CITY OF ADELAIDE

Hutt Street

Concept Development Options Plans

Community Consultation

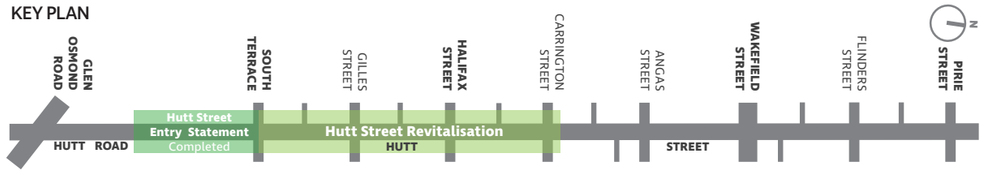
FEBRUARY 2025



*** Information correct at time of issue 21/02/2025**

Concept Development Options

Option A - Hutt Street

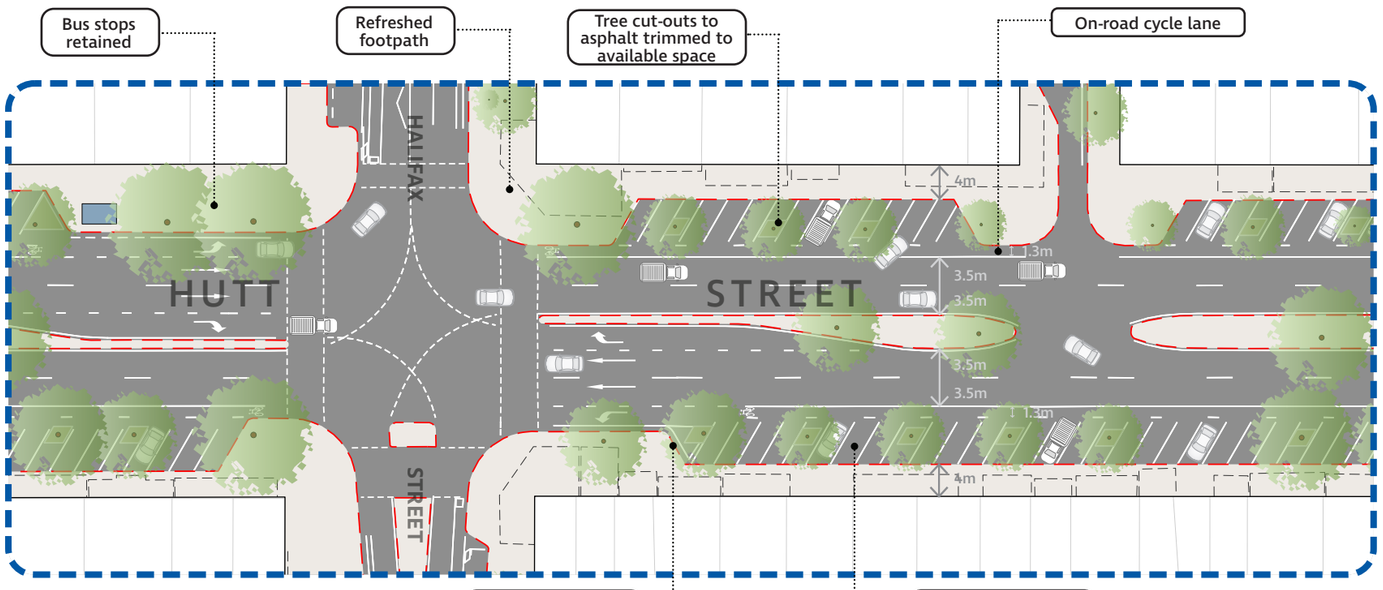




Refer to Detail Plan below

Development Option Plan

Not to Scale



Detail Plan

Not to Scale

Legend

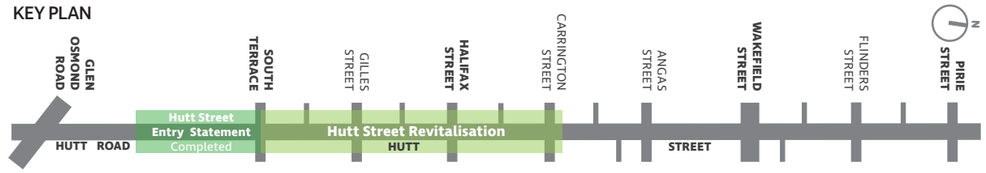
- Existing trees
- New trees
- Existing kerb
- Existing awnings and verandahs
- Footpath and activity zone
- Roadway
- Bus stop and shelter
- Tree surround

