

Our Places

Hutt Street Revitalisation Concept Development Options Engagement Outcomes

Infrastructure and Public Works Committee
19 August 2025

Program: Infrastructure

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Approving Officer: Tom McCready, Director City Infrastructure

On 26 November 2024, Council resolved that it:

1. *Approved for the purposes of public consultation:*
 - 1.1 *Option A (Existing conditions – footpath option only); and*
 - 1.2 *Option B (Renewal with 60-degree angle parking) and*
 - 1.3 *Option C (Renewal with 45-degree angle parking) and*
 - 1.4 *Option D (Current Concept (interpeak parallel) and*
 - 1.5 *Option E (Combined 45-degree angle parking).*

As presented on 19 November 2024 within the Hutt Street Revitalisation Project (Car Parking Review) Workshop and contained within Attachment A to Item 7.1 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 19 November 2024.

2. *Notes the outcomes of the Community consultation will be presented to Council for consideration and approval.*

Workshop Agenda

1. Background and project overview
2. Engagement Outcomes Reporting – Anna Deller-Coombs, URPS
3. Budget and cost estimate
4. Conclusions and Key Question

KEY QUESTION

Noting the outcomes of the community consultation and engagement, what are Council Members' views on the community feedback and preferred options?

Background and Project Overview

Main Strategic Objective:

Our Places

Interesting, purposeful and safe

Facilitate and activate our places in a safe and accessible way for our community

Benefits

- 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.
- Precinct activation and economic development.

Vision for Hutt Street and Design Principles:

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.

Design principles



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.



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.



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



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



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

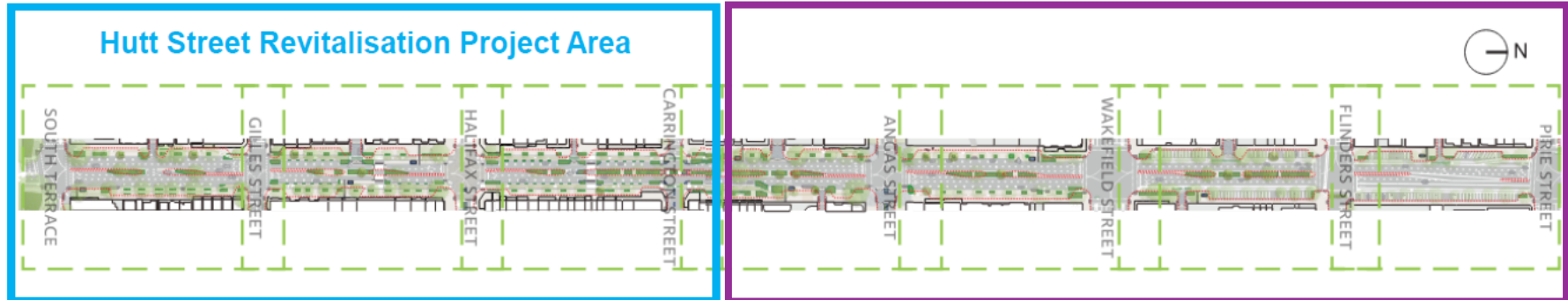


Public art opportunities, activation and improved amenity to support businesses and enhance the visitor experience, driving future investment and economic uplift.

Draft Master Plan for Hutt Street, December 2021

Hutt Street Revitalisation

Background and Project Overview



Hutt Street Revitalisation Scope:

Upgrade of streetscape and renewal of key infrastructure assets, including road surface, stormwater, public lighting, footpath and kerb and water table.

Asset Renewal – between Carrington St and Pirie Street:

Asset renewal in the northern section of Hutt Street will be undertaken as per the Asset Management Plan, with key infrastructure assets identified for renewal within the next 4-10 years (road surface, stormwater, footpath, kerb and water table and public lighting).

Concept Development Options Summary

Option	Car Parking and Road Layout Summary
Option A *	Retains existing 60-degree angle parking layout with targeted footpath repair Retains approximately 132 on-street parking bays
Option B	Retains 60-degree angle parking and updates to current standards for parking bays Retains approximately 112 on-street parking bays
Option C	Changes parking to 45-degree angle and updates to current standards for parking bays Retains approximately 79 on-street parking bays
Option D (Original Concept Plan)	Changes to parallel parking, two lanes during peak in direction of travel, aligns with Austroads Guides, complies with current standards and allows for expanded footpaths and protected cycle path Retains approximately 72 on-street parking bays
Option E	Changes parking to 45-degree angle, updates to current standards for parking bays and includes protected cycle path Retains approximately 76 on-street parking bays

