

February 2025

Hutt Street
Main Street Revitalisation

Concept Development Consultation

Consultation closes 5:00pm, Friday, 28 March 2025.



Our Adelaide

CITY OF ADELAIDE

Customer Care
25 Pirie Street, Adelaide
(08) 8203 7203
ouradelaide.sa.gov.au

Hutt Street

Our Adelaide

Help Shape the future of Hutt Street

We're seeking community feedback on five concept development options for Hutt Street, between South Terrace and Carrington Street – the area covered by the Hutt Street Revitalisation Project.

Your input will help us understand what you want to see for the future of Hutt Street and inform the next stage of the project design.

What is the Hutt Street Revitalisation Project?

The Hutt Street Revitalisation Project is an exciting City of Adelaide Street upgrade initiative involving multiple stages from design to construction.

Hutt Street Revitalisation forms part of the City of Adelaide's Main Streets Revitalisation Program. As the hub of the south-east precinct, Hutt Street provides a village-like cluster of cafes and restaurants, alongside day-to-day essentials and community services.

The overall objective of the revitalisation of Hutt Street is to preserve and celebrate Hutt Street's leafy green streetscape and historic village charm whilst providing a well-planned street that supports local businesses, increases opportunities for social interaction and is welcoming and accessible to community and visitors alike.

What have we done with community and how did we get here?

Since 2021, we've been working with the community to shape the future of Hutt Street. Together, we've explored what we want to see for this iconic street.

Our work has included site investigations, technical reviews and stakeholder engagement, with the feedback gathered informing the development of concept designs and design principles.

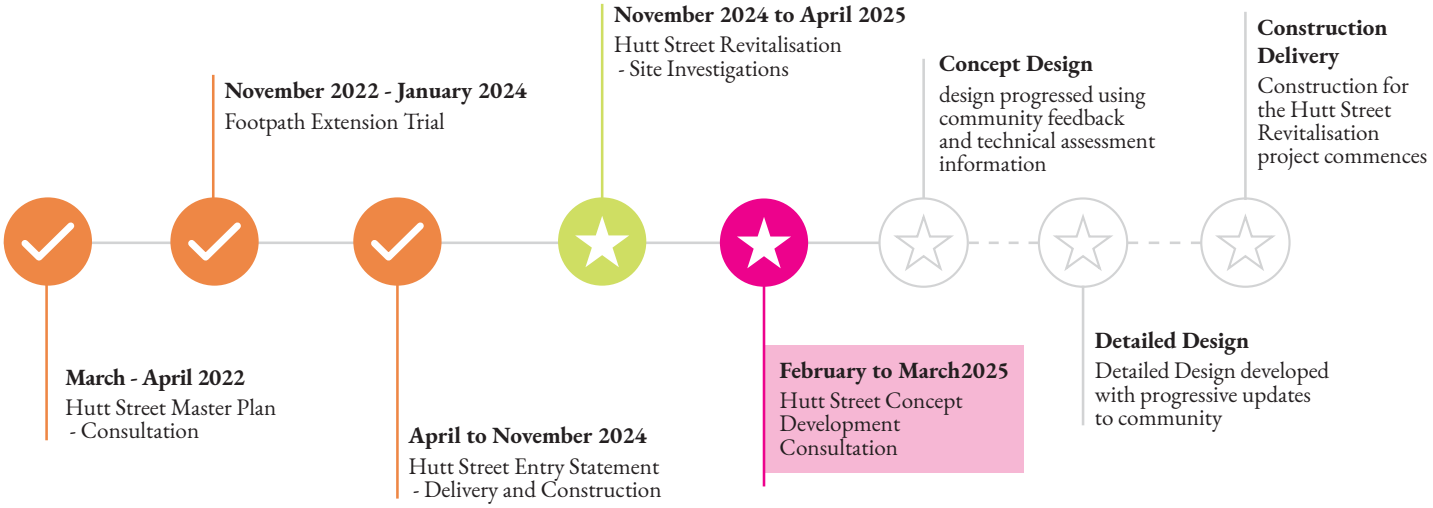
In August 2024, the Council reviewed an early concept design for revitalising Hutt Street. This concept was shaped by community feedback gathered during master planning in March/April 2022. Council sought review of the concept plans for Hutt Street Revitalisation Project with a particular focus on the provision of car parking spaces. In response, five different concept options have been developed.

In late November 2024, the City of Adelaide was successful in securing a $7.32m grant funding contribution for the revitalisation of Hutt Street under the Australian Government's Thriving Suburbs Program. This program aims to support projects that enhance liveability, strengthen social cohesion, and support local amenity in urban and rural communities.

Now we are inviting you to share your thoughts on the five proposed options to help guide the next phase of the Hutt Street Revitalisation. Your feedback will play a key role in shaping the final decision.

Timeline

The figure below outlines the project timeline, highlighting the current consultation phase.



Frequently Asked Questions

Why is Hutt Street being revitalised?

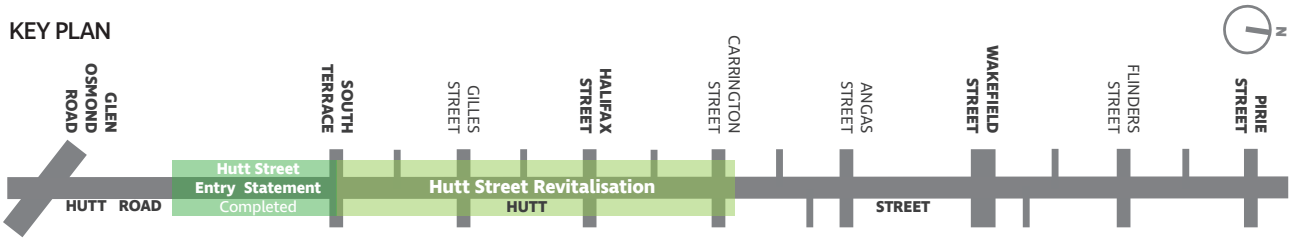
Hutt Street is one of Adelaide's main streets and is known for its village-like cluster of cafés and restaurants, which operate alongside day-to-day essential community services. There has been no major upgrade in the last 30 years.

In 2022 we completed Master Planning for Hutt Street which identified potential opportunities to enhance Hutt Street. These included upgrading the public realm, creating more space for public activities and improving access.

As part of the revitalisation project, some streetscape assets may also be replaced including stormwater infrastructure, road pavement, public lighting, footpath paving and street furniture. This will be further reviewed as the design is progressed.