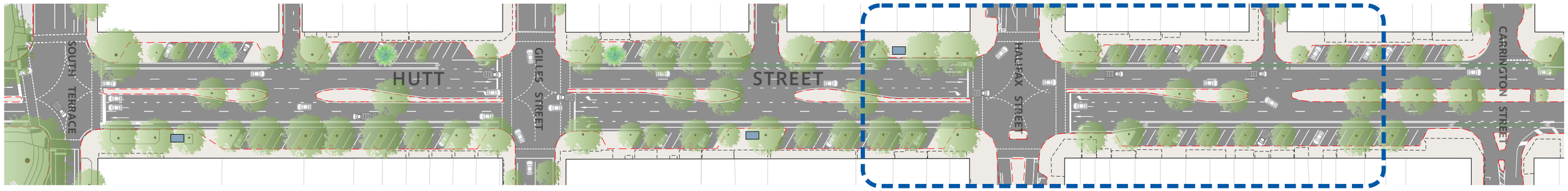
The features of this concept design are:

- **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

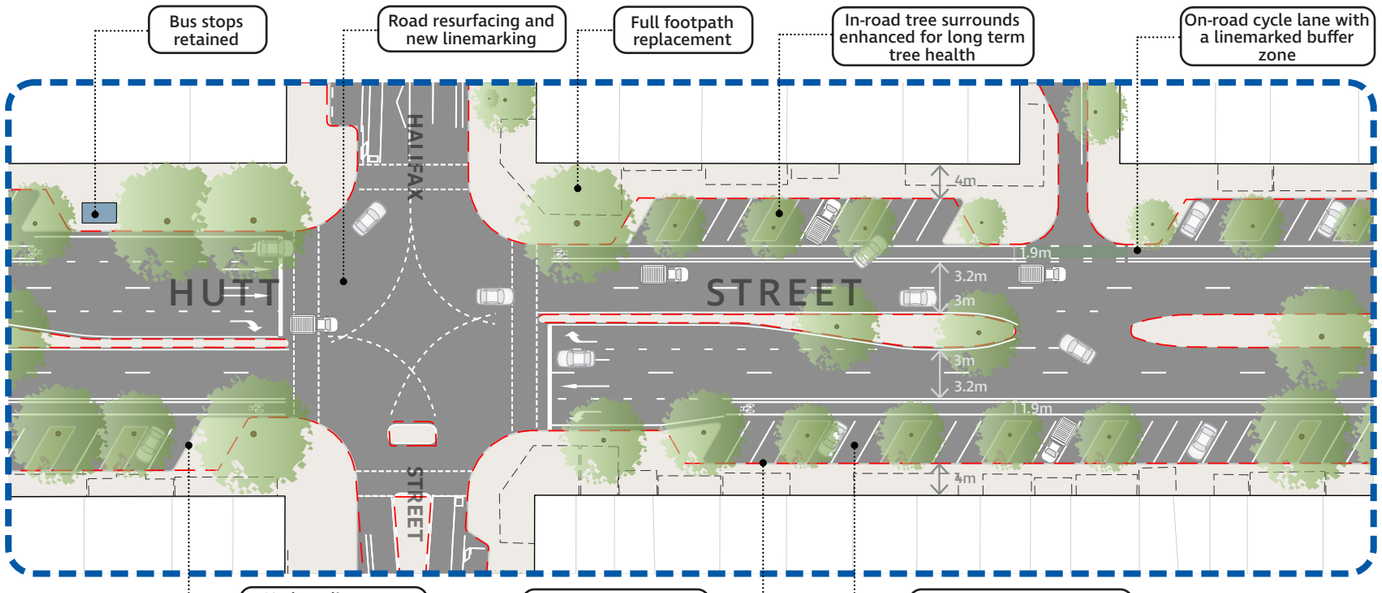




Refer to Detail Plan below

Development Option Plan

Not to Scale



Detail Plan

Not to Scale

Legend

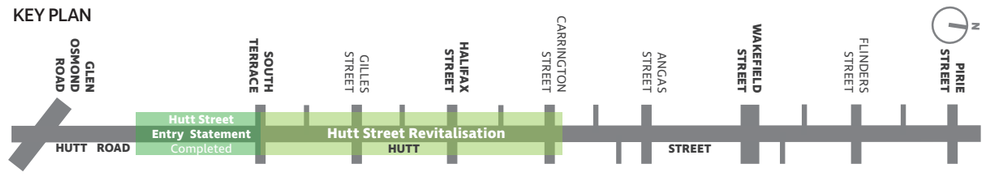
- Existing trees
- New trees
- Existing kerb
- Existing awnings and verandahs
- Footpath and activity zone
- Roadway
- Bus stop and shelter
- Tree surround

