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CITY OF ADELAIDE

INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE

AGENDA & REPORTS

for the meeting

Tuesday, 20 August 2024

at 5.30 pm

in the Colonel Light Room, Adelaide Town Hall

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Members – The Right Honourable the Lord Mayor, Dr Jane Lomax-Smith

Councillor Elliott (Chair)

Councillor Noon (Deputy Chair)

Deputy Lord Mayor, Councillor Snape and Councillors Abrahimzadeh, Couros, Davis, Giles, Hou, Li, Martin and Dr Siebentritt

1. Acknowledgement of Country

At the opening of the Infrastructure and Public Works Committee meeting, the Chair will state:

'Council acknowledges that we are meeting on traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kaurna people living today.

And we also extend that respect to other Aboriginal Language Groups and other First Nations who are present today.'

2. Apologies and Leave of Absence

On Leave -

Councillor Martin

3. Confirmation of Minutes - 16/7/2024

That the Minutes of the meeting of the Infrastructure and Public Works Committee held on 16 July 2024, be taken as read and be confirmed as an accurate record of proceedings.

View public 16 July 2024 Minutes.

4. Declaration of Conflict of Interest

5. Deputations

6. Workshops

Nil

7. Reports for Recommendation to Council

7.1	Capital Works Monthly Project Update - July 2024	3 - 13
7.2	Main Streets - O'Connell Street and Hutt Street Revitalisation Concept	14 - 99

8. Reports for Noting

Nil

9. Closure

Capital Works Monthly Project Update - July 2024

Strategic Alignment - Our Corporation

Public

Tuesday, 20 August 2024

Infrastructure and Public Works Committee

Program Contact:
Mark Goudge, Associate Director Infrastructure

Approving Officer:
Tom McCready, Director City Services

EXECUTIVE SUMMARY

This report provides a summary view of the Capital Works Program delivery and financial performance as of 31 July 2024 including a snapshot of headline projects either complete or in progress, future procurement activities and upcoming community consultation and engagement activities.

The Infrastructure Program will present a monthly report to the Infrastructure & Public Works Committee reflecting the previous monthly performance.

RECOMMENDATION

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL:

1. Notes the Capital Works Program Update for July 2024 as contained within this report and Attachment A to Item 7.1 on the Agenda for the meeting of the Infrastructure & Public Works Committee held on 20 August 2024.

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
24/25 Budget Allocation	This report tracks capital works performance against the 2024/25 Capital Works budget of $112.831m.
Proposed 25/26 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.
24/25 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

1. The total Capital Expenditure Budget for 2024/25 approved by Council is $112.831m.

2. The Capital Works Program is itemised as follows.

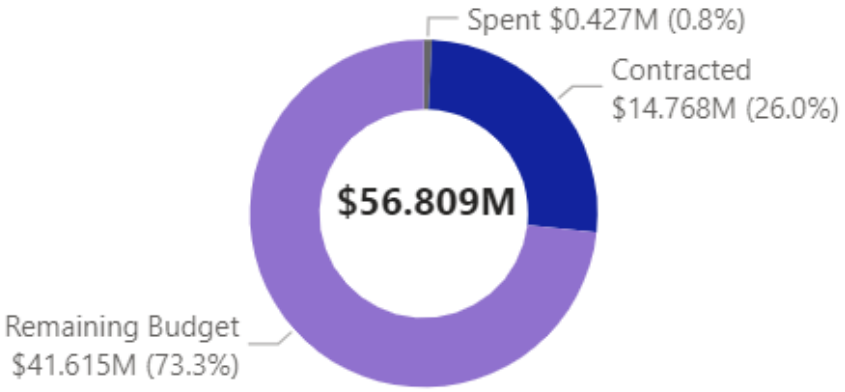
   2.1. New and Upgrade Projects, are identified though Council's Strategies and Plans and defined as complex in nature, installation of new infrastructure and upgrades to existing infrastructure. The funding allocated within 2024/25 financial period totals $56.809m.

   2.2. 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 2024/25 financial period totals $56.022m.

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

New and Upgrade

4. New and Upgrade Projects as of 31 July 2024 reflects $0.427m in spend and a further $14.768m in contracted works.



5. Examples of New and Upgrade Projects within this category are:

   5.1. The Central Market Arcade Redevelopment.

   5.2. Charles Street Streetscape.

   5.3. North-South Bikeways.

   5.4. Hutt Street Entry Statement.

6. New and Upgrade Summary

   6.1. The New and Upgrade portfolio for the 2024/25 financial year includes those projects previously categorised as Major Projects. In this portfolio there are 88 projects in total with a capital value of $56.809m, compared with $45.403m in 2023/24. The program already has over $14.768m of committed work, either in design phase or in construction.

   6.2. Current New and Upgrade work includes several major projects carried forward from 2023/24 and progressing through delivery. Some examples of this work include the Central Market Arcade Redevelopment, the Main Streets Program, with Hindley Street, O'Connell Street, Hutt Steet and Melbourne Street at different planning and design phases currently. Hindley Street is the most advanced of the main streets, with external project management services finalising the comprehensive scope and managing detailed design that will go out to market shortly for construction.

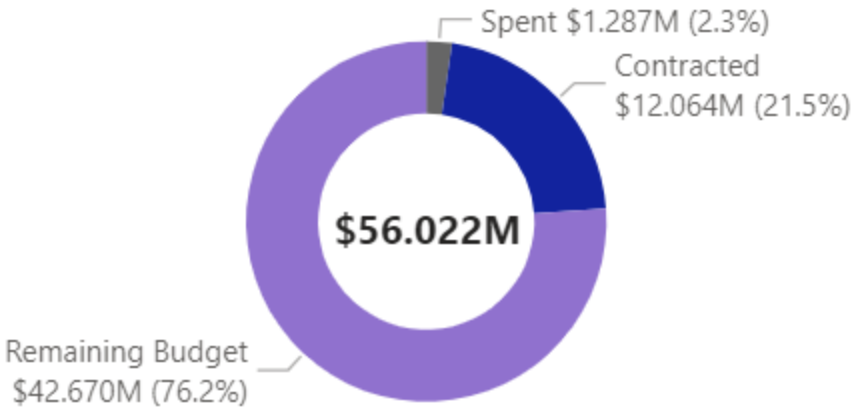
   6.3. The Gouger Street revitalisation initiative is progressing at pace, with significant work being undertaken on concept design to engage the community and seek local input before detail design is formed. This recently involved the distribution of more than 2,000 information cards with direct links to a live project page for stakeholder feedback, as well as the latest 'street' information.

   6.4. The New and Upgrade Program also includes smaller streetscape upgrades over the 2024/25 financial year. Examples of these include Vincent Street and Royal Avenue. The Vincent Street project has undertaken public consultation including a public forum, while Royal Avenue's project team are finalising the design package for stakeholder awareness.

6.5. The New and Upgrade Program for 2024/25 includes a variety of Public Art projects as well as critical infrastructure such as water retaining structures within the Park Lands and on Torrens Lake. The New and Upgrade project teams will also investigate our Park Lands buildings to identify individual projects and prioritise restoration needs around multiple facilities.

Renewal Projects

7. Renewal Projects as of 31 July 2024 reflects $1.287m in spend and a further $12.064m in contracted works.



8. Examples of Renewal Projects within this category:

8.1. Hindley Street Revitalisation.

8.2. Stormwater Culvert Renewal – Unley Road.

8.3. Albert Tower Rehabilitation.

9. Renewal Project Summary:

9.1. The Renewals Program for the 2024/25 financial year includes 249 projects across 12 asset categories with a budget of $56.022m; this compares with the 2023/24 Renewals budget of $54.153m. The largest asset category budget in the Renewals Program is $11.297m and sits with transport, made up of 71 projects covering our roads, footpaths, kerb and water table.

9.2. In addition to the base renewals, roads and footpaths, the 2024/25 Renewals Program includes 18 mixed funded projects with a combination of Renewals and New and Upgrade scope. These projects include multiple greening opportunities (where available) integrated with the roads and footpaths program as well as installation of smaller streetscape greening. With planned inclusion of ‘trees scope’ to our roads and footpaths program, we are maximising opportunities to build-on city greening and contribute to the business’s strategic target for canopy cover and tree numbers in the city.

9.3. The 2024/25 roads reseal program has already commenced, with reseals completed on five roads in July. We are also preparing Stage 2 renewals on the Rymill Park Lake project, that will deliver lighting and new pathways to the Lakes surrounding area.

9.4. Various other works fall under the Renewals Program in 2024/25. For example, a broad program of LED renewals will be undertaken across the city valued at $75,000. There is also a general allocation toward stormwater projects to investigate design and flood prevention. Furthermore, footbridge renewals will be addressed over 2024/25 with early targets in Parks 16 and 1.

9.5. Practical Completion was achieved on five renewal construction projects in July 2024. These include:

9.5.1. 2023/24 Public Lighting and Electrical Conduit Renewal - George Street

9.5.2. Adelaide Central Market - Lucias Asphalt Renewal.

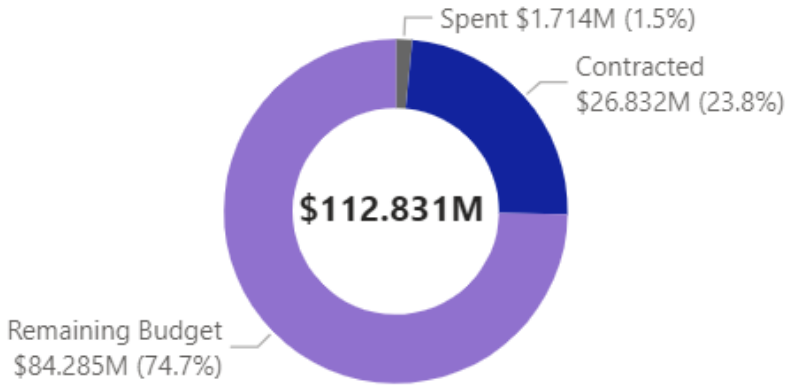
9.5.3. Road Resurfacing - Downer Place – South Terrace to road end.

9.5.4. Road Resurfacing - Vinrace Street – between Gilbert Street to Vinrace Street.

9.5.5. Road Resurfacing - Wisdom Court – Wright Street to road end.

Capital Works Program

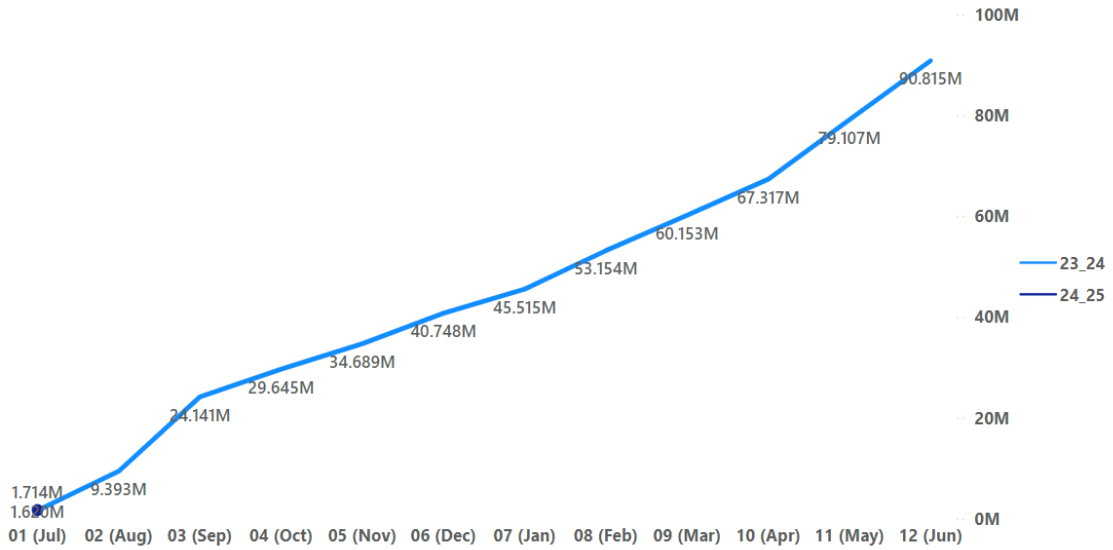
10. There are 319 projects within the approved program in the 2024/25 financial year.
11. Within the 2024/25 Capital Works Program there are currently 99 projects within the Initiate, Concept and Design phase.
12. The total value of projects within the Initiate, Concept and Design Phase is $18.269m.
13. There are 220 projects in the Delivery Phase with a total value of $94.562m. Of these projects, 5 have reached practical completion. Within design phase, 7 design sub-projects have achieved completion.
14. The total expenditure against the Capital Works Program to the end of July 2024 is $1.714m spent with a further $26.832m contracted, totalling $28.546m in the first month.
15. A portion of this contracted works represents carry-forward commitments from 2023-2024.



16. Examples of those works completed or in progress are reflected in **Attachment A** - Capital Works
17. Works in Progress (WIP) is the capitalisation of projects within 10 weeks following Practical Completion. The WIP is not applicable at this early stage of the financial year.

Capital Works Year on Year Spend Profile

18. The spend profile for July 2024 reflects a capital spend of $1.714m year to date, compared to $1.620m in July 2023. This represents a 6% increase in spend on the same period last year.



Future Procurement Activities

19. The following procurement activities are currently being undertaken or will commence shortly:
    19.1. South Terrace / Hutt Road Storm Water upgrade.
    19.2. Strategic Project Manager - Citywide Greening initiative.

19.3. Gouger Street Revitalisation – Detailed Design.

19.4. Hutt and O'Connell Street design – Main Streets program.

19.5. Hutt Street Project Management Services.

Future Community Consultation and Engagement Activities

20. The following community consultation activities and engagements are on-going and / or proposed:

20.1. Gouger Street – Join the Conversation, more than 2,000 information cards distributed.

20.2. Field Street – weekly construction updates to street stakeholders and Webpage updates.

20.3. Pitt Street (Market-2-Riverbank) – Completions notification / all stakeholder mailing list.

21. The information provided reflects the first month of the 2024/25 financial year. For further details on the 2024/25 Capital Program, the Council Member Corporate Dashboard has a dedicated Capital Works section.

ATTACHMENTS

Attachment A – Capital Works Projects in Focus – July 2024

- END OF REPORT -

Capital Works

July Update

Infrastructure & Public Works Committee

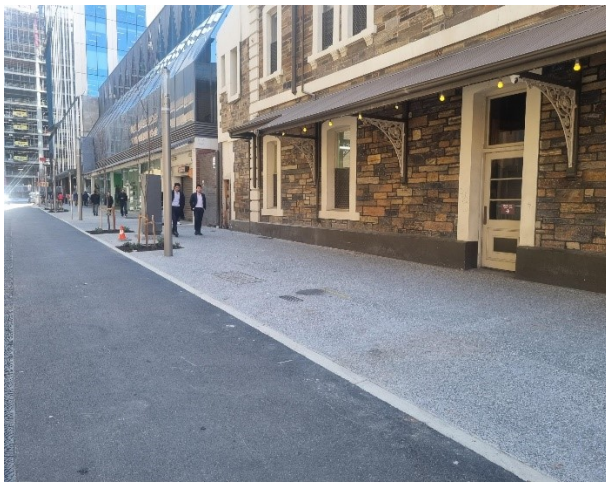
This report provides an overview of Capital Projects either complete or progressing for the month of July 2024.

CITY OF ADELAIDE

Pitt Street

$2.65m

New / Upgrade



Delivered by the City of Adelaide with joint funding from Renewal SA, the upgrade of Pitt Street delivers the final section of the Market to Riverbank Link Project.

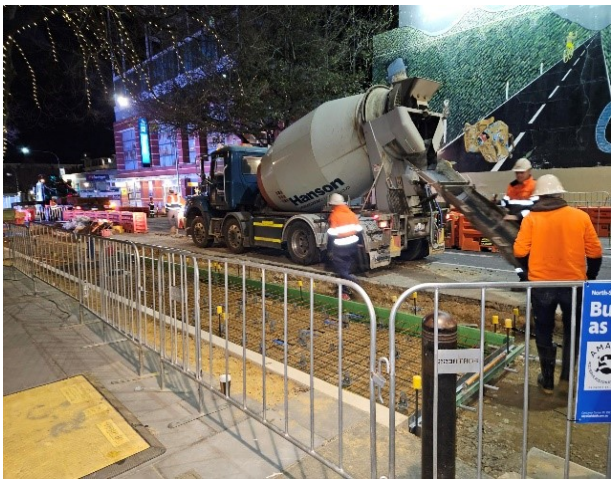
The upgrade has significantly increased amenity, greening, pedestrian access and safety, and created opportunities for traffic calming and outdoor dining.

The project will be completed in August 2024.

North- South Bikeways

$5.5 million

New / Upgrade



The Contractor is progressing well.

Frome Street Works: First pour of the bike path is complete. The Contractor anticipates pouring a further 80 m of bikeway by Friday 9 August 2024.

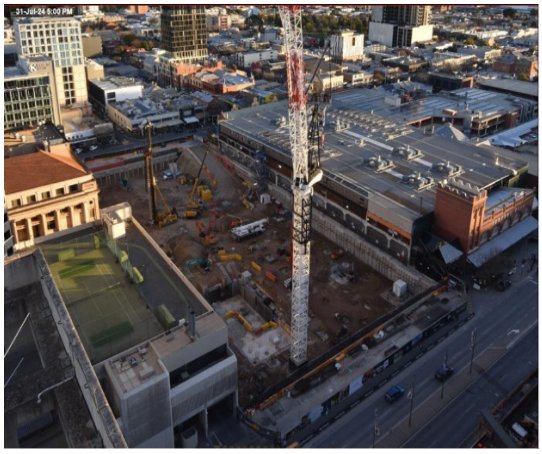
Frome Road: Stormwater works are 90% complete. Night works are required to complete tie in with existing stormwater. Demolition of footpath to commence shortly.

All three sections are anticipated to be completed in October 2024.

Central Market Arcade Redevelopment

$15.9m

New / Upgrade



The project is in the process of transitioning from a civil excavation phase into a typical structure phase.

Multiplex have also installed three of the four tower cranes with the final crane to be installed mid-August.

Installation of footpath gantries to Grote Street then Gouger Street will occur during this time.

Other activities continuing during this period include concrete raft footing installation, slab on ground construction, northern core raft construction and precast panel installation.

Hutt Street Entry Statement and Auxiliary Works

$3m (plus auxiliary works)

New / Upgrade

Construction of a signalised raised crossing, which connects the Park Lands trail on both sides of Hutt Road crossing is 50% completed, along with the road works on the southbound section of Hutt Road.

Installation of public artwork pieces are also completed.

Most of the civil works will be completed by mid-August, with planting to follow.

Long lead times in relation to light poles at the new crossing is resulting in further delays.

Temporary light and signal infrastructure will be installed to open the site for public use in a safe manner as soon as possible.

Field Street streetscape upgrade

$2.4m

New / Upgrade

Construction work on the western side of the street is complete with pedestrians now able to use the new western footpath.

Three street trees to be planted in September.

Ongoing stakeholder engagement with businesses is being undertaken to ensure continuity of business operations.

Works are progressing well with the completion anticipated late September weather permitting.

Adelaide Town Hall Façade

$4.96m

Renewal

Conservation works are progressing well.

Plastering, stabilisation, cleaning, painting and installation of lead flashings are currently being undertaken.

The artistic scrim has been successfully installed to the central part of the building and well received, please refer to photograph.

Practical completion is anticipated in December 2024.

Lights Vision Footpath Renewal

$260,000

Renewal

All concrete footpaths have been constructed, with one asphalt path to be completed.

Minor lawn reinstatement to occur.

Practical Completion is anticipated to be reached on 2 August 2024.

Wellington Square Footpath and Electrical Renewal

Footpath $394,781

Lighting & Electrical $348,219

Renewal

Works carried out in July included new cabling, light poles and luminaires.

Base works to paths are completed, with the timber edge progressing.

Stage 1 (southern half) due to be completed in two weeks which will be followed by Stage 2.

Main Streets – O'Connell Street and Hutt Street Revitalisation Concepts

Strategic Alignment - Our Places

Public

Tuesday, 20 August 2024

Infrastructure and Public Works Committee

Program Contact:
Mark Goudge, Associate Director Infrastructure

Approving Officer:
Tom McCready, Director City Services

EXECUTIVE SUMMARY

The purpose of the report is to update Council Members on the progress made to date on O'Connell Street and Hutt Street Revitalisation Projects and seek approval on the key deliverables of these streets to progress to detailed design phase.

At its meeting on 27 June 2023, Council approved the budgets for all Main Street Revitalisation projects. In response to the decision, the concept plans for O'Connell Street and Hutt Street have been updated to align project scopes to the approved budgets whilst meeting the objectives of transforming the streets to be a desirable destination where people want to live, do business and visit, thereby providing economic uplift for our communities.

At the Infrastructure and Public Works Committee on 21 May 2024, Council Members provided feedback on the proposed concepts for both O'Connell Street and Hutt Street, and the approach to bring forward the construction of a section of O'Connell Street to align with the completion of the Eighty-Eight O'Connell development.

This report outlines the key Concept Design deliverables and timeline of implementation for these two main streets following feedback from Council Members.

RECOMMENDATION

The following recommendation will be presented to Council on 27 August 2024 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

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.
2. Approves the concept plans for Hutt Street Revitalisation Project as contained in Attachment B 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.
4. Notes that a project update, including an engagement summary will be provided to Council once 70% detailed design and construction staging plan is completed.

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 the concept plans, to inform progression of the detailed design.
Resource	Not as a result of this report.
Risk / Legal / Legislative	Design costs are subject to finalisation of design and will be presented to Council for consideration.
Opportunities	Not as a result of this report
24/25 Budget Allocation	O’Connell Street Revitalisation Project $1,000,000 New and Upgrade approved Budget for design development.
	Hutt Street Revitalisation Project $1,250,000 New and Upgrade approved Budget for design development.
Proposed 25/26 Budget Allocation	O’Connell Street Revitalisation Project The remaining New and Upgrade and applicable Renewal allocations will be utilised during financial year 2025/26 and 2026/27.
	Hutt Street Revitalisation Project The remaining budget allocation of $11,250,000 for New and Upgrade and applicable Renewal allocations to be confirmed via the Annual Business Plan and Budget process over 2025/26 and 2026/27.
Life of Project, Service, Initiative or (Expectancy of) Asset	Dependent on type of asset, with asset life expectancy between 20-50 years.
24/25 Budget Reconsideration (if applicable)	A budget of applicable New and Upgrade and Renewal allocations for the construction of the footpath in front of the Eighty-Eight O’Connell Development is to be determined and requested at the appropriate time.
Ongoing Costs (eg maintenance cost)	Minimised through design. 2% per annum maintenance cost increase will be anticipated due to installation of new assets such as additional landscaping and stormwater assets.
Other Funding Sources	To be pursued where relevant opportunities become available.

DISCUSSION

Background

1. At its meeting on 27 June 2023, Council provided direction on the prioritisation and budget allocations for the Main Streets Revitalisation projects. O'Connell Street was assigned with a total new and upgrade allocation of $15 million for detailed design in 2024/25 and delivery from 2026/27 onwards. Hutt Street was assigned with a total new and upgrade allocation of $12.5 million for detailed design in 2024/25 and delivery from 2025/26 onwards. The Council decision can be viewed at Link 1.

2. Following confirmation of the approved budgets, the concept plans for O'Connell Street and Hutt Street Revitalisation Projects were refined to ensure alignment with the budget allocation and community expectations.

3. At the Infrastructure and Public Works (IPW) Committee on 21 May 2024, Council Members provided feedback on the revised concept for each street. The workshop paper can be viewed at Link 2. The proposal to construct a section of O'Connell Street in 2024/25 to align with the expected completion of the Eighty-Eight O'Connell Development in May 2025, was also endorsed by the Committee.

4. The revised concept packs for O'Connell Street and Hutt Street Revitalisation as contained in **Attachment A** and **Attachment B** respectively, incorporate the most recent feedback received from Council Members at the IPW Committee on 21 May 2024.

Community Engagement Approach

5. Consultation with our community has been ongoing, utilising a range of approaches since 2018, in alignment with the below Main Street Revitalisation framework:

    5.1. Phase 1 Benchmarking

        5.1.1. The phase involved a series of research and stakeholder engagement activities, including, but not limited to, focus groups, surveys, Round Tables (conducted between April and October 2021) and the establishment of Place Coordinators to facilitate place-led research and data collection.

    5.2. Phase 2 Establishment of a street-specific Master Plan

        5.2.1. The community was actively consulted on the draft vision and design principles to better understand community's priorities and set the foundation for the concept design. The master plans were subsequently reviewed and endorsed by Council at its meeting on 14 December 2021. The approved master plan for O'Connell Street can be viewed at Link 3 and Hutt Street at Link 4.

    5.3. Phase 3 Culmination of feedback into draft Concept Packs

        5.3.1. Through ongoing interactions, our community and Council Members were presented with and provided feedback on several street-specific values and correlated design principles, which formed a concept options pack. This pack was further refined following confirmation of budgets for each street, with **Attachment A** and **Attachment B** being the result of six years of meaningful and ongoing community and stakeholder engagement.

6. The next phase of community engagement for the O'Connell Street and Hutt Street Revitalisation Projects, will commence following Council's endorsement of the concept plans presented in **Attachment A** and **Attachment B**. This phase of engagement involves the following stages:

    6.1. Detailed Design Progression

        6.1.1. Engage with our community throughout the detailed design phase to align and maintain community expectations.

        6.1.2. Further review, revise and refine the design to align with community feedback and approved budgets.

    6.2. Construction commencing

        6.2.1. Communicate construction approach and staging, including key construction milestones and potential impact on the community.

    6.3. Construction underway

        6.3.1. Keep our community informed of progress, notify upcoming works, and respond to enquiries and issues arising.

7. The community engagement approach for each main street follows the same framework, with timing and engagement methods being developed to suit each street.

O'Connell Street Revitalisation Project

8. O'Connell Street is a stylish street with an architectural heritage dating back to the 1830s. The street is filled with restaurants, cafes, historic hotels and pubs, and is one of Adelaide's "Eat Streets". The street not only has high pedestrian demand, but also serves as a major public transport and vehicle corridor to and from the city for northern suburb commuters.

9. The revitalisation of O'Connell Street maintains that connection but provides a safer and more human-oriented experience for residents, visitors, and businesses, particularly during major retail, dining, and commercial times.

10. Key deliverables of the O'Connell Street Revitalisation Project include:

    10.1. Renewal of road surface and improved paving to footpaths.

    10.2. Protected cycle lanes on both sides of the street for safer cycling.

    10.3. New trees and plantings to infill gaps in tree canopy to create a strong "green street" connecting to the surrounding Park Lands and destinations.

    10.4. Raised threshold treatment to side streets and laneways.

    10.5. People-focused destination with opportunity for 30 km/h speed limit in alignment with the City Speed Limit Review project.

    10.6. The outer traffic lane in each direction will function as a parking lane during off-peak hours and as a clear way for northbound traffic during morning peak hour and for southbound traffic during afternoon peak hour, to balance the needs of all users along the street.

    10.7. Upgraded public lighting to improve lighting levels to footpaths and crossing points, and the potential to incorporate decorative lighting installations, bringing greater night-time activation and safer access.

    10.8. Opportunity to install gateway public art at both entries to the street and key points along both sides to further enhance the character of the street.

    10.9. A flexible design outcome with the ability to accommodate a future tram extension.

11. The vision, design principles and concept plan of the O'Connell Street Revitalisation Project are contained in **Attachment A**.

12. Timeline of implementation of the O'Connell Street Revitalisation Project

    12.1. The section of footpath adjacent to the Eighty-Eight O'Connell Development will be constructed as Stage 1 of the Revitalisation Project to align with the completion of construction of the Eighty-Eight O'Connell Development and can be viewed on pages 27 and 28 of Attachment A.

    12.2. CoA is currently working with the developer of Eighty-Eight O'Connell on the finished footpath treatments and discussions have commenced in relation to a cost allocation and apportionment to the developer.

    12.3. Subsequent stages of the O'Connell Street Revitalisation will be implemented progressively from 2026/27 onwards.

Hutt Street Revitalisation Project

13. Hutt Street is a main street well known for its shading green avenue of Plane Trees, heritage buildings, easy access to Park Lands and various destinations within the city. Its southern end is lined with cafes, various dining options, commercial and local services, with a great potential to boost economic activation and vitality.

14. This project involves streetscape improvements from South Terrace, connecting with Stage 1 Entry Statement works, which creates an exciting and meaningful Entry Statement for Hutt Street, to Carrington Street encompassing an inviting village centre surrounded by busy pedestrian retail and hospitality activities.

15. Key deliverables of the Hutt Street Revitalisation Project include:

    15.1. Destination focused and traffic calmed with opportunity for 30 km/h speed limit in alignment with the City Speed Limit Review project.

    15.2. Widened footpath to comfortably accommodate users without conflict within the retail and hospitality activated zone.

    15.3. Raised threshold treatment at minor side streets.

15.4. Protected cycle lanes to encourage multi-modal transport.

15.5. Mid-block pedestrian crossings to improve accessibility across the street.

15.6. New surface treatment to all road carriageway and footpaths.

15.7. The outer traffic lane in each direction through the village centre functions as a parking lane during off-peak hours and as a clear way for northbound traffic during morning peak hour and for southbound traffic during afternoon peak hour, to balance the needs of all users along the street.

15.8. Upgrades and improvements to landscape garden beds for increased amenity with additional greening.

15.9. Opportunity for new public lighting to improve lighting levels to footpaths and crossing points, and the potential to incorporate decorative lighting installation, bringing greater night-time activation and safer access.

16. The vision, design principles and concept plan of the Hutt Street Revitalisation Project are contained in **Attachment B**.

17. Timeline of implementation of the Hutt Street Revitalisation Project:

17.1. Stage 1 Entry Statement is due for completion in November 2024 with the South Terrace Stormwater Mitigation Project expected to commence shortly after for completion by the end of 2024/25.

17.2. The detailed design of the Hutt Street Revitalisation project is expected to be completed by the end of 2024/25, with phased construction commencing from 2025/26.

Next Steps

18. Upon endorsement of the concept design for the O'Connell Street and Hutt Street Revitalisation Projects, the design outcomes will be communicated to the community and key stakeholders.

19. Further project updates will be provided to Council for endorsement of the 70% detailed design and costings noting the community engagement summary.

