

Hutt Street Revitalisation - Concept Option Endorsement

Tuesday, 9 December 2025
Council

Strategic Alignment - Our Places

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Public

Approving Officer:
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EXECUTIVE SUMMARY

The purpose of this report is to seek Councils consideration and approval of the Hutt Street Revitalisation Project – Option B revised (concept), following feedback from Council Members at the Infrastructure and Public Works Committee held on 2 December 2025 relating to item 5.1 – Hutt Street Revitalisation – Revised Option B and E, held on 2 December 2025.

RECOMMENDATION

THAT COUNCIL

1. Approves Option B revised (concept) for the Hutt Street Revitalisation Project as contained in Attachment A to Item 18.6 on the Agenda for the meeting of Council held on 9 December 2025, to progress to detailed design in 2026.
2. Notes the community consultation and engagement process undertaken to date and the completion of the Concept Development Community Consultation and Engagement Phase for the project.
3. Notes the cost estimate to deliver Option B revised, for the Hutt Street Revitalisation Project will be approximately \$24.959m, with further cost estimates to be provided to Council as design progresses and grant funding arrangements are finalised.
4. Notes the next steps to be undertaken to progress the project as presented in this report.
 - 4.1. Inform the community and stakeholders of Council's direction on the option to be progressed to detailed design and provide information on next steps associated with the detailed design phase.
 - 4.2. Notify the State and Federal Government of Councils decision and progress negotiations to secure and finalise grant funding.
 - 4.3. Procure design consultants and commence detailed design based on Option B (revised).
 - 4.4. Commence engagement with key stakeholders to inform detailed design and delivery planning.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	<p>Strategic Alignment – Our Places</p> <p>This report supports Council's objectives to '<i>Facilitate and activate our places in a safe and accessible way for our community</i>' through the delivery of quality main street upgrades.</p>
Policy	Not as result of this report
Consultation	Community, stakeholders and funding partners to be informed of Council decision following endorsement of the preferred concept development option for Hutt Street and consulted as part of the detailed design phase.
Resource	Not as a result of this report
Risk / Legal / Legislative	To be delivered in accordance with the requirements of the <i>Local Government Act 1999</i> (SA). Notes the Thriving Suburbs grant funding has not been finalised and will be subject to review and consideration by the approving agency.
Opportunities	Not as a result of this report
25/26 Budget Allocation	<p>Total Budget allocation \$21.314m (New & Upgrade - \$12.5m) and (Renewal allocation – \$8.8m, as identified)</p> <p>Total Estimated Project Cost: \$24.959m (independent assessment of Option B revised)</p> <p>Thriving Suburbs Grant allocation \$7.32m (to be confirmed following negotiations on Option B (revised) and has not been included in the overall budget allocation and / or estimate.</p> <p>Allocation \$0.781m (New & Upgrade + Renewal) within 2025/26 budget period.</p>
Proposed 26/27 Budget Allocation	BP&B request for 2026/27 is \$1.869m (subject to further review).
Life of Project, Service, Initiative or (Expectancy of) Asset	Asset life varies on an asset-by-asset basis. Paving is anticipated to have an asset life of approximately 40 years; asphalt roadway is anticipated to have an asset life of approximately 20 years.
25/26 Budget Reconsideration (if applicable)	Not as result of this report
Ongoing Costs (eg maintenance cost)	Not as a result of this report
Other Funding Sources	Subject to final negotiations, the New & Upgrade costs will be partly funded through the Australian Government's Thriving Suburbs grant funding (\$7.32m overall funding for project).

DISCUSSION

1. The purpose of this report is to seek approval of Option B revised (concept) for the Hutt Street Revitalisation Project to enable the project to progress to the detailed design phase in 2026 and to both finalise grant funding and provide an update on indicative project cost and next steps.

