Street - Main Street Revitalisation

Strategic Alignment - Our Places

Public

Tuesday, 19 August 2025

Infrastructure and Public Works Committee

Program Contact:

Mark Goudge, Associate Director
Infrastructure

Approving Officer:

Tom McCready, Director, City
Infrastructure

EXECUTIVE SUMMARY

The purpose of the report is to provide an update to Council on the progress on the O'Connell Street Revitalisation Project and seek design direction based on community and stakeholder feedback received.

At its meeting on 27 August 2024, Council endorsed the concept plans for the O'Connell Street Revitalisation Project.

Over the past six months a thorough stakeholder engagement process has been undertaken based on the endorsed concept plans.

RECOMMENDATION

The following recommendation will be presented to Council on 26 August 2025 for consideration
THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL
THAT COUNCIL

1. Endorses the proposed changes to the concept design for O'Connell Street Revitalisation Project which reflects the removal of the separated bicycle lane, as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 19 August 2025.
 2. Notes construction works have commenced on the Eastern footpath of O'Connell Street between Archer and Tynte Streets as per the Council resolution on 26 November 2024.
 3. Notes the project update, including an additional engagement summary will be provided to Council once 70% detailed design and construction staging plan is completed.
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IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	Strategic Alignment – Our Places Facilitate and activate our places in a safe and accessible way for our community. ‘Deliver quality street and laneway upgrades, main streets, precincts, and neighbourhood revitalisation and improvements that make Adelaide well-designed, safe and unique.’
Policy	Not as a result of this report
Consultation	Community engagement will be undertaken for feedback on 70% design, to inform progression of the detailed design.
Resource	Not as a result of this report
Risk / Legal / Legislative	Impact of timed parking spaces along O’Connell Street which may adversely impact business may result in legal claims against Council. Future tram extension would require the removal of the separated bikeway.
Opportunities	Not as a result of this report
25/26 Budget Allocation	\$612,000 for New & Upgrade and \$1.388 million for Renewal. A further \$400,000 has been carried forward from 2024/25.
Proposed 26/27 Budget Allocation	\$23.2 million, comprising of \$15 million New & Upgrade and \$8.6 million Renewal funding.
Life of Project, Service, Initiative or (Expectancy of) Asset	Dependent on type of asset, with asset life expectancy between 20-50 years.
25/26 Budget Reconsideration (if applicable)	Not as a result of this project
Ongoing Costs (eg maintenance cost)	Minimise through design. A 2% per annum maintenance cost increase will be expected due to installation of new assets such as additional landscaping and stormwater assets. This value is derived as 2% of the project’s New/Upgrade funding component.
Other Funding Sources	\$350,000 via black spot funding for Archer Street / O’Connell Street intersection.

DISCUSSION

Background

1. At its meeting held on 27 August 2024 Council resolved in part:
'That Council:
 1. Approves the concept plans for O'Connell Street Revitalisation Project as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 20 August 2024.
 3. Approves the proposal to construct a section of O'Connell Street to align with the completion of the Eighty-Eight O'Connell Development with budget reviewed at quarterly budget review.'
2. Key deliverables of the endorsed O'Connell Street Revitalisation concept design included:
 - 2.1. Renewal of road surface and improved paving to footpaths
 - 2.2. Protected cycle lanes on both sides of the street for safer cycling
 - 2.3. New trees and plantings to infill gaps in tree canopy to create a strong "green street" connecting to the surrounding Park Lands and destinations
 - 2.4. Raised continuous footpath to side streets and laneways
 - 2.5. People-focused destination
 - 2.6. Upgraded public lighting to improve lighting levels to footpaths and crossing points, bringing greater night-time activation and safer access.
 - 2.7. A flexible design outcome with the ability to accommodate a future tram extension.
3. The Original O'Connell Street Concept Plan can be viewed at [Link 1](#).
4. On 26 November 2024, Council resolved in part:
'That Council:
 1. Approves the detailed design for the O'Connell Street Revitalisation Project, in relation to the eastern footpath between Archer Street and Tynte Street as contained in Attachment A to Item 7.3 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 19 November 2024.'