20. Subject to Council approval, these projects will be delivered with construction budget approved through the Annual Business Plan and Budget process for phased implementation.

21. In relation to the small section of O'Connell Street abutting the Eighty-Eight O'Connell development, progress and finalise the detailed design, including apportionment of costs to enable completion of the works prior to the development's completion date of July 2025.

DATA AND SUPPORTING INFORMATION

Link 1 – Council Decision - 27 June 2023

Link 2 – Workshop Paper – Infrastructure and Public Works Committee -21 May 2024

Link 3 – O'Connell Street Master Plan – December 2021

Link 4 – Hutt Street Master Plan – December 2021

ATTACHMENTS

Attachment A – O'Connell Street Revitalisation Concept Pack

Attachment B – Hutt Street Revitalisation Concept Pack

- END OF REPORT -

O'Connell Street

Concept Plan

REVISED
AUGUST 2024

City of Adelaide

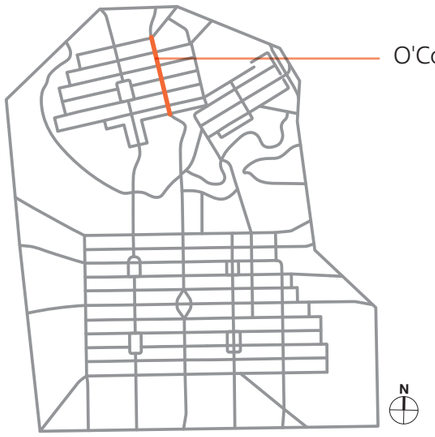
Contents

Acknowledgement of Country

City of Adelaide tampinthi, ngadlu Kaurna yartangka panpapanpalyarninthi (inparrinthi). Kaurna miyurna yaitya mathanya Wama Tarntanyaku. Parnaku yailtya, parnaku tapa purruna, parnaku yarta ngadlu tampinthi. Yalaka Kaurna miyurna itu yailtya, tapa purruna, yarta kuma puru martinthi, puru warri-apinthi, puru tangka martulayinthi.

City of Adelaide acknowledges the traditional country of the Kaurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land.

We acknowledge that they are of continuing importance to the Kaurna people living today.



O'Connell Street in North Adelaide

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Part one

What Makes a Great Main Street

What Makes a Great Main Street?

An integration of design and place-led approaches will lead to a successful, thriving, beautiful, and connected main street.

Here are some of the key ingredients that make a great street:

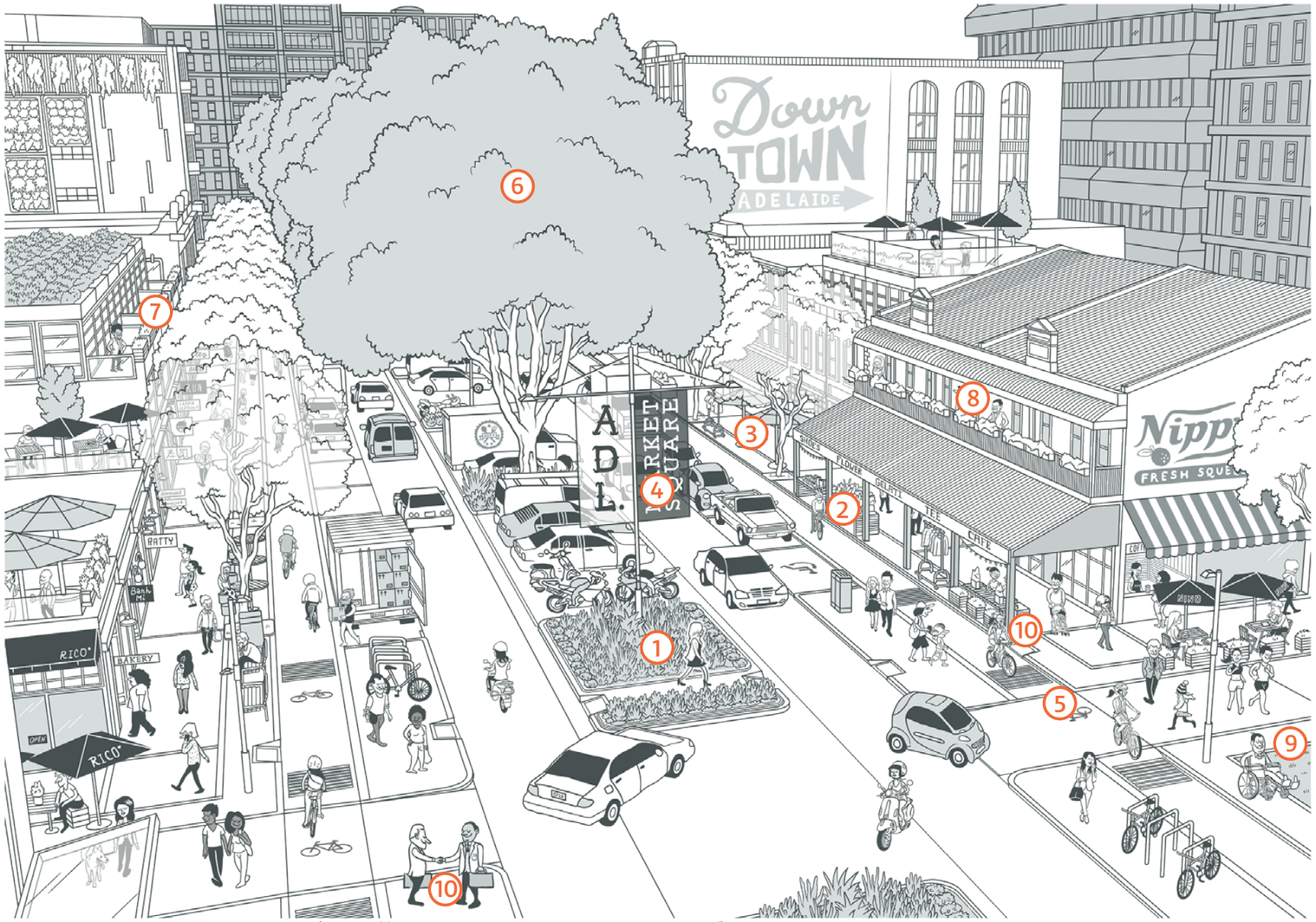


Image: CoA Adelaide Design Manual (https://www.adelaidedesignmanual.com.au/)

1. High quality **public realm** and amenities

2. A diverse and competitive **commercial mix** with active frontages and attractive shopfronts

3. Public spaces / gathering spaces that encourage **active and passive activity**

4. Authentic marketable and identifiable destination **branding on-street and online**

5. **Accessible and safe for all users,** including pedestrians, cyclists and vehicles

6. **Green, connected canopies,** shaded and pleasant

7. **People living close by,** servicing and supported by the local population, with a human scale density and a "heart"

8. Celebration of the unique **local and heritage character**

9. **Tailored events and activations** that act as an anchor for visitation by locals and external visitors

10. **Connected stakeholders working collaboratively** towards a common vision

Executive Summary

O'Connell Street

O'Connell Street is a stylish street with an architectural heritage dating back to the 1830s. The street has an atmosphere of bustling sophistication, with historic pubs, iconic food businesses and luxury furniture outlets.

O'Connell Street will always be a popular vehicle route between northern Adelaide, Adelaide Oval, and Adelaide CBD, for buses and commuting cars, with up to 34,000 trips per day. Outside of peak hours, the traffic volumes along O'Connell Street are greatly reduced and transform the street to a village-like atmosphere.

O'Connell Street has the potential to be a pedestrian-focused boulevard supporting growth in small business and higher-density living. The development of the city spine will support the targeted growth and sustainable development of key sites along O'Connell Street and reinforce its role and function as a 'high' street.

The revitalisation of O'Connell Street maintains that 'high street' connection, but provides a safer, and more village-orientated experience for the residents, visitors, and businesses, particularly during major retail, dining and commercial times - both day and night. This experience will be reinforced through the development at 88 O'Connell Street which provides the precedent for property consolidation and further multi-story developments to flourish along the corridor. This development will create a new influx of residents and an accompanying service workforce that will provide a boost to the North Adelaide precinct when 88 O'Connell Street is complete - estimated for mid-2025.

As part of the City-wide strategies (Source: City Plan Draft for Public Consultation), advocating to State Government for investment in public transport corridors with a focus on expanding the light rail network, is a key consideration for O'Connell Street. The O'Connell Main Street Concept Plan considers and provides solutions for the new and existing community desires by providing the following benefits:

- A safer public realm
- The restoration of an activated, vibrant village atmosphere and experience
- Dedicated protected cycle lanes
- Safer intersections
- Optimised and refreshed footpaths
- Additional greening
- Simple renewal of central median zone
- Better lighting for the roadway, footpath and protected cycle lanes, CCTV security and Wi-Fi services
- Opportunities for public art and enhancement of the gateways to O'Connell Street
- A defined 'heart'
- No loss of parking in the precinct
- Future proof for potential tram line.

"O'Connell Street to become the key attractor/main destination-street of the Northern Suburbs offering lifestyle, exceptional dining experiences, convenience, and entertainment"

-Focus Group participant

View North of O'Connell Street showing protected cycle path

View of O'Connell Street from Tynte Street intersection with raised threshold crossing

Vision

The vision for O'Connell Street is to revitalise the street to encourage the residents of, and visitors to, Adelaide to enjoy the special, heritage, retail and dining experiences, village community atmosphere and safer streetscape environment whilst catering to all users, now and in the future.

88 O'Connell development render credits by Woods Bagot

Guiding Principles

O'Connell Street

Community engagement was undertaken between 2018 to 2021 to better understand community priorities for O'Connell Street as well as for the major development of 88 O'Connell Street. (Refer pages 16-19 to Part 3. Community Engagement for more detail). These Design Principles set the foundation for, and guide the concept design in this document of O'Connell Street.

These Design Principles are listed in order of priority.

Prioritise Pedestrians

Provide areas to optimise the footpath by improving crossing points across the street and provide thresholds with side street and lane-ways. As recommended in the 2017, COA North Adelaide Local Area Traffic and Parking Management Plan reduce speed limit to 30kph to reduce the number of crashes along O'Connell Street.

Safe Cycling

Provide safe, protected cycling for residents, families, children and commuters that connects with the Adelaide cycleway network.

Coordinated Street Furniture and Public Art

Rationalise business signage and public street furniture. Work with businesses to remove fixed outdoor dining and replace with removable furniture. Rationalise and locate urban elements within activity zones. Encourage a public art strategy that includes large scale mural opportunities, integrated architectural or landscape architectural work, community art and temporary exhibition and activation spaces.

Robust Greening

Incorporate street tree planting and additional greening to provide valuable shade, amenity and cooling.

Optimise Activity Zones

Optimise activity zones to include space for event/activations to replace the community space at 88 O'Connell Street and develop an O'Connell Street brand that represents the community's experience and desire for the street as a 'bustling, sophisticated and metropolitan main street."

Future tram line extension

Ensure design will continue to be serviceable and adaptable in the future when the tram network extension to North Adelaide is endorsed and adopted.

Revive, Add Surprise and Sparkle

Establish opportunities to refresh the public realm with new or refreshed materials and public street furniture. Provide a more curated commercial mix designed to be enjoyed as a 'shopping experience' rather than shopping for convenience. Clusters of retail/clothing shops and complimentary neighbourhood style hospitality venues such as wine bars.

Project Background

O'Connell Street

Community engagement has been undertaken using a range of approaches since 2018.

Master Plan
City of Adelaide
December 2021

The Master Plan was reviewed and endorsed by Council.

Concept Plan Draft
City of Adelaide
April 2023

Concept design options were presented as part of a workshop to Council, including summaries of community engagement activity that informed the designs.

Concept Plan for Community Engagement
City of Adelaide
June 2023

Concept Plans presented to Council as part of the draft business plan and budget.

Council endorses Mainstreet's Upgrades (Hindley Street, O'Connell Street, Melbourne Street, Hutt Street and Gouger Street).

WE ARE HERE

(This document)

Revised Concept Plan
City of Adelaide
August 2024

Decision to revise the Concept Plans to reflect the approved delivery budget.

Next steps

Engage with Community through Detailed Design phase to ensure alignment of expectations.

Further review, revise and refine the design documentation to align with community feedback and approved budget.

COMMUNITY ENGAGEMENT MILESTONES

Research (2018—2020)	Short term (2021—2023)	Medium term (2024—2025)	Long term (2025—2026)
Design led research and data collection to inform action and integrated business plan	Shared visionary activities and common themes identified by stakeholders		Phased improvements to continue to be funded, designed and delivered
	Delivery of short-term activation, improvement and engagement projects		
Production of detailed action plan capturing current state	Main Street Revitalisation team established with Place Coordinator (Single point of contact)	Stakeholder feedback and short term trial monitoring evaluation	Detailed design commences including data analysis, further investigations and continued stakeholder engagement
	Internal stakeholder working group established		
	Draft long term vision, objectives and related action plans and timelines shared with Elected Members for endorsement		

Part two

Project Context

City Context

O'Connell Street

Locality and Connected Cycling Network

O'Connell Street connects into the major transport corridors of Prospect Road and Main North Road. It is the key north-south link in North Adelaide as it is centrally located and joins up with King William Road to the south. Major adjacent Park Lands offerings include the Aquatic Centre, St Peter's Cathedral and Adelaide Oval.

There is opportunity to extend the cycling network and connect to Prospect Road shared paths as well as Kangatilla Park, Aquatic Centre, and Braund Road cycle path in the north, and with Adelaide Oval and Adelaide CBD in the south.

Street Context

O'Connell Street

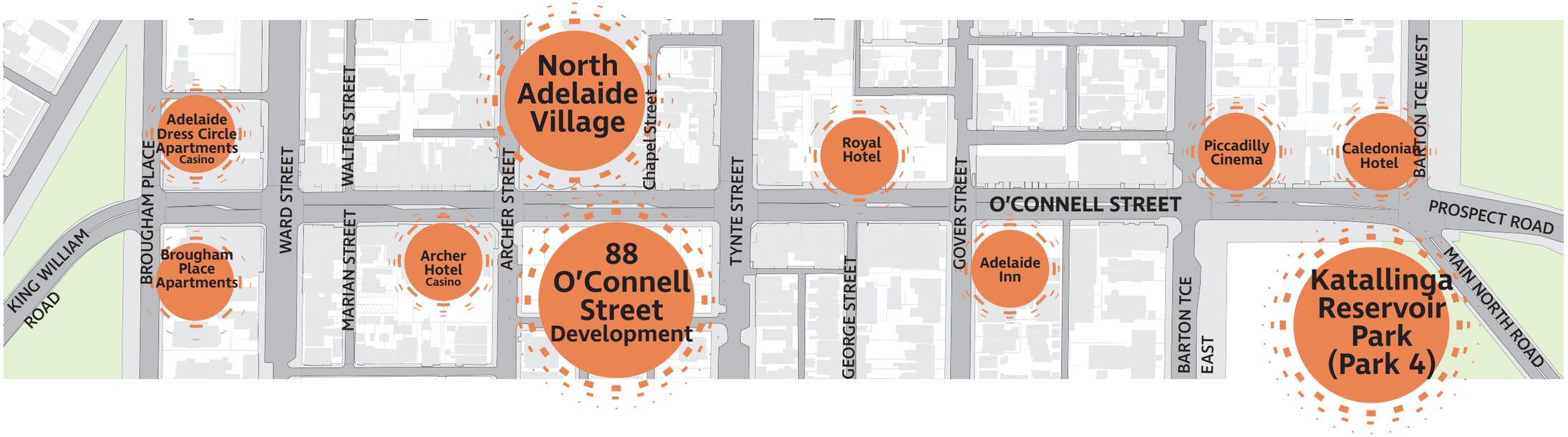
O'Connell Street is the backdrop to North Adelaide life but is also a major commuter corridor to and from the city for northern suburbs residents, carrying over 34,000 vehicles per day.

Currently, bus services provide public transport along O'Connell Street and is a "key" route for those services.

O'Connell Street is filled with restaurants, cafés and historic hotels and is one of Adelaide's "Eat Streets". Accordingly, it has a high pedestrian demand.

O'Connell Street is the key attractor/main destination-street of the Northern Suburbs offering lifestyle, exceptional dining experiences, convenience, and entertainment.

O'Connell Street has been identified as the preferred route for the AdeLINK tram network expansion connecting to Prospect.



Existing Street Dynamics

O'Connell Street

STREET SCALE

Wide roadway dominated by vehicles and heavily used during peak hours by commuters.

Dedicated right turn lanes widen the street crossings, delay pedestrian crossing times and increase dominance of vehicles.

Gover Street intersection is not controlled by traffic lights despite being the main access to North Adelaide Primary School and a major mid street crossing.

STREET CHARACTER

Lack of consistent, quality street furniture and amenity (greening, lighting and public art)

Many heritage buildings façades have been neglected and are in poor condition. Lack of wayfinding information regarding heritage items.

Existing verandah/canopy lines vary from kerb line, affecting street tree planting opportunities.

Visual clutter due to inconsistent and poor quality furniture.

Looks tired and in need of renewal

Very diverse restaurants, cafés , pubs and bars along the street.

ON-STREET PARKING

Parking is substantially 1/4, 1/2 hour parking for drop off and quick shopping. Not useful for the restaurants, cafés, hotels and bars.

Parking is underutilised.

88 O'Connell development will provide 116 publicly available parking spaces when completed in June 2025.

FOOTPATH

Many kerbs, service cover infills and kerb ramps are in poor condition

Pressed brick paved footpath along length of street is aging and has many irregularities in levels which are dangerous for pedestrians with or without impairments

Width does not easily accommodate outdoor dining areas in many locations.

GREENING

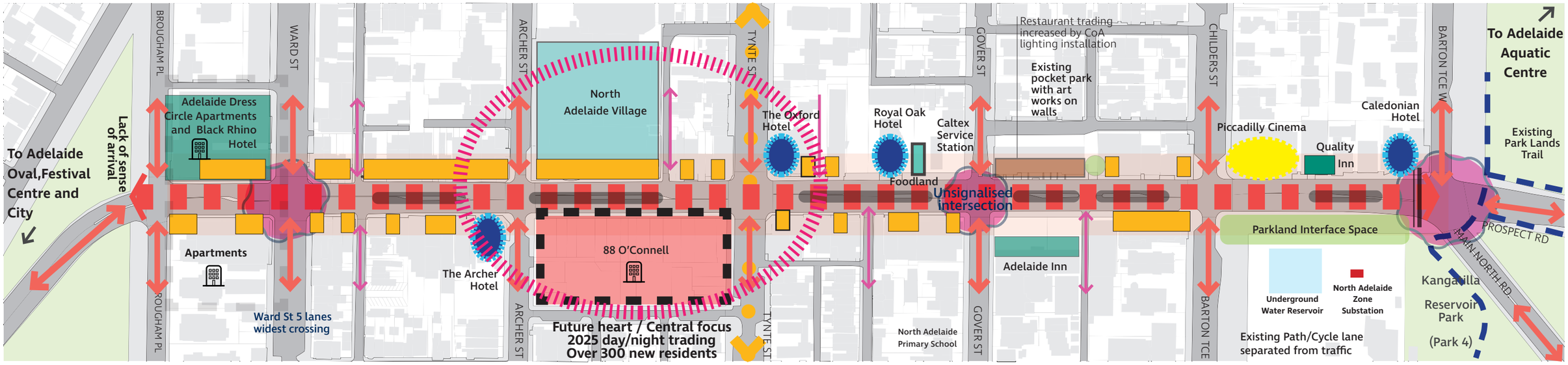
Health and condition of existing trees is varied, with some requiring removal due to poor health

Tree surrounds are in poor condition and constraint potential growth of trees

Several large trees in close proximity to kerbing - partial removal of kerbing undertaken to maintain tree health and watertable functionality.

Due to aggressive and intrusive root systems - ongoing local kerb & watertable maintenance will be unavoidable,costly and detrimental to tree health.

Gaps in existing tree canopy and avenue planting require more trees.



City → ENTRY → ACTIVITY ZONE 1 → HEART ← ACTIVITY ZONE 2 → ENTRY ← North

LEGEND

- HIGH DENSITY DEVELOPMENTS
- "HEART" OF O'CONNELL STREET
- CAFÉS, BARS, RESTAURANTS
- 88 O'CONNELL STREET
- HERITAGE HOTELS
- HERITAGE RESTORED CINEMA
- POCKET PARK
- VISITOR AND TOURIST ACCOMMODATION
- SUPERMARKETS AND FOOD STORES
- CENTRAL MEDIAN
- VEHICLE ACCIDENT HOT SPOTS
- PRIMARY VEHICULAR TRAFFIC FLOWS WITH ON STREET PARALLEL PARKING
- HIGH VOLUME VEHICULAR CROSSINGS
- LOW VOLUME VEHICULAR CROSSINGS
- CITY CONNECTOR BUS ROUTE
- EXISTING PARK LANDS TRAIL

Key Statistics

O'Connell Street

O'Connell Street is categorised within 'Upper North Adelaide' by the Australian Bureau of Statistics/Profile ID.

Population

4,435
people live in Upper North Adelaide

35
persons per hectare

*Above data from ABS Estimated Resident Population, Profile ID 2021

Current Demographics

This is an area of high population growth.
O'Connell Street Local Area presents a moderate growth potential, with significant projected population increase and density change along O'Connell Street. The residential population is mostly made up of residents over 50 years of age with a high proportion of the population being in the affluent category for Adelaide. In 2021, Upper North Adelaide had higher proportion of children (under 18) and a higher proportion of persons aged 60 or older than City of Adelaide

Approximately 36% of residents live alone followed by couples without children -26%.

Nearly 65% of the population have a household income of over $1,204/week (categorised the "highest compared to Adelaide's average

Very high percentage of people over 60 years old (an aging population).

Forecasted Growth

10% growth in population by 2031 between 2021-2041

*Above data from Forecast ID July 2021

32.7% of residents claimed English heritage followed by Australian -(25.8%)

29.8% increase in people of retirement age

Access

77 on-street car parking spaces
Occupied 41-75% between 7:30am to 9:30pm. During work hours this is 55% growing to 78% after work hours.

Highly utilised Off-street parking
Side streets are highly utilised during the day and night as they offer longer term and unrestricted parking. 88 O'Connell Street is offering a minimum of 116 publicly available parking spaces when it opens in 2025 per the planning approval from COA.

Unsafe cycling route
Cycling along O'Connell Street at present is unsafe as people cycling share the road with high volumes of vehicles. There is no provision for cycling (no cycle lanes) and people cycling must do so with moving vehicles on their right and parked vehicles, and the risk of dooring, on their left.

Public transport bus
Buses provide public transport to O'Connell Street and further north O'Connell Street is also serviced by City Connector. The highest boardings are near the corner of Archer Street and O'Connell.

Walkable neighbourhood
Walking is the main form of transport in the street. The current and future Main Street 'hearts' of O'Connell Street (North Adelaide Village and 88 O'Connell Street) take less than 10 minutes walk from Brougham Place and Main North Road intersections.

High vehicle volumes in peak hours
O'Connell Street is a busy link to and from Adelaide City during morning and evening peak hours 7-9:30am and 3-6:30pm)
Due to the 50km/hr speed limit during peak hours, the street experiences a high frequency of rear end crash incidents at the Main North Road intersection.

	Average Number of Vehicles	Average Speed
Morning Peak	**2272**	**41 km/hr**
Afternoon Peak	**2381**	**39 km/hr**
Average inter-peak	**1573**	**41 km/hr**
Average of Above	**2075**	**40 km/hr**

* Averages taken over 7 days

* Inter-Peak refers to Midday data was 12 to 1pm for each street

Opportunities

O'Connell Street

CYCLEWAYS

Provide protected cycleways, to extend and connect O'Connell Street to the Prospect Road shared paths as well as Kangatilla Park Cycleways, Adelaide Oval, Adelaide City and the Aquatic Centre

88 O'CONNELL STREET DEVELOPMENT

The concept sees O'Connell Street as the heart of North Adelaide and inner northern suburbs and presents 88OC as the central focus of the street.

It identifies and promotes public accessibility to ground floor corner plazas, retail and health services, 2 floor terrace dining and bars and elevated street viewing, 2 hour undercover parking, and pedestrian connections to Centenary Street

FOOTPATH

Footpath paving on both sides of the street needs to be optimised for pedestrian safety, priority, suitability and easy access

CHAPEL STREET INTERSECTION

Building walls can be used for public art and Chapel Street can be closed for approximately 20 meters creating a new public art, child minding and community use space

TRAM SERVICE

O'Connell Street has the opportunity to be serviced with a tram line. Tram lines link jobs and city investment and addresses current and future congestion issues as well as public transport use

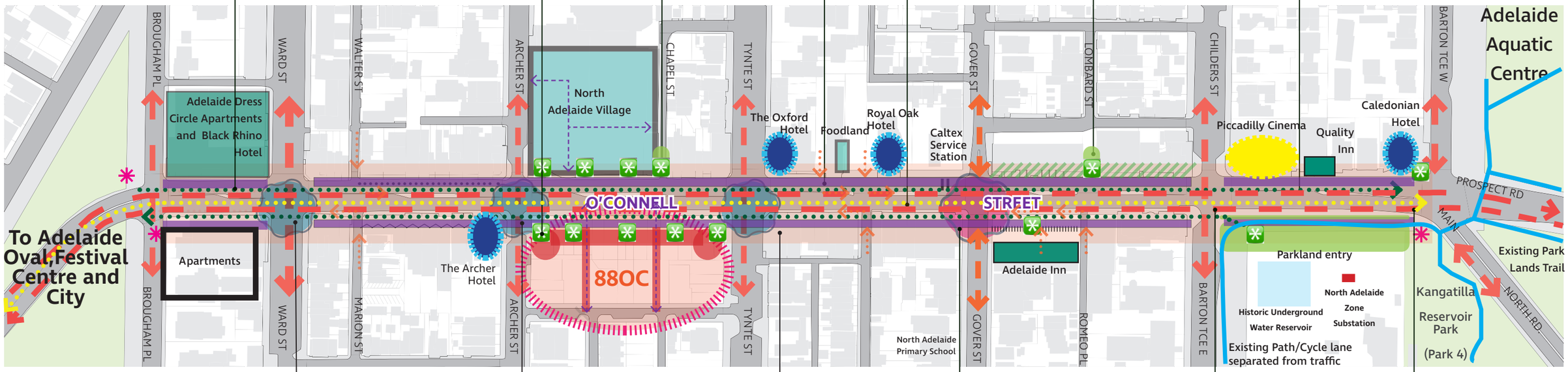
LOMBARD STREET POCKET PARK

This existing pocket park could be used as a community space with child's play and minding area

TRAFFIC / PARKING

To provide a solution to traffic problems and conflicts between pedestrians and vehicles, explore the instances where right hand turns can be removed, raised threshold crossings to side streets and a local speed limit change could be implemented.

On-street parking will be restricted to off-peak. Any shortfall in parking is made up by 2 hour parking in 88 O'Connell Street



WARD, ARCHER, TYNTE STREET INTERSECTIONS

Remove dedicated right hand turn lanes and replace with split phasing to allow for protected cycleway and future tram zone

ROAD WIDTH

Perceived road width could be adjusted with separated cycle paths and new tree greening to edges and off-peak parking zones to outer lanes, in both directions.

GREENING

Investigate Tree Replacement Strategy to resolve problematic tree locations and on-going kerb & water table replacement works, as part of the overall street revitalisation design.

GOVER STREET INTERSECTION

Make intersection safer by providing traffic control lights for safe pedestrian crossing and school traffic or provide a planted median to prevent right turns into and from O'Connell Street

BARTON TERRACE EAST, CHILDERS STREET INTERSECTION

Cycle Path connection from west side to connect with Adelaide cycle network

MAIN NORTH ROAD, PROSPECT RD AND BARTON-STREET WEST INTERSECTION

Reservoir Park /Katallinga (Park 4) could be developed as a high quality public open space for community events.

LEGEND

- GATEWAY ARTWORKS OPPORTUNITIES
- PUBLIC ART OPPORTUNITIES
- OPTIMISE FOOTPATH
- NEW PROTECTED CYCLE LANE
- EXISTING CYCLING CONNECTIONS
- VEHICULAR THROUGH MOVEMENT
- OUTDOOR DINING OPPORTUNITIES
- FUTURE TRAM LINE
- LEFT TURN ONLY TO O'CONNELL STREET

Part three

Community Engagement

Community Engagement Process

O'Connell Street

Each of the main streets across the city have active and engaged traders, property owners and residents including traders and precinct associations. The City of Adelaide has adopted a place-led, evidence based approach to developing designs that will deliver positive outcomes for the community, and has sought feedback from stakeholders at key milestones during the development of the concept design.

A number of studies and community and business engagements have been undertaken in O'Connell Street over the last few years.

Phase 1 - Benchmarking

Since February 2021, the following was achieved:

- Place audits for each of the streets
- Single Point of Contact (Place Coordinator) allocated to each street to build relationships and community connections, and identify opportunities that are place specific.
- Lord Mayor Round Tables
  The Lord Mayor Roundtable worked together with stakeholders to address challenges and identify opportunities to improve the amenity of the Main Streets for businesses, residents, and city users.
- City User Profile Survey – City of Adelaide
  The City User Profile survey is important for profiling our city residents, workers, students, and visitors - it tells us, who uses the city, how they use it and how their behaviours are changing. Designated questions were asked to identify the main street profiles as an area of importance and prepare COA for future needs and help measure how successful our current city initiatives are.

June 2021

Focus group discussions were led by consultancy Square Holes on behalf of the City of Adelaide to better understand people's perceptions regarding the O'Connell Street precinct, including how people visiting the street felt, how often they visited and how they believe it could be improved.

Phase 2 - Vision and Design Principles

March - April 2022

Stakeholders were asked to review and comment on the proposed vision for O'Connell Street, rank and prioritise a range of design principles (objectives) to create a series of themes for the street.

Next Steps

Phase 3 - Concept Design

From September 2024

Stakeholders will be asked to review the proposed concept design for O'Connell Street, to ensure it aligns with community expectations and the agreed design vision and principles. If supported, this design will then form the basis for detailed design development for construction; pending council approval and funding availability.