Which section of Hutt Street will be upgraded as part of the revitalisation?

Hutt Street will be upgraded between South Terrace and Carrington Street.



What engagement has taken place so far?

We have been holding conversations with the community and undertaking research to better understand the community's views on the priorities, needs and expectations for Hutt Street over recent years.

In 2021, the Lord Mayor held roundtable discussions as part of our main streets consultation that identified key themes to guide the planning for Hutt Street. These themes included improved greening, more public space, improved lighting, increased street art, bike facilities and opportunities for activation.

Further engagement on main street master planning allowed us to develop a draft vision, and a set of design principles and objectives for Hutt Street. These represented the community's priorities for the street.

Read more: Hutt Street Master Plan - December 2021

What are the design principles for Hutt Street Revitalisation?

The design principles that underpin the Hutt Street Revitalisation were developed through community consultation undertaken in 2021 to identify community priorities. These principles have been used to help develop the concept development options for Hutt Street.

The design principles are:

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.

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

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

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.

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

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

What is being consulted on now?

We are asking community for feedback on the five options for the revitalisation of Hutt Street which are based on early concepts developed as part of a Car Parking Review undertaken in November 2024.

How can I view the concept development options for Hutt Street?

The five concept development options are provided at the end of this pack.

What does concept development involve?

Concept development involves preliminary explorations to define and verify a project scope. The concept development phase is informed by a range of information gathering activities including stakeholder engagement and consultation to identify community priorities which are distilled into a project vision and design principles. Site investigations and technical data collection around existing conditions further identify design constraints and opportunities which shape the options available for the project. During this phase, optioneering is undertaken to assess design option outcomes against cost and risk to determine the most suitable design option to realise through the next phases of a formal concept design and then detailed design for construction. Design options prepared during the concept development phase are high level, focusing upon key structural components and their feasibility to meet the project aims and desired outcomes.

Has the City of Adelaide received any grant funding to assist with the Hutt Street revitalisation?

In late November 2024, we were successful in securing a $7.32m grant funding contribution for the revitalisation of Hutt Street under the Australian Government's Thriving Suburbs Program.

The Thriving Suburbs Program aims to support projects that enhance liveability, strengthen social cohesion, and support local amenity in urban and rural communities. We will continue to provide updates to the Australian Government as the project progresses and consultation is completed.

Will car parking spaces on Hutt Street be reduced as part of the upgrade?

Each design balances different community priorities, including car parking, overall streetscape improvements and cycling access. Some designs keep most or all car parking, while others make changes that may reduce the number of spaces.

No decisions have been made yet. Your feedback will help Council understand community preferences and guide the final design.

What is the estimated number of on-street car parks in each option?

There are currently 132 on-street car parks in Hutt Street, between South Terrace and Carrington Street.

Option A	132
Option B	112
Option C	79

Option D	72
Option E	76

Could the estimated car parking spaces change?

Yes, the car parking numbers provided for options B to E are indicative and based on a very early concept development level of design detail. We expect there could be some minor changes in the number of car parks as we progress the design with consideration of factors such as distances to traffic signals, vegetation protection requirements and renewal of infrastructure.

We will keep the community informed as we progress the design and are able to provide final information.

What will happen to accessible parking?

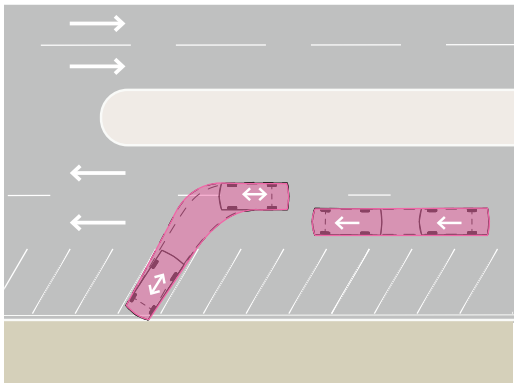
There will be no reduction in the number of accessible car parks as part of the project. Provision of accessible parking is an important aspect of the design, and we remain committed to maintaining the number of available accessible car parks or even increasing where possible and practicable.

Will on-street car parking on Hutt Street remain angle parking?

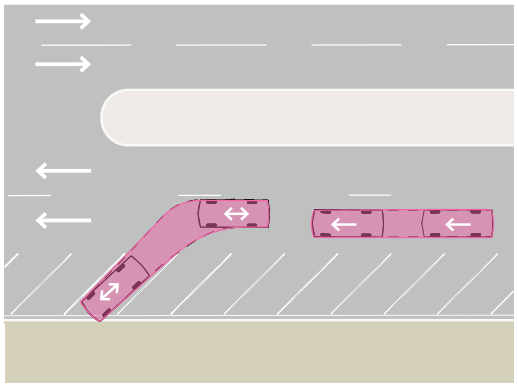
he future arrangement for on-street car parking will be dependent on which option is progressed to detailed design. Currently, Hutt Street provides 60-degree angle parking. Motorists leaving 60-degree angle parks are more likely to impact multiple lanes of road traffic, including unprotected cycle lanes, with heavily restricted sightlines and visibility. Sharper angle car parking is also harder to enter.

Of the five streetscapes offered, Option C and E include a change from 60-degree angle parking to 45-degree angle parking which provides improved road safety with better sightlines to oncoming traffic when reversing out of car parks and limiting reversing into the adjacent lane only.

Option D provides parallel parking which reduces overall parking numbers but offers clear sightlines along the road reducing the risk of collision for the motorist and other road users, including crossing pedestrians.



60 degree angle parking



45 degree angle parking

Will any trees be removed on Hutt Street as part of the revitalisation?

No tree removals are planned as part of the Hutt Street Revitalisation Project. All of the Hutt Street concept development options include varying measures to support ongoing tree management and health.

Some of the options include a 'protected cycle path'? What is this?

A protected cycle path is a dedicated cycle lane that separates cyclists and people wheeling from cars and pedestrians, making riding safer and more comfortable.

These paths usually have a physical barrier—such as kerbs, bollards, or garden beds—between cyclists and vehicle traffic. This helps prevent accidents and encourages more people to ride, including families and less experienced cyclists.

Protected cycle paths are designed to improve safety, reduce traffic stress, and make streets more enjoyable for everyone.

Some of the options mention 'activity zones'. What are these?

An activity zone provides improved pedestrian access. They increase the available space for community events, gatherings and outdoor dining. They also provide space for us to include greening – with shrubs, grasses and trees. To achieve an increase in activity zones, public space is reallocated from the road to the footpath.