Engagement

5. Consultant URPS was engaged in January 2025 to help facilitate an engagement process that ensured that impacted stakeholders were offered the opportunity to provide comments on the previously endorsed concept designs. Engagement undertaken included:
 - 5.1. Two Community drop-in sessions (7 March 2025 & 12 March 2025)
 - 5.2. Additional pop-up engagement session at the North Adelaide Precinct Association networking function (26 February 2025)
 - 5.3. Stakeholder meetings with key business owners
 - 5.4. Full suite of engagement and communication material available on Our Adelaide
 - 5.5. Letter drop to North Adelaide catchment involving approximately 900 fact sheets and 1,700 letterbox drops with opportunity to comment
 - 5.6. Phone and email point of contact
 - 5.7. Submission and feedback forms
 - 5.8. Paver trial site and signage. A summary report of the activities that were undertaken and feedback received as per [Link 2](#).
6. Key themes identified as part of the above-mentioned engagement process included the following:
 - 6.1. Strong support for the revitalisation of O'Connell Street
 - 6.2. Support for retaining trees and improving greenery
 - 6.3. Support for improvements to safety and accessibility
 - 6.4. Concerns around impacts on car parking and congestion

- 6.5. Concerns about bike lanes and suggestions to consider alternate routes.
7. As part of the engagement process the community were provided examples of alternate pavement options deemed suitable for the project.
 - 7.1. Feedback was varied however on balance Option 1 – grey with burgundy accent remained the preferred material outcome.
 - 7.2. In keeping with a cultural connection to the old red brick pavers and based on above feedback, the paver selection for the works being undertaken on the Eastern footpath between Archer Street and Tynte Street will include grey with a burgundy accent.
8. Works along the Eastern footpath between Archer Street and Tynte Street are currently under construction to align with the completion of Eighty-Eight O'Connell Development.
9. Several business owners strongly opposed provision for a separated bike lane. Many participants questioned the necessity of bike lanes in general on O'Connell Street, suggesting that alternative cycle routes, such as Lefevre Terrace and Jeffcott Street, already provide safer and more suitable options for cyclists.
10. Additionally, participants raised concerns that the inclusion of bike lanes would impact traffic movements and lead to further congestion along O'Connell Street. During the engagement process Council also received significant feedback around the impacts of the proposed bike lane on timed parking along O'Connell Street.

Revised Concept Design

11. Consideration has been given to a future tram extension into North Adelaide. Should this be realised a bike lane would need to be removed as there is limited road space for trams, vehicles, public transport and a bike lane to co-exist.
12. In response to feedback a cycle lane would not be supported, Administration will investigate alternate cycle routes to connect North Adelaide to the CBD, and to remove the cycle lane scope from the O'Connell Street Revitalisation project.
13. The alternate cycle route if progressed will ensure alignment with a proposed cycle lane through North Adelaide as illustrated in City Plan under Local Area 2: O'Connell Street.
14. Key deliverables of the revised O'Connell Street Revitalisation concept design (Attachment A) include:
 - 14.1. Renewal of road surface and improved paving to footpaths
 - 14.2. New trees and plantings to infill gaps in tree canopy to create a strong "green street" connecting to the surrounding Park Lands and destinations
 - 14.3. Raised continuous footpath to side streets and laneways
 - 14.4. People-focused destination
 - 14.5. Upgraded public lighting to improve lighting levels to footpaths and crossing points, bringing greater night-time activation and safer access
 - 14.6. A flexible design outcome with the ability to accommodate a future tram extension
 - 14.7. Exclusion of the separated bike lane from the concept on both sides of the street to align with public feedback and potential future tram extension.
15. Design options for O'Connell Street will be presented back to Council, along with the 70% detailed design, where endorsement of a final design will be sought. This will incorporate findings from an additional round of consultation with stakeholders based on the 70% detailed design.

DATA AND SUPPORTING INFORMATION

Link 1 – Original O'Connell Street Concept Plan

Link 2 – O'Connell Street Revitalisation Engagement Summary Report

ATTACHMENTS

Attachment A – Revised O'Connell Street Concept Plan

- END OF REPORT -