Summary of Results

Phase 1 - Benchmarking

Square Holes was engaged to conduct focus group discussions for four priority main streets (Hindley, Melbourne, O'Connell and Hutt Streets) with residents living within three kilometres of each area, to understand the strengths and challenges of each of the main streets by gaining an in-depth understanding of residents' attitudinal and behavioural responses to the relevant street.

Objectives of the research included:

1. Understand residents' use and interaction with each given main street
2. Examine residents' perceptions of the individual character and strengths of each main street
3. Examine residents' perceptions of the shortcomings of each main street
4. Identify the key competitors to each main street, including other streets, precincts, or online
5. Explore drivers to increase resident visitation

Summary of findings:

- O'Connell Street needs a makeover with a better commercial mix and an updated identity.
- The community are keen and excited for activation.
- O'Connell Street requires long term vision, planning and collaboration to achieve an integrated outcome, short term activation and improvements to attract visitors, and develop 88OC to be a destination.
- Considering the ageing population of O'Connell Street and North Adelaide, more improvements could be made to increase pedestrian safety at crossings and mid-way informal crossings. Technology could also be trialled to increase safety.

"Revitalise, activate and enhance the viability of the diverse retail and dining experiences of O'Connell Street and improve safety, provide entertainment and attractions and create a great main street."

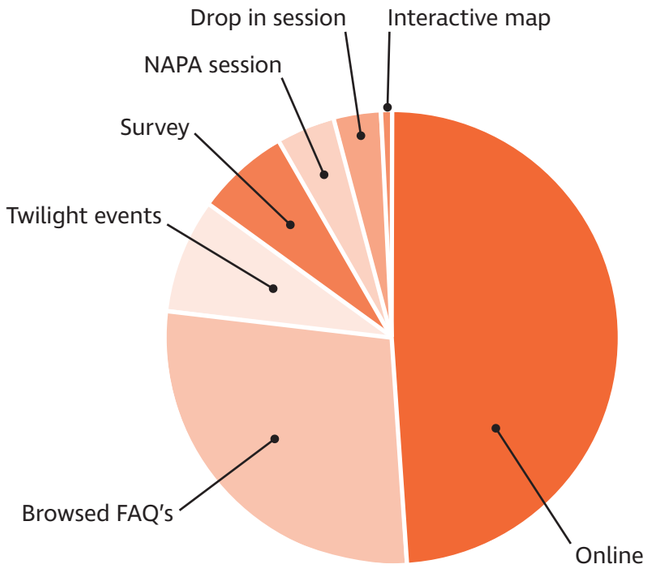
**Information from "Exploring Priority Mainstreets", Square Holes, June 2021*

Summary of Results

Phase 2 - Vision and Design Principles

Undertaken in March and April 2022, community engagement on the O'Connell Street vision and design principles.

- 34 people made 38 contributions to the survey
- 3 people made 3 contributions to the interactive map
- 241 people were aware and visited the web page
- 135 people were informed and browsed supporting documents and/or FAQs
- Approximately 18 people attended one of two drop-in sessions at locations on O'Connell Street
- Approximately 20 people attended a North Adelaide Precinct Association networking session presentation
- Approximately 30 people engaged in conversation regarding Main Street Revitalisation at the (four) "Twilight Fringe on O'Connell" events.



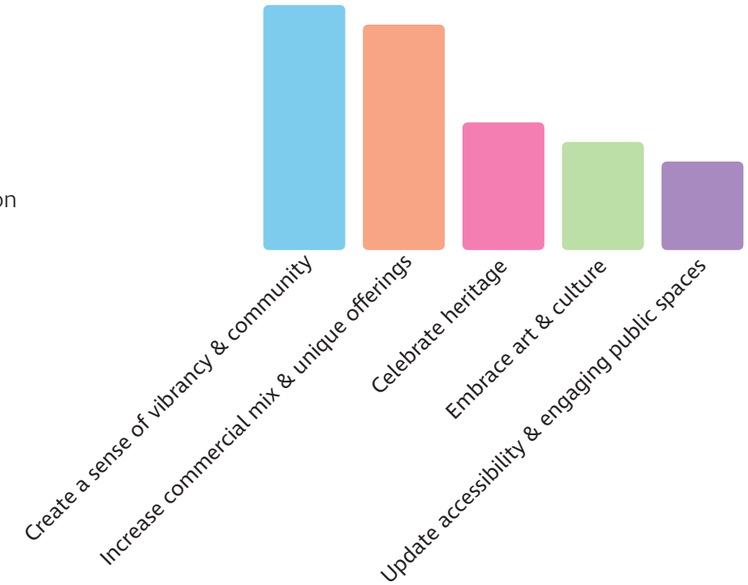
A 'ranking question' was used as a tool to better understand community priorities on the identified Design Principles for O'Connell Street.

The results indicated that the community considers 'Create a sense of vibrancy and community' to be the highest priority Design Principle for O'Connell Street.

Furthermore, the results indicated that 'Community Infrastructure' is the service of highest importance to the community.

Design Principles - highest priority:

*Top priority (first choice/preference) results only



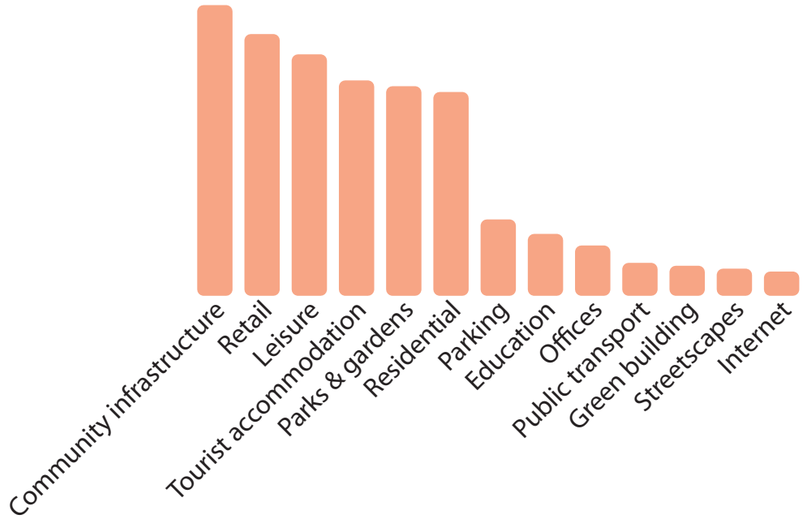
Design Principles - highest importance:

*Results of all preferences, averaged

1. Create a sense of vibrancy and community
2. Increase commercial mix and unique offerings
3. Celebrate heritage
4. Update accessibility and engaging public spaces
5. Embrace art and culture

Services most needed in North Adelaide - highest priority:

*Top priority (first choice/preference) results only



Services most needed in North Adelaide - highest importance:

*Results of all preferences, averaged

1. Community infrastructure
2. Retail
3. Leisure
4. Tourist accommodation
5. Parks and gardens

Community Feedback

"Make a 'gateway' into the city."

"Better management of traffic. O'Connell Street is quite unpleasant and dangerous as a pedestrian"

"Needs a heart, a place to bring people together. People need a reason to visit – to be there, to engage with others. Local events venue for people to display their skills and talents."

"Divert traffic away from O'Connell Street."

"Have a reason for the tram to continue to O'Connell Street. Therefore, 88 O'Connell Street could be the reason, then spill-over into existing and future businesses."

"Differentiate from the CBD. Make it a destination unique and reflect the uniqueness of North Adelaide."

"Remove the dead core so you can walk along both sides of O'Connell Street."

"Treating O'Connell Street as a precinct not a thoroughfare."

Quotes from participants - URPS Community Engagement Report June 2018

Part four

Concept Design

Design Principles and Objectives

O'Connell Street

The concept design consolidates community feedback, data analysis, and a variety of design expertise, to set the framework for a cohesive design. These Design Principles, prioritised by the community, set the foundation for, and guide the following concept design. Refer to pages 16 to 20 for more information regarding community feedback results.

Prioritise Pedestrians

Optimise footpath by improving crossing points across the street and provide raised thresholds to side street and lane-ways. As recommended in the 2017, COA North Adelaide Local Area Traffic and Parking Management Plan reduce speed limit to 30kph to reduce the number of crashes along O'Connell Street.

Safe Cycling

Provide safe, protected cycling for residents, families, children and commuters that connects with the Adelaide cycling network.

Coordinated Street Furniture and Public Art

Rationalise business signage and public street furniture. Work with businesses to remove fixed outdoor dining and replace with removable furniture. Rationalise and locate urban elements within activity zones. Encourage a public art strategy that includes large scale mural opportunities, integrated architectural or landscape architectural work, community art and temporary exhibition and activation spaces.

Robust Greening

Incorporate additional street tree to create a memorable tree lined boulevard and provide valuable shade, amenity and cooling.

Optimise Activity Zones

Optimise activity zones to include space for event/activations to replace the community space at 88 O'Connell Street and develop an O'Connell Street brand that represents the community's experience and desire for the street as a 'bustling, sophisticated and metropolitan main street."

Revive, Add Surprise and Sparkle

Establish opportunities to refresh the public realm with new or refreshed materials, lighting and public street furniture.

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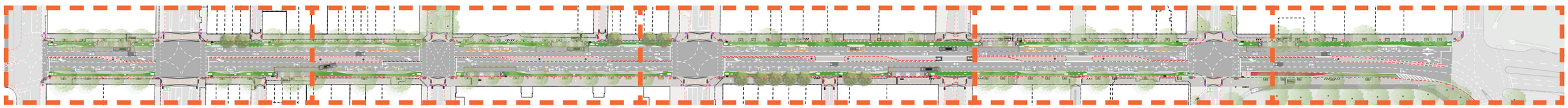
All other images COA

Design Overview

O'Connell Street



Features

Roads and Footpaths

- Renewal of road surface, kerbs and new paving to footpaths.

Greening

- New trees and planting to infill gaps in tree canopy to create a strong "green street" connecting to the surrounding parklands, the Adelaide Aquatic Centre, Adelaide Oval and the city.

Raised Threshold Crossings

- New raised threshold crossings to side streets and laneways with a local speed limit change to prioritise pedestrians, improve safety and accessibility and street amenity.

Future-proofing design for tram extension

- Reserving a 'no significant work' zone along the central median zone of street for the future tram network extension, whilst providing standard renewal improvements at road surface level only.

Lighting

- Upgraded road lighting (On-street and public areas).

Traffic Controls

- Additional traffic controls for safer crossing points and to reduce vehicle accidents.

Protected Cycle Lanes

- New protected cycle lanes on both sides of the street for safer cycling.

Public Art Opportunities

- Gateway art at both entries to the street and at key points along both sides.

Parking

- On-street parking during off-peak hours with 2 hour parking in 88 O'Connell Street. No overall loss in parking spaces.

Park 4 Community Park

- Thin out aged and inappropriate trees at Kangatilla Reservoir Park (Park 4) and renovate the park as an O'Connell Street community activity area. Provide an event and entertainment oval, perimeter fitness track, picnic and barbeque facilities, toilets, lighting and, a junior bike path.

Street Furniture

- New coordinated street furniture and tree surrounds for existing trees.

Vehicle Speed Limit

- As recommended in the 2017 CoA North Adelaide Local Area Traffic and Parking Management Plan reduce speed limit to 30km/h to reduce the number of crashes along O'Connell Street.

Design Summary

O'Connell Street

	Car parking spaces	Trees and Garden Beds	Activity Zone (incl: footpath)	Protected Cycle Lanes	Raised Road Safety Thresholds (number)	Traffic Speed Limit	Carriageways
Existing (Current Condition) **Asset renewal only**	77 Parking spaces 19 loading zones	70 trees 0 garden beds	7,290 sq.m	0	0	50km/h	2 lanes plus 1 lane for right hand turns each way + parking
Concept Design	77 Parking spaces 22 loading zones No parking during peak hours 7 - 9:30am Southbound lanes (51 Cars Spaces) 3 - 6:30pm Northbound lanes (48 Cars Spaces)	79 trees 510 sq.m garden beds	7.125 sq.m (Reduced due to bike lane installation)	1520 lin.m + 155 lin.m of shared path	13	30km/h	2 lanes plus 1 lane for right hand turns each way during peak hours + bus stops+ no parking 1 lane plus 1 lane for right hand turns each way during off-peak hours+parking+bus stops

Notes:

Refer to Appendix A and Appendix B for further information regarding:

- Transport Patterns
- Precinct Parking Opportunities.

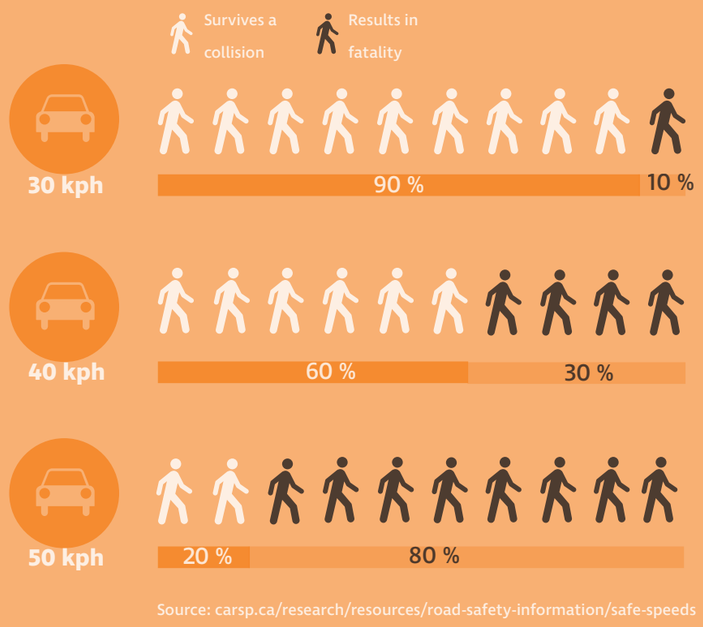
  These numbers are based on the Concept and may change during design development.
- The reduction in vehicle speed limit provides a safer pedestrian and bicycle friendly street reconfiguration.
- Increased activity zones allows potential to increase economic vitality.
- Removal of short term parking spaces during peak hours is adequately compensated by easing traffic flow and provision of 2 hour parking in 88 O'Connell Street development.
- An updated street survey and consultation is required with emergency services and service authorities (gas, water, power etc:) to further resolve the design.
- Changes may occur in detailed design due to DIT approval requirements, sight-line assessments, vehicle turn path assessments and safety assessments" or similar

Design Benefits Statistics

O'Connell Street

A safer street

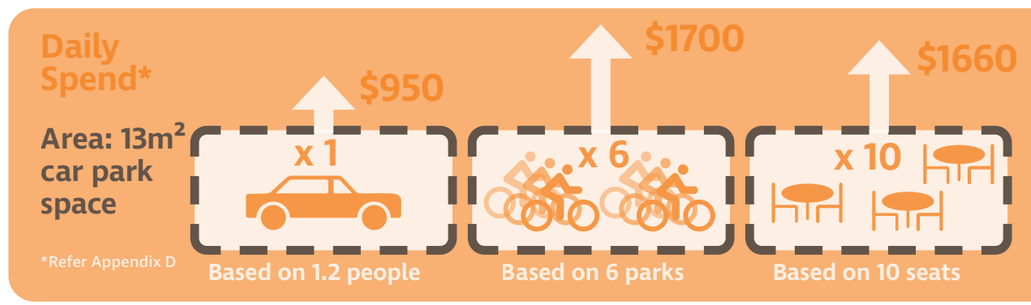
Pedestrian Priority

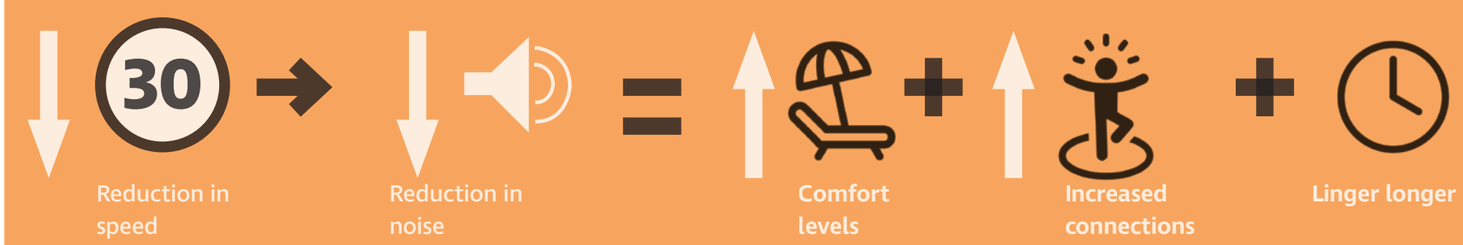


Source: carsp.ca/research/resources/road-safety-information/safe-speeds

A slower street encourages people to

Use active transport and spend time On-streets, contributing to sense of community. More people walking, wheeling, cycling and dwelling is **better for business.** A slower street will contribute to improving people's health and wellbeing and help main streets thrive.



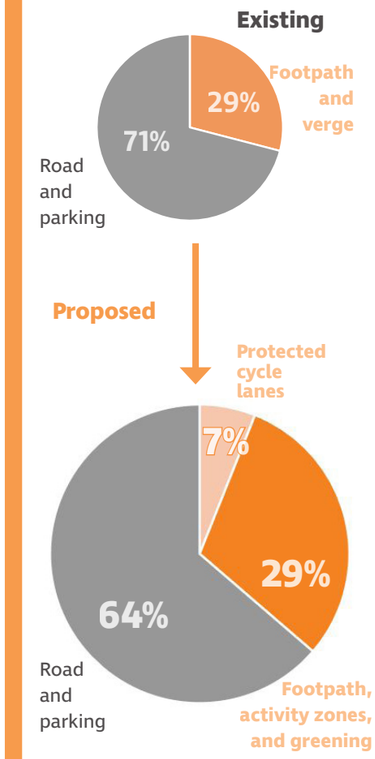


Reduced noise. The WHO suggests traffic noise is the second biggest environmental stressor on public health, after air pollution.

A quieter street means a more comfortable street for people to have conversations and community interactions. Reduced need for longer sight lines means better visibility and more space for trees and greening, adding to the comfort levels of the street.

Improved liveability and increased visitation

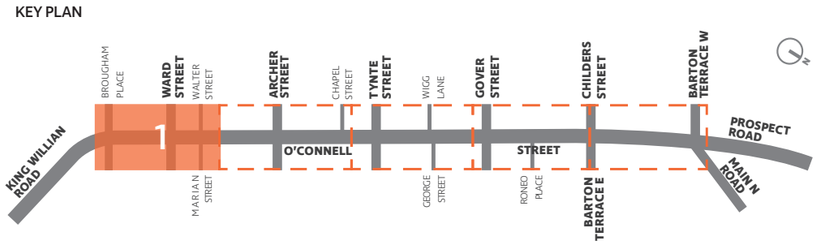
Reallocation of private vehicular space to space for *people*



Concept Design

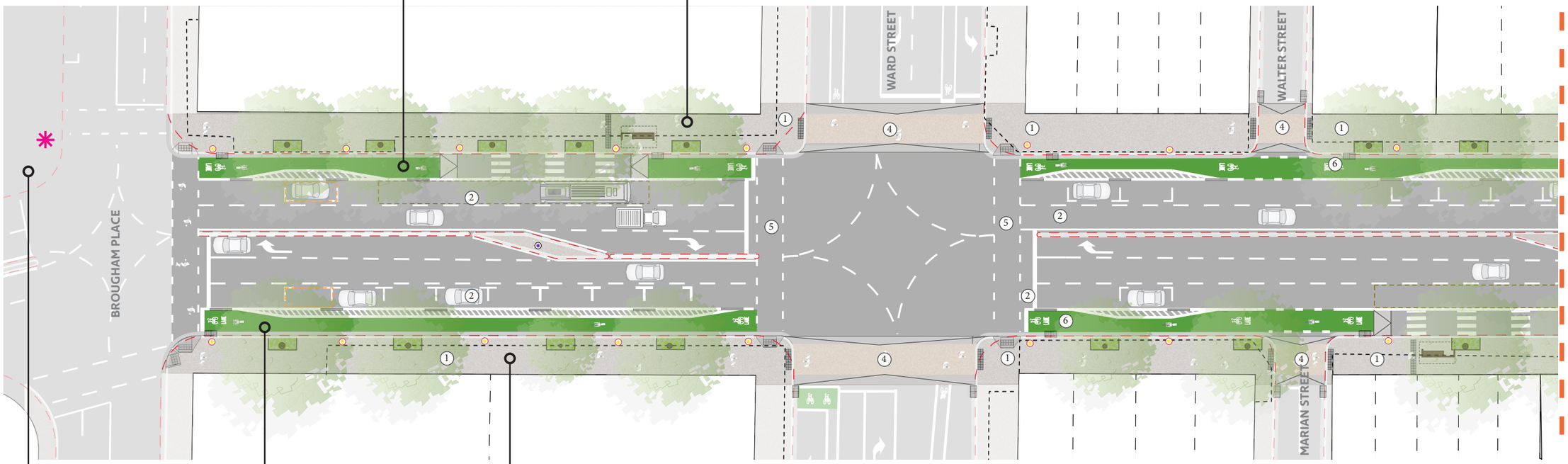
O'Connell Street - PLAN 1 of 5

KEY PLAN



SAFE CYCLING
Changing roadway functionality allows a protected and separated cycle path on both sides of the road (in the direction of traffic).

OPTIMISED FOOTPATHS
Optimise the footpath by removing clutter to alleviate pedestrian pinch points and congestion as well as provide more room for outdoor dining and greening



GATEWAY ARTWORK OPPORTUNITIES
Celebrate destination venues with iconic public art

SAFE CYCLING
Changing roadway functionality allows a protected and separated cycle path on both sides of the road (in the direction of traffic).

OPTIMISED FOOTPATHS
Optimise the footpath by removing clutter to alleviate pedestrian pinch points and congestion as well as provide more room for outdoor dining and greening

0 5 10m
Scale 1:500 @ A3

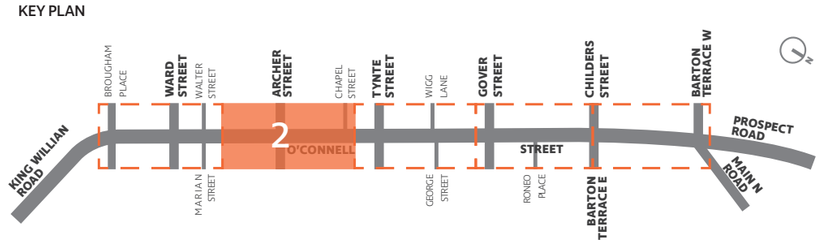
LEGEND

- EXISTING TREE
- NEW TREE
- GARDEN BED
- EXISTING KERB
- EXISTING AWNING
- PROPERTY BOUNDARY
- TACTILES
- KERB RAMP
- UPGRADED BUS STOP/ SHELTER
- DOUBLE CATCHPIT
- BIKE RACKS
- LOADING ZONE
- NEW SMART STREET LIGHT POLE WITH LED LUMINAIRE
- FAUX HERITAGE LIGHTS RETAINED
- EXISTING PUBLIC ART
- PUBLIC ART OPPORTUNITIES
- BUS CLEARANCE ZONE
- CONCRETE UPSTAND KERB
- (1) NEW FOOTPATH PAVEMENT
- (2) NEW ROAD SURFACE
- (3) DRIVEWAY
- (4) RAISED THRESHOLD PAVEMENT
- (5) UPGRADED PEDESTRIAN CROSSING
- (6) SEPARATED CYCLE LANE

Concept Design

O'Connell Street - PLAN 2 of 5

KEY PLAN



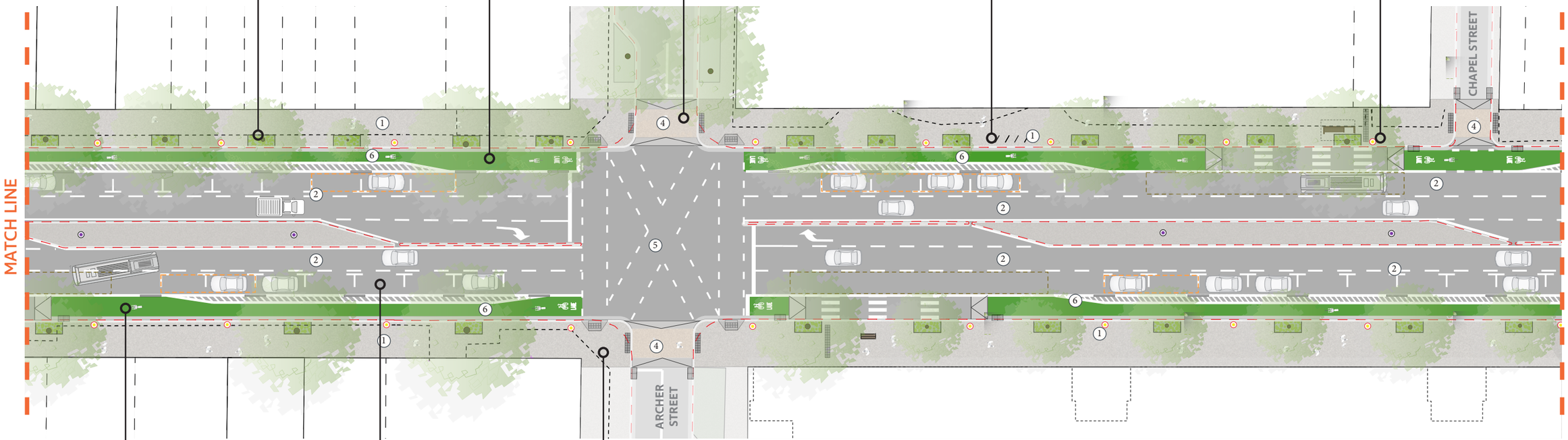
REFRESHED TREE PITS
Increased tree pits configuration for tree health and additional planting opportunity

SAFE CYCLING
Changing roadway functionality allows a protected and separated cycle path on both sides of the road (in the direction of traffic)

RAISED THRESHOLD
facilitate pedestrian movement along the street and connect the street, making it safer for pedestrians

ORGANISE & DECLUTTER
Locate bike racks within activity zones for better usage and passive surveillance

NEW STREET LIGHT
Upgraded street light to renew light levels and create interest atmosphere and appeal to the street



SAFE CYCLING
Changing roadway functionality allows a protected and separated cycle path on both sides of the road (in the direction of traffic).

OPTIMISED CAR PARKING
Optimise car parking use for specific time frames according to street demand throughout the day and night activities facilitating access to the street

OPTIMISED FOOTPATHS
Optimise the footpath by removing clutter to alleviate pedestrian pinch points and congestion as well as provide more room for outdoor dining and greening

0 5 10m
Scale 1:500 @ A3

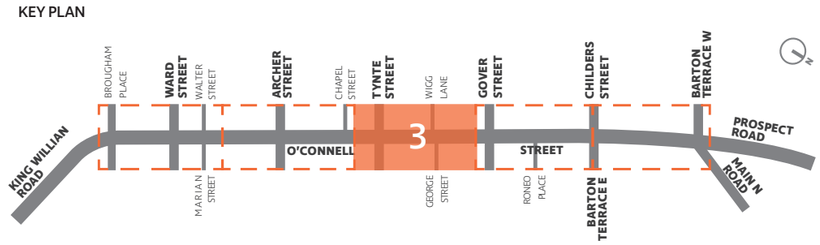
LEGEND

- EXISTING TREE
- NEW TREE
- GARDEN BED
- EXISTING KERB
- EXISTING AWNING
- PROPERTY BOUNDARY
- TACTILES
- KERB RAMP
- UPGRADED BUS STOP/ SHELTER
- DOUBLE CATCHPIT
- /// BIKE RACKS
- LOADING ZONE
- NEW SMART STREET LIGHT POLE WITH LED LUMINAIRE
- FAUX HERITAGE LIGHTS RETAINED
- EXISTING PUBLIC ART
- PUBLIC ART OPPORTUNITIES
- BUS CLEARANCE ZONE
- CONCRETE UPSTAND KERB
- (1) NEW FOOTPATH PAVEMENT
- (2) NEW ROAD SURFACE
- (3) DRIVEWAY
- (4) RAISED THRESHOLD PAVEMENT
- (5) UPGRADED PEDESTRIAN CROSSING
- (6) SEPARATED CYCLE LANE

Concept Design

O'Connell Street - PLAN 3 of 5

KEY PLAN



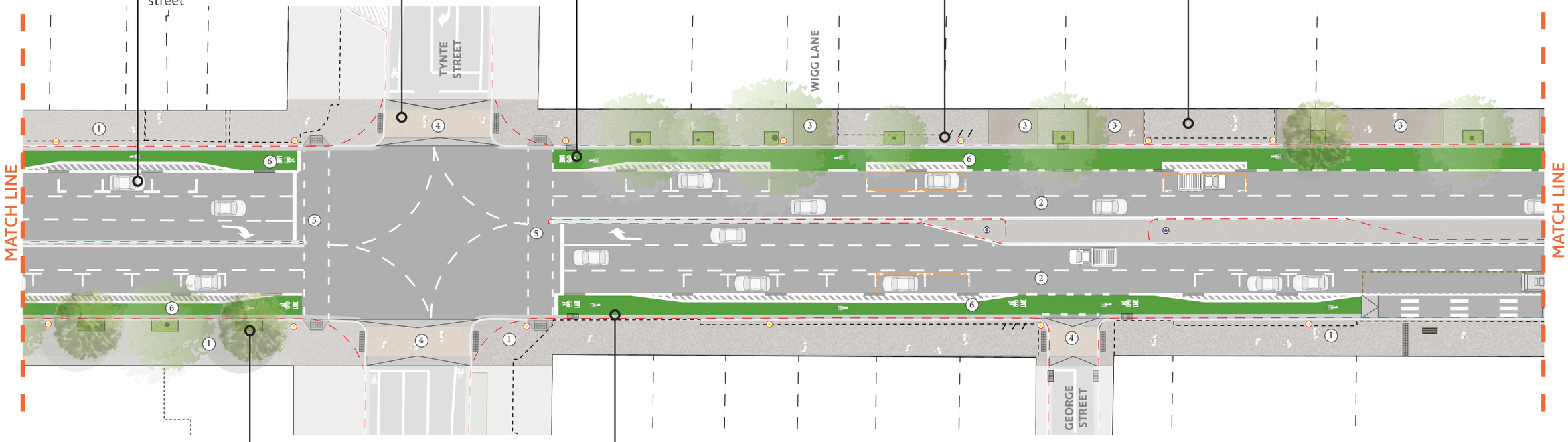
OPTIMISED CAR PARKING
Optimise car parking use for specific time frames according to street demand throughout the day and night activities facilitating access to the street

RAISED THRESHOLD
facilitate pedestrian movement along the street and connect the street, making it safer for pedestrians

SAFE CYCLING
Changing roadway functionality allows a protected and separated cycle path on both sides of the road (in the direction of traffic).