What other projects are happening in the precinct?

The City of Adelaide is undertaking a separate project to upgrade the intersection of Hutt Road/Street and South Terrace. This initiative aims to mitigate stormwater flooding risks and enhance traffic control. The project involves repositioning and raising the kerb line and level at the northeastern corner of the intersection, renewing underground drainage infrastructure, and lowering and reshaping the road levels to reduce the risk of stormwater pooling.

On-site work is set to commence in February 2025 and continue until June 2025, weather permitting. More information and project updates are available here.

How do I provide my feedback?

Take our survey

Scan the QR Code to view the five concept options and take our online survey.

Visit us at our pop-up session - Fringe Vibes on Hutt Street

When: 10.00am – 2.00pm,
Saturday 1 March 2025

Where: Fringe Vibes on Hutt Street Main Street, south-eastern corner of Hutt and Halifax Street

Join us at a drop-in session

When: 10.30am – 12.30pm,
Wednesday 5 March or

3.00pm – 5.00pm,
Thursday 6 March 2025.

Where: Hutt Street Library, 235 Hutt Street

Online

Visit our dedicated webpage to find out more https://ouradelaide.sa.gov.au/hutt-street

Email

Email your feedback to feedback@huttstreetupgrade.com.au by 5pm, Friday 28 March 2025.

Call

Speak with a project team member on 1300 627 676 and provide your feedback by 5pm, Friday 28 March 2025.

Customer Centre

Return a copy of the completed Feedback Form by dropping it in to the Customer Care Centre at 25 Pirie Street.

Written Submissions

All written submissions must be received by 5.00pm on Friday 28 March 2025 and should be addressed to:

Community Consultation
Hutt Street Revitalisation Project
GPO Box 2252, Adelaide SA 5001

How will my feedback be used?

We are committed to working with stakeholders and the community on the future of Hutt Street.

Your feedback on the concept development options will be taken into consideration and form a key input into Council's decision making.

Where possible, feedback from stakeholders and the community will be incorporated into the concept design alongside the need to balance technical and budget considerations.

What happens next?

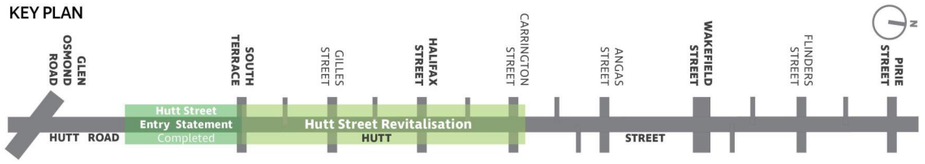
Following the close of consultation we will prepare an engagement report. This will be presented to Council for consideration in May 2025.

We will share what we heard during the consultation with the community and use the feedback to refine early option designs for Council's review.

In the meantime, we will continue onsite technical investigations and gather important information to support the next stage of design development.

Concept Development Options

Option A - Hutt Street

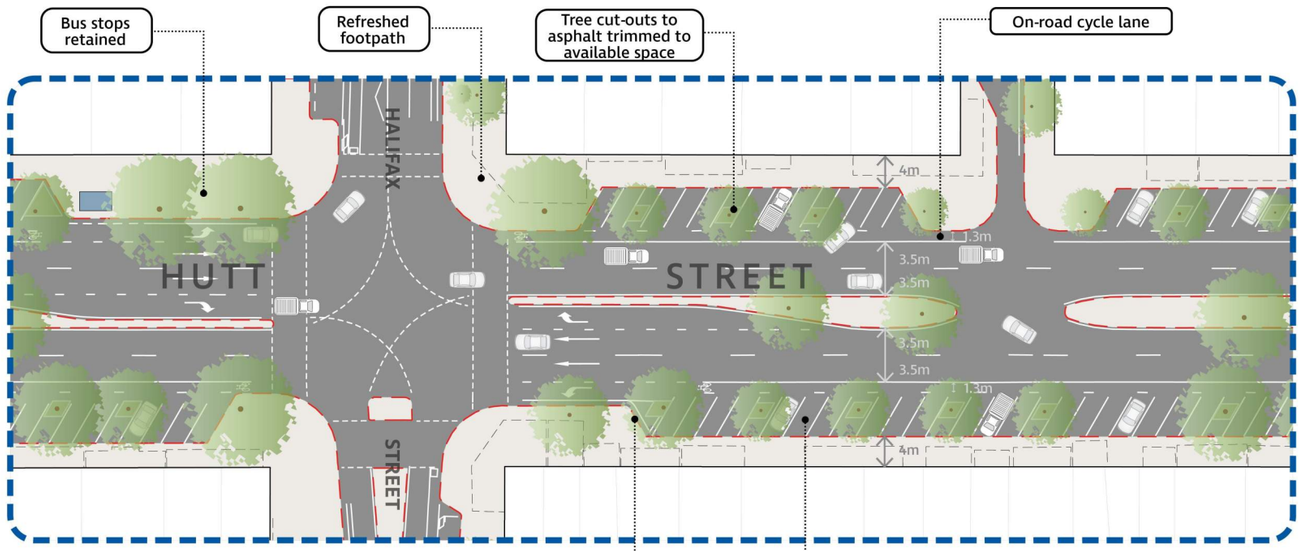




Refer to Detail Plan below

Development Option Plan

Not to Scale



Detail Plan

Not to Scale

Legend

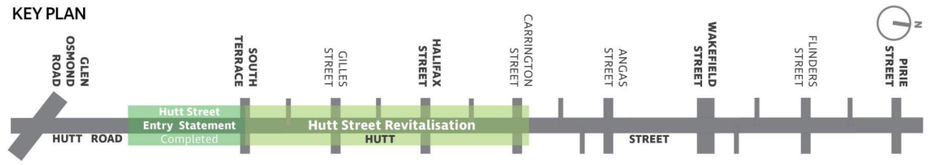
- Existing trees
- New trees
- Existing kerb
- Existing awnings and verandahs
- Footpath and activity zone
- Roadway
- Bus stop and shelter
- Tree surround