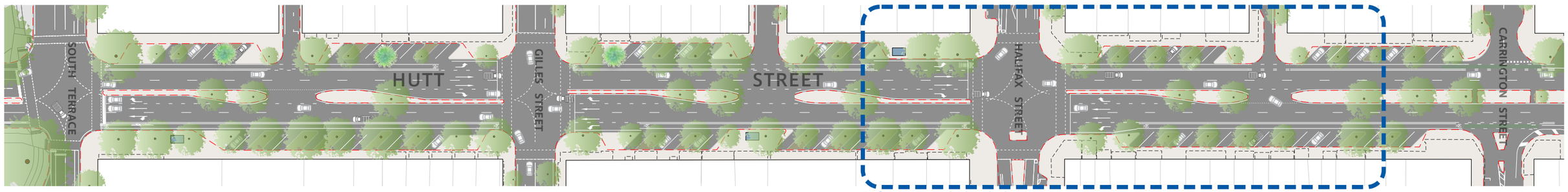
The features of this concept design are:

- **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

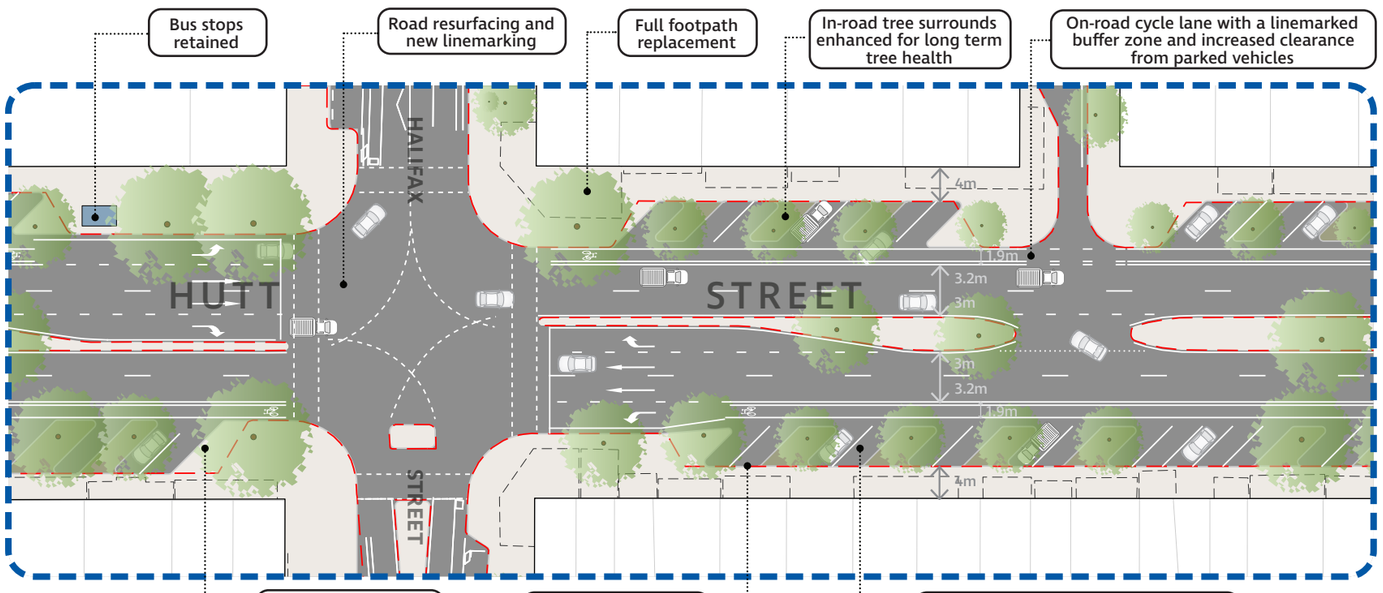




Refer to Detail Plan below

Development Option Plan

Not to Scale



Detail Plan

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Legend

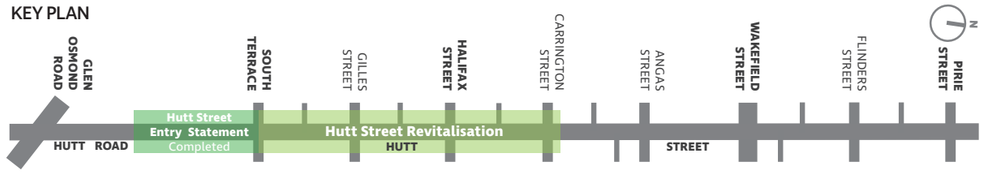
- Existing trees
- New trees
- Existing kerb
- Existing awnings and verandahs
- Footpath and activity zone
- Roadway
- Bus stop and shelter
- Tree surround