ORGANISE & DECLUTTER
Locate bike racks within activity zones for better usage and passive surveillance

OPTIMISED FOOTPATHS
Optimise the footpath by removing clutter to alleviate pedestrian pinch points and congestion as well as provide more room for outdoor dining and greening



NEW TREES
Develop tree canopy creating a consistent look on the street, with additional greening for pedestrian amenity and cooling

SAFE CYCLING
Changing roadway functionality allows a protected and separated cycle path on both sides of the road (in the direction of traffic).

0 5 10m
Scale 1:500 @ A3

LEGEND

- EXISTING TREE
- NEW TREE
- GARDEN BED
- EXISTING KERB
- EXISTING AWNING
- PROPERTY BOUNDARY
- TACTILES
- KERB RAMP
- UPGRADED BUS STOP/ SHELTER
- DOUBLE CATCHPIT
- BIKE RACKS
- LOADING ZONE
- NEW SMART STREET LIGHT POLE WITH LED LUMINAIRE
- FAUX HERITAGE LIGHTS RETAINED
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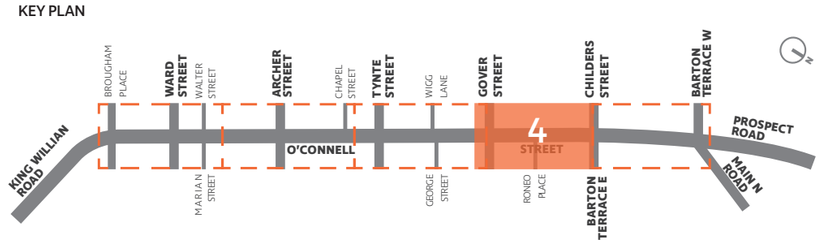
- PUBLIC ART OPPORTUNITIES
- BUS CLEARANCE ZONE
- CONCRETE UPSTAND KERB
- (1) NEW FOOTPATH PAVEMENT
- (2) NEW ROAD SURFACE
- (3) DRIVEWAY
- (4) RAISED THRESHOLD PAVEMENT
- (5) UPGRADED PEDESTRIAN CROSSING
- (6) SEPARATED CYCLE LANE

Concept Design

O'Connell Street - PLAN 4 of 5

KEY PLAN



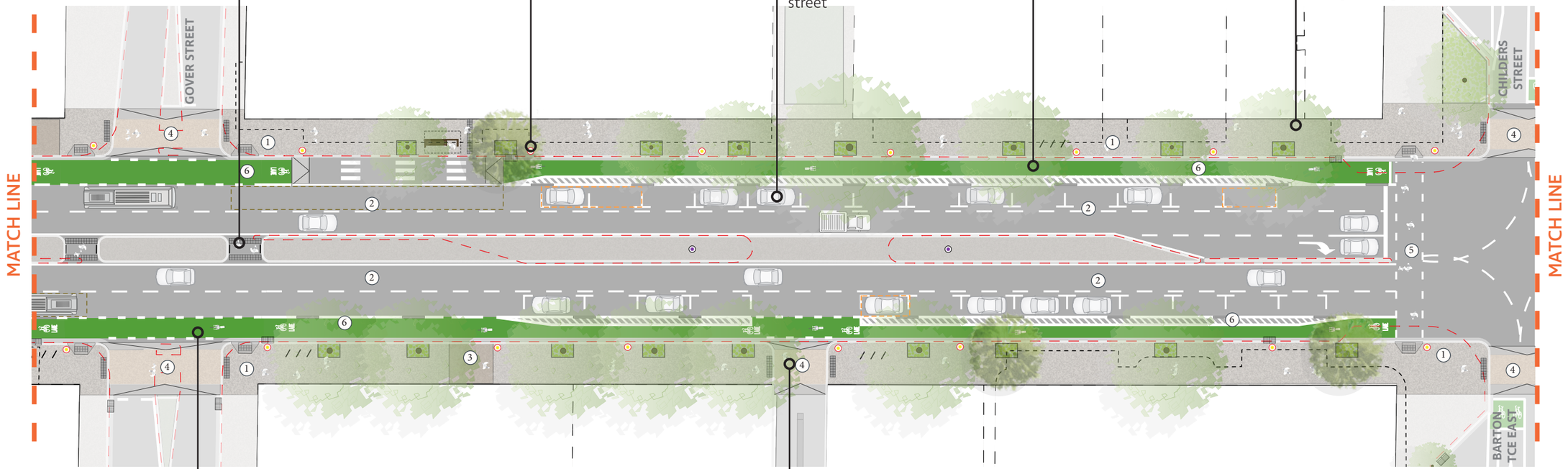
PEDESTRIAN PRIORITY
Remove turn right lane to reduce traffic flow conflict and allow pedestrians to cross safely, connecting the street

NEW STREET LIGHT
Upgraded street light to renew light levels and create interest atmosphere and appeal to the street

OPTIMISED CAR PARKING
Optimise car parking use for specific time frames according to street demand throughout the day and night activities facilitating access to the street

SAFE CYCLING
Changing roadway functionality allows a protected and separated cycle path on both sides of the road (in the direction of traffic).

OPTIMISED FOOTPATHS
Optimise the footpath by removing clutter to alleviate pedestrian pinch points and congestion as well as provide more room for outdoor dining and greening



SAFE CYCLING
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RAISED THRESHOLD
facilitate pedestrian movement along the street and connect the street, making it safer for pedestrians

0 5 10m
Scale 1:500 @ A3

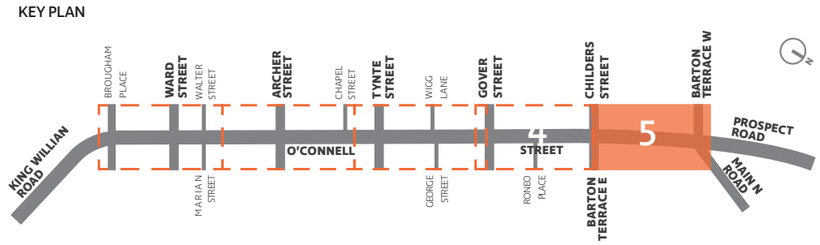
LEGEND

- EXISTING TREE
- NEW TREE
- GARDEN BED
- EXISTING KERB
- EXISTING AWNING
- PROPERTY BOUNDARY
- TACTILES
- KERB RAMP
- UPGRADED BUS STOP/ SHELTER
- DOUBLE CATCHPIT
- BIKE RACKS
- LOADING ZONE
- NEW SMART STREET LIGHT POLE WITH LED LUMINAIRE
- FAUX HERITAGE LIGHTS RETAINED
- EXISTING PUBLIC ART
- PUBLIC ART OPPORTUNITIES
- BUS CLEARANCE ZONE
- CONCRETE UPSTAND KERB
- 1 NEW FOOTPATH PAVEMENT
- 2 NEW ROAD SURFACE
- 3 DRIVEWAY
- 4 RAISED THRESHOLD PAVEMENT
- 5 UPGRADED PEDESTRIAN CROSSING
- 6 SEPARATED CYCLE LANE

Concept Design

O'Connell Street - PLAN 5 of 5

KEY PLAN



SAFE CYCLING
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OPTIMISED FOOTPATHS
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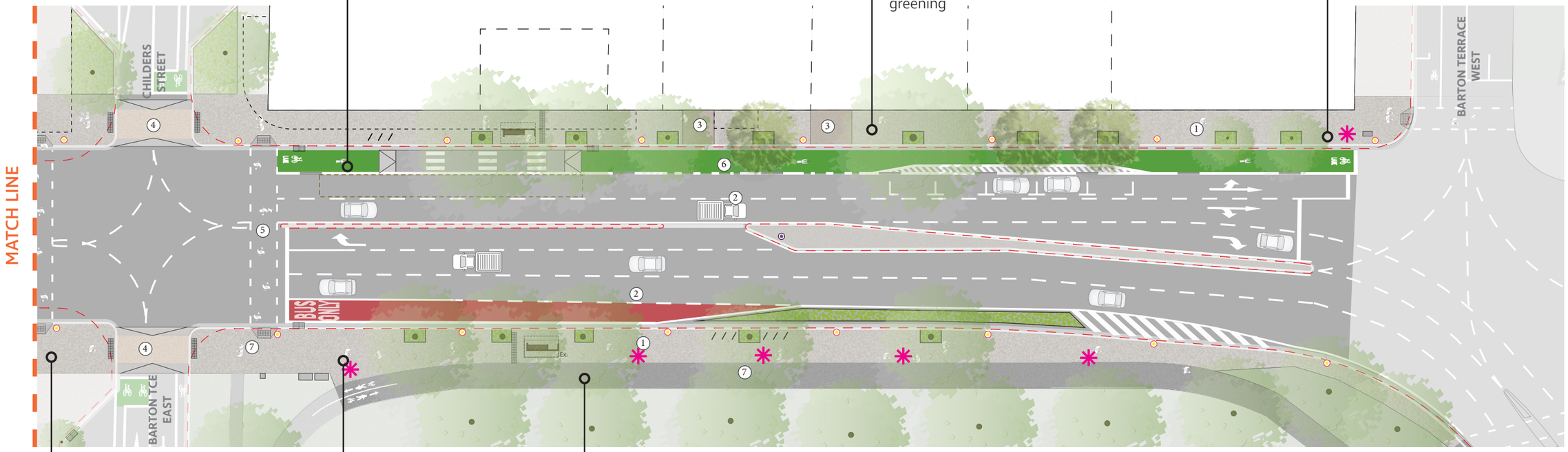
GATEWAY ARTWORK OPPORTUNITIES
Celebrate destination venues with iconic public art



OPTIMISED FOOTPATHS
Optimise the footpath by removing clutter to alleviate pedestrian pinch points and congestion as well as provide more room for outdoor dining and greening

PUBLIC ART OPPORTUNITIES
Installation of themed public art along shared area adding movement unique elements to the street

SAFE CYCLING
Re-direct cyclists onto a new and connected shared path network

0 5 10m
Scale 1:500 @ A3

LEGEND

- EXISTING TREE
- NEW TREE
- GARDEN BED
- EXISTING KERB
- EXISTING AWNING
- PROPERTY BOUNDARY
- TACTILES
- KERB RAMP
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- (1) NEW FOOTPATH PAVEMENT
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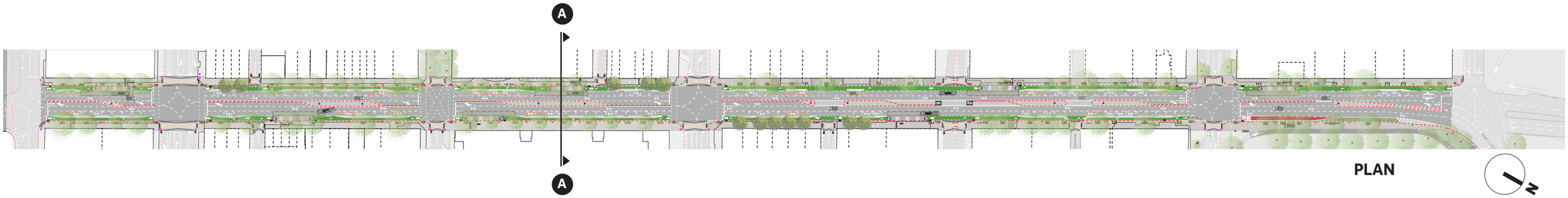
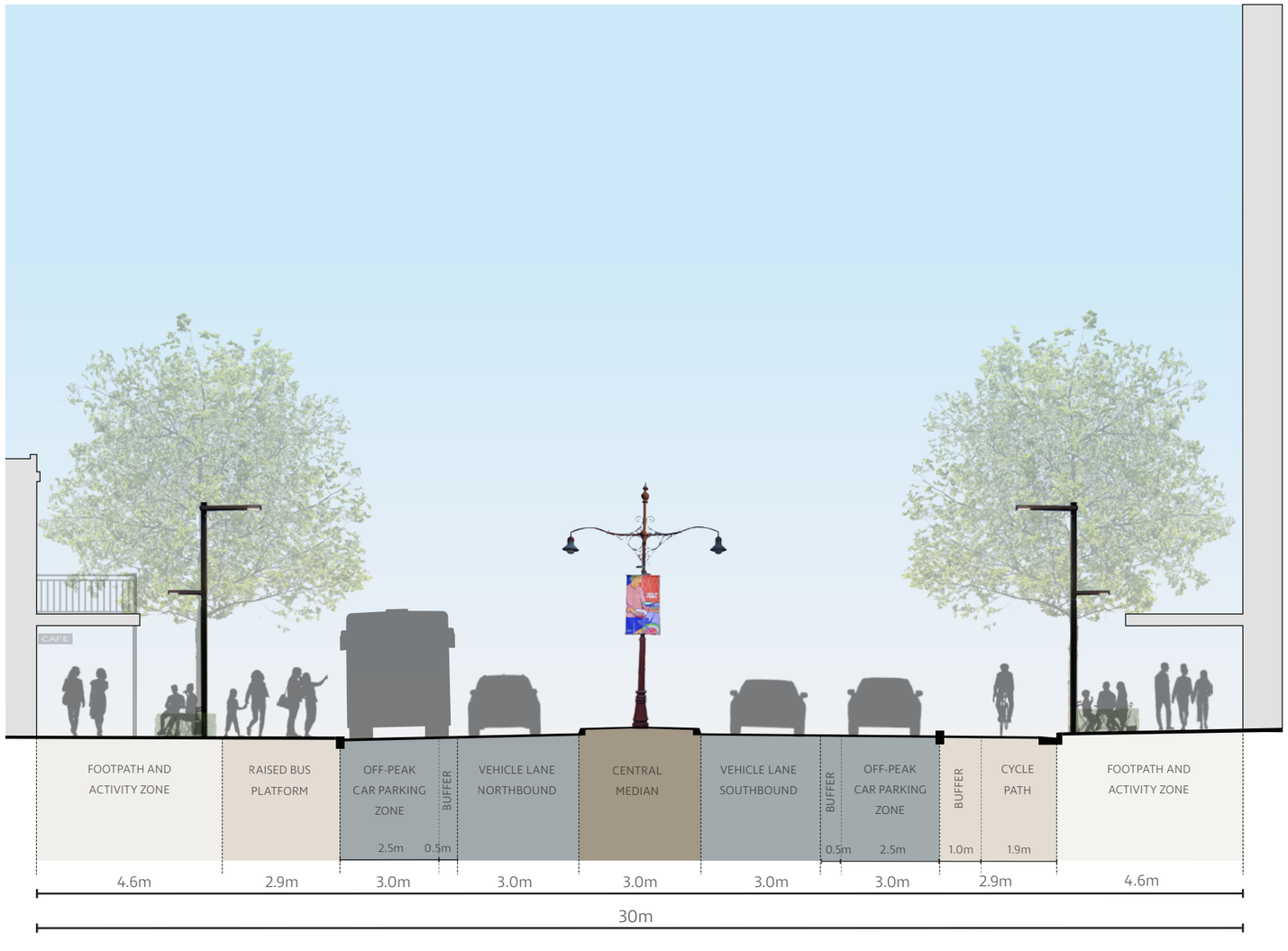
- (3) DRIVEWAY
- (4) RAISED THRESHOLD PAVEMENT
- (5) UPGRADED PEDESTRIAN CROSSING
- (6) SEPARATED CYCLE LANE
- (7) SHARED PATH

Cross Section

O'Connell Street - Typical section AA





Not to scale

Artists Impressions - Concept

O'Connell Street

Proposed view looking south west at Tynte Street intersection

Artists Impressions - Concept

O'Connell Street

Proposed view looking west at Tynte Street intersection

Artists Impressions - Concept

O'Connell Street

Proposed view looking north

88 O'Connell development render credits by Woods Bagot

Artists Impressions - Concept

O'Connell Street

Proposed view looking South near North Adelaide Village

88 O'Connell development render credits by Woods Bagot

Part five

Appendices

Transport Patterns

O'Connell Street

Impacts to transport are being investigated through modelling driver behaviour and route choice options. 'Projected traffic increase' onto parallel routes does not take into account mode shift and personal choice/ decision to use other modes of transport.

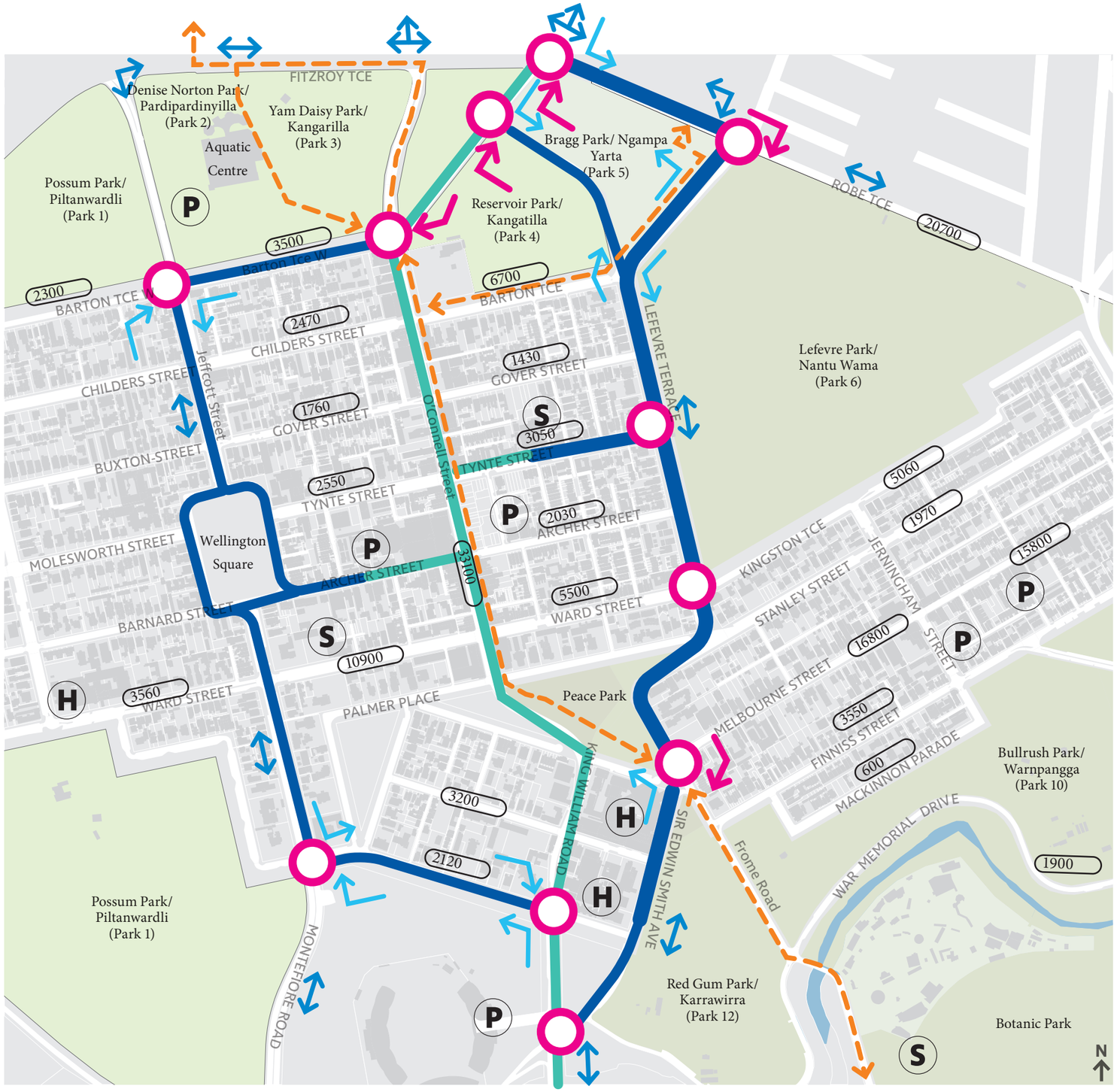
Number of vehicles per day informed by DIT figures.

Map shows daily traffic volumes (number of vehicles per day).

O'Connell Street is currently 50km/h, and is proposed to be 30km/h with a change in street configuration to support the reduced speed.

Impacts to the wider transport network are being considered and potential mitigations will need to be developed when the project progresses.

The project design supports policy to reduce through traffic on city streets



Mapping information source: Infraplan February 2023

Legend

- Destination Traffic Generator - Off-street car park
- Destination Traffic generator - School/ Uni
- Destination Traffic generator - Hospital
- Projected vehicle traffic increase
- Assumed through-traffic reduction
- Vehicle traffic unchanged
- Future intersection modifications to accommodate potential additional movements
- Movements identified for potential intersection modifications
- Potential increase in vehicle turns
- Suburb to suburb through-traffic redistribution
- Popular cycling routes
- Increase in Cycle traffic (higher footfall expected but not shown)

Precinct Car Parking Opportunities

O'Connell Street

88 O'Connell Street development

116 publicly available parking spaces in June 2025 to accommodate loss of parking due to morning and evening clearway restrictions

On O'Connell Street, there are approximately...

77 **On-street car parking**

19 **Loading / mail zones**

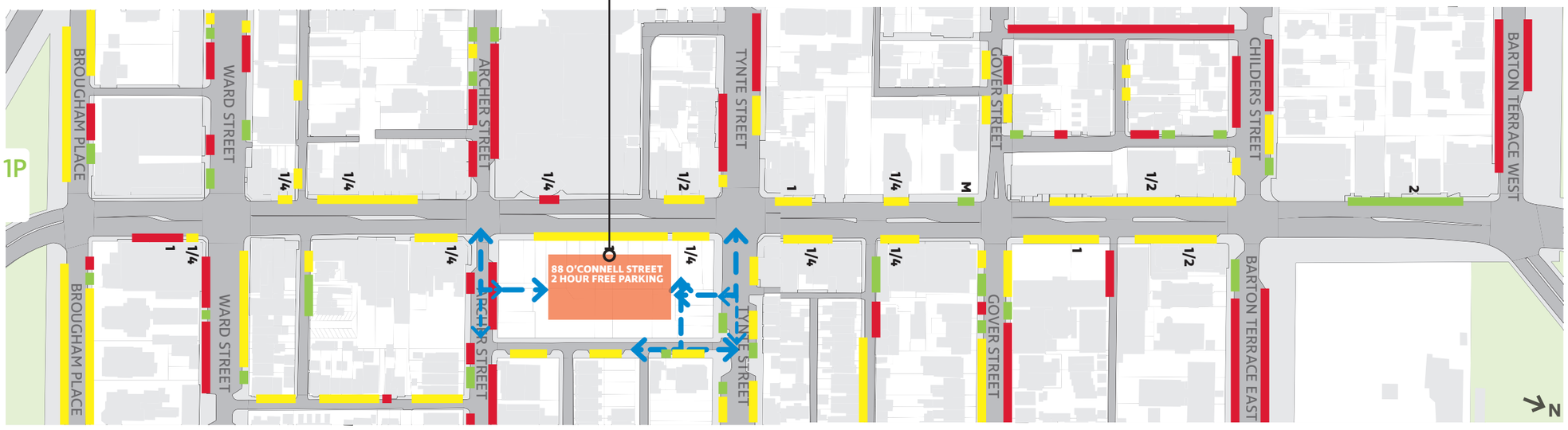
7 **Motorbike parks**

OCCUPANCY AVERAGES (7:30AM - 9:30PM)

- **Well used** Occupied over 75%
- **Average** Occupied 41%-74%
- **Underutilised** Occupied less than 30%

TYPE OF PARK

1/4 1/4hr park (15 min)
1/2 1/2hr park (30min)
1 1 hr park
2 2 hr park
M Motorcycle



SIMPLIFIED LIMITS

Rationalise time limits of parking to improve legibility of restrictions and maximise turnover

BETTER THAN DRIVING

Public transport facilities, including the current bus services, future tram service, protected cycle lanes and road upgrades will reduce the reliance on private vehicles.

IMPROVED WALKABILITY

Encourage alternatives to private car transport such as public transport, bike riding and walking within the precinct. .

WAYFINDING

Clearly indicate public transport options in the precinct. Work with private car park operators to improve signage to off-street car parking spaces and introduce smart parking signage to show real-time parking availability.

Parks shown diagrammatically only. Statistics for O'Connell Street are from a December 2019 study. Statistics for side streets are from a 2016 parking study.

APPENDIX B

No Loss of Parking.

The proposed street arrangement will maintain four lanes - two going south to the CBD and two going north to the northern suburbs, with filtered right hand turning lanes into E-W streets. The resultant roadway at the edges will be reassigned to a protected cycle lane with buffer zone, optimised footpath areas and increased greening. The central median zone will be free of any substantial enhancements to allow for tram line extension works in the future.

The current car parking arrangement has 77 on-street car parking spaces with 19 loading zones and 7 motorcycle parking spaces. The proposed car parking proposal matches this original value and adds an additional 3 loading zone opportunities for the various businesses along the street.

Bus stop zones will not change locations and buses will stop within the 'clearway' zone / outer lane at all times.

To provide smooth commuter access and travel times to and from the CBD, the outer south bound lane (morning peak hour) will become a 'clearway' provisionally between 7-9.30am. This will reduce on-street parking numbers on the eastern side of O'Connell Street by 51 car parking spaces including 8 loading zones.

The outer north bound lane (evening peak hour) will become a 'clearway' provisionally between 3-6.30pm. This will reduce on-street parking numbers on the western side of O'Connell Street by 48 car parking spaces including 14 loading zones.

During 'off-peak' periods when on-street parking is permitted to the outer lane, there will only be one lane of moving traffic on each side of O'Connell Street.

It must be noted that the provision of a designated free 2-hour public parking facility within 88 O'Connell Street will result in effectively 'no loss of parking', even when each 'clearway' is in operation or if all existing street parking were hypothetically to be removed from O'Connell Street.

Adequate loading zones within side streets will be available when the 'clearway' traffic control is in operation and should result in minimal impact to service vehicles.

Visitation and Vacancy Data

APPENDIX C

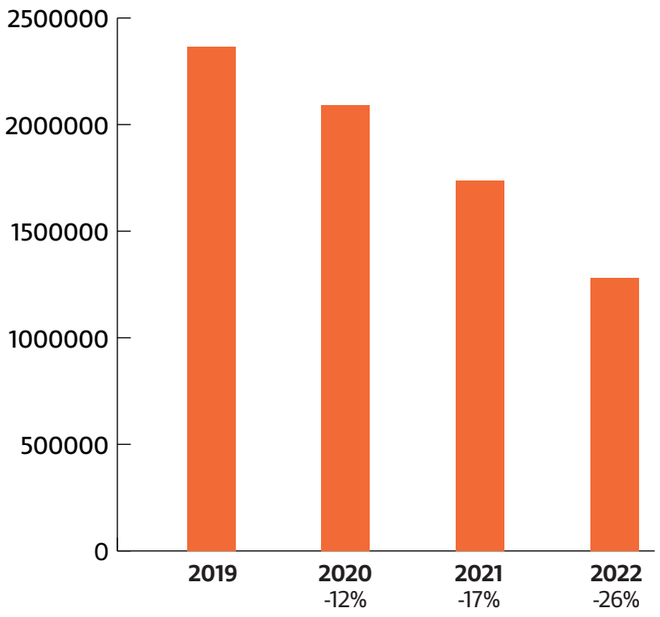
O'Connell Street

The following data was collected by the Adelaide Economic Development Agency (AEDA) which is a subsidiary of the City of Adelaide. AEDA was established in January 2021 to accelerate economic growth in the city. AEDA works closely with businesses, industry groups, the State Government, and other relevant organisations to deliver a range of programs to achieve our vision in making Adelaide the most liveable city in the world. Led by a skills-based board with expertise across retail, hospitality, property development, place making, business development, investment, events, and tourism. AEDA aims to attract investment and support businesses, grow the visitor economy, support residential growth, as well as market the city and Rundle Mall.

Visitation (pedestrian numbers)

Foot-traffic is measured by physical sensors that ping mobile phones within a close radius to the sensor. Sensors are only positioned in key areas and do not explain complete city visitation. As people may visit without mobile phones, figures should be viewed as a best estimate for that specific location.

	Visitation	Difference
2019	2365025	
2020	2089414	-12%
2021	1738247	-17%
2022	1279766	-26%



Vacancy Rates

Q1 February/March 2023 (Count undertaken 21/02/2023)

Vacant	Occupied	Total	Vacancy Rate	Occupancy Rate
9	90	99	9%	91%

- Premises that were located on the corner of a main street and had a physical contribution to the main streets were included in the count, even if the official address was not on the main street.
- Premises located on level one or two of a building were not counted as these premises are typically office spaces and, whilst they do contribute to the overall occupancy of the street, they are not shopfronts which the audience considers is the reflection of the main street analysis.
- Premises that were vacant but leased were counted as occupied.
- Please note this data only includes the external (street) facing premises, and excludes shops inside the North Adelaide Village.

City Wide Expenditure

The spending data below is nominal and not adjusted to changes in inflation. Therefore, short-term month-to-month analysis may provide a better explanation in the data when compared to long-term year-to-year analysis. For example, if the price of goods rises over time and purchasing behaviour remains constant overall spending levels should increase.

Expenditure Type	January 2023	YoY Change %	January 2022	Real Growth (minus inflation)	2019 Benchmark
Total Local Spend	$335 M	↑51%	$222 M	↑44%	$278 M
Visitor Local Spend	$315 M	↑54%	$205 M	↑47%	$261 M
Resident Local Spend	$20 M	↑17%	$17 M	↑10%	$17 M
Expenditure Category	**January 2023**	**YoY Change %**	**January 2022**	**Real Growth (minus inflation)**	**2019 Benchmark**
Dining/Entertainment	$138 M	↑82%	$76 M	↑74%	$108 M
Retail	$114 M	↑27%	$90 M	↑19%	$98 M
All other categories	$82 M	↑51%	$55 M	↑44%	$70 M
Top category changes	**January 2023**	**YoY Change %**	**January 2022**	**Real Growth (minus inflation)**	**2019 Benchmark**
Transport	$17 M	↑80%	$10 M	↑74%	$15 M
Other	$2 M	↑62%	$1 M	↑55%	$4 M
Travel	$21 M	↑59%	$13 M	↑41%	$18 M

*YoY = Year on Year

Benefits of Reallocating Public Space

APPENDIX D

O'Connell Street

> "High quality walking and cycling environments around shops,
>
> neighbourhood activity centres and mainstreets are vital for the
>
> economic health of South Australia."
>
> - Dr Rodney Tolley,
> Heart Foundation, Good for Busine$$, 2011

Evidence-based design and planning shows there are significant economic benefits associated with balancing space for parking, outdoor dining, cycle parking and, other activities mixing the use of public space.