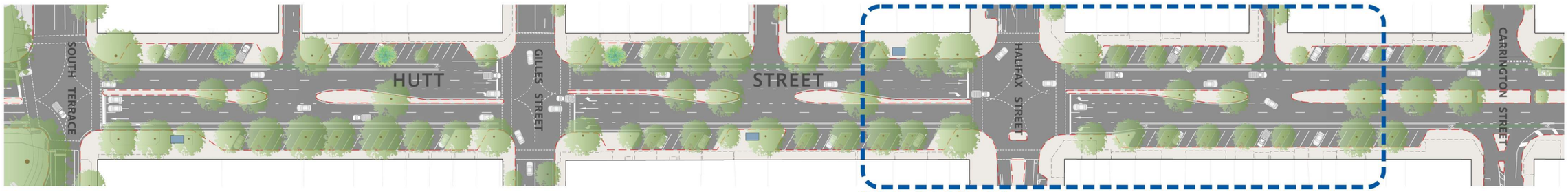
The features of this concept design are:

- **Retains the existing 60-degree angle parking layout**, maximising the provision of parking but not complying with the current Australian Standards.
- **Provides high parking convenience**, with many spaces located directly in front of destinations.
- **No changes to footpath width**, cycle lane, or parking approach.
- **Targeted footpath maintenance** of existing footpath to enhance the pedestrian experience.
- **Minimal enhancement to street tree surrounds**, due to limited space.
- **Retains approximately 132 on-street parking bays.**

Concept Development Options

Option B - Hutt Street

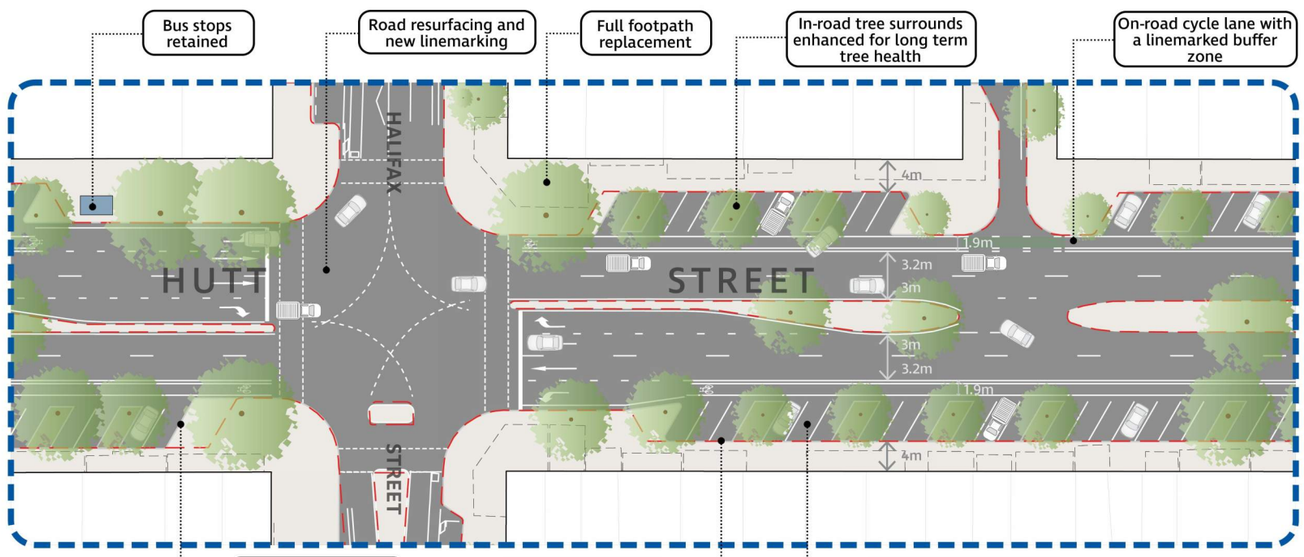




Refer to Detail Plan below

Development Option Plan

Not to Scale



Detail Plan

Not to Scale

Legend

- Existing trees
- New trees
- Existing kerb
- Existing awnings and verandahs
- Footpath and activity zone
- Roadway
- Bus stop and shelter
- Tree surround

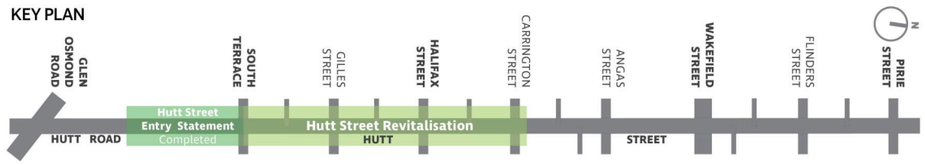
The features of this concept design are:

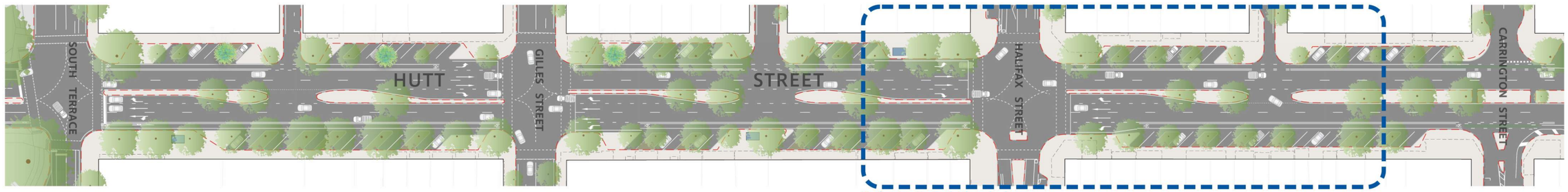
- **Maintains 60-degree angle parking** to maximise parking provision while improving parking clearances from intersections and standardising bay widths to reflect road safety guidelines.
- **Widens the on-road cycle lane** with added clearance and a line-marked buffer from traffic.
- **Retains most of the existing kerb alignment**, keeping some footpaths narrow.
- **Creates space for street furniture and outdoor dining**, through removing non-compliant parking bays adjacent intersections.
- **Full footpath replacement**, maintaining existing width and layout.
- **Enhances tree surrounds to support long-term tree health**, through removing non-compliant parking bays.
- **Incorporating new vegetation and greening** where suitable.
- **Retains approximately 112 on-street parking bays.**