Number of existing car parking bays on Hutt Street, between South Terrace and Carrington Street – **132 car parking bays.**

** To address existing non compliances to the Australian Standard will see a reduction of approximately 20 car parking bays.*

Hutt Street Revitalisation

How We Engaged

Engagement undertaken

- Online survey
- Business forum
- Community events
- Stakeholder workshops
- Submissions
- Email/phone enquiries

Promotion & engagement

- Our Adelaide
- Fact Sheet
- Social media
- Street signage
- Posters and postcards



Concept Development Consultation
Help shape the future of Hutt Street

You are invited to review the proposed concept development options for the revitalisation of Hutt Street.

Share your feedback by
5:00pm, Friday 28 March 2025.

Scan the QR or visit
ouradelaide.sa.gov.au/hutt-street

Join us at the Hutt Street Revitalisation information booth at the Fringe Vibes on Hutt Street event and chat to a project team member.

Saturday 1 March, 10.00am to 2.00pm

Hutt Street, corner of Halifax and Hutt Street.

Or visit a community drop-in session

Wednesday 5 March, 10:30am to 12:30pm
Thursday 6 March, 3:00pm to 5:00pm
Hutt Street Library, 235 Hutt Street

Hutt Street Revitalisation

Who We Heard From



- 1,039 survey respondents.
 - 50% City of Adelaide ratepayers.
- 92 people attended community events.
- 46 written submissions.
- 36 Hutt Street businesses at business forum.
- 8 stakeholders at workshops.
- Open and transparent process.
- Detailed analysis of data to assess the integrity of responses, respondent locations and breakdown of respondent groups.

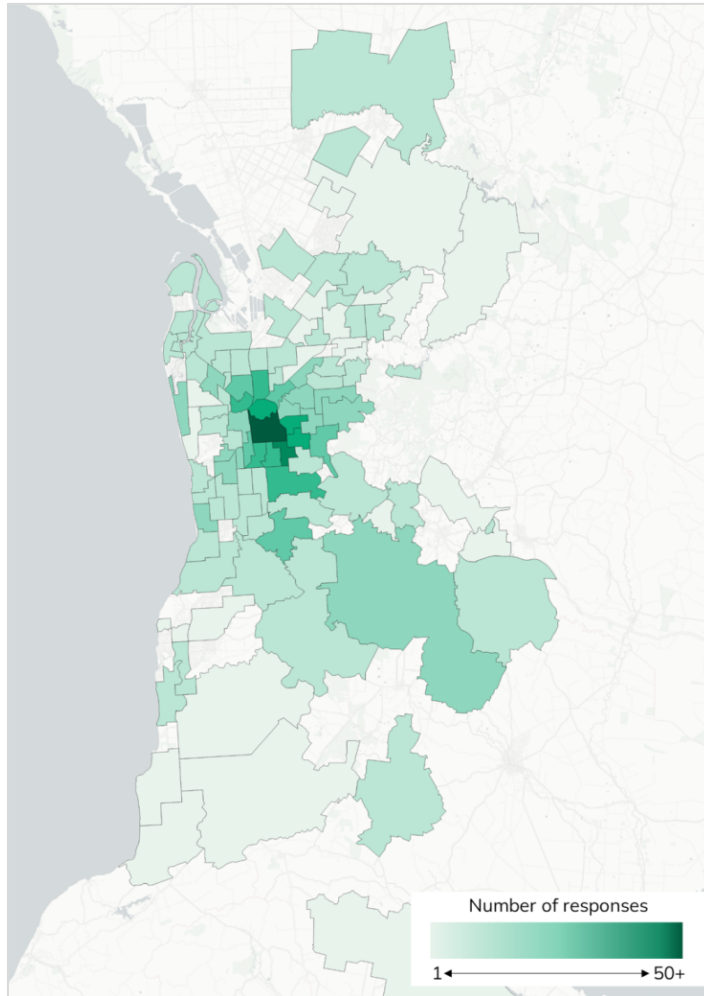
Intentionally used a range of ways that people could participate

Face to face engagement allowed for greater depth and nuance.

Survey as the key data piece with a large response rate.