By improving the quality of the urban environment, people are more likely use a space and stay in a location. In order to make this change, often significant reallocation of space across a street (from boundary to boundary) is required. For example, by optimising footpaths by narrowing traffic lanes, or converting a former on street car park space to make room for trees and garden beds.

There is often a perception that a loss of car parking by the introduction of pedestrian and cycle friendly interventions would negatively impact retail sales. However, research has proven this isn't the case.

> **"Better streets mean better business. Attractive public space and better designed streets are not simply aesthetic or safety improvements.**
> **Better streets attract more people and more activity, thus strengthening both communities, the businesses that serve them and the city's economy as a whole."**
>
> - Janette Sadik-Khan,
> Commissioner, New York City Department of Transportation, 2013

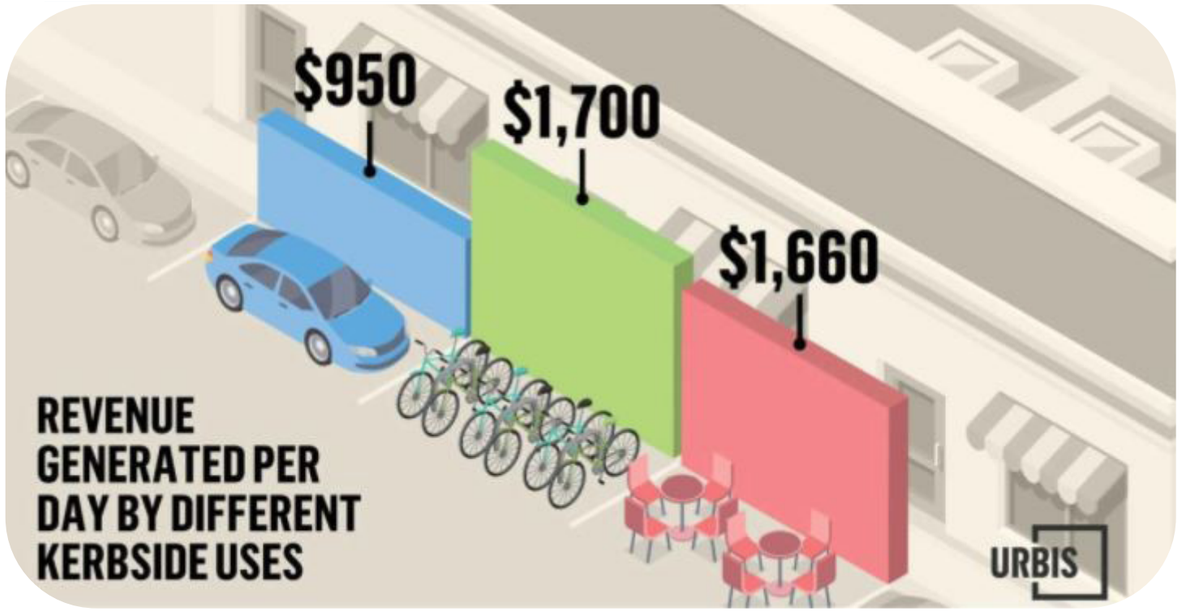
Above: Flexible Parking Zones on King William Street, Hyde Park. Image by Michael Haines Photography

By reallocating space for parking, not removing parking all together, space is created for other activities that have a direct benefit to adjacent and surrounding businesses, lifting the overall investment opportunities and appeal of the whole street.

> "Kerbside parking is not dead, but the economic benefits of other uses suggest there must be more variety. Beyond the dining parklet, what other uses are there for our kerbs? How about supporting a broader range of businesses by using parking spaces for sports clubs and gyms, coffee carts, food vans, groceries and live music? Why not expand the idea of supporting thriving communities and using these spaces as galleries and museums, library classes, playgrounds and more green spaces?"
>
> - Alison Lee, Director of Urbis

Further reading:

1. Good for Busine$$, The benefits of making streets more walking and cycling friendly
2. Rethinking the Kerb
3. Economic benefits dining parklets bike parking car parking
4. The Economic Benefits of Sustainable Street



Above: Image by Urbis, 2021, based on the following:

- Dining parklet occupancy, expenditure and duration of stay based on: Urbis, 2021, Extended Outdoor Dining Program Evaluation, for Cities of Melbourne, Yarra and Stonnington
- Bike parking occupancy, expenditure and duration of stay based on: Alison Lee & Alan March (2010) Recognising the economic role of bikes: sharing parking in Lygon Street, Carlton, Australian Planner, 47:2, 85-93,DOI: 10.1080/7293681003767785 (factored into 2021 Australian Dollars

Economic Benefits of Cycling

APPENDIX E

O'Connell Street

Cycling has wide ranging economic benefits to the individual and also to the broader community. It is a low-cost solution to health and climate issues facing our society. The significant benefits offered by investing in cycling infrastructure include:

- Saving people and society money
- Encouraging spending at local businesses
- Creating jobs
- Sparking new industries and economic opportunities.

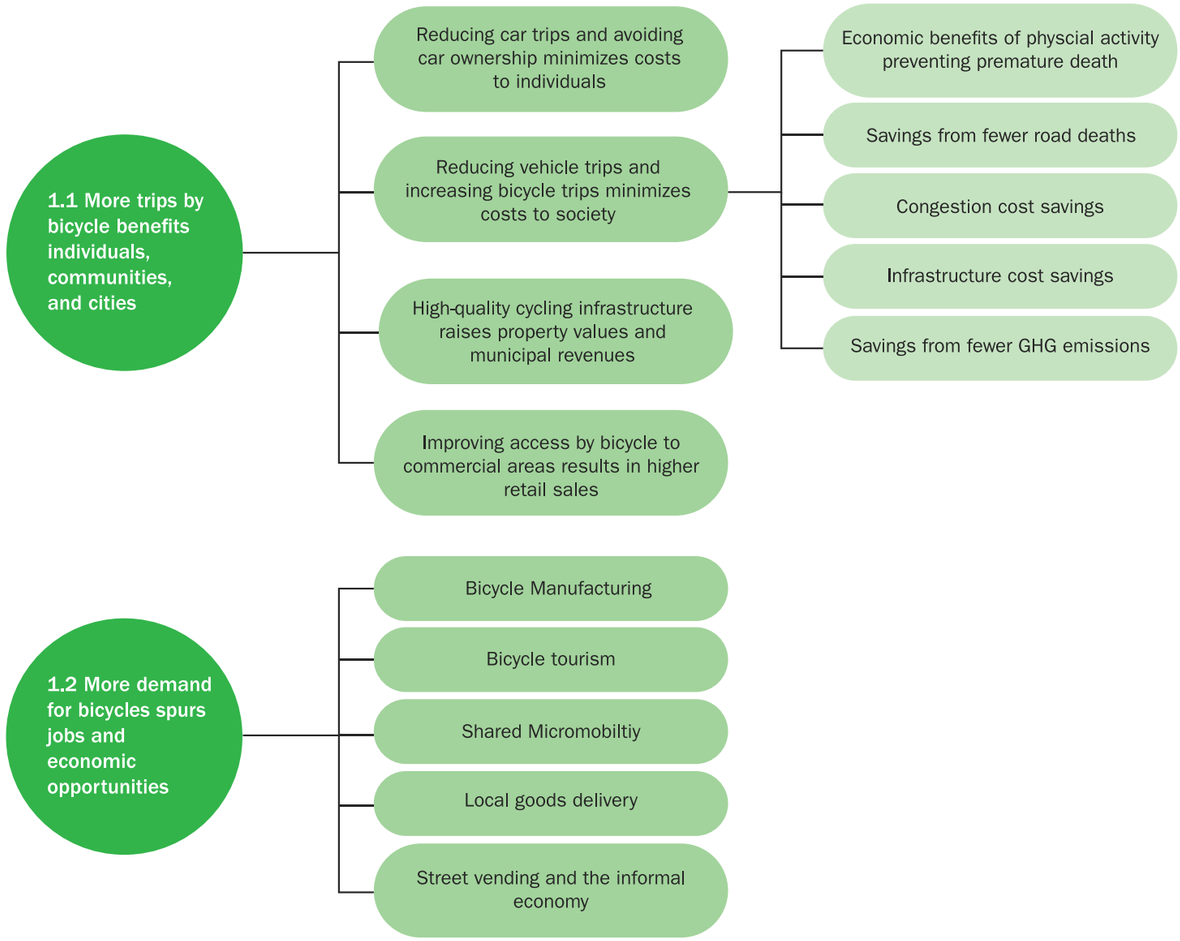
Furthermore, the amenity offered by high-quality cycling infrastructure can result in increased property values and therefore increased property rate revenue. Commercial areas such as main streets that are easily accessible by walking and cycling generally see higher retail sales.

> **"Pedestrians and cyclists spend more per month, especially at food service businesses, than drivers do. In fact, cyclists have been found to spend more per trip and to make shopping and dining trips more often than drivers."**
>
> - Making the Economic Case for Cycling, D. Yanocha & S. Mawdsley, 2022

'Cycling infrastructure' refers to a broad range of interventions such as unprotected cycle lanes (painted lane on the road), off-road shared paths (e.g. Park Lands) and separated/segregated bike lanes (e.g. Frome Road Bikeway) and end-of-trip facilities (e.g. bike racks, bike shelters, bike repair stations).

It has been proven that low cost interventions such as unprotected cycle lanes do not offer enough safety and comfort for most people and are therefore not well utilised. Therefore, while the cost to implement is low, the return on investment is also low with no visible increase in the number of people using the infrastructure and/or no fewer traffic crashes involving cyclists.

A study conducted in Victoria, Australia, showed the passing distance between vehicles and cyclists was closer (and therefore cyclists were at higher risk) on streets with unprotected cycle lanes than on streets with no cycling infrastructure at all.



Above: Economic opportunities from expanded investment and access to cycling, from Making the Economic Case for Cycling, D. Yanocha & S. Mawdsley, 2022

Full report available here: www.itdp.org/publication/economics-of-cycling/

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cityofadelaide.com.au

CITY OF ADELAIDE

Hutt Street
Concept Plan

REVISED
AUGUST 2024

City of Adelaide.

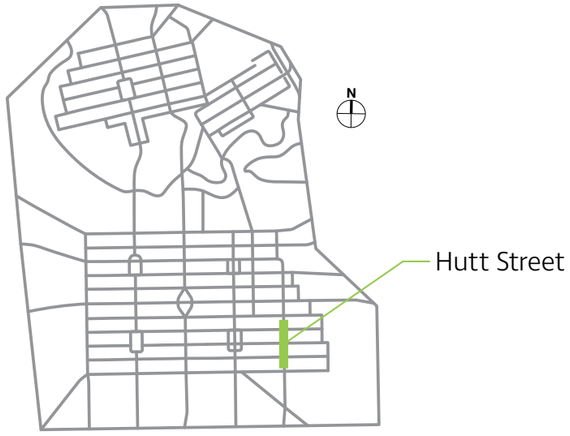
Contents

Acknowledgement of Country

City of Adelaide tampinthi, ngadlu Kaurna yartangka panpapanpalyarninthi (inparrinthi). Kaurna miyurna yaitya mathanya Wama Tarntanyaku. Parnaku yailtya, parnaku tapa purruna, parnaku yarta ngadlu tampinthi. Yalaka Kaurna miyurna itu yailtya, tapa purruna, yarta kuma puru martinthi, puru warri-apinthi, puru tangka martulayinthi.

City of Adelaide acknowledges the traditional country of the Kaurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land.

We acknowledge that they are of continuing importance to the Kaurna people living today.



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Part one

What Makes a Great Main Street

What Makes a Great Main Street?

An integration of design and place-led approaches will lead to a successful, thriving, beautiful, and connected main street.
Here are some of the key ingredients that make a great main street:

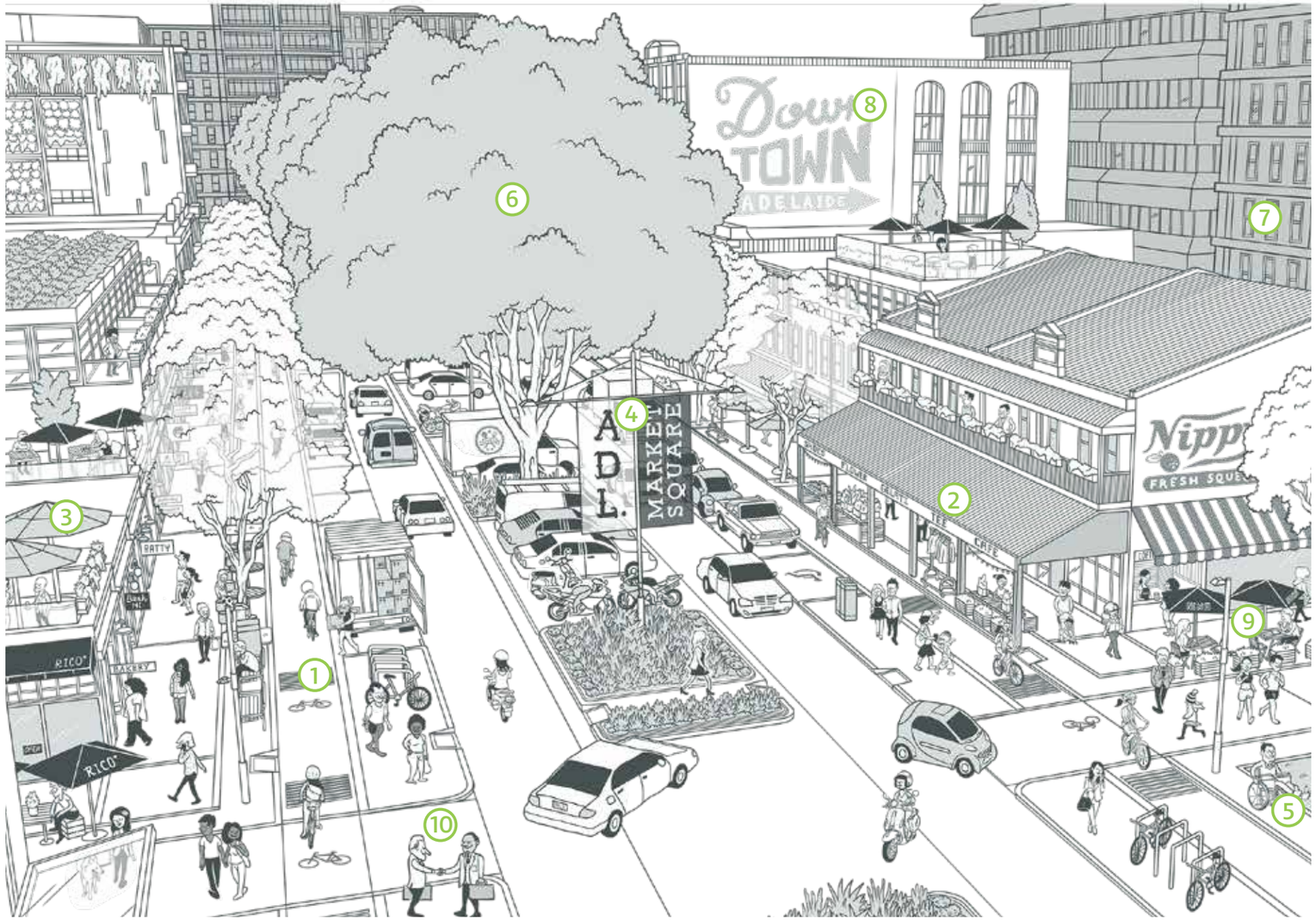


Image: CoA Adelaide Design Manual (https://www.adelaidedesignmanual.com.au/)

1. High quality **public realm** and amenities

2. A diverse and competitive **commercial mix** with active frontages and attractive shopfronts

3. Public spaces / gathering spaces that encourage **active and passive activity**

4. Authentic marketable and identifiable destination **branding on-street and online**

5. **Accessible and safe for all users,** including pedestrians, cyclists and vehicles

6. **Green, connected canopies,** shaded and pleasant

7. **People living close by,** servicing and supported by the local population, with a human scale density and a 'heart'

8. Celebration of the unique **local and heritage character**

9. **Tailored events and activations** that act as an anchor for visitation by locals and external visitors

10. **Connected stakeholders working collaboratively** towards a common vision

Executive Summary

Hutt Street

Hutt Street is the epicentre of the south-east precinct, providing a village-like cluster of cafés and restaurants alongside day-to-day essentials and community services. It is valued for its green, quiet atmosphere and heritage charm.

The street's distinct identity encompasses its well-known avenue of leafy green plane trees enclosing wide boulevard proportions, proximity to popular Adelaide Park Lands destinations, abundant supply of on-street car parking spaces, and an engagingly quirky mix of general and specialist retail, commercial, medical, and accommodation services, with proactive local business and residential communities. It is also well serviced by multiple bus routes including the free City Connector bus, and transected by key cycling routes through the Park Lands and into the city.

However, the street's function as a key road linking into the CBD for peak hour traffic with multiple lanes and waves of through traffic adversely impacts pedestrian experience, access and health. Coupled with angle parking and unindented bus stops, the road environment also poses a hazardous environment for even the more experienced people cycling.

Stretches of narrow footpath running along some of the street's busiest pedestrian sections are hemmed in by parking and cluttered with street furniture, which lead to awkward pinch points and conflict between the mix of users and discourages quality community interactions.

Focus group and survey feedback further suggests new residents remain largely unaware of what their main street offers and as a result utilise alternative shopping, dining, and entertainment options despite Hutt Street's proximity to home.

The Concept Plan offers a vision of Hutt Street as a revitalised, modern urban village set within its appealing heritage character and dynamically providing for the needs and wants of its local community while attracting a broad cross-section of visitors from further afield. It seeks to achieve this through ensuring Hutt Street is a people centred main street; creating a safe, comfortable, and attractive public realm supporting local business and community activity.

"I visit Hutt St for coffee at least twice a week. Access to Hutt St by bike is ok for me as a confident rider but not ideal when riding with my wife or friends - it just doesn't feel that safe. I love the concept image of wider footpaths, protected bike path and narrow car lane reinforcing Hutt St as a place for people. Well done!"

- Focus Group Participant

View looking north along Hutt Street with two lanes and a safe crossing with pedestrian priority improvements

The Concept Plan responds positively to the street's existing conditions, opportunities, and community engagement responses through the following key design elements:

- Clear definition of the village heart as a pedestrian centred zone through lower vehicle speeds, safe pedestrian prioritised crossings, and reconfiguration of traffic lanes and parking to accommodate increased opportunities for outdoor dining and other activities;
- Upgraded footpaths with raised thresholds across minor side streets and increased crossing points to comfortably accommodate higher use and accessibility between destinations along and across the street by people walking or wheeling, cycling and scooting
- Protected cycle paths with low speeds to provide micromobility transport options for local residents and visitor access
- Public art and wayfinding which strengthen the identity of the street and create ongoing interest and engagement opportunities
- Improved pedestrian realm lighting for increased night-time appeal and safety
- Enhancement of Plane Trees and reconfigured garden beds for cooling and softening of the urban environment

Vision

Hutt Street's leafy green streetscape, historic village charm with an exciting variety of commercial, dining and social experiences ensure it is the pride of its growing community and a popular destination for locals and visitors alike.

Guiding Principles

Hutt Street

Community engagement was undertaken between 7 March and 4 April 2022 to seek feedback on the draft Vision and Design Principles, to better understand community priorities for Hutt Street (refer to Part 3 Community Engagement for more detail, pages 16-20). These Design Principles set the foundation for, and guide the concept design presented in this document.

These Design Principles are listed in order of priority.

Accessibility & Sustainability

Provide a well-planned street that is welcoming, accessible and comfortable, that balances the needs of businesses, residents, and visitors using all modes of transport and contributes to our wellbeing and sustainability goals.

Public Heart & Community

Create a new public 'heart' as the epicentre and provide unique experiences ensuring a robust local community.

Cultural Significance & Amenity

Celebrate and reinforce the existing leafy green streetscape and historic village charm.

Public Art & Activation

Public art opportunities, activation and improved amenity to support businesses and enhance the visitor experience, driving future investment and economic uplift.

Multi-modal Transport and Connectivity

Rationalise the reallocation of public space from vehicle use (parking and traffic lanes), to achieve a more equitable allocation of public space and a good balance between transport modes, trees, landscaping, outdoor dining opportunities, to support businesses and enhance social interactions, and provide safer movement.

Destination & Economic Vitality

Establish a business and retail identity with a diverse offering to increase its popularity as a destination for locals and visitors.

Project Background

Hutt Street

Community engagement has been undertaken using a range of approaches since 2018.

WE ARE HERE

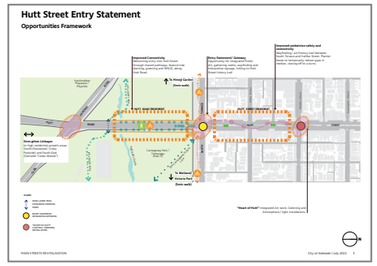
(This document)

Hutt Street Master Plan
City of Adelaide
December 2021

A Master Plan was reviewed and endorsed by Council in December 2021

Concept Plan Draft
City of Adelaide
May 2022

Concept design options were presented as part of a workshop to Council, including summaries of community engagement activity that informed the designs.



Draft Consultation Concept Plan
City of Adelaide
August 2022

Preferred Concept Plans were presented to Council.

Presentation to Council on the Main Street Concept options, outlining the steps for implementation of short-term initiatives and a recommended approach for the State Government election commitment funding of $3 million for Hutt Street, with the proposal for 'Hutt Street Entry Statement' aligned with the vision or the street

Concept Plan for Community Engagement
City of Adelaide
April 2023

Concept Plans presented to Council as part of the draft business plan and budget.

Council endorses Mainstreet's Upgrades (Hindley Street, O'Connell Street, Melbourne Street, Hutt Street and Gouger Street)

Updated Concept Plan
City of Adelaide
August 2024

Decision to revise the Concept Plans to reflect the approved delivery budget

Next Steps

Engage with Community through Detailed Design phase to ensure alignment of expectations.

Further review, revise and refine the design documentation to align with community feedback and approved budget.

COMMUNITY ENGAGEMENT MILESTONES

Research (2018-2020)	Short term (2021—2023)			Medium term (2024—2025)	Long term (2025—2026)
Working group developed with CoA staff to support immediate actions to respond to issues (e.g. cleansing, public realm audits safety CCTV)	Medium and long term objectives identified by stakeholders and agreed upon	Design and implement trial to test long term improvement objectives (e.g. footpath extensions)	Stakeholder feedback and short term trial monitoring evaluation	Detailed design and delivery of Stage 1 'Hutt Street Entry Statement' project	Detailed design commences including data analysis, further investigations and continued stakeholder engagement
Lord Mayor Roundtable established and stakeholder engagement commenced	Medium and long term improvement plan developed	Main Street Revitalisation team established with Place Coordinator (Single point of contact)			Phased improvements to continue to be funded, designed and delivered

Part two

Project Context

Hutt Street 1917
State Library Catalogue Ref: B68678_2

City Context

Hutt Street

Hutt Street is centrally located in the south-east precinct of the city, within easy walking distance of Victoria Park / Pakapakanthi and surrounding Adelaide Park Lands including many recreational facilities and program of cultural events and entertainment. Hutt Street also functions as a supporting road link into the CBD primarily for commuters in cars and buses.

Destinations

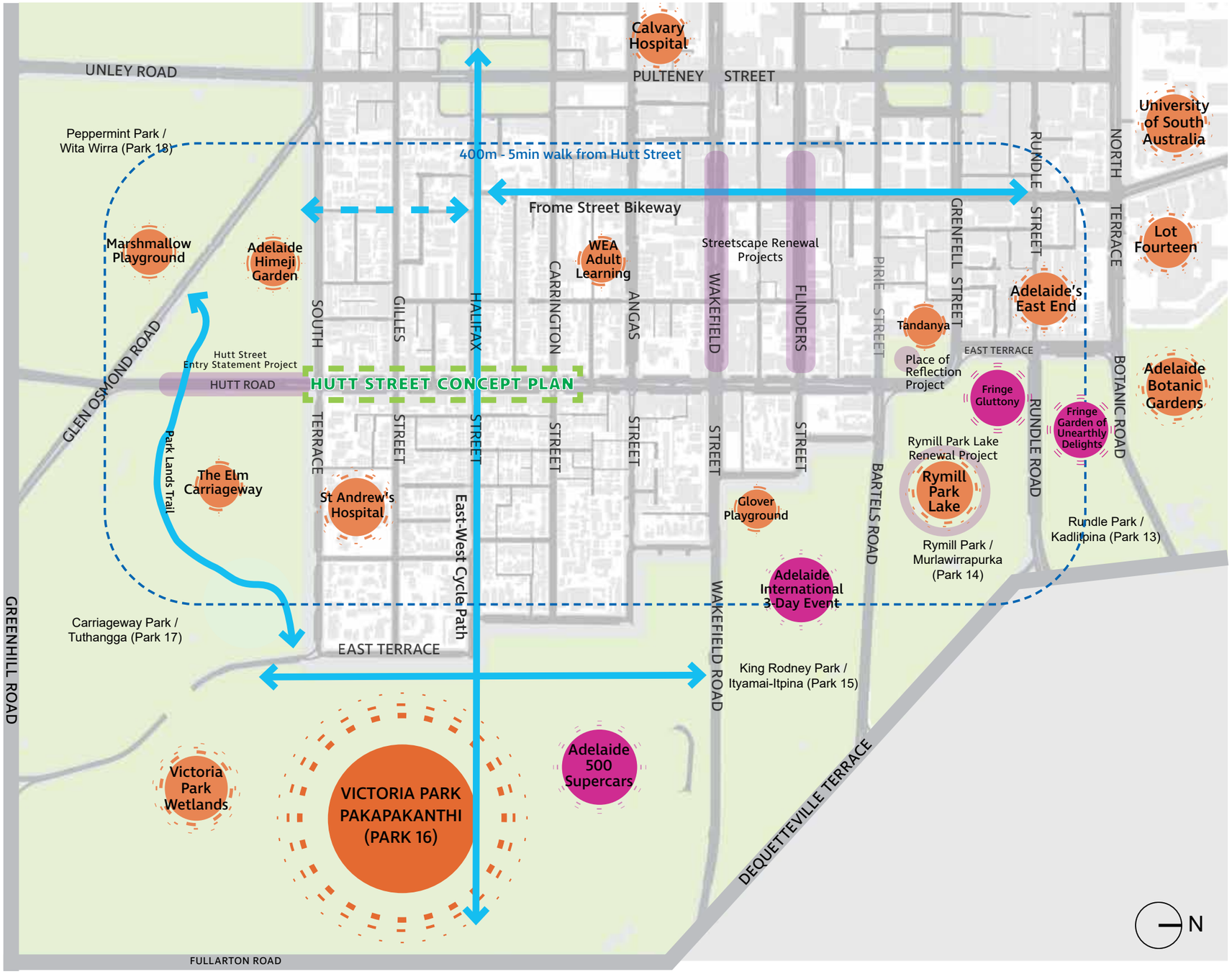
Major Events

CoA Projects

Key City Cycle Routes

PARK 18
PEPPERMINT PARK
WITA WIRRA

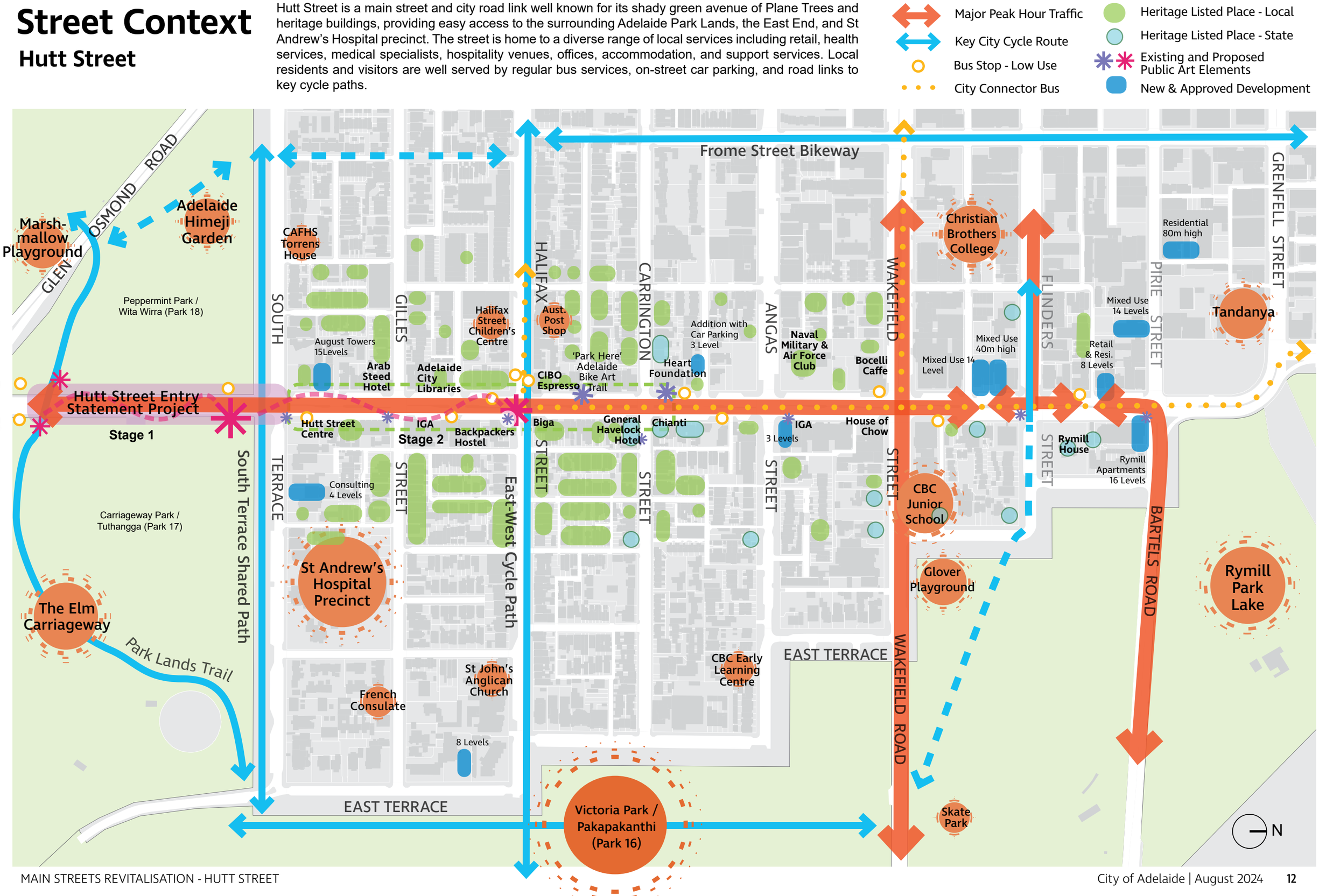
PARK 17
CARRIAGEWAY PARK
TUTHANGGA



Street Context

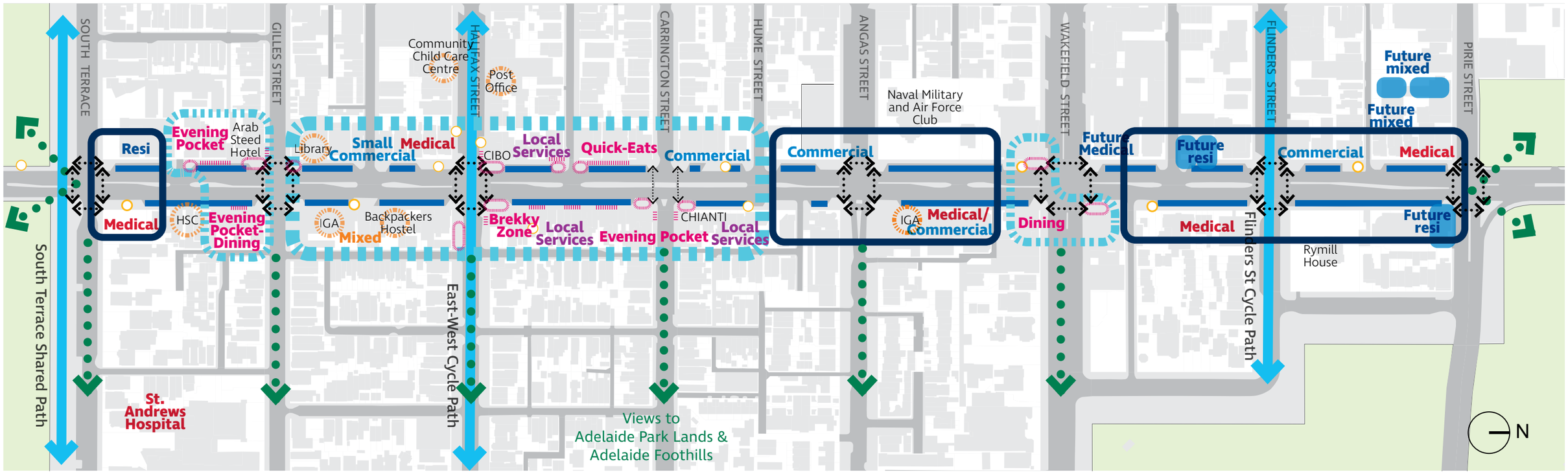
Hutt Street

Hutt Street is a main street and city road link well known for its shady green avenue of Plane Trees and heritage buildings, providing easy access to the surrounding Adelaide Park Lands, the East End, and St Andrew's Hospital precinct. The street is home to a diverse range of local services including retail, health services, medical specialists, hospitality venues, offices, accommodation, and support services. Local residents and visitors are well served by regular bus services, on-street car parking, and road links to key cycle paths.