Concept Development Options

Option C - Hutt Street

KEY PLAN

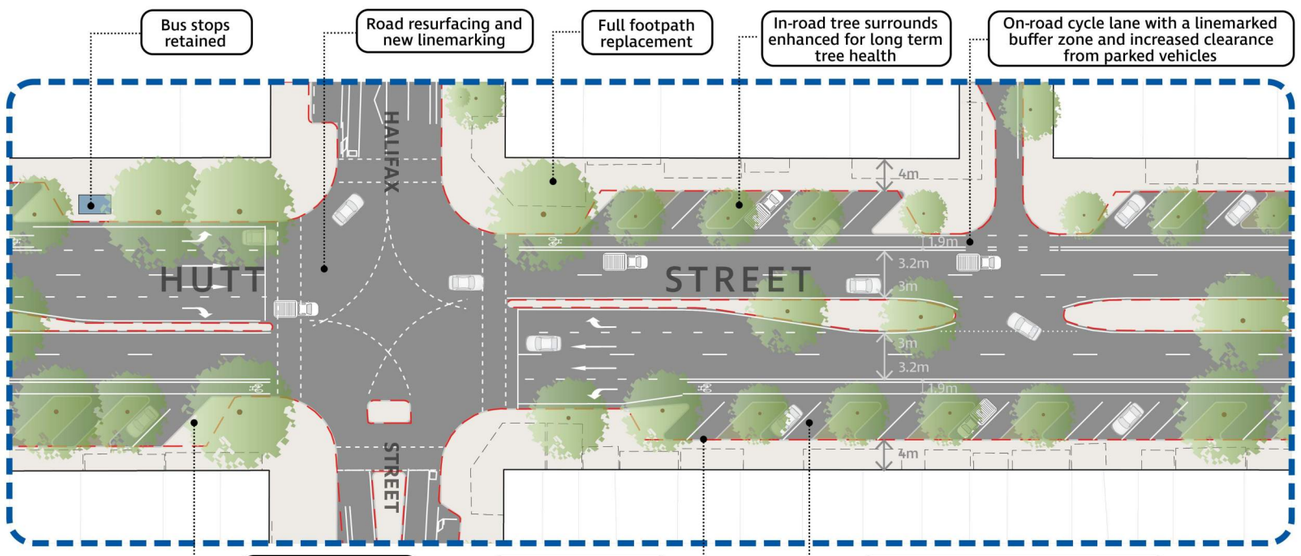




Refer to Detail Plan below

Development Option Plan

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Detail Plan

Not to Scale

Legend

- Existing trees
- New trees
- Existing kerb
- Existing awnings and verandahs
- Footpath and activity zone
- Roadway
- Bus stop and shelter
- Tree surround

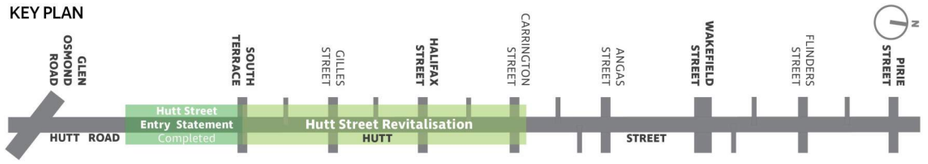
The features of this concept design are:

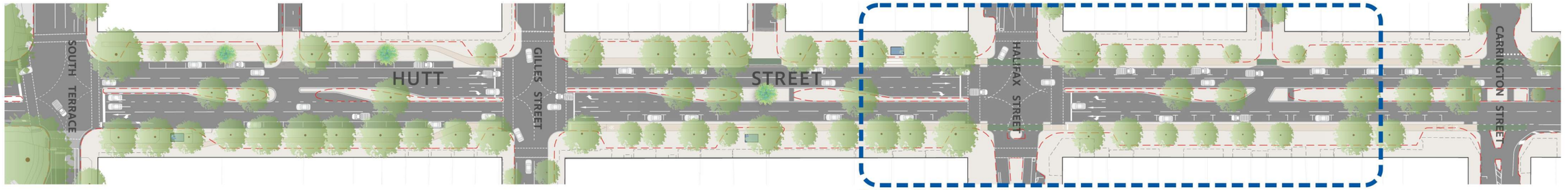
- **Changes parking to 45-degree angle**, making it easier to access than 60-degree parking but does not align with Austroads Guides' recommendations.
- **Improves reversing space and sightlines**, enhancing safety for motorists and cyclists.
- **Widens the on-road cycle lane** with added clearance and a line-marked buffer from traffic.
- **Retains most of the existing kerb alignment**, keeping some footpaths narrow.
- **Creates space for street furniture and outdoor dining**, through removing non-compliant parking bays adjacent intersections.
- **Full footpath replacement**, maintaining existing width and layout.
- **Enhances tree surrounds** to support long-term tree health, through removing non-compliant parking bays.
- **Incorporates new vegetation and greening** where suitable.
- **Retention of approximately 79 on-street parking bays.**