Hutt Street Revitalisation

Who We Heard From



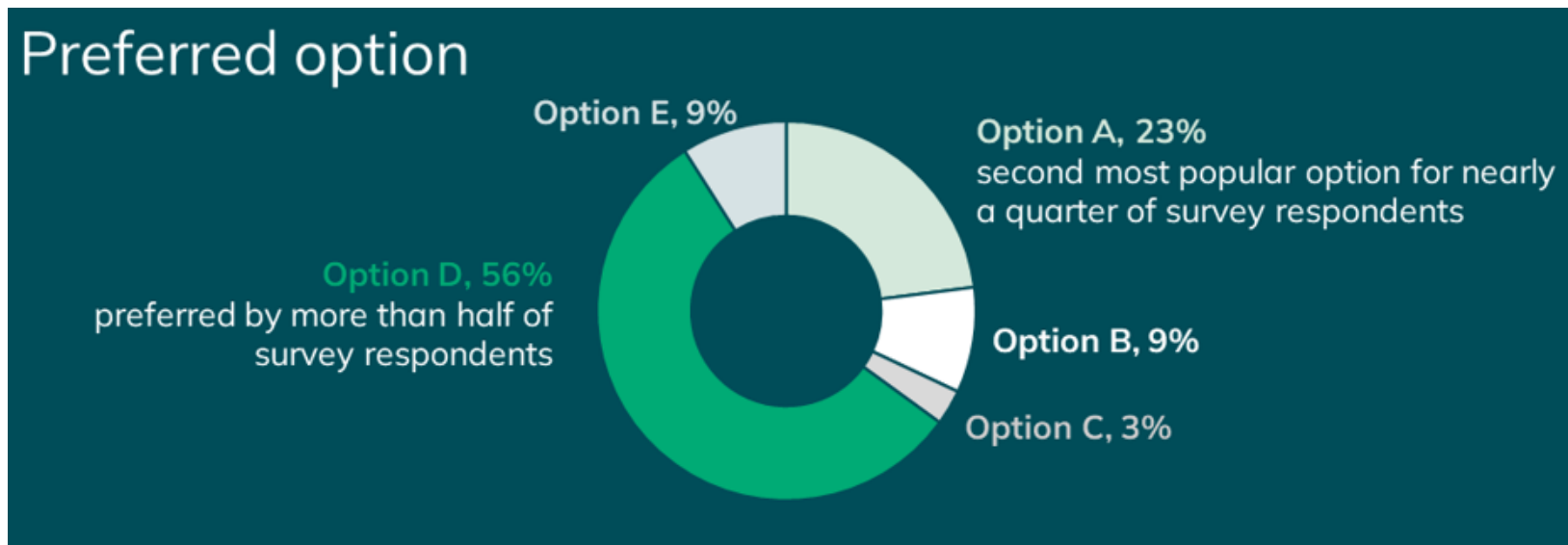
Heat map of survey respondents (n=1,039)

- 50% City of Adelaide ratepayers
- Higher concentration of responses from inner city suburbs
- Reflects commuter base/range of reasons people come to Hutt Street