Background

2. In 2020 Hutt Street, Hindley Street, Melbourne Street, Gouger Street and O'Connell Street were identified as priority streets for upgrade as part of Council's Main Street Revitalisation program.
 - 2.1. In the 2023/24 Annual Business Plan & Budget, the Hutt Street Revitalisation project was allocated \$12.5m of new and upgrade funding in accordance with the 27 June 2023 Council decision.
 - 2.2. Renewal works funding has been allocated at \$8.8m, to be undertaken as part of the revitalisation project delivery.
 - 2.3. In November 2024, the City of Adelaide was successful in attracting \$7.32 million of federal grant funding via the Australian Government's Thriving Suburbs grant program based upon the concept design presented at the time. The grant funding negotiations have paused until there is an option approved by Council for delivery. Following the approval of an option, negotiations will be progressed to finalise the grant funding approval.
3. The delivery of the Hutt Street Revitalisation Project is a key action which will contribute to achieving Council's strategic objective to *facilitate and activate our places in a safe and accessible way for our community*.
4. The vision and design principles were captured in the 2021 Draft Hutt Street Master Plan.
5. The vision being, to build on *Hutt Street's leafy green streetscape, historic village charm with an exciting variety of commercial, dining and social experiences to ensure it is the pride of its growing community and a popular destination for locals and visitors alike*.

Community Consultation and Engagement – Concept Development Options

6. The City of Adelaide undertook a comprehensive consultation and engagement process from 21 February to 28 March 2025, following Council's resolution to consult on five concept development options for Hutt Street at its meeting on 26 November 2024. The resolution of Council is outlined below:

THAT COUNCIL

1. Approves 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 the 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.
3. Notes the new timeline and forward estimates for the New / Upgrade allocation due to the request to review the concept plan with particular focus on the provision of car parking spaces.
7. The consultation and engagement process were broadly promoted, and information was shared through multiple channels including 'Our Adelaide' online, social media, local fact sheets, corflute signage, face to face, and materials distributed to businesses along Hutt Street.
8. Community feedback was gathered through an online survey, business forum, drop-in sessions at the Hutt Street Library, pop-up session at the Fringe Vibes on Hutt Street event, stakeholder workshops, and submissions via phone and email.
9. Engagement was strong, with 1,039 survey responses and around 100 people attending in-person events.

10. Results showed a clear preference for Option D, followed by Option A, although views varied on specific design elements.
11. Consistent themes included strong support for revitalising Hutt Street, enhancing greening, amenity, and vibrancy, and preserving the street's village character. Opinions were mixed on maintaining convenient parking and improving cyclist safety.
12. A summary of the community engagement outcomes was presented in a workshop at the Infrastructure and Public Works Committee on 19 August 2025 [\[Link 1\]](#).
13. A CEO briefing was held on the 21 October 2025 where Council Members were presented with further detail relating to the project. The Briefing Paper can be viewed at [\[Link 2\]](#)
14. It should be noted that extensive feedback was provided outside of the consultation process and focused mainly on the loss of on street parking spaces and the impacts this would have to businesses within the street.

CEO Briefing 21 October 2025

15. On 21 October 2025, a briefing was held by the Chief Executive Officer to:
 - 15.1. Present the report detailing the outcomes of the Concept Development Options community and stakeholder engagement and consultation conducted in February and March 2025 [\[Link 3\]](#)
 - 15.2. Present the Economic Impact Assessment and Benefit Cost Assessment for the Hutt Street project.
 - 15.3. Provide further information on the concept options, including features and potential risks associated with each of the design layouts.
16. The presentation also provided updated design advice regarding existing parking layout and compliance to Australian Standards, namely that there are currently 132 car park spaces in Hutt Street (between South Terrace and Carrington Street), and the existing on-road bike lane is 1.3m wide. Both require updating to comply with current standards.
17. At the conclusion of the briefing, the Administration was asked by Council Members to review and assess specific design elements for Options B and E as follows:
 - 17.1. Both options: Introduction of mid-block pedestrian crossings and confirmation of accessible parking provisions.
 - 17.2. Option B: Widening of the on-road bike lane.
 - 17.3. Option E: Adjustment of the proposed 45-degree angle parking layout to 60-degree angle parking.
 - 17.4. Investigate the opportunity to maximise parking provision in both options.