Concept Development Options

Option D - Hutt Street

KEY PLAN

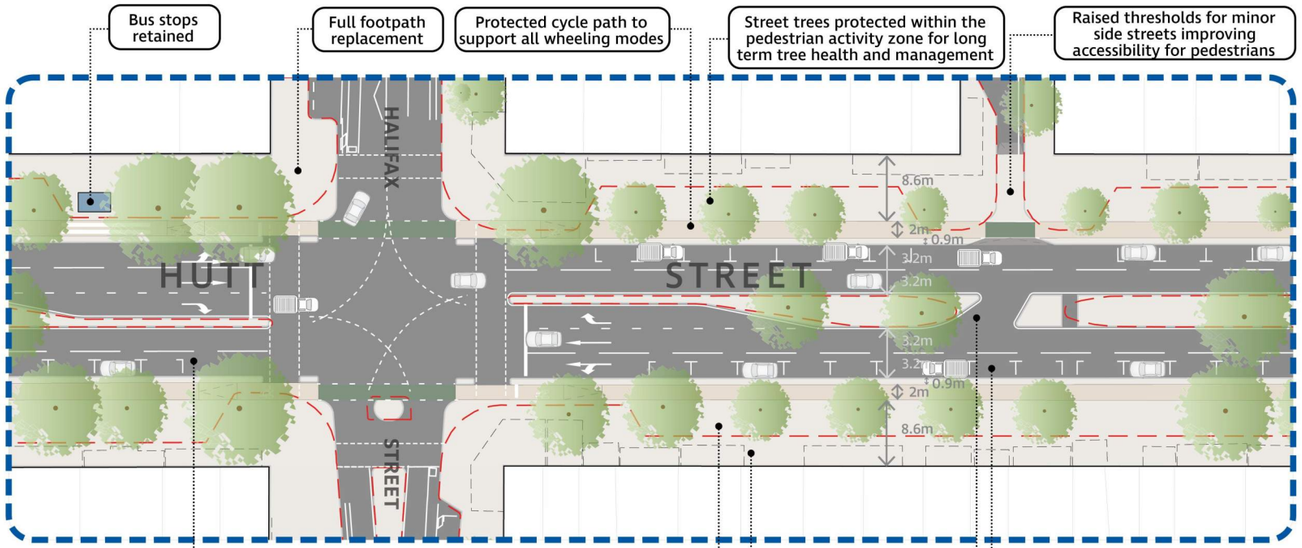




Refer to Detail Plan below

Development Option Plan

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Detail Plan

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Legend

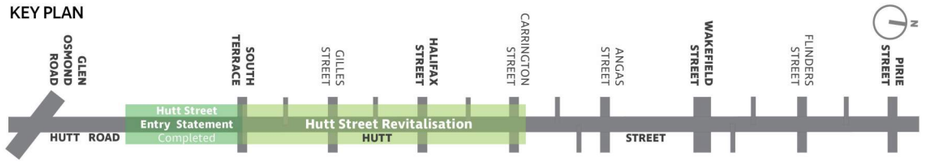
Existing trees
New trees
Existing kerb
Existing awnings and verandahs
Footpath and activity zone
Roadway
Bus stop and shelter
Tree surround
Cycle path

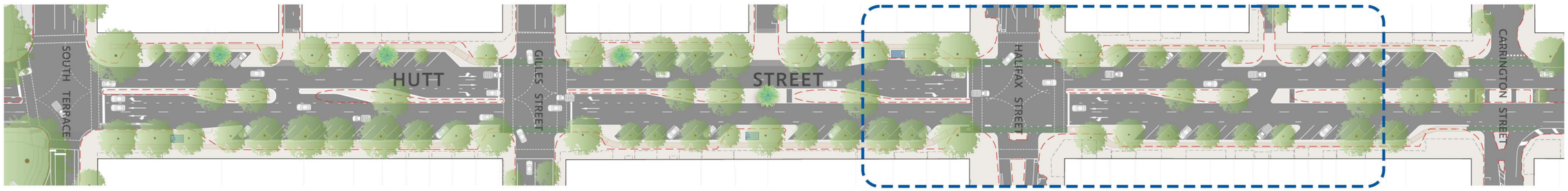
The features of this concept design are:

- **Changes to parallel parking** to improve sightlines and reduce collision risk, aligning with Austroads Guides' recommendations.
- **Off-peak parking** in the outer traffic lane between Gilles Street and Carrington Street (southbound in the AM, northbound in the PM).
- **Creates a protected cycle path separated from traffic** to support all wheeling modes, including e-scooters.
- **Provides raised thresholds at minor side streets**, to improve pedestrian accessibility and connectivity.
- **Expands pedestrian spaces** for outdoor dining, public seating, and community gathering areas.
- **Widens and declutters footpaths**, improving accessibility.
- **Full footpath replacement**, for enhanced pedestrian experience.
- **Introduces additional greening** to reduce street temperatures and enhance environmental amenity.
- **Enhances street trees' long-term health and management** within protected footpath zone.
- **Traffic safety improvements including a dedicated right-turn slip lane** for McLaren Street and Davaar Place.
- **Closure of the median gap** between Gilles and Halifax Streets to mitigate vehicular conflict.
- **Retains approximately 72 on-street parking bays.**

Concept Development Options

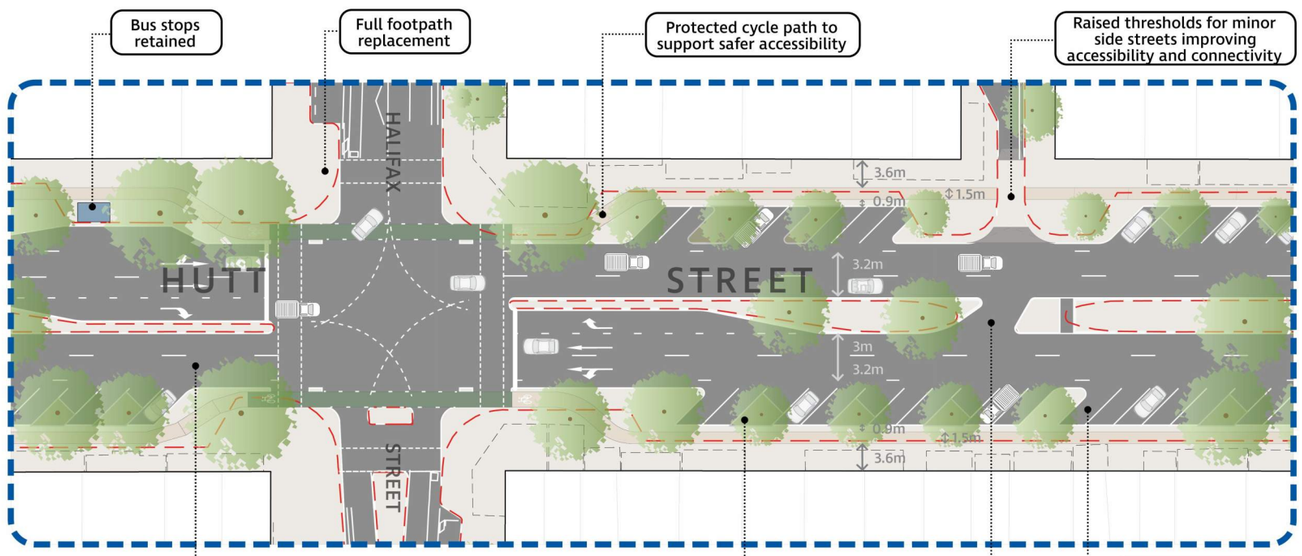
Option E - Hutt Street





Development Option Plan

Not to Scale



Detail Plan

Not to Scale

Legend

Existing trees
New trees
Existing kerb
Existing awnings and verandahs
Footpath and activity zone
Roadway
Bus stop and shelter
Tree surround
Cycle path

The features of this concept option design are:

- **Changes parking to 45-degree angle**, improving safety and limiting reversing into traffic.
- **Creates a protected cycle path separated from traffic** to support all wheeling modes, including e-scooters.
- **Widens the footpath**, south of Halifax Street where space is limited.
- **Provides raised thresholds at minor side streets**, to improve pedestrian accessibility and connectivity.
- **Full footpath replacement**, moving the kerb further into the road.
- **Improved tree surrounds** to support long-term tree health.
- **Traffic safety improvements including a dedicated right-turn slip lane** for McLaren Street and Davaar Place.
- **Closure of the median gap** between Gilles and Halifax Streets to mitigate vehicular conflict.
- **Retains approximately 76 on-street parking bays.**



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Hutt Street Revitalisation

01. How do you participate in city life? Required

Tick all that apply

Select all that apply
☐ Work
☐ Shop
☐ Play (Leisure/Recreation)
☐ Study
☐ Live (reside)
☐ Own a business
☐ Tourist

02. Are you a City of Adelaide ratepayer? Required

Select one answer only
◯ Yes
◯ No

03. Age Group Required

Select one answer only
◯ Under 9
◯ 10-14
◯ 15-19
◯ 20-24
◯ 25-29
◯ 30-34
◯ 35-39
◯ 40-44
◯ 45-49
◯ 50-54

◯ 55-59
◯ 60-64
◯ 65-69
◯ 70-74
◯ 75-79
◯ 80-84
◯ 85 and over

04. Postcode Required

Maximum of 4 characters

05. Imagine Hutt Street in 10 years—what's most important to you?

Please rank the following options from 1 – 5, with 1 being what is most important to you.