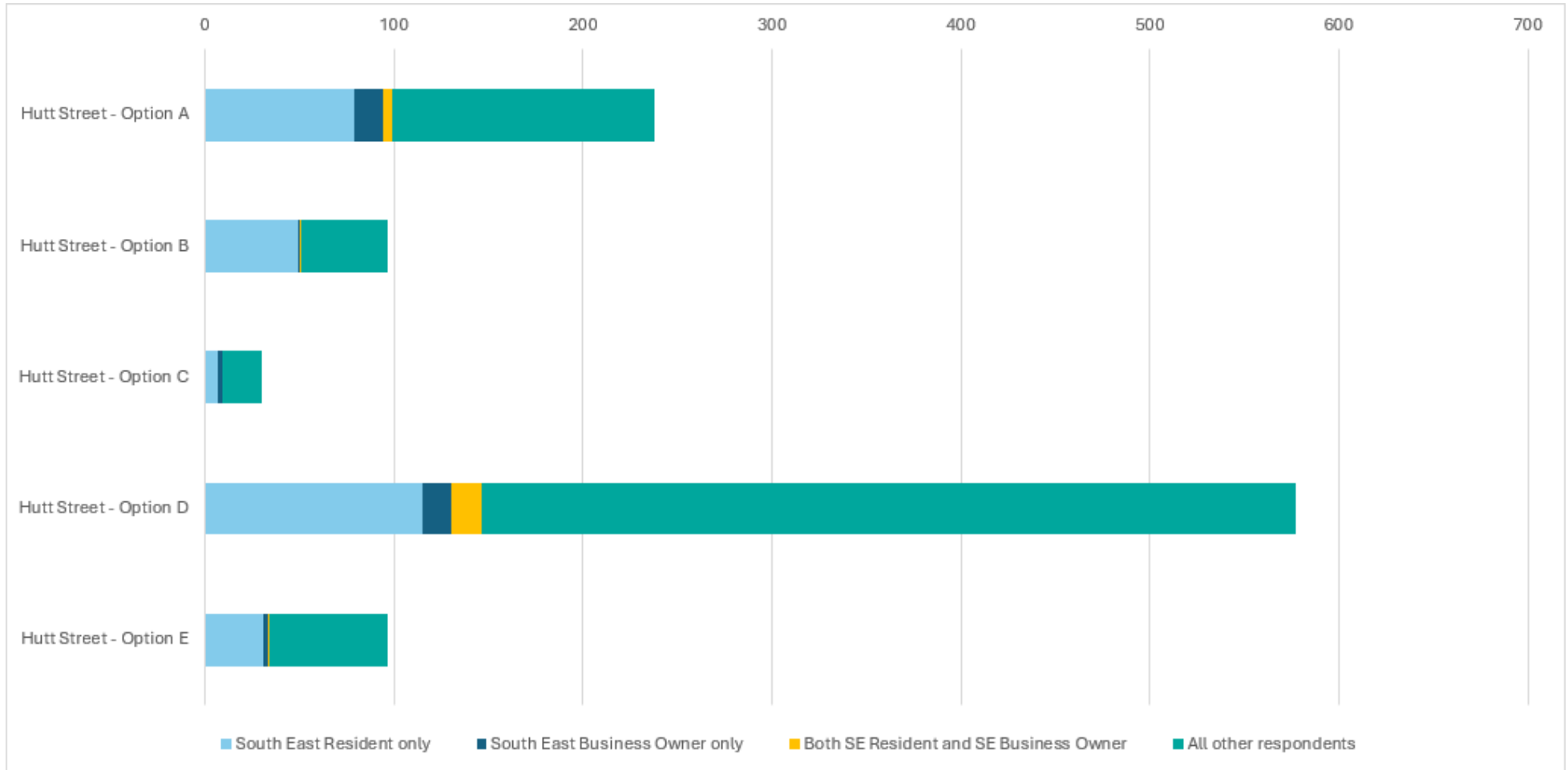
Option D was the clear preference across all respondent categories

Including residents, ratepayers, and business owners in the South-East precinct.

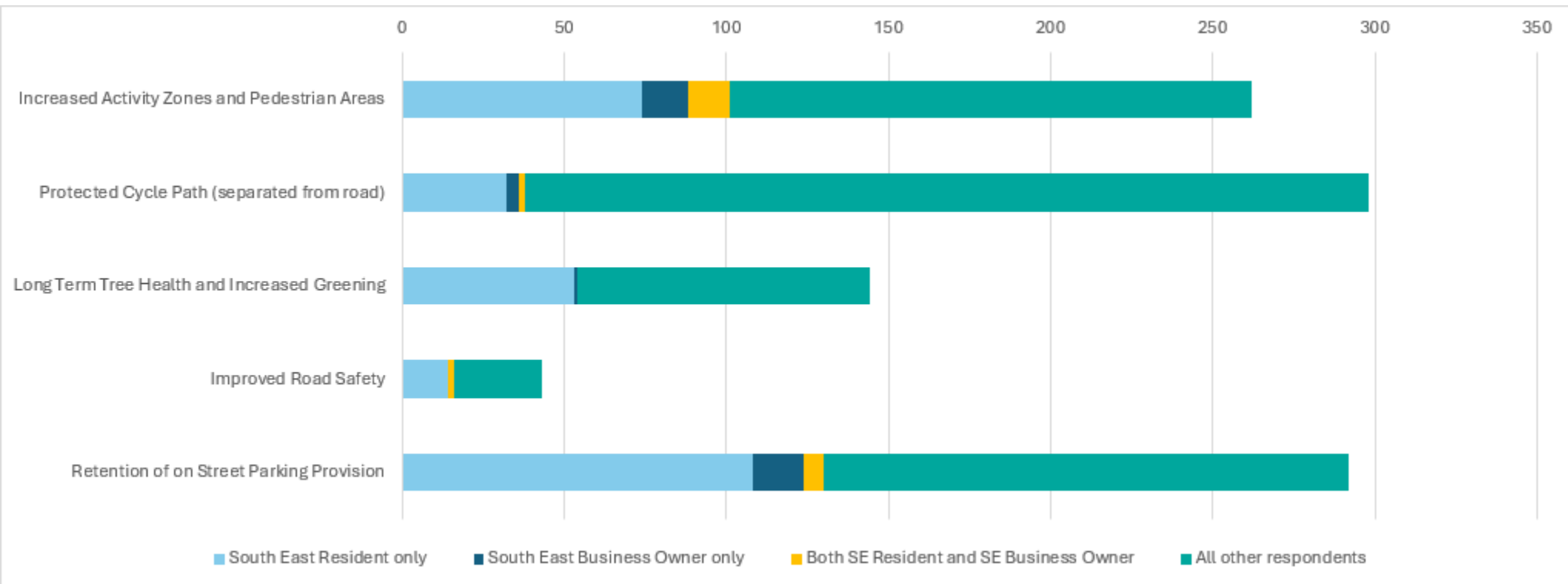
Option A was the second most popular option.