Existing Street Dynamics

Hutt Street



Key Statistics

Hutt Street

Hutt Street spans both the 'South East Corner' (south of Wakefield Street) and 'CAD East' (north of Wakefield Street) profile areas by the Australian Bureau of Statistics/Profile ID. The CAD East profile area is bounded by North Terrace in the north, East Terrace in the east, Wakefield Street in the south, and King William Street in the west. The South East Corner profile area is bounded by Wakefield Street in the north, East Terrace in the east, South Terrace in the south, and Pulteney Street in the west.

Population

4,441 people live in the South East Corner

5,300 persons per square kilometre

3rd most populous area behind Upper North Adelaide and Central Adelaide West

Above from ABS Estimated Resident Population, Profile ID 2021

Current Demographics

This corner of the city is the **3rd most populous area**. The residential population is made up of **more parents with dependent children, homebuilders and people over retirement age**, than the City of Adelaide average, with significantly less tertiary student residents. This demographic make-up is reflected in the currently low-rise and heritage housing stock and proximity to surrounding services including schools.

similar proportion of population under 17

12% less people between ages of 18-24

greater proportion of population over 35

Above from ABS Estimated Resident Population, Profile ID 2021

Forecasted Growth

The South East is predicted to experience **a reasonable 43% growth in residents in the next 20 years**. Surrounding city areas directly west and north are predicted to experience more substantial population growth, 133% in City South and 170% in Central Adelaide East.

43% growth in population between 2021-2041

forecasted to experience **2% population increase every 5 years over the next 20**

forecasted **61% growth in residential dwellings between 2016 and 2041**

Above from ABS Forecast Resident Population, Profile ID 2021

Approx. 300 on-street car parking spaces
Roughly 1.5 parks per property facing Hutt Street. South of Angas Street car parking spaces are unticketed but timed.

On-street precinct parking
Public on-street parking opportunities along streets running off Hutt Street are constrained by residential permit parking. Non-residential streets to the west of Hutt Street provide additional public parking capacity within a 5 minute walk. Refer Appendix B: Precinct Car Parking Opportunities, page 40.

Limited off-street parking
Very few public off-street parking opportunities. Some private undercroft parking to medical facilities and commercial businesses, mostly in the northern portion of the street.

Proximity to cycling routes
Convenient access via cycling routes including the Park Lands Trail, Frome Street Bikeway and Halifax Street route connecting east through Victoria Park.

Low bus boarding numbers = Short dwell times
Low bus boarding numbers for Hutt Street, especially travelling to north and east through the CBD. The street is also serviced by the City Connector.

Walkable neighbourhood
Walking is the main form of transport in the South Ward for 53% of people. The Main Street 'core' of Hutt Street takes approx. 5 minutes to walk, and Victoria Park is less than 10 minutes walk from the Halifax Street intersection.

14% **Business vacancy rate remains consistently moderate**
Data provide by AEDA, March 2023. Refer Appendix C, page 41 for more details.

	Average Number of Vehicles	Average Speed
Morning Peak	**2071**	**35 km/hr**
Afternoon Peak	**2015**	**37 km/hr**
Average Inter-Peak	**1109**	**39 km/hr**
Average of Above	**1732**	**37 km/hr**

* Averages taken over 5 weekdays (Monday-Friday)

* Inter-Peak refers to xxxx (definition TBC)

Opportunities

Hutt Street

Peak hour traffic
Cycling access
Pedestrian access
Minor side street intersections
Hutt Street Entry Statement Project
Signalised Intersections
'Village Centre'
'Village Heart'

Build upon the design aims and outcomes of Hutt Road's streetscape upgrade; a component of the Hutt Street Entry Statement project

Encourage increased use of public transport by local workers and visitors to alleviate parking pressure along South Terrace

Improve the legibility of Hutt Street with distinctive zones and subzones or pockets reflecting and developing unique identities contributing to overall street identity

Village Heart: Develop the 'Heart of Hutt' as a community 'town square' and meeting place from which to explore the street

Strengthen connectivity and facilitate safe movement between east and west sides of the street across traffic

Eliminate confusion and conflict between users at side street intersections

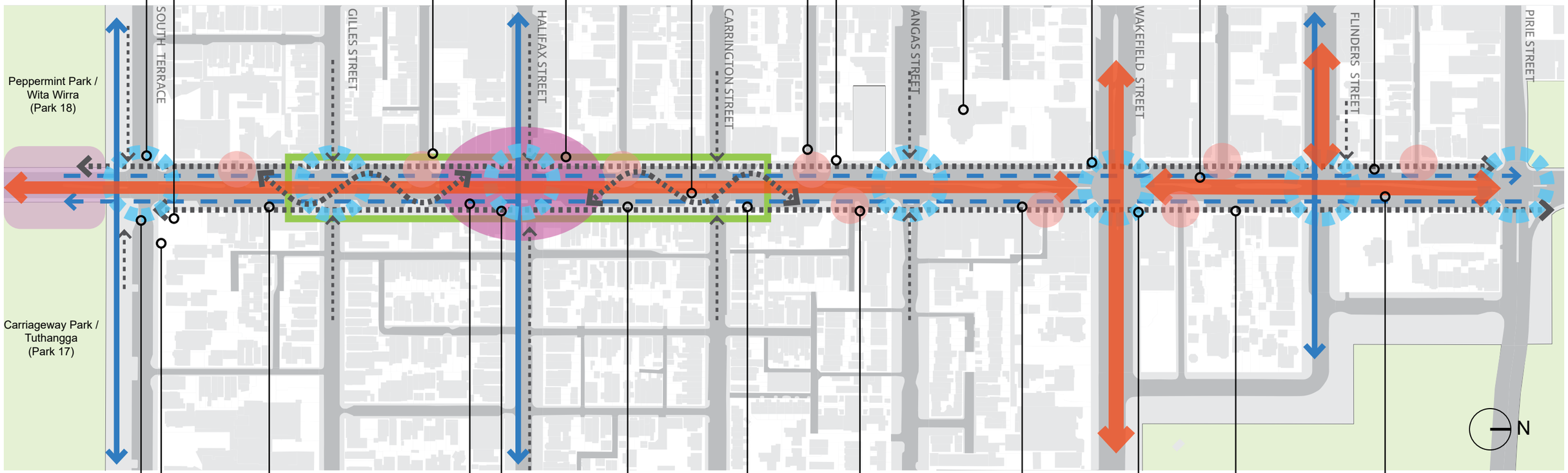
Generate interest in the street through new public art, interpretive trails and creative wayfinding

Promote rich breadth of local historic sites and heritage architecture

Improve useability at signalised intersections to improve pedestrian and cycling safety and comfort

Eliminate unsafe u-turn manoeuvres and collision risk at mid-block gaps in the median

Increase raised thresholds for safer cycling and value add to network and local accessibility



Improve links and access to Adelaide Park Lands path network and the suburbs beyond

Take flooding risk at South Terrace intersection into consideration

Reduce collision risk from vehicles reversing out of angle parks

Increase road safety and reduce adverse impacts of through traffic upon the pedestrian realm

Improve legibility of Hutt Street destinations for Hutt Street visitation via local cycle network links

Remove footpath conflict between pedestrians and people cycling

Increase opportunities for outdoor dining without compromising footpath access

Address safety concerns and lack of evening appeal due to inadequate lighting of the pedestrian realm

Enhance the pedestrian realm's 'hospitality' with increased public seating in response to community requests

Improve safety for people cycling and negotiating major traffic intersections

Reinvigorate streetscape planting for street appeal, mental wellbeing, and environmental benefits including cooling, water sensitive urban design, and air purification

Reinvigorate the public realm to meet modern design expectations and compliance with standards to compete with rival shopping centres and main streets

Part three

Community Engagement

Community Engagement Process

Hutt Street

Each of the Main Streets across the city have active and engaged traders, property owners and residents including traders and precinct associations. The City of Adelaide has adopted a place-led, evidence based approach to developing designs that will deliver positive outcomes for the community, and has sought feedback from stakeholders at key milestones during the development of the concept design.

A number of studies and community and business engagements have been undertaken in Hutt Street over the last few years.

Phase 1 - Benchmarking

Since February 2021, the following was achieved:

- Place audits for each of the streets
- Single Point of Contact (Place Coordinator) allocated to each Street to build relationships and community connections, and to identify opportunities that are place specific.
- Lord Mayor Roundtables
  The Lord Mayor Roundtable worked together with stakeholders to address challenges and identify opportunities to improve the amenity of the Main Streets for businesses, residents, and city users.
- City User Profile Survey – City of Adelaide
  The City User Profile survey is important for profiling our city residents, workers, students, and visitors - it tells us, who uses the city, how they use it and how their behaviours are changing. Designated questions were asked to identify the Main Street profiles as an area of importance and prepare CoA for future needs and help measure how successful our current city initiatives are.

June 2021

Focus group discussions were led by consultancy Square Holes on behalf of the City of Adelaide to better understand people's perceptions regarding the Hutt Street precinct, including how people visiting the street felt, how often they visited and how they believe it could be improved.

Phase 2 - Vision and Design Principles

March - April 2022

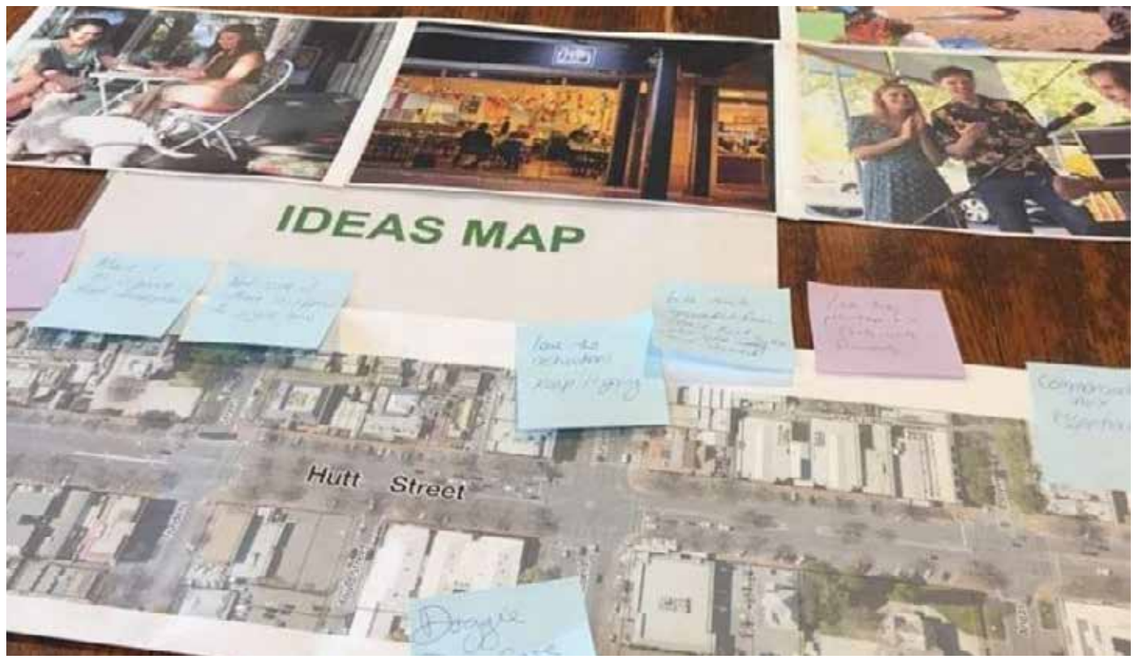
Stakeholders were asked to review and comment on the proposed vision for Hutt Street, rank and prioritise a range of design principles (objectives), to create a series of themes for the street.

Next Steps

Phase 3 - Concept Design

From September 2024

Stakeholders will be asked to review the proposed concept design for Hutt Street to ensure it aligns with community expectations and the agreed design vision and principles. If supported, this design will then form the basis for detailed design development for construction; pending funding availability.



Summary of Results

Phase 1 - Benchmarking

Square Holes was engaged to conduct focus group discussions for four priority main streets (Hindley, Melbourne, O'Connell and Hutt Streets) with residents living within three kilometres of each area, to understand the strengths and challenges of each of the main streets by gaining an in-depth understanding of residents' attitudinal and behavioural responses to the relevant street.

Objectives of the research included:

1. Understand residents' use and interaction with each given main street
2. Examine residents' perceptions of the individual character and strengths of each main street
3. Examine residents' perceptions of the shortcomings of each main street
4. Identify the key competitors to each main street, including other streets, precincts, or online
5. Explore drivers to increase resident visitation

Summary of findings:

- Those familiar see Hutt Street as a village
- The area has a relaxed ambiance but can be too quiet at times
- The diversity of local eateries is not enough to attract visitors to the area and there is an opportunity to bring more services which appeal to residents
- There is a need to consider how to ensure Hutt Street can thrive after sunset in order to attract more patrons

"Vibrancy arises from genuine activity; a village needs useful shops."

- Focus Group Participant, June 2021

"Giving local restaurants, cafes and business owners priority on footpaths and taking out car parking for more outdoor dining."

- Focus Group Participant, June 2021

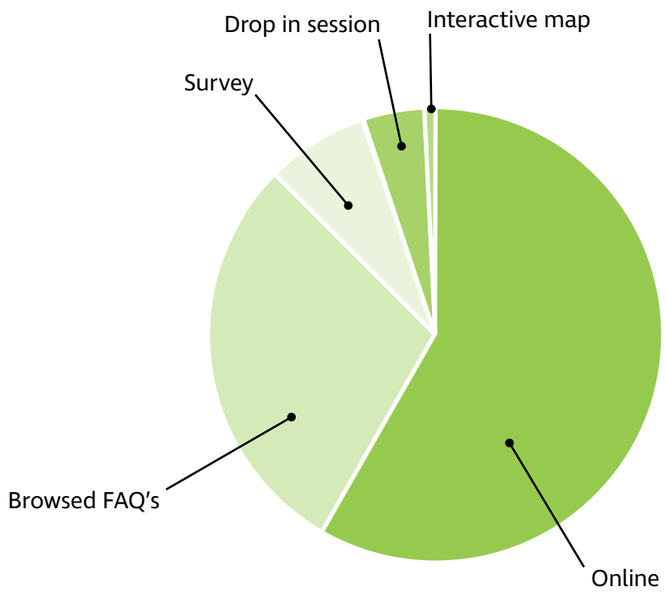
**Information from "Exploring Priority Mainstreets", Square Holes, June 2021*

Summary of Results

Phase 2 - Vision & Design Principles

Undertaken in March and April 2022, community engagement on the Hutt Street vision and design principles reached 451 people online.

- 66 people made contributions to the survey
- 3 people made 17 contributions to the interactive map
- 229 people were informed and browsed supporting documents and, or FAQs
- 33 people attended one of two drop-in sessions at locations on Hutt Street.



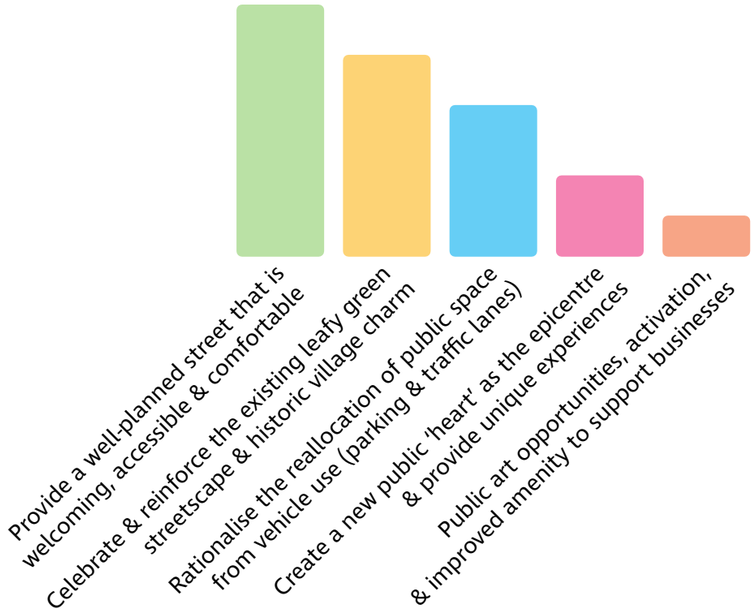
A 'ranking question' was used as a tool to better understand community priorities for the identified **Design Principles and Objectives** for Hutt Street.

The results indicate that the community considers **'Community and Village'** to be the highest priority **Objective** for Hutt Street.

The results indicate the community considers **'Provide a well-planned street that is welcoming, accessible and comfortable'** to be the highest priority **Design Principle** for Hutt Street.

Design Principles - top priority results:

*Top priority (first choice/preference) results only



Design Principles - ranked in order of importance:*

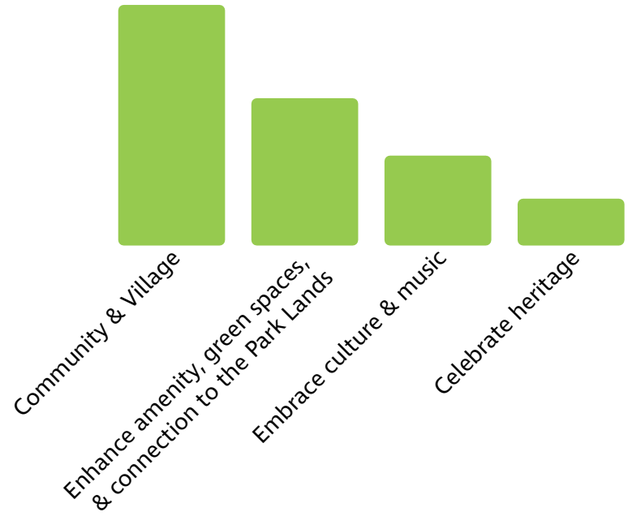
*Results of all preferences, averaged

1	Provide a well-planned street that is welcoming, accessible & comfortable
2	Celebrate and reinforce the existing leafy green streetscape & historic village charm
3	Rationalise the reallocation of public space from vehicle use (parking & traffic lanes)
4	Create a new public 'heart' as the epicentre & provide unique experiences
5	Public art opportunities, activation, & improved amenity to support businesses

*Design Principle: 'Establish a business and retail identity' was excluded from the community engagement activity which focused upon elements the community could influence and the Council could directly deliver through the public realm.

Objectives - top priority results:

*Top priority (first choice/preference) results only



Objectives - ranked in order of importance:

*Results of all preferences, averaged

1	Community and Village
2	Enhance amenity, green spaces, and connection to Adelaide Park Lands
3	Embrace culture and music
4	Celebrate heritage

Community Feedback

"Vibrancy arises from genuine activity; a village needs useful shops."

"We need the entrances to the city square more visible with a 'Welcome to the South-East Entrance to Adelaide' signage."

"Attract more young people and young families to the area."

"Magnify and beautify the entrance to this historic avenue through the southern Park Lands".

"It is important to create a genuine sense of place, keep a local, village feel to the street and ensure diverse shop fronts that profile and showcase high quality goods, high quality local creatives, high quality services."

"Preserve the existing heritage and village charm, lighting improvement and safety."

"I think Hutt St would benefit from: a separated bike lane, more pedestrian crossings, more outdoor dining, more tree planting and change to one lane of traffic for most of the street in order to accommodate the above."

"Ensuring access through to Park Lands for all road users, cyclists and pedestrians are included. Giving local restaurants, cafes and business owners priority on footpaths and taking out car parking for more outdoor dining."

"We have lived just off Hutt St in the same townhouse for over 17 years and love the strip. It's great to see it burgeoning again after a period of low tenancy and lack of attention. It gives us the option of going 'out on the town' without straying too far from home and our kids."

"As a resident for 30 years, there is still a village feeling."

"Access to Hutt St by bike is ok for me as a confident rider but not ideal when riding with my wife or friends - it just doesn't feel that safe. I love the concept image of wider footpaths, protected bike path and narrow car lane reinforcing Hutt St as a place for people."

** Verbatim feedback from "Main Streets Revitalisation Community Consultation 2022", City of Adelaide, July 2022*

Part four

Concept Design

Design Principles

Hutt Street

The concept design consolidates community feedback, data analysis, and a variety of design expertise, to set the framework for a cohesive design. These Design Principles, prioritised by the community, set the foundation for and guide the following concept design. Refer to pages 16 to 20 for more information regarding community feedback results.

Accessibility & Sustainability

Provide a well-planned street that is welcoming, accessible and comfortable, that balances the needs of businesses, residents, and visitors using all modes of transport and contributes to our wellbeing and sustainability goals.

Public Heart & Community

Create a new public 'heart' as the epicentre and provide unique experiences ensuring a robust local community.

Cultural Significance & Amenity

Celebrate and reinforce the existing leafy green streetscape and historic village charm.

Public Art & Activation

Public art opportunities, activation and improved amenity to support businesses and enhance the visitor experience, driving future investment and economic uplift.

Multi-modal Transport and Connectivity

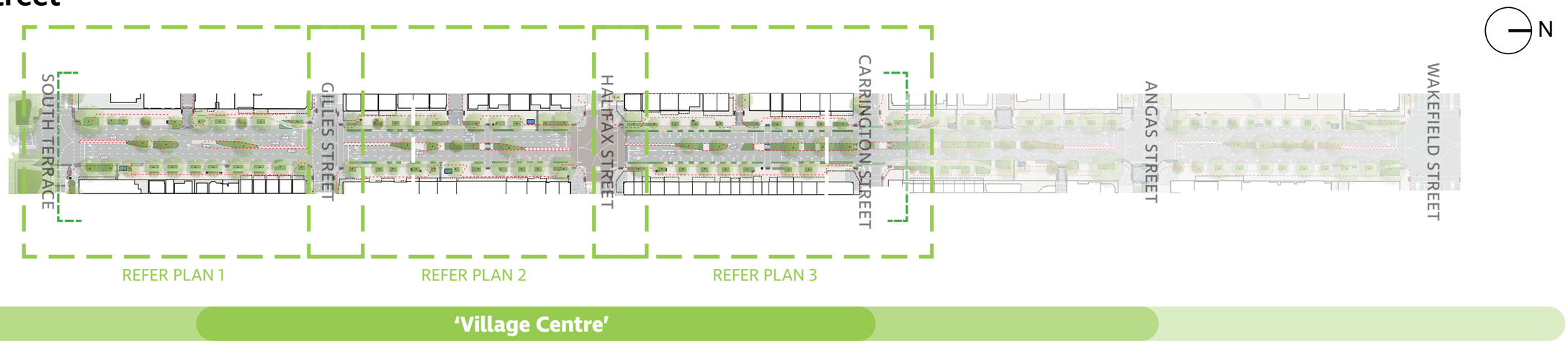
Rationalise the reallocation of public space from vehicle use (parking and traffic lanes), to achieve a more equitable allocation of public space and a good balance between transport modes, trees/ landscaping, outdoor dining opportunities, to support businesses and enhance social interactions, and provide safer movement.

Destination & Economic Vitality

Establish a business and retail identity with a diverse offering to increase its popularity as a destination for locals and visitors.

Design Overview

Hutt Street



Features

Roads and Footpaths
- Widened footpaths to comfortably accommodate users and activities, and minimise conflict.
- Widened dedicated retail and hospitality activated zones supporting economic activation and vitality (Refer Appendix D - Benefits of Reallocating Public Space).
- New road and footpath surface treatments.
- Destination focused.

Protected Cycle Lanes
- All-inclusive, accessible, separated and dedicated cycle paths.
- Cycle paths vary in their configuration along the street according to the available space and clearances from trees; and are proposed as slow zones for people cycling of all abilities.

Raised Threshold Crossings
- Safe and accessible footpaths with raised thresholds at minor side streets to prioritise pedestrians, improve safety and accessibility and street amenity.

Traffic Controls
- Mid-block pedestrian and cycle crossings to improve accessibility across the street.
- Additional traffic controls to reduce vehicle accidents and foster traffic calming.
- Opportunities for removing gaps in the median to reduce risky manoeuvres.
- Existing right hand turn slip lanes at signalised intersections are retained to maintain local access and traffic flow.

Parking
- Reconfigured parking from angle to parallel for a safer street and an expanded pedestrian environment.
- Outer traffic lane in each direction through the village centre functions as a parking lane during off-peak hours and as a clearway for northbound traffic during morning peak hour and for southbound traffic during afternoon peak hour.
- The reduction in car parking spaces allows for conformance with Australian Standards.

Vehicle Speed Limit
- Opportunity to reduce speed limit to 30 km/h. (Refer Design Benefits Statistics page 25).

Greening
- Upgrades and improvements to landscape garden beds for increased amenity with additional greening enhancing and complementing the established tree canopy.
- Opportunities for water sensitive urban design (WSUD) will be explored through detailed design.

Lighting
- New public lighting to improve lighting levels to the streets bringing greater night-time activation and safer access.

Public Art Opportunities
- Public art installations that promote the 'Heart of Hutt' are being delivered through Stage 1 Hutt Street Entry Statement project.
- Celebrate and enhance existing public art.

Street Furniture
- Rationalise placement and provide new street furniture along Hutt Street.

Note: Consultation is required with emergency services and service authorities to further resolve the design.