Select one answer only	
☐	An accessible street for everyone that improves the pedestrian experience
☐	A street with on street parking numbers maintained at the highest level
☐	An attractive street with vibrant spaces for events, gatherings and outdoor hospitality
☐	A greener, cooler street with trees and improved garden amenity
☐	Protected space for people cycling and wheeling

06. How do you currently use Hutt Street?

Select the options that apply to you

Select all that apply	
☐	Accessing local businesses and services.

☐ Attending events or dining out
☐ Commuting through the area
☐ Walking, cycling, or enjoying public spaces
☐ Other

07. How do you see yourself using Hutt Street in the future? Required

Select all that apply

Select all that apply
☐ Parking for local businesses and services
☐ Attending events or outdoor dining
☐ Using improved cycling and walking paths
☐ Relaxing in green spaces.
☐ Other (please specify)

Each design balances different community priorities, including car parking, overall streetscape improvements and cycling access.

Some designs keep most or all car parking, while others make changes that may reduce the number of spaces.
We have provided an indication as to what extent each option addresses the relevant community priority using the following symbols.



	Community priorities				
Concept Development Design Option	Increased Activity Zones and Pedestrian Areas	Protected Cycle Path (Seperated from Road)	Support for Long Term Tree Health & Increased Greening	Improved Road Safety	Retention of on-street parking provision
Option A - Hutt St	○	○	◔	○	●
Option B - Hutt St	○	◔	◑	◔	◕
Option C - Hutt St	○	◔	◑	◑	◑
Option D - Hutt St	●	●	●	●	◑
Option E - Hutt St	◑	●	◑	◕	◑

08. What is your top priority for the future of Hutt Street? Required

Please select your top priority for Hutt Street:

Select one answer only
◯ Increased Activity Zones and Pedestrian Areas
◯ Protected Cycle Path (separated from road)
◯ Long Term Tree Health and Increased Greening
◯ Improved Road Safety
◯ Retention of on Street Parking Provision

09. What is your second priority for the future of Hutt Street (please select one)?

Select one answer only
◯ Increased Activity Zones and Pedestrian Areas
◯ Long Term Tree Health and Increased Greening
◯ Improved Road Safety
◯ Protected Cycle Path (separated from road)
◯ Retention of on Street Parking Provision

View all 5 Concept Options

Hutt Street - Option A

Option A
The features of this concept design are:

Retains the existing 60-degree angle parking layout, maximising the provision of parking but not complying with the current Australian Standards.
Provides high parking convenience, with many spaces located directly in front of destinations.
No changes to footpath width, cycle lane, or parking approach.
Targeted footpath maintenance of existing footpath to enhance the pedestrian experience.
Minimal enhancement to street tree surrounds, due to limited space.
Retains approximately 132 on-street parking bays.



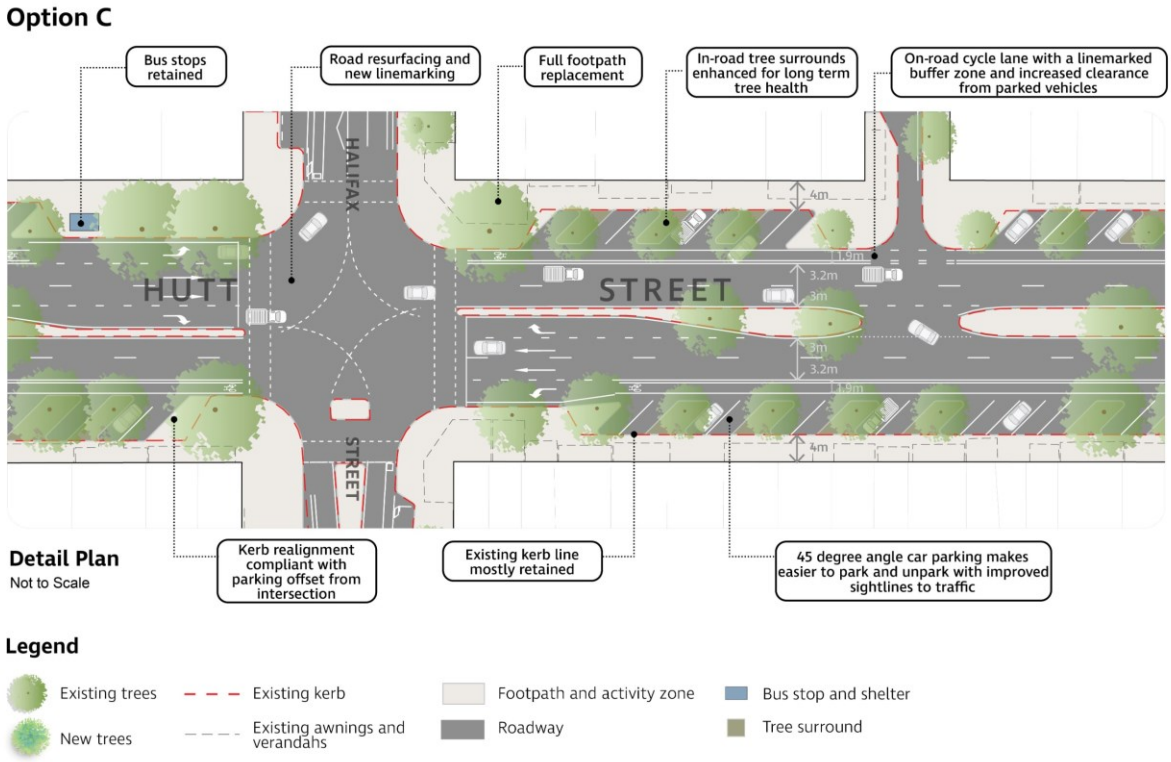
Hutt Street - Option B

Option B
The features of this concept design are:
Maintains 60-degree angle parking to maximise parking provision while improving parking clearances from intersections and standardising bay widths to reflect road safety guidelines.
Widens the on-road cycle lane with added clearance and a line-marked buffer from traffic.
Retains most of the existing kerb alignment, keeping some footpaths narrow.
Creates space for street furniture and outdoor dining, through removing non-compliant parking bays adjacent intersections.
Full footpath replacement, maintaining existing width and layout.
Enhances tree surrounds to support long-term tree health, through removing non-compliant parking bays.
Incorporating new vegetation and greening where suitable.
Retains approximately 112 on-street parking bays.