Revised Options B and E

18. At the Infrastructure and Public Works Committee on 2 December 2025, updated layout plans for Options B (revised) and E (revised) were presented to the Committee [\[Link 4\]](#) responding to the request for further consideration of specific design elements at the CEO Briefing.
19. To inform design assessments for potential mid-block crossings, a pedestrian count was undertaken on 12 November 2025. Based on the survey results data, two mid-block pedestrian refuge crossings are recommended near Davaar Place and McLaren Street. The inclusion of the pedestrian refuge crossings will require reduction of ten car parks to accommodate safe crossing points and new pram ramps. The recommended crossing locations remain the same for both Option B (revised) and Option E (revised).
20. Design changes specific to Option B (revised) and E (revised) are outlined below:
 - 20.1. Option B (revised) includes:
 - 20.1.1. Additional improvements to cycling infrastructure to complement the 1.5m on-road bike lane included in the original Option B concept, including bike boxes at intersections and a chevron line-marked buffer behind the parking bays (> 1.2m depending on road width).
 - 20.1.2. Raised pedestrian thresholds for minor side streets to improve pedestrian accessibility.
 - 20.1.3. Two new pedestrian refuge crossings near Davaar Place and McLaren Street, where pedestrian counts warrant.
 - 20.1.4. Three new street trees (included in the original Option B).
 - 20.1.5. Updated arrangements for parking adjacent intersections following review which increases the number of car parks that can be retained by eight (8) parks.

- 20.1.6. Overall retention of 110 on-street car parks, including four accessible car parks which exceeds Australian Standards (AS2890.5) requirements for accessible parking.
- 20.1.7. The design of the bike lane and line marked buffer has been modified to reflect best practice and Austroads guidelines which recommend a fixed 1.5m on-road bike lane with a line marked buffer between the bike lane and angled parking.
- 20.2. Option E (revised) includes:
 - 20.2.1. 60-degree angle on-street parking in lieu of 45-degree angle parking, increasing parking retention by 16 spaces.
 - 20.2.2. A reduced width off-road cycle path of 1.2m with a 0.5m wide landscaped buffer (garden bed) between the cycle path and pedestrian footpath to reduce the risk of conflict between cyclists/scooters and pedestrians.
 - 20.2.3. Refined alignment to the cycle path in the footpath to better comply with design standards, noting in some areas this will increase the impact to existing outdoor dining areas.
 - 20.2.4. Raised pedestrian thresholds for minor side streets to improve pedestrian accessibility.
 - 20.2.5. Two new pedestrian refuge crossings near Davaar Place and McLaren Street, where pedestrian counts warrant.
 - 20.2.6. Four new street trees (included in the original Option E). One extra tree is accommodated with the closure of the central median at Cairns Street.
 - 20.2.7. Updated arrangements for parking adjacent intersections following review which increases the number of car parks that can be retained by eight spaces.
 - 20.2.8. Overall retention of 89 on-street car parks, including four accessible car parks which exceeds the Australian Standards (AS2890.5) requirements for accessible parking.
- 21. A summary table has been included below comparing the revised options and the specific outcomes for on-street parking. *Table 1: Revised options on-street car parking summary for Hutt Street between South Terrace and Carrington Street*

	Option B	Option E
Retained Parking under original option	112	76
Design update	Option B (revised)	\Option E (revised)
Changes to parking adjacent intersections	+8	+8
Change in angle of parking (45 degree to 60 degree)	N/A	+16
Reallocation of parking space for pedestrian refuge crossings (x2)	-10	-10
OVERALL TOTAL PARKS RETAINED (including 4 accessible car parks)	110	89

Note: The indicative figures in table 1 are based on all available information at the time of report preparation and are subject to minor change during detailed design development.

Infrastructure and Public Works Committee 2 December 2025

- 22. Two deputations were heard at the committee meeting from a local trader and community member supporting Option B (revised). Their support was based on the high number of on-street car parks that could be retained under this option whilst providing improvements in other key areas such as amenity and pedestrian and cyclist accessibility and safety.
- 23. The Committee provided strong positive feedback in support of Option B (revised) noting the high level of on-street parking to be retained whilst continuing to provide significant revitalisation of the street including upgraded amenity, improved lighting, safety improvements for pedestrians and cyclists and increased greening.
- 24. Option E (revised), whilst increasing parking retention from the original concept due to the change in angle parking approach, was noted as having some design challenges, namely the width and rideability of the protected bike path (1.2m), impact to existing outdoor dining along the street due to reduction of the (pedestrian) footpath to 3.1m and the impact of the path alignment at intersections on established outdoor dining areas.