Design Summary

Hutt Street

Overall	Car Parking Spaces	Activity Zone (inc. footpath)	Protected Cycle Paths & Separated Footpaths	Raised Thresholds	Trees & Garden Beds	Traffic Speed limit
Existing Conditions	131	4244m2	0	0	Trees 70 Garden Beds 725m2	50km/h
Asset Replacement	131	Negligible Increase	No Change	No Change	Negligible Increase	50km/h
Concept Design	57	6528m2	795 linear m	3	Trees 75 Garden Beds 1739m2	Desirable: 30km/h*

Notes

Protected Cycle Paths and Separated Footpaths exclude on-road cycle lanes designated only by linemarking.
Refer to the Appendices for further information regarding:

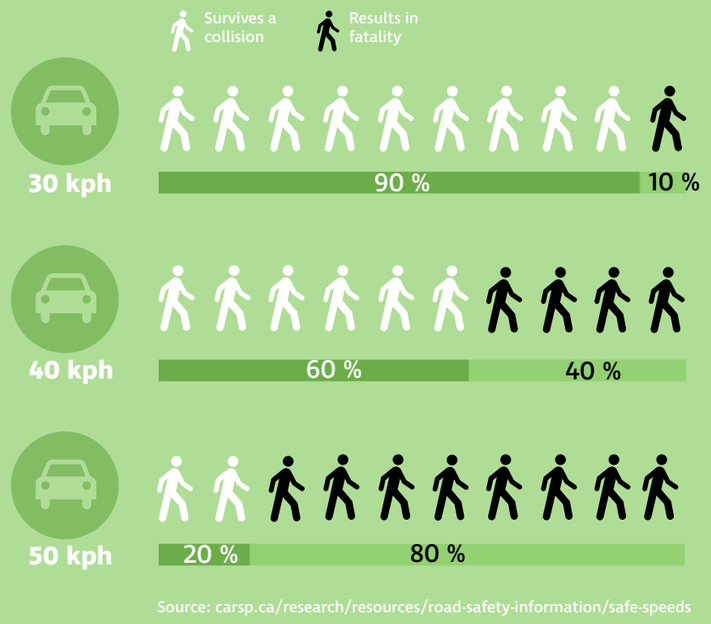
- Transport patterns
- Precinct car parking opportunities

* These numbers are based on the concept design and may change during design development.
* The reduction in car parking spaces allows for widened footpaths for outdoor dining and improved pedestrian movement in key locations.
  Refer to page 25 and page 42 for supporting information around economic benefits of reallocation of public space.
* Changes may occur in detailed design due to Department for infrastructure & Transport approval requirements, sightline assessments, vehicle turn path assessments and safety assessments.
* Reduced speed limits are the subject of a citywide speed limit review underway and will be subject to Council and DIT approval

Design Benefits Statistics

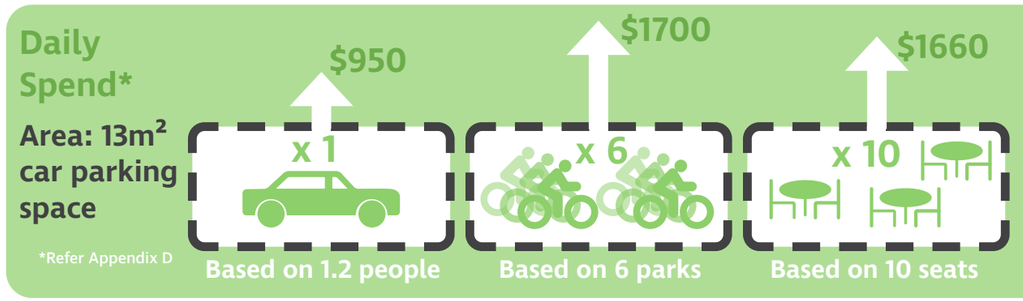
Hutt Street

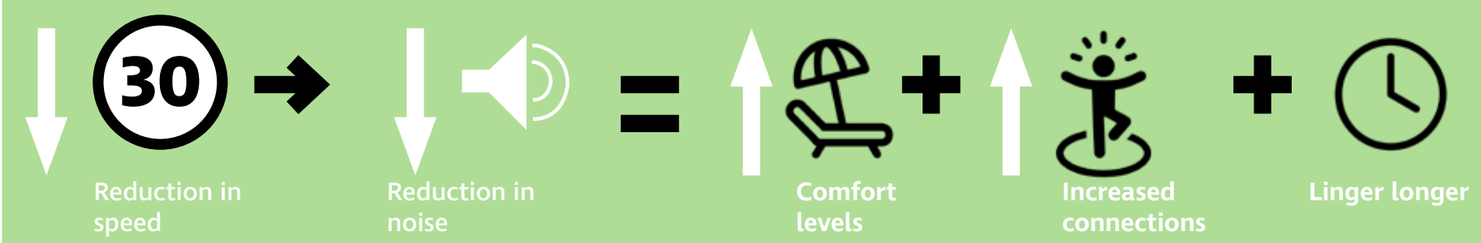
A safer street



Source: carsp.ca/research/resources/road-safety-information/safe-speeds

A slower street encourages people to use active transport and spend time on streets, contributing to sense of community. More people walking, wheeling, cycling and dwelling is better for business. A slower street will contribute to improving people's health and wellbeing and help main streets thrive.



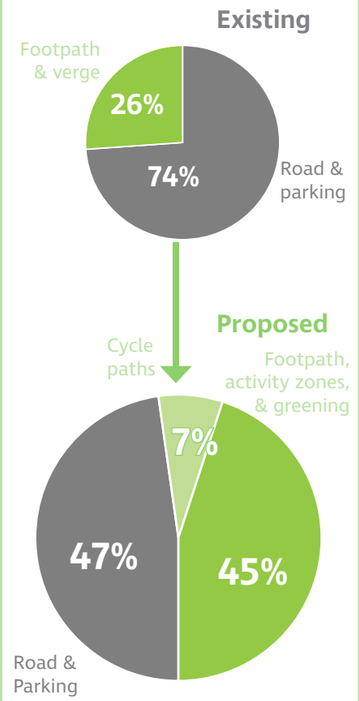


Reduced noise. The WHO suggests traffic noise is the second biggest environmental stressor on public health, after air pollution.

A quieter street means a more comfortable street for people to have conversations and community interactions. Reduced need for longer sight lines means better visibility and more space for trees and greening, adding to the comfort levels of the street.

Improved liveability & increased visitation

Reallocation of private vehicular space to space for *people*



Concept Design

Hutt Street - Plan 1 of 3

WAYFINDING
Wayfinding signage to indicate available on-street car parking spaces along Halifax Street within five minutes walk of Hutt Street

SPEED REDUCTION
Reduce speed limit to 30km/h through the village zone between South Terrace and Carrington Street to reduce collision and injury risk where there is an increased pedestrian presence. Slower traffic improves the street amenity for all users

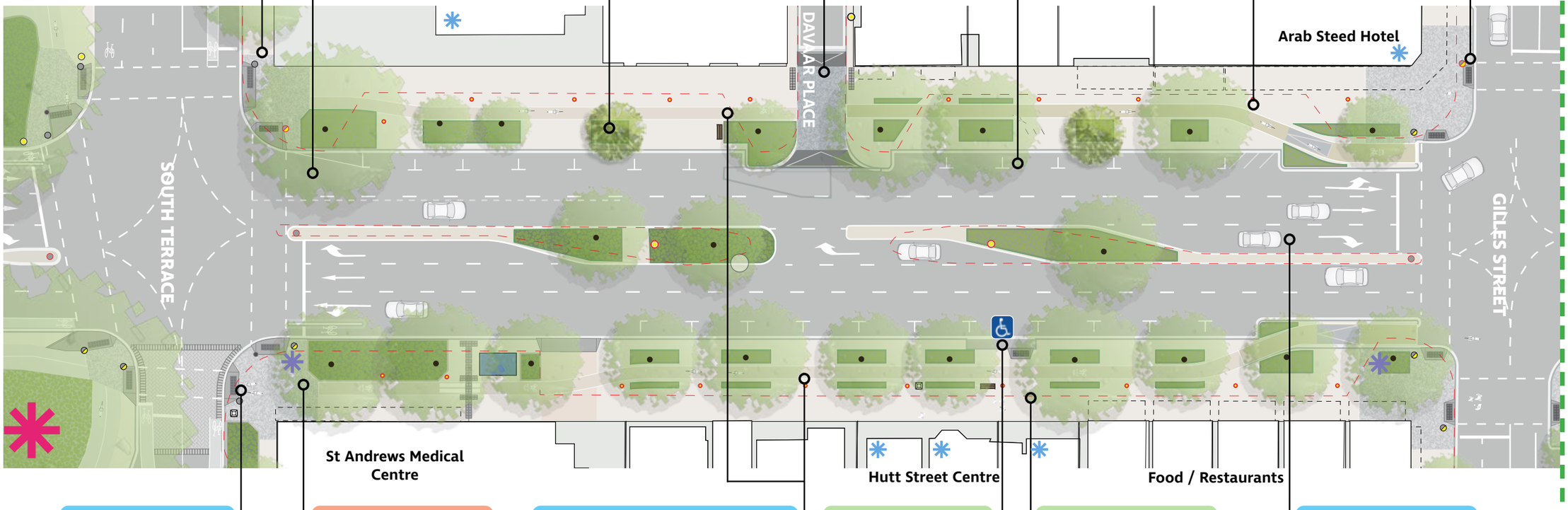
TREE PLANTING
Supplementary street tree planting to enhance amenity and environmental benefits through cooling shade, air purification, attractive greening and a protective buffer between road and footpath

RAISED THRESHOLD
Raised pedestrian thresholds for all driveways, side streets and laneways to improve accessibility and safety

PARKING
Parallel parking bays to improve road safety and reduce dominance of parking upon street atmosphere. Assign appropriate time limits suited to local businesses to support accessibility and visitor turnover within an overall precinct parking strategy

ACTIVITY ZONES
Activity zones for outdoor dining, retail displays and activation from adjacent businesses

PEDESTRIAN COMFORT
Extended footpath at intersections to reduce crossing distance and calm traffic



CONNECTED PATHS
Aligning and extending paths to support walking and cycling to and from Hutt Street and use of Hutt Road for parking. Interface works with South Terrace Flood Mitigation project

WAYFINDING
Signage and other creative wayfinding elements located at key intersections to promote extended visitation

SEPARATED FOOTPATH
A widened pedestrian realm allows for a separated footpath with a slow cycle zone encouraging people of different cycling abilities to comfortably access Hutt Street People using e-scooters can also use the cycle path, making footpaths more comfortable for people walking and wheeling

ACCESSIBLE PARKING
Incorporate accessible parking bays on Hutt Street and adjoining side streets in close proximity

WIDENED FOOTPATHS
Widening the footpath and removing clutter to alleviate pedestrian pinch points and congestion on both sides of street

RIGHT TURN SLIP LANES
Retention of right turn slip lanes to maintain access to surrounding streets for residents and businesses and manage traffic flow along the street

0 10
Scale 1:500 @ A3
N

KEY PLAN

LEGEND

- EXISTING TREE
- NEW TREE
- EXISTING KERB
- EXISTING AWNING
- PROPERTY BOUNDARY
- CLEARWAY ZONE & OFF-PEAK PARKING
- BUS STOP
- SEATING
- BICYCLE RACKS
- RUBBISH BIN
- ACCESSIBLE CAR PARK
- TRAFFIC SIGNAL
- COMBINED LIGHT & SIGNAL POLE
- PEDESTRIAN & CYCLE PUSH BUTTON POLE
- STREET LIGHTS
- KERB RAMP
- RAISED FOOTPATH THRESHOLD
- RAMP
- CORNER NODE PAVING
- FEATURE PAVEMENT
- TACTILE INDICATORS
- NEW GARDEN BED PLANTING
- 'HISTORIC HUTT STREET TRAIL'
- EXISTING PUBLIC ARTWORKS
- PROPOSED PUBLIC ARTWORKS

Concept Design

Hutt Street - Plan 2 of 3

ACCESSIBLE PARKING
Accessible parking bays to be provided on Gilles Street adjacent

VILLAGE CENTRE ZONE
Northbound clearway 6:30 - 9:30am weekdays and off-peak parking lane with timed parking

PRIORITY FOOTPATHS
Raised pedestrian thresholds and cycle paths for all driveways, side streets and laneways to improve accessibility and safety for people walking or wheeling, cycling and scooting

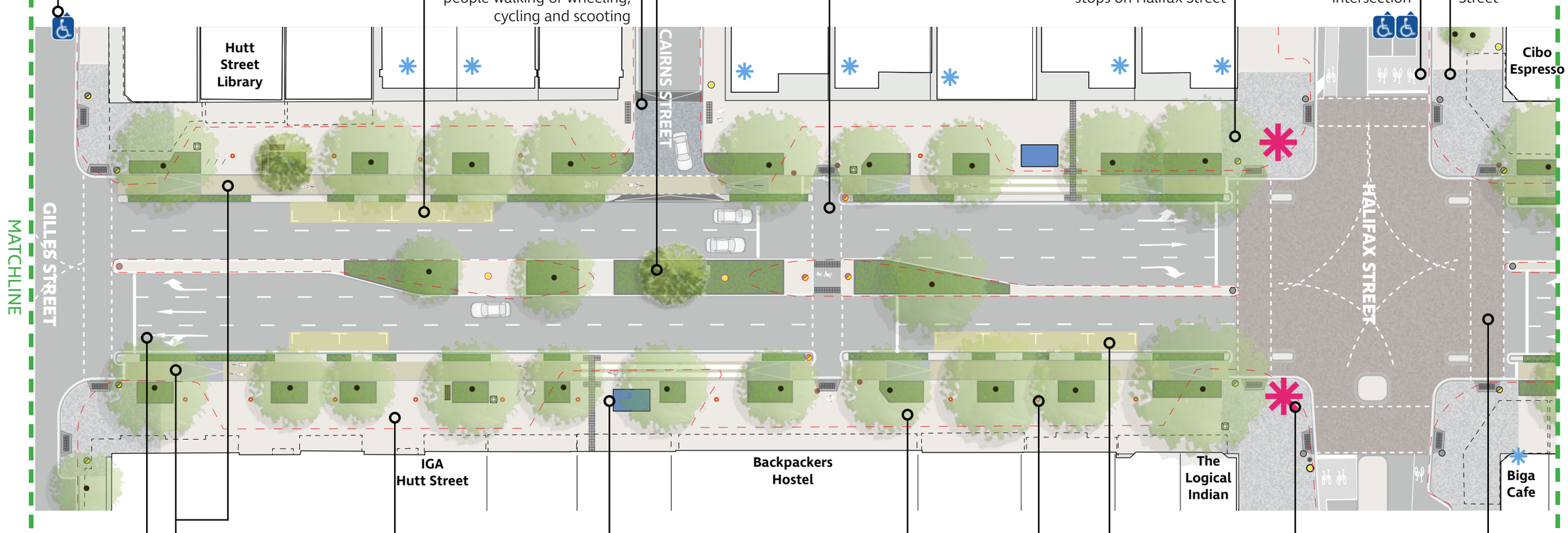
MEDIAN GAP CLOSED
Eliminate collision risk from unsafe right turns and u-turn manoeuvres

PEDESTRIAN PRIORITY
Pedestrian crossing with traffic signals to provide a safe mid-block crossing

WAYFINDING
Wayfinding and cultural trail signage installed central to the 'Heart of Hutt', and close to the City Connector bus stops on Halifax Street

CYCLING COMFORT
Cyclist push buttons or lane detectors to ensure lights turn green for cyclists to legally and promptly enter the intersection

WAYFINDING
Wayfinding signage to indicate available on-street car parking spaces along Halifax Street within five minutes walk of Hutt Street



LEFT TURN LANES
Removal of dedicated left turn lanes to support multi-modal transport

CYCLING SAFETY
Protected cycle path welcoming different cycling abilities to visit Hutt Street as a destination and for short local trips

WIDENED FOOTPATHS
Widening the footpath and removing clutter to alleviate pedestrian pinch points and congestion on both sides of street

BUS STOPS
Upgraded bus stops. Bus patrons have priority over people using the cycle path

ACTIVITY ZONES
Activity zones for outdoor dining, retail displays and activation from adjacent businesses

LIGHTING
Improved lighting of footpath zone for accessibility and evening activation

VILLAGE CENTRE ZONE
Southbound clearway 3:30-6:30pm weekdays and off-peak parking lane with timed parking

PUBLIC ART
Artwork to promote this area as the 'Heart of Hutt' and linked to the Entry Statement Artwork at South Terrace

FEATURE PAVEMENT
Visually identifying the 'Heart of Hutt' as the recognisable hub of the village

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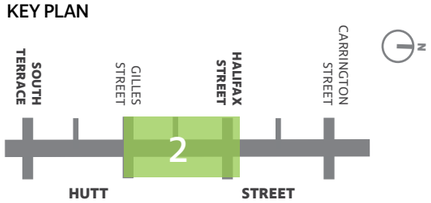
Scale 1:500 @ A3
N

KEY PLAN



LEGEND

- EXISTING TREE
- NEW TREE
- EXISTING KERB
- EXISTING AWNING
- PROPERTY BOUNDARY
- CLEARWAY ZONE & OFF-PEAK PARKING
- BUS STOP
- SEATING
- BICYCLE RACKS
- RUBBISH BIN
- ACCESSIBLE CAR PARK
- TRAFFIC SIGNAL
- COMBINED LIGHT & SIGNAL POLE
- PEDESTRIAN & CYCLE PUSH BUTTON POLE
- STREET LIGHTS
- KERB RAMP
- RAISED FOOTPATH THRESHOLD
- RAMP
- CORNER NODE PAVING
- FEATURE PAVEMENT
- TACTILE INDICATORS
- NEW GARDEN BED PLANTING
- 'HISTORIC HUTT STREET TRAIL'
- EXISTING PUBLIC ARTWORKS
- PROPOSED PUBLIC ARTWORKS

Concept Design

Hutt Street - Plan 3 of 3

CYCLING SAFETY
Protected cycle path welcoming different cycling abilities to visit Hutt Street as a destination and for short local trips

VILLAGE CENTRE ZONE
Northbound clearway 6:30 - 9:30am weekdays and off-peak parking lane with timed parking

ORGANISE & DECLUTTER
Widening footpath allows for outdoor dining furniture to be relocated and increased

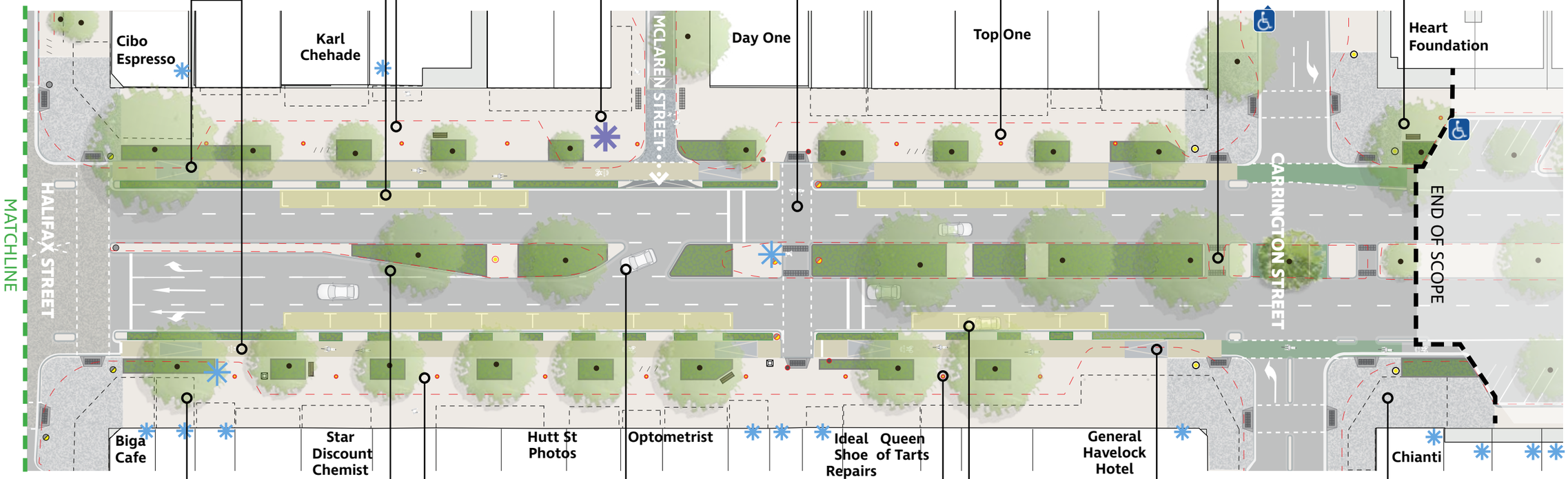
PUBLIC ART
Celebrate and promote existing public art through appropriate framing in the public ream and wayfinding signage

PEDESTRIAN PRIORITY
Pedestrian crossing with traffic signals to provide a safe mid-block crossing in the activated village centre

REALLOCATION OF SPACE
Designate space adjacent cycle paths for micromobility hubs to reduce clutter and facilitate safe access

ADDITIONAL CROSSING POINTS
Separated and wider crossing points for pedestrians and people cycling

REALLOCATION OF SPACE
Additional places to stop and rest will make the street more welcoming and encourage use



WAYFINDING
Signage and interpretive elements to engage Hutt Street visitors with its history

RIGHT TURN SLIP LANES
Retention of right turn slip lanes to maintain access to surrounding streets for residents and businesses and manage traffic flow along the street

WIDENED FOOTPATHS
Widening the footpath and removing clutter to alleviate pedestrian pinch points and congestion

RIGHT TURN
Access across Hutt Street for vehicles exiting McLaren Street only is maintained

LIGHTING
Improved lighting of footpath zone and frontages for accessibility and evening activation

VILLAGE CENTRE ZONE
Southbound clearway 3:30-6:30pm weekdays and off-peak parking lane with timed parking

CYCLING SAFETY
Protected cycle path welcoming different cycling abilities to visit Hutt Street as a destination and for short local trips

ACTIVITY ZONES
Activity zones for outdoor dining, retail displays and activation from adjacent businesses

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Scale 1:500 @ A3
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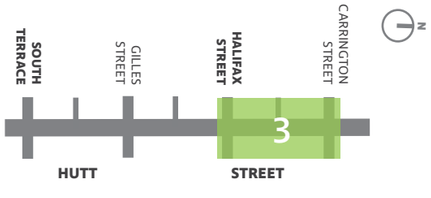
KEY PLAN



LEGEND

- EXISTING TREE
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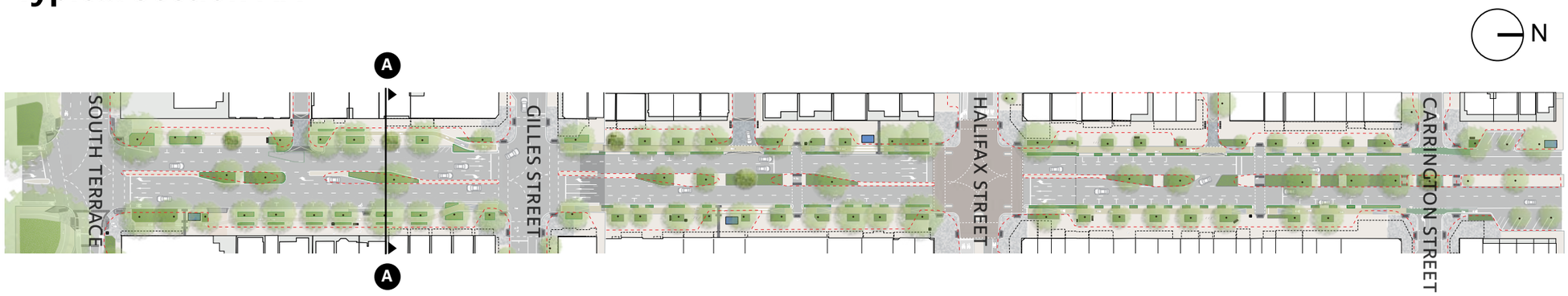
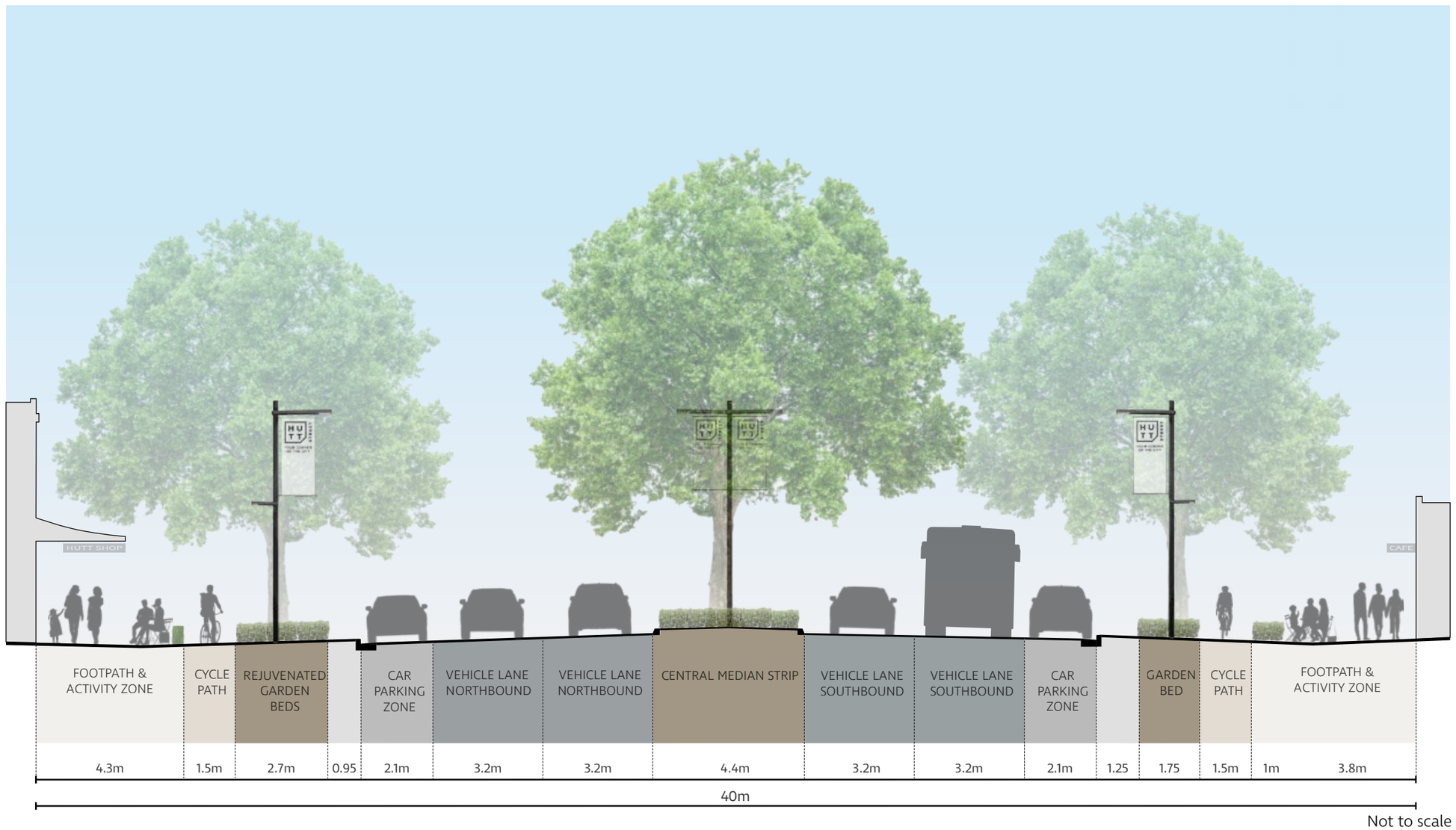
- NEW GARDEN BED PLANTING
- 'HISTORIC HUTT STREET TRAIL'
- EXISTING PUBLIC ARTWORKS
- PROPOSED PUBLIC ARTWORKS

Cross Sections

Hutt Street - Typical Section AA





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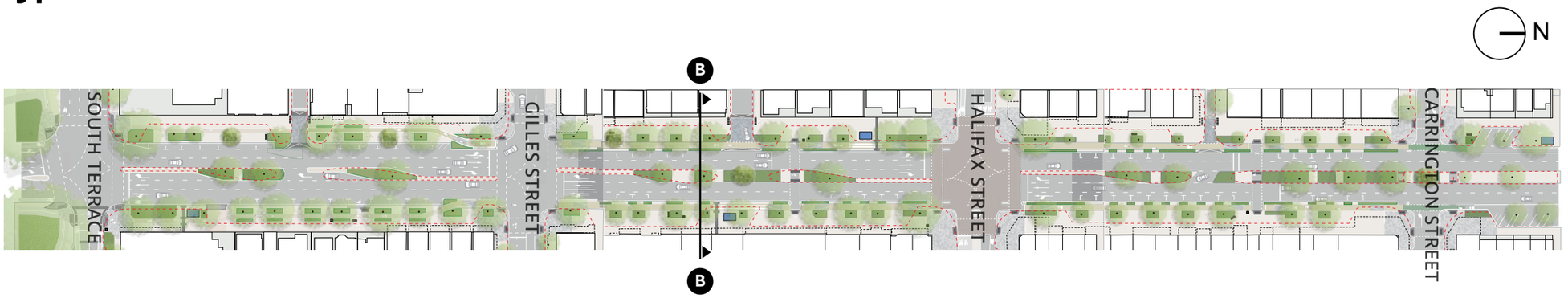
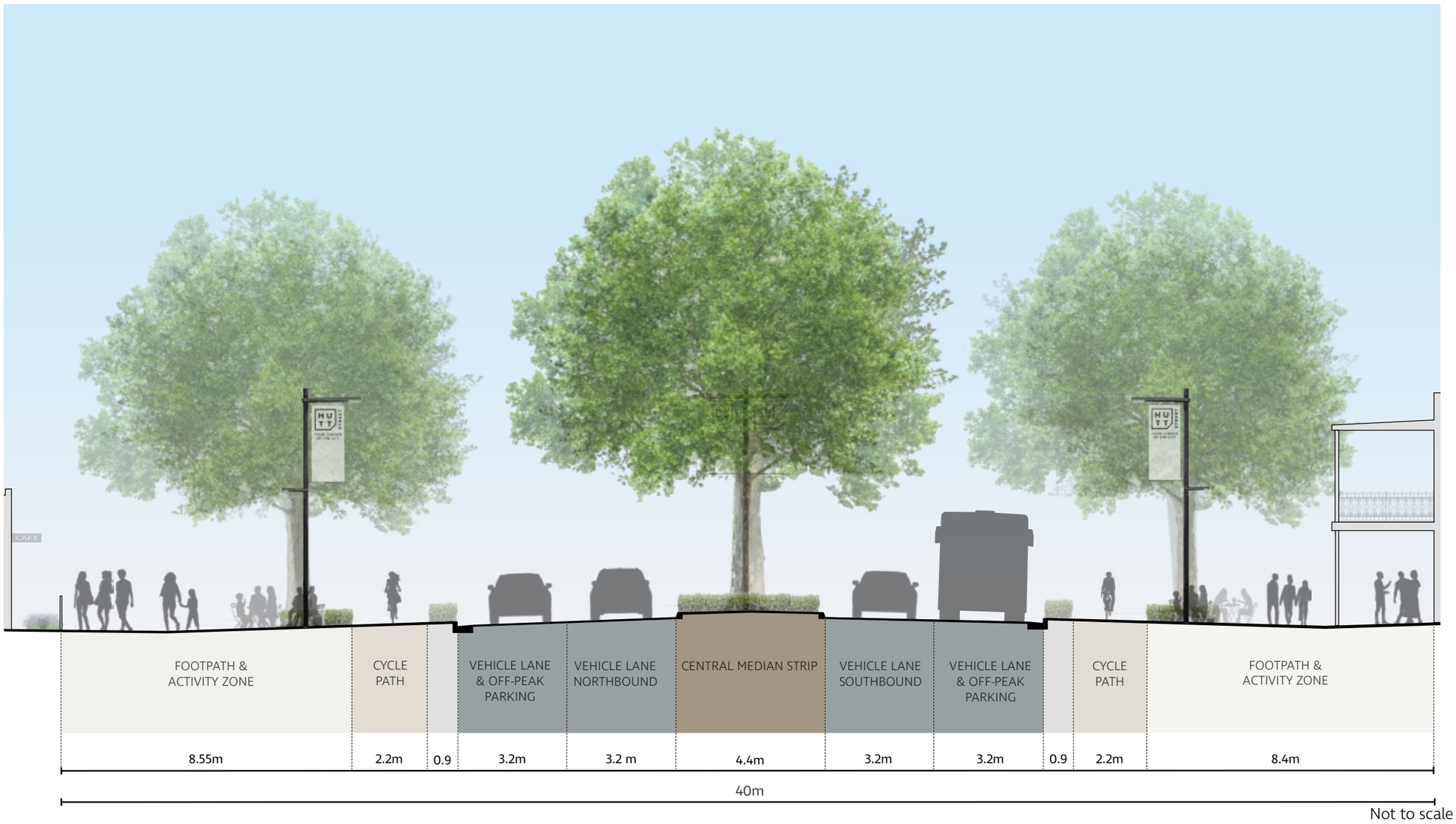
Cross Sections