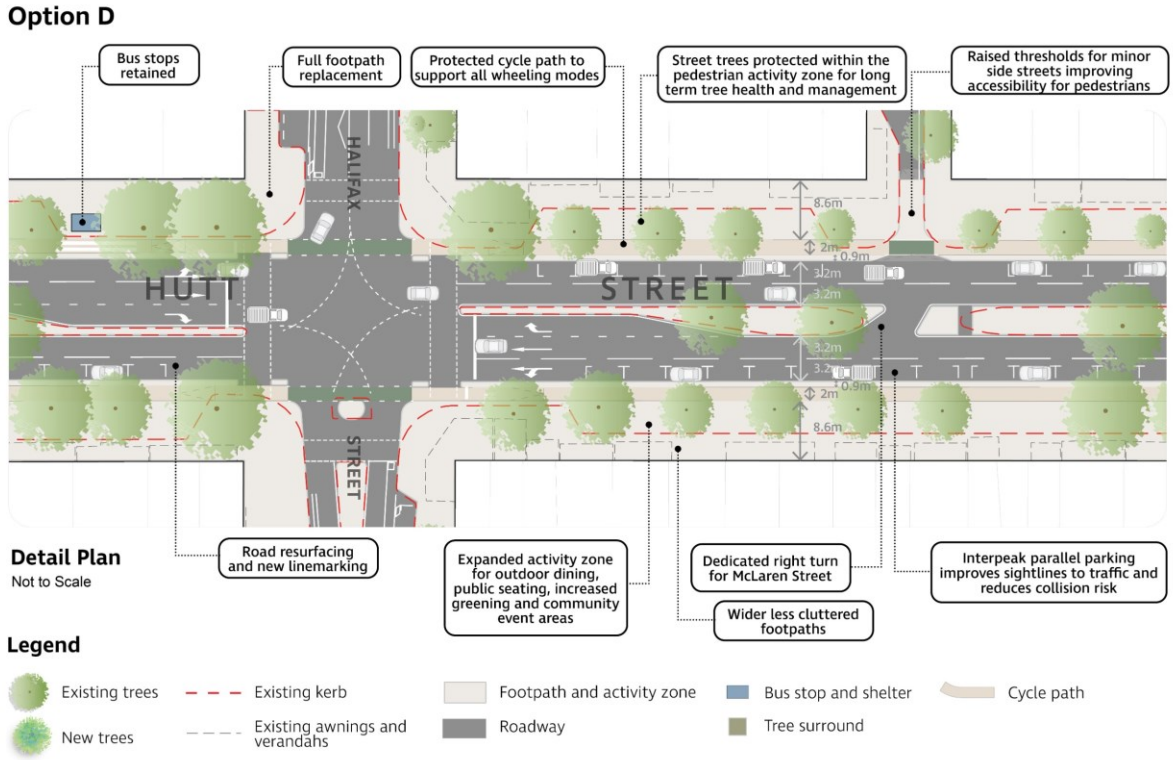
Hutt Street - Option C

Option C
The features of this concept design are:
Changes parking to 45-degree angle, making it easier to access than 60-degree parking but does not align with Austroads Guides' recommendations.
Improves reversing space and sightlines, enhancing safety for motorists and cyclists.
Widens the on-road cycle lane with added clearance and a line-marked buffer from traffic.
Retains most of the existing kerb alignment, keeping some footpaths narrow.
Creates space for street furniture and outdoor dining, through removing non-compliant parking bays adjacent intersections.
Full footpath replacement, maintaining existing width and layout.
Enhances tree surrounds to support long-term tree health, through removing non-compliant parking bays.
Incorporates new vegetation and greening where suitable.
Retention of approximately 79 on-street parking bays.



Hutt Street - Option D

Option D
The features of this concept design are:
Changes to parallel parking to improve sightlines and reduce collision risk, aligning with Austroads Guides' recommendations.
Off-peak parking in the outer traffic lane between Gilles Street and Carrington Street (southbound in the AM, northbound in the PM).
Creates a protected cycle path separated from traffic to support all wheeling modes, including e-scooters.
Provides raised thresholds at minor side streets, to improve pedestrian accessibility and connectivity.
Expands pedestrian spaces for outdoor dining, public seating, and community gathering areas.
Widens and declutters footpaths, improving accessibility.
Full footpath replacement, for enhanced pedestrian experience.
Introduces additional greening to reduce street temperatures and enhance environmental amenity.
Enhances street trees' long-term health and management within protected footpath zone.
Traffic safety improvements including a dedicated right-turn slip lane for McLaren Street and Davaar Place.
Closure of the median gap between Gilles and Halifax Streets to mitigate vehicular conflict.
Retains approximately 72 on-street parking bays.



Hutt Street - Option E

Option E
The features of this concept option design are:
Changes parking to 45-degree angle, improving safety and limiting reversing into traffic.
Creates a protected cycle path separated from traffic to support all wheeling modes, including e-scooters.
Widens the footpath, south of Halifax Street where space is limited.
Provides raised thresholds at minor side streets, to improve pedestrian accessibility and connectivity.
Full footpath replacement, moving the kerb further into the road.
Improved tree surrounds to support long-term tree health.
Traffic safety improvements including a dedicated right-turn slip lane for McLaren Street and Davaar Place.
Closure of the median gap between Gilles and Halifax Streets to mitigate vehicular conflict.
Retains approximately 76 on-street parking bays.



Tell us your preferred option

10. Please select your preferred option Required

Select one answer only
◯ Hutt Street - Option A
◯ Hutt Street - Option B
◯ Hutt Street - Option C
◯ Hutt Street - Option D
◯ Hutt Street - Option E

11. What do you like about this option?

12. What don't you like about this option?