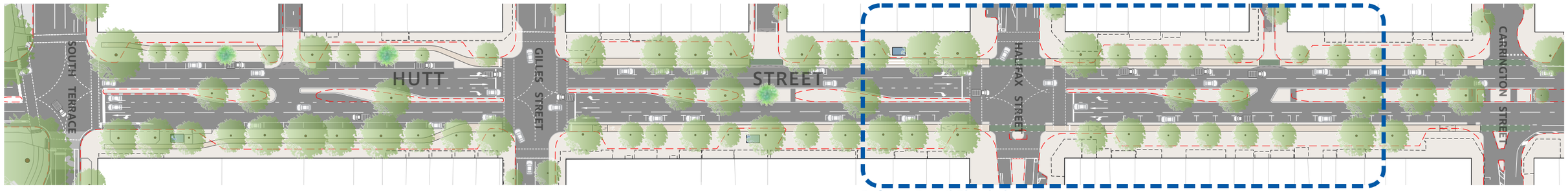
The features of this concept design are:

- **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

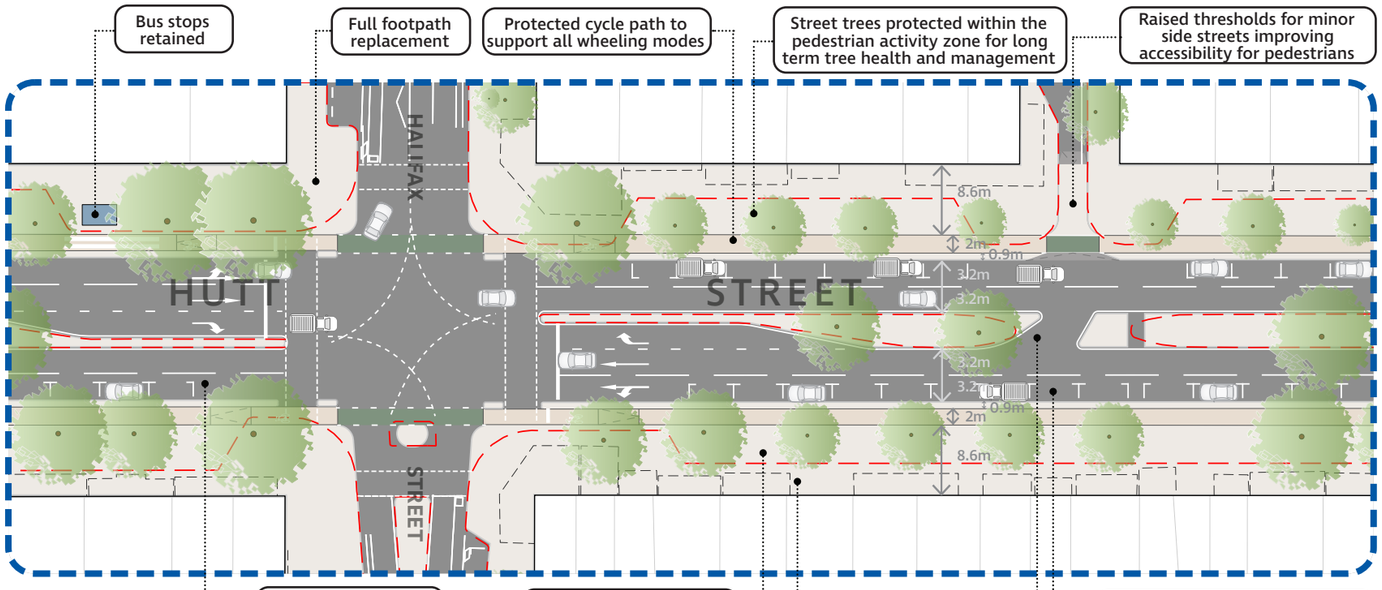




Refer to Detail Plan below

Development Option Plan

Not to Scale



Detail Plan

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Legend

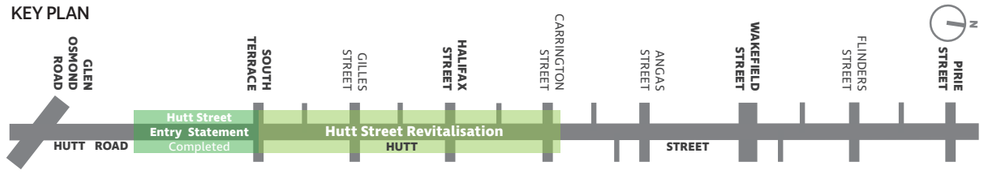
- Existing trees
- New trees
- Existing kerb
- Existing awnings and verandahs
- Footpath and activity zone
- Roadway
- Bus stop and shelter
- Tree surround
- Cycle path