Option Preference by Respondent Group



Priorities for Hutt Street by Respondent Group



Hutt Street Businesses

- **36** Hutt Street businesses attended a dedicated business forum (*all businesses along Hutt Street were invited to attend*).
 - Strong feedback for retaining car parking on Hutt Street.

Businesses in the South-East Precinct

- Survey respondents were asked to identify what precinct in the city their business is located.
- **70** of 110 business owners indicated they are located in the South-East precinct.
 - Support for Option D (46%) followed by Option A (37%).



Feedback from community on what they liked about Option D and Option A

Option D

- Protected and separated bike lanes
- Wider footpaths
- Greater opportunity for outdoor dining and activation
- Renewing the street and creating more opportunities for business

Option A

- Retaining parking
- Easy access to shops/services
- Retaining existing character
- Fixing footpaths
- There are approximately 20 parking bays that currently do not meet the Australian Standards and will need to be addressed

Parking emerged as the most topical issue

Strong support for retaining on-street parking and concerns about the impact of its removal on local businesses.

‘If customers can’t find parking, they won’t come to Hutt Street.’

‘Parking is critical for elderly patients accessing our medical services.’

Mixed views on cycling

Improving safety and access for cyclists was supported by some. Others suggested alternative routes.

‘I’ve stopped cycling on Hutt Street because I’ve had too many near misses.’

‘The bike path isn’t necessary – Frome Street already serves this purpose.’

The village feel of Hutt Street is valued and should be retained

Easy access, choice of shops, cafes and services is important. It is a hub for the community.

‘Let’s create
more gathering
places – not
just car space.’

‘Let’s celebrate
what makes Hutt
Street unique, not
generic.’

Support for streetscape improvements

Such as better lighting, shade, public art, and green spaces to create a welcoming and vibrant precinct.

‘Create more places for people to gather and relax.’

‘We need more fairy lights, trees, and better lighting at night.’

Option D – Scope and Street layout

- Option D was the highest preference of community (56% of survey respondents).
- Option D changes the layout of the street from 60-degree angle parking to parallel parking. Off-peak parking will be available in the outer lane between Gilles Street and Carrington Street (southbound in AM and northbound in PM).
- Other features of Option D include: widened footpath with protected cycleway, additional greening and improvement to existing tree pits, public lighting upgrade, pedestrian safety improvements including raised thresholds at minor side streets and adjustments to the road environment to improve safety for motorists.
- Option D will address existing non-compliances to the Australian Standard for On-Street Parking (AS 2890.5:2020) and is a solution considered by the Austroads Guidelines with advantages including minimisation of road crashes and reduced lane width. The Austroads Guidelines also note the disadvantages of parallel parking include limitation of parking bays (in terms of numbers) that can be accommodated and disruption to other traffic (whilst undertaking a parallel park).

Asset Renewal

- Option D brings forward planned renewal of key infrastructure assets to achieve delivery efficiency including stormwater, kerb and water table and road pavement.

Option A – Scope and Street layout

- Option A was the second highest preference of community (23% of survey respondents).
- Option A will retain the existing parking layout (60-degree angle) and includes targeted footpath repairs and minor enhancements to tree pits where possible without impacting parking bays. No asset renewals are included in the scope for Option A.
- The existing parking layout does not comply with the current Australian Standard for On-Street Parking (AS 2809.5:2020) and Austroads Guidelines.

Asset Renewal (to be undertaken separately as per Asset Management Plan)

- If Option A is delivered, the **road pavement** will need to be **renewed within 4 years** given it is approaching the end of asset life.
- When the road pavement is renewed in 4 years, it will be **necessary to reinstate parking** to the **current Australian Standard** (AS 2890.5:2020) for on-street parking which will **result in the reduction of approximately 20 car parks**.
- The **pavement renewal** is likely to **trigger other renewals** including stormwater improvements, with scope and costing for stormwater subject to engineering assessment currently underway.

