



# INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE

## Agenda and Reports

for the Special meeting on

Tuesday, 2 December 2025

at 6.30 pm

in the Colonel Light Room, Adelaide Town Hall

© 2025 City of Adelaide. All Rights Reserved

Our Adelaide.  
**Bold.**  
**Aspirational.**  
**Innovative.**

**INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE**  
**Special Meeting Agenda, Tuesday, 2 December 2025, at 6.30 pm**

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

Councillor Maher (Chair)

Councillor Freeman (Deputy Chair)

Deputy Lord Mayor, Councillor Snape and Councillors Abrahamzadeh, Cabada, Couros, Davis, Giles, Martin, Noon,  
and Dr Siebentritt

## **Agenda**

<b>Item</b>		<b>Pages</b>
<b>1.</b>	<b>Acknowledgement of Country</b>	
	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 Kurna 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 Kurna people living today.	
	And we also extend that respect to other Aboriginal Language Groups and other First Nations who are present today.’	
<b>2.</b>	<b>Apologies and Leave of Absence</b>	
	Nil	
<b>3.</b>	<b>Declaration of Conflict of Interest</b>	
<b>4.</b>	<b>Deputations</b>	
<b>5.</b>	<b>Workshops</b>	
	<b>5.1</b> Hutt Street Revitalisation - Revised Option B and E	3 - 20
<b>6.</b>	<b>Reports for Recommendation to Council</b>	
	<b>6.1</b> Melbourne Street Revitalisation Concept Endorsement	21 - 72
	<b>6.2</b> Kingston Terrace Bus Stop Upgrade	73 - 81
<b>7.</b>	<b>Closure</b>	



## Hutt Street Revitalisation - Revised Option B and E

**Tuesday, 2 December 2025**  
**Infrastructure and Public Works Committee**

Strategic Alignment - Our Places

**Presenter:** Tom McCready  
Director City Infrastructure

Public

### PURPOSE OF WORKSHOP

The purpose of this workshop is to present Revised Options B and E for the Hutt Street Revitalisation and to seek feedback from Council Members to inform a report to the Infrastructure and Public Works Committee and Council in early 2026.

At the CEO Briefing on 21 October 2025, Council Members requested that specific design elements be considered for Options B and E, namely a change to the parking approach for Option E from 45-degree to 60-degree angle parking, mid-block pedestrian crossings for both options, confirmation of accessible parking provisions and potential widening of the on-road bike lane for Option B.

Concept development design Options B and E have now been reviewed and revised to accommodate these elements in accordance with relevant design and engineering standards and guidelines.

---

### KEY QUESTIONS

The workshop is seeking feedback to the following questions:

- What are Council Members' views on the revised Option B and revised Option E?