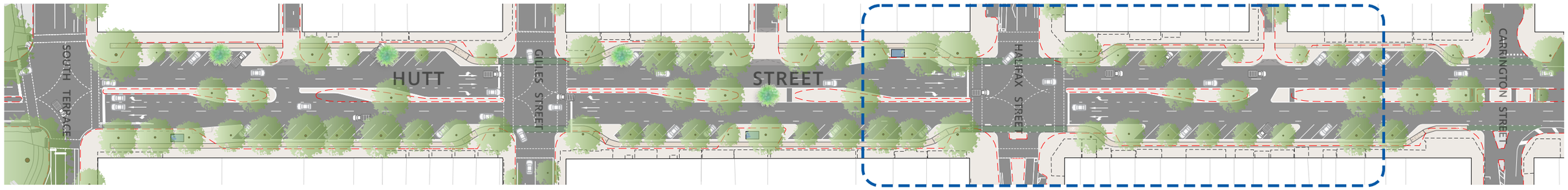
The features of this concept design are:

- **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

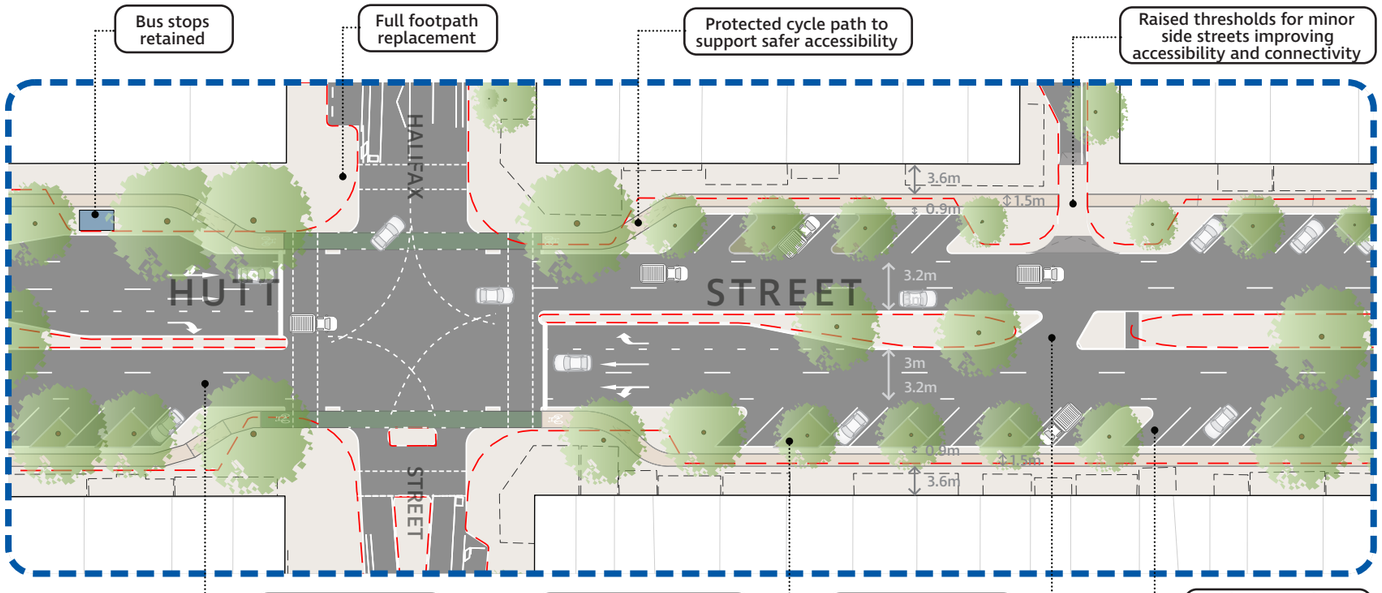




Refer to Detail Plan below

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
- 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.**