Options Cost Estimate Summary

	Renewal	New / Upgrade	Total Project Cost
Allocated budget (as per LTFP)	\$8.814m	\$12.5m	\$21.3m
Option A	Excluded	\$701,674	\$701,674
Option B	\$11,477,250	\$13,482,600	\$24,959,850
Option C	\$11,477,250	\$13,663,339	\$25,140,589
Option D	\$11,477,250	\$17,737,398	\$29,214,648
Option E	\$11,477,250	\$15,632,454	\$27,109,704

The cost estimates are preliminary and based on early design detail. Cost estimates will be updated at key milestones to ensure the project can be managed to the allocated budget.

- Option D estimated cost is **\$29.2m**.
- Current allocated budget is **\$21.3m** (not including increase to renewal funding based on current cost estimate).
- Note the budget estimates does not include the \$7.32 million Thriving Suburbs Funding allocated by the Federal Government.
- To deliver Option D will require a budget increase of **\$7.8m**.
- Grant funding will increase available budget allocation from \$21.3m to \$28.6m.
- Through detailed design, cost estimates will be finalised.

GRANT FUNDING: \$7.32M

- In November 2024, Council was successful in attracting \$7.32m of grant funding for Hutt Street via the Federal Government's Thriving Suburbs program.
- The funding submission was based on the Concept Plan for Hutt Street (Option D layout), which featured a protected cycleway, wider footpaths, access improvements and increased greening. Delivery of any option that does not deliver these key elements may put the grant funding at risk.
- Originally, the grant funding was planned to offset Council's New and Upgrade budget of \$12.5m. Current estimates suggest the grant funding is required to top up the budget allocation.
- An extension is being sought for the timing of the grant funding and discussions will be progressed with the Federal Government should the scope of the project change.

Hutt Street Revitalisation

Project Budget Overview



ALLOCATED BUDGET: \$21.314m

FORECAST (AS PER LTFP):

23/24		24/25		25/26*		26/27		27/28		WOL	
N/U		N/U	Renewal	N/U	Renewal	N/U	Renewal	N/U	Renewal	N/U	Renewal
\$5k		\$208k	\$192k	\$465k	\$430k	\$4.138m	\$2.867m	\$7.684m	\$5.325m	\$12.500m	\$8.814m**

Budget Notes:

- The 2025/26 forecast will be reviewed following the decision on the concept option to proceed to detailed design(*).
- The Renewal budget will continue to be reviewed following the completion of stormwater technical investigations and design progression and updated via the Business Plan and Budget(**).

Community Consultation and Engagement:

- **Option D** was the **most preferred** of the five options.
- Significant parts within **community want to retain parking**
- Significant parts within **community would like protected cycling paths**
- **No option provides both** of these things
- Greening, activation and pedestrian activity is important
- **Road safety** is a **lower priority** for community
- **Hutt Street is a much-loved** precinct for locals and visitors.

Budget and Grant Funding approach:

- **Allocated budget** for Hutt Street is **\$21.3m (not including funding)**
- Expected cost to deliver **Option D is \$29,214,648** (*June 2025, preliminary estimate*)
- Using the **\$7.32m of grant funding** to increase the \$12.5m new and upgrade allocation will support the delivery of Option D.
- The **grant funding** submission was based on the Concept Plan for Hutt Street (Option D layout), which featured a protected cycleway, wider footpaths, access improvements and increased greening.
- Delivery of any option **that does not deliver these key elements** may put the grant funding at risk.

Next steps and Delivery Timeline

Next Steps:

- **September 2025** – recommendation from Infrastructure and Public Works Committee (IPW) to Council to proceed with preferred option (subject to workshop outcomes).
- **October 2025** – Inform community of approved concept option plan for revitalising Hutt Street, provide information on what we heard from community during consultation, communicate project delivery timeline and prepare for detailed design procurement.

Delivery Timeline:

Following the approval of an option for Hutt Street by Council, the timing for delivery is anticipated to be as follows (for options B, C, D & E):

Activity	Timing
Detailed Design	10 -12 months
Procurement (Construction Delivery)	3 - 4 months
Construction Delivery	18 months

KEY QUESTION

Noting the outcomes of the community consultation and engagement, what are Council Members' views on the community feedback and preferred options?