25. Given the strong preference for Option B (revised), Council Members requested that the following be considered as part of the detailed design:
 - 25.1. Review of the location of accessible parking to support improved access to facilities in the street.
 - 25.2. Review of the western footpath width (4.2m) and bike lane and buffer (safety strip) arrangement with a view to providing a consistent buffer width of 1.2m for both sides of Hutt Street where possible.
26. It was also requested that the Administration continue to engage with community throughout the delivery of the project to preserve the unique and unified community spirit of Hutt Street given the broad ranging views expressed during the consultation on street layout.
27. Discussion included timelines for detailed design and construction of the preferred Option B (revised), and it was noted that the approximate timing for design is 10-12 months including procurement and 18 months for construction delivery. The Administration advised that following engagement with the construction market, updates on construction timing and staging would be provided to Council Members.
28. The Committee were advised that a report would be prepared with a recommendation to Council reflecting the feedback from Council Members, i.e. Option B (revised).

Project Cost

29. Preliminary estimates undertaken in April 2025 as part of the concept development options phase indicate the total project cost to deliver Option B (revised) approximately \$24.959m.
30. An updated cost estimate will be developed for Option B (revised) and cost updates will be provided to Council as the project progresses to ensure the project is delivered to the approved budget.
31. The new and upgrade estimated cost has increased due to the availability of further technical information informing the scope and impacts of escalation noting the prolonged escalation in time to determine an option.
32. The asset renewal scope generally includes renewal of kerb and gutter, stormwater, road pavement, and other more minor infrastructure assets. The road pavement has minimal remaining asset life and would be programmed for renewal in the next five years. Other assets have slightly more asset life and will be renewed as part of the project to maximise construction cost efficiencies and avoid works in the near future in Hutt Street.
33. The scope of the renewals to be undertaken as part of the project will be further reviewed during the detailed design and costs will be managed via the Annual Business Plan and Budget process.
34. Note the estimated project cost of \$24.959m does not include the Thriving Suburbs grant of \$7.32m which has not as yet been finalised.

Summary

35. Public consultation undertaken by Council was extensive, feedback received indicated that Option D was the preferred, however further community feedback and sentiment post the consultation has led Council to review and revisit the options presented.
36. Council's feedback to the Administration was to explore design elements with consideration given to balancing the needs of the business community and residents through increasing parking numbers, widening the on-street bicycle lane (with protection provided through a buffer) and to bring in elements that were considered a part of Council's Thriving Suburbs funding submission.
37. Key elements that respond to feedback from community and align with the Thriving Suburbs grant funding objectives included in Option B (revised) are as follows:
 - 37.1. Amenity upgrades including new footpath, new and upgraded lighting, way finding/public art and greening.
 - 37.2. Improved infrastructure for pedestrians including two new pedestrian refuge crossings and raised thresholds: providing greater connectivity and safety for visitors to the street.
 - 37.3. Improved on road bike infrastructure including a wider bicycle lane, safety strip buffer behind 60-degree parking and line marked bike boxes at intersections.

Next Steps

38. Following a decision by Council, the Administration will:
 - 38.1. Notify the community and stakeholders of Council's direction on the option to be progressed to detailed design and provide information on what to expect during the detailed design phase.

- 38.2. Notify the State and Federal Government of Council's decision and to progress negotiations to secure and finalise grant funding.
- 38.3. Procure design consultants and commence detailed design based on Option B (revised).
- 38.4. Commence engagement with key stakeholders to inform detailed design and delivery planning.

DATA AND SUPPORTING INFORMATION

Link 1 – Infrastructure and Public Works Committee - 19 August 2025 – Workshop Report

Link 2 – CEO Briefing - Tuesday 21 October 2025 – Presentation Pack.

Link 3 – Hutt Street Revitalisation – Concept Development Options Engagement Summary report.

Link 4 – Infrastructure and Public Works Committee 2 December 2025 - Workshop Report.

ATTACHMENTS

Attachment A – Revised Option B Concept Development Pack.

- END OF REPORT -