Hutt Street - Typical Section BB



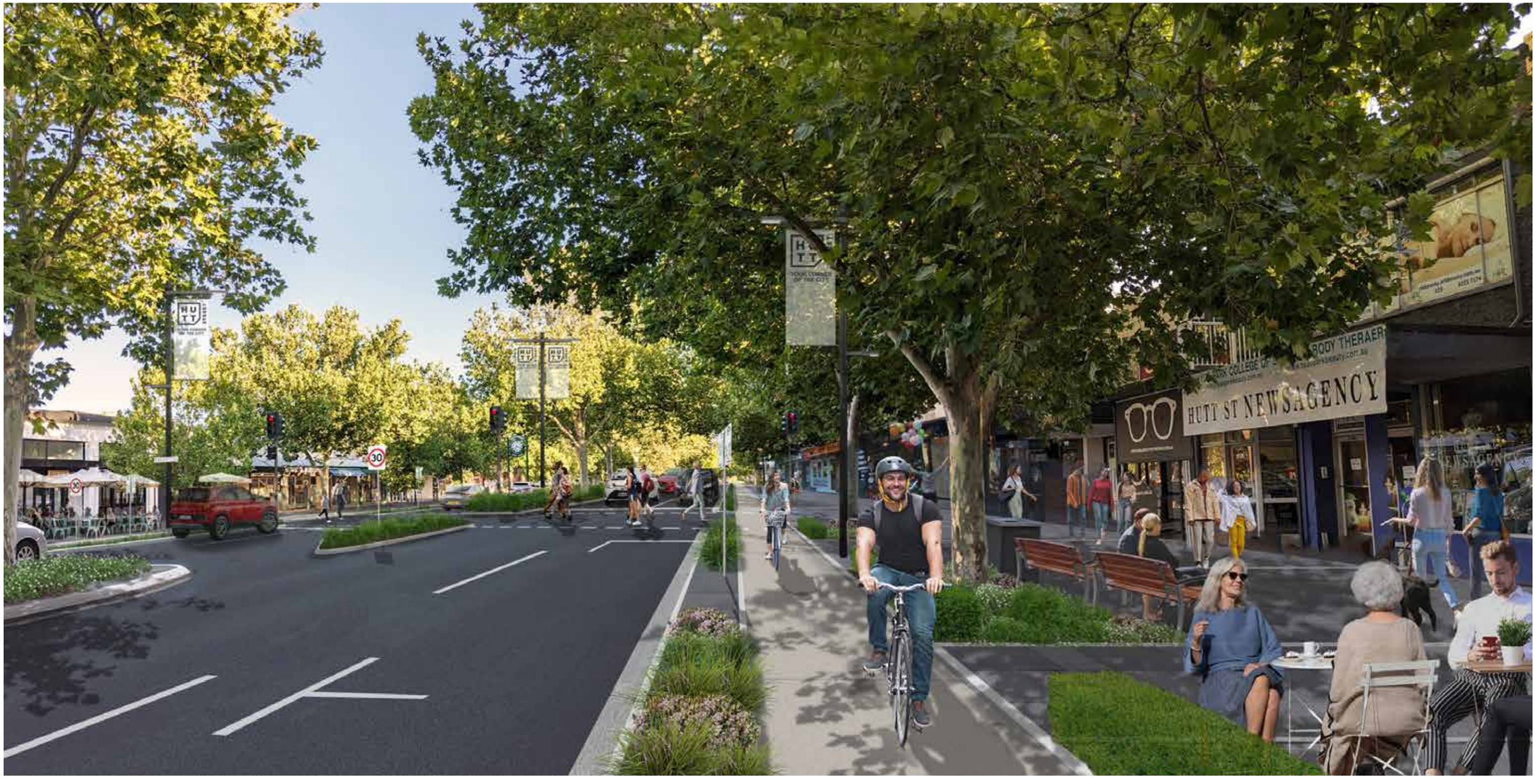


Not to scale

Artist's Impression

Hutt Street

Proposed view looking north along Hutt Street showing separated cycleway, and off-peak parking and vehicular lane southbound.



Artist's Impression

Hutt Street

Proposed view looking north along Hutt Street near Davaar Place.

Part five

Appendices

Transport Patterns

Hutt Street

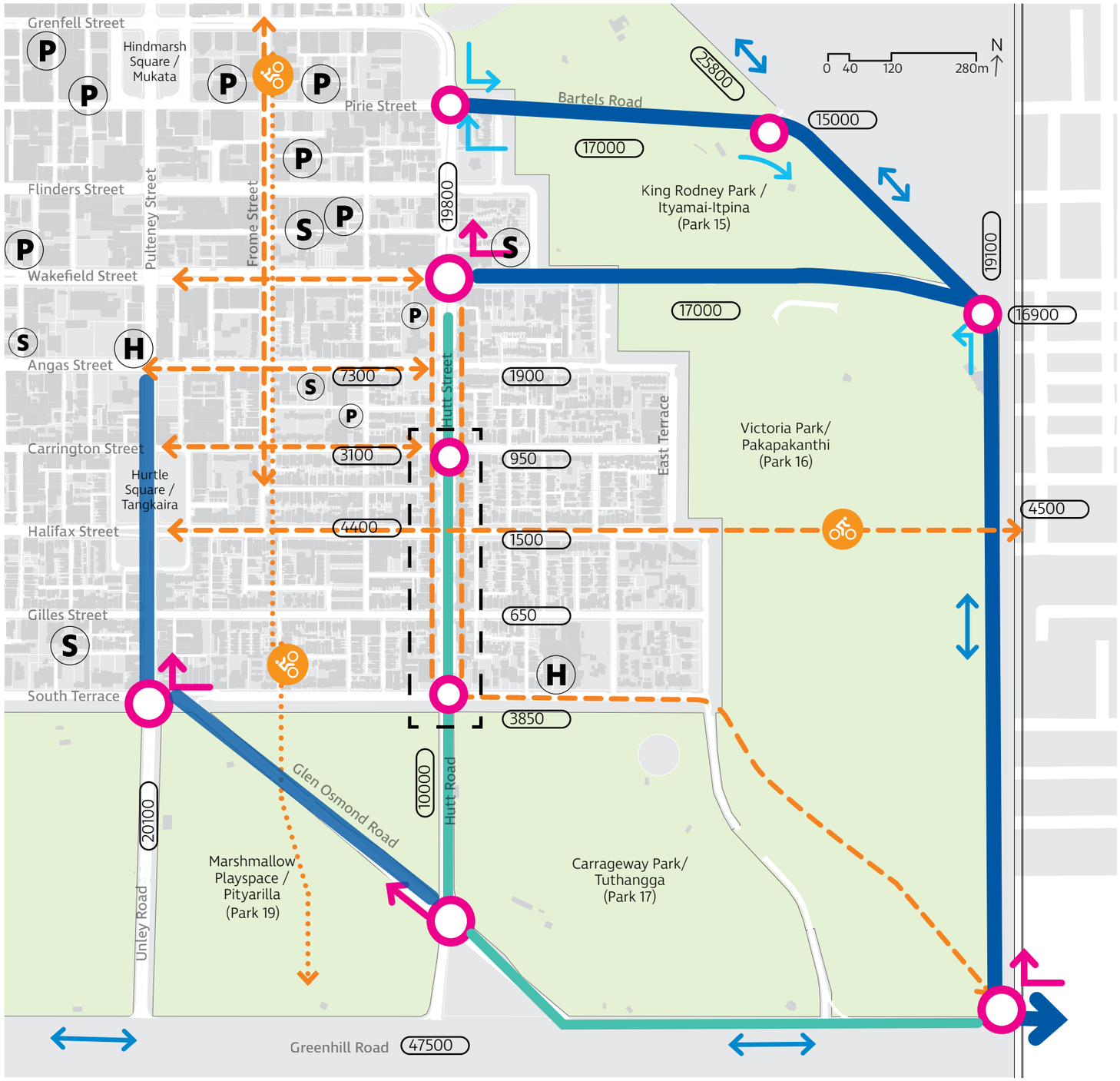
Impacts to the wider transport network are being considered and potential mitigation measures will need to be developed when the project progresses.

The project design supports policy to reduce through traffic on city streets.

Projected traffic increase onto parallel routes does not take into account mode shift and personal choice or decision to use other modes of transport.

Map shows daily traffic volumes (number of vehicles per day). The number of vehicles per day figure is informed by Department of Infrastructure and Transport's data.

Hutt Street is currently 50kph, and is proposed to be 30kph through the village centre between South Terrace and Carrington Streets with a change in the street configuration to support the reduced speed.



Mapping information source: Infraplan February 2023

Legend

- Destination Traffic Generator - Off-street car parking space
- Destination Traffic Generator - School/University
- Destination Traffic Generator - Hospital
- Projected vehicle traffic increase
- Assumed through-traffic reduction
- Vehicle traffic unchanged
- Future intersection modifications to accommodate potential additional movements
- Movements identified for potential intersection modifications
- Potential increase in turning vehicles
- Suburb-to-suburb through traffic redistribution
- Popular cycling routes
- Increase in cycle traffic with a higher footfall also anticipated but not shown

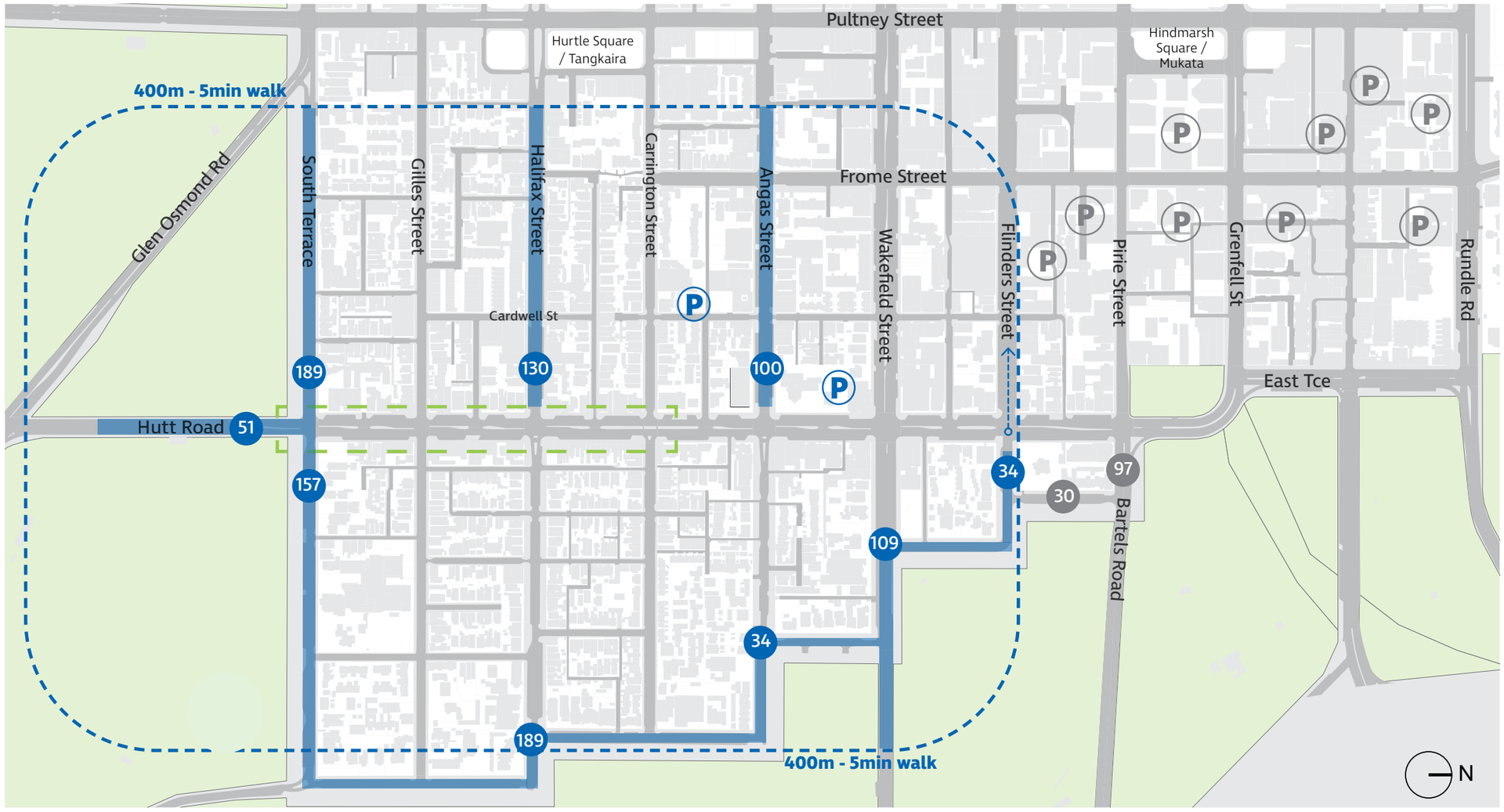
Precinct Car Parking Opportunities

APPENDIX B

Hutt Street

An analysis of the car parking statistics show a reduction of on-street parking could occur through improving legibility of the precinct, and placing a greater emphasis on the capacity of the surrounding off-street car parks.

Monitoring of capacity through smart sensors will help to determine occupancy rates to facilitate parking during peak times.



Off-street car park (paid parking)

On-street precinct parking opportunities

On-street car parking spaces - excl. Hutt Street, residential permit, and motorcycle. Total shown: 993

Rotation of on-street parking where possible

SIMPLIFIED LIMITS
Rationalise time limits of parking to improve legibility of restrictions and maximise turnover

WAYFINDING
Parking sensors will allow monitoring and management of on-street car parking spaces and identify utilisation throughout the precinct

BETTER 'END OF TRIP' FACILITIES
Improve public transport facilities to encourage take-up of alternative modes of transport.

WALKABLE PRECINCT
Encourage alternatives to private car transport such as public transport, bike riding and walking within the precinct.

Visitation & Vacancy Data

APPENDIX C

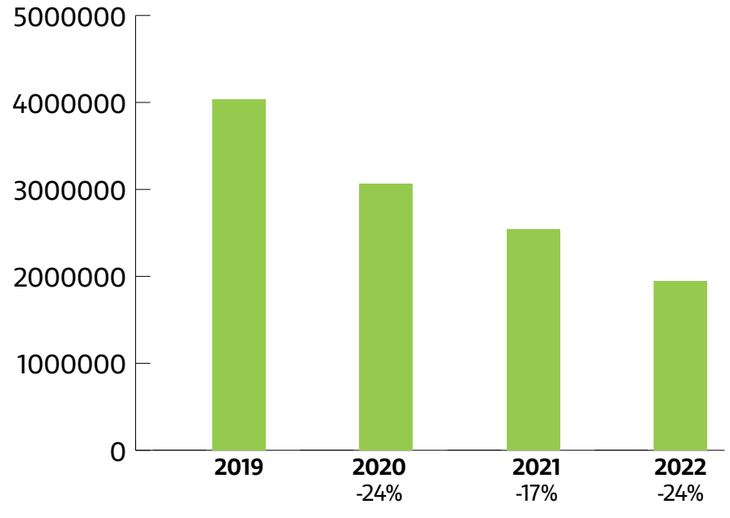
Hutt Street

The following data was collected by the Adelaide Economic Development Agency (AEDA) which is a subsidiary of the City of Adelaide. AEDA was established in January 2021 to accelerate economic growth in the city. AEDA works closely with businesses, industry groups, the State Government, and other relevant organisations to deliver a range of programs to achieve our vision in making Adelaide the most liveable city in the world. Led by a skills-based board with expertise across retail, hospitality, property development, place making, business development, investment, events, and tourism, AEDA aims to attract investment and support businesses, grow the visitor economy, support residential growth, as well as market the city and Rundle Mall.

Visitation (pedestrian numbers)

Foot-traffic is measured by physical sensors that ping mobile phones within a close radius to the sensor. Sensors are only positioned in key areas and do not explain complete city visitation. As people may visit without mobile phones, figures should be viewed as a best estimate for that specific location.

	Visitation	Difference
2019	4,037,667	
2020	3,062,379	**-24%**
2021	2,541,309	**-17%**
2022	1,940,493	**-24%**



Vacancy Rates

Q1 February/March 2023 (Count undertaken 03/03/2023)

Vacant	Occupied	Total	Vacancy Rate	Occupancy Rate
18	110	128	14%	86%

- Premises that were located on the corner of a main street and had a physical contribution to the main streets were included in the count, even if the official address was not on the main street.
- Premises located on level one or two of a building were not counted as these premises are typically office spaces and whilst they do contribute to the overall occupancy of the street they are not shopfronts which the audience considers is the reflection of the main street analysis.
- Premises that were vacant but leased were counted as occupied.

City Wide Expenditure

The spending data below is nominal and not adjusted to changes in inflation. Therefore, short-term month-to-month analysis may provide a better explanation in the data when compared to long-term year-to-year analysis. For example, if the price of goods rises over time and purchasing behaviour remains constant overall spending levels should increase.

Expenditure Type	January 2023	YoY Change %	January 2022	Real Growth (minus inflation)	2019 Benchmark
Total Local Spend	$335 M	↑51%	$222 M	↑44%	$278 M
Visitor Local Spend	$315 M	↑54%	$205 M	↑47%	$261 M
Resident Local Spend	$20 M	↑17%	$17 M	↑10%	$17 M
Expenditure Category	**January 2023**	**YoY Change %**	**January 2022**	**Real Growth (minus inflation)**	**2019 Benchmark**
Dining/Entertainment	$138 M	↑82%	$76 M	↑74%	$108 M
Retail	$114 M	↑27%	$90 M	↑19%	$98 M
All other categories	$82 M	↑51%	$55 M	↑44%	$70 M
Top category changes	**January 2023**	**YoY Change %**	**January 2022**	**Real Growth (minus inflation)**	**2019 Benchmark**
Transport	$17 M	↑80%	$10 M	↑74%	$15 M
Other	$2 M	↑62%	$1 M	↑55%	$4 M
Travel	$21 M	↑59%	$13 M	↑41%	$18 M

*YoY = Year on Year

Benefits of Reallocating Public Space

APPENDIX D

Hutt Street

Evidence-based design and planning shows there are significant economic benefits associated with balancing space for parking, outdoor dining, cycle parking and other activities, mixing the use of public space.

> **"High quality walking and cycling environments around shops, neighbourhood activity centres and mainstreets are vital for the economic health of South Australia."**
>
> - Dr Rodney Tolley,
> Heart Foundation, Good for Busine$$, 2011

By improving the quality of the urban environment, people are more likely use a space and stay in a location. In order to make this change, often significant reallocation of space across a street (from boundary to boundary) is required. For example, widening footpaths by narrowing traffic lanes, or converting a former on-street car parking space to make room for trees and garden beds.

There is often a perception that a loss of car parking with the introduction of pedestrian and cycle friendly interventions would negatively impact retail sales. However, research has proven that this isn't the case.

> **"Better streets mean better business. Attractive public space and better designed streets are not simply aesthetic or safety improvements.**
> **Better streets attract more people and more activity, thus strengthening both communities, the businesses that serve them and the city's economy as a whole."**
>
> - Janette Sadik-Khan,
> Commissioner, New York City Department of Transportation, 2013

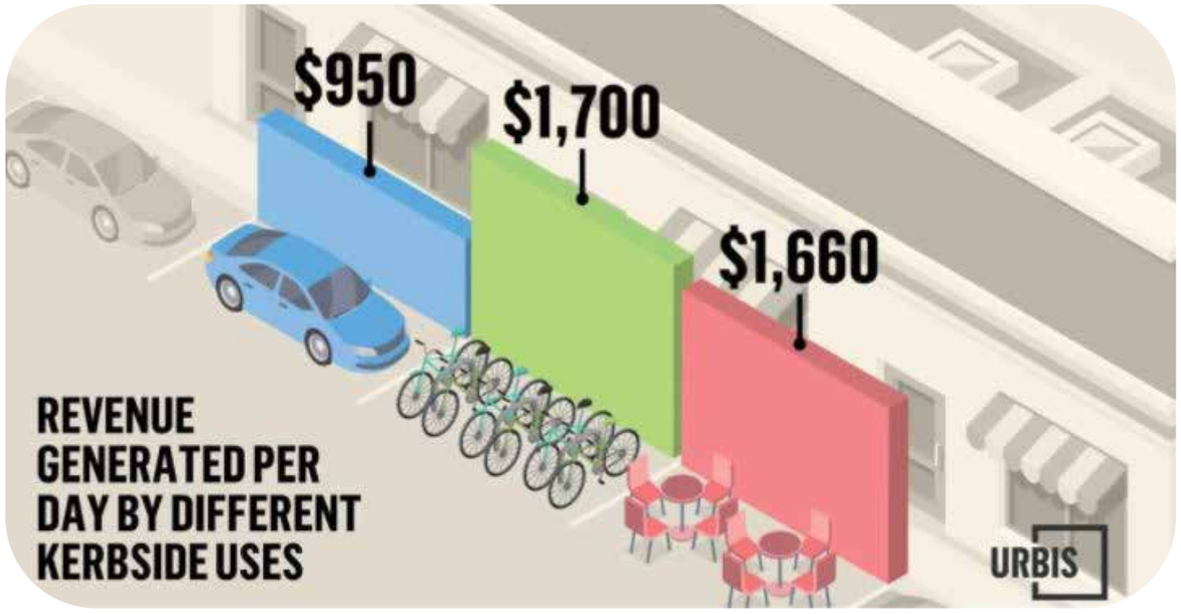
Above: Flexible Parking Zones on King William Street, Hyde Park. Image by Michael Haines Photography.

By reallocating space for parking, not removing parking all together, space is created for other activities; activities that have a direct benefit to directly adjacent businesses and surrounding businesses, lifting overall investment opportunities and appeal of the whole street.

> **"Kerbside parking is not dead, but the economic benefits of other uses suggest there must be more variety. Beyond the dining parklet, what other uses are there for our kerbs? How about supporting a broader range of businesses by using parking spaces for sports clubs and gyms, coffee carts, food vans, groceries and live music? Why not expand the idea of supporting thriving communities and using these spaces as galleries and museums, library classes, playgrounds and more green spaces?"**
>
> - Alison Lee, Director of Urbis

Further reading:

1. Good for Busine$$, The benefits of making streets more walking and cycling friendly
2. Rethinking the Kerb
3. Economic benefits dining parklets bike parking car parking
4. The Economic Benefits of Sustainable Street



Above: Image by Urbis, 2021, based on the following:

- Dining parklet occupancy, expenditure and duration of stay based on: Urbis, 2021, Extended Outdoor Dining Program Evaluation, for Cities of Melbourne, Yarra and Stonnington
- Bike parking occupancy, expenditure and duration of stay based on: Alison Lee & Alan March (2010) Recognising the economic role of bikes: sharing parking in Lygon Street, Carlton, Australian Planner, 47:2, 85-93,DOI: 10.1080/7293681003767785 (factored into 2021 Australian Dollars)

Other assumptions and notes

- Occupancy - bike parking 6 space, car parking 1.2 people per car, dining parklet 10 seats.
- No. of hours per day of occupancy - bike parking 8 hours, car parking 14 hours [1hr timed parking with turnover], dining parklet 8 hours
- Bike Parking Occupancy 61%, Dining Parklet Occupancy 63%, Car Parking Occupancy 85%

Economic Benefits of Cycling

APPENDIX E

Hutt Street

Cycling has wide ranging economic benefits to the individual and also to the broader community. It is a low-cost solution to health and climate issues facing our society. The significant benefits offered by investing in cycling infrastructure include:

- Saving people and society money
- Encouraging spending at local businesses
- Creating jobs
- Sparking new industries and economic opportunities.

Furthermore, the amenity offered by high-quality cycling infrastructure can result in increased property values and therefore increased property rate revenue.

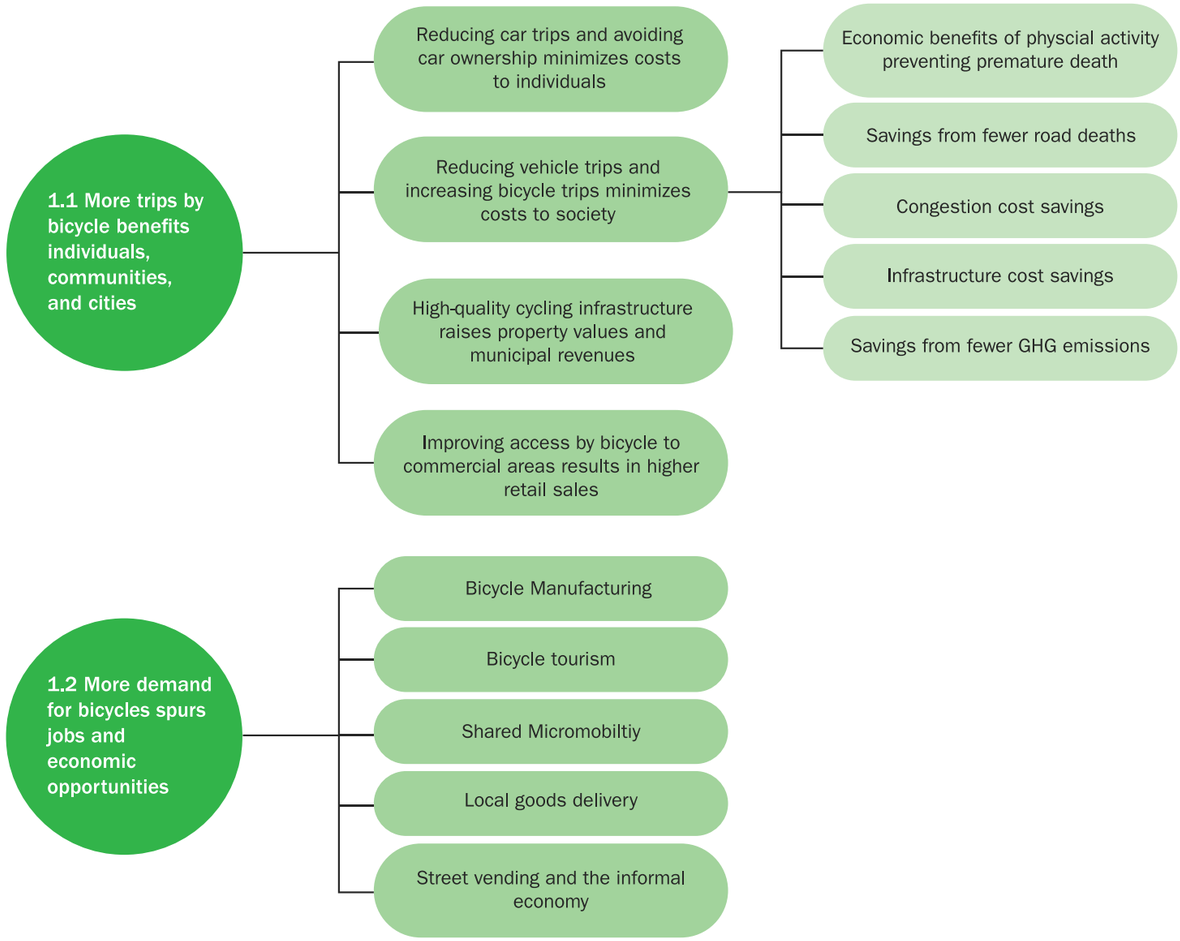
Commercial areas such as main streets that are easily accessible by walking and cycling generally see higher retail sales.

> **"Pedestrians and cyclists spend more per month, especially at food service businesses, than drivers do. In fact, cyclists have been found to spend more per trip and to make shopping and dining trips more often than drivers."**
>
> - Making the Economic Case for Cycling, D. Yanocha & S. Mawdsley, 2022

'Cycling infrastructure' refers to a broad range of interventions such as unprotected cycle lanes (painted lane on the road), off-road shared paths (e.g. Park Lands) and separated/segregated bike lanes (e.g. Frome Road Bikeway) and end-of-trip facilities (e.g. bike racks, bike shelters, bike repair stations).

It has been proven that low cost interventions such as unprotected cycle lanes do not offer enough safety and comfort for most people and are therefore not well utilised. Therefore, while the cost to implement is low, the return on investment is also low with no visible increase in the number of people using the infrastructure and/or no fewer traffic crashes involving cyclists.

A study conducted in Victoria, Australia, showed the passing distance between vehicles and cyclists was closer (and therefore cyclists were at higher risk) on streets with unprotected cycle lanes than on streets with no cycling infrastructure at all.



Above: Economic opportunities from expanded investment and access to cycling, from Making the Economic Case for Cycling, D. Yanocha & S. Mawdsley, 2022

Full report available here: www.itdp.org/publication/economics-of-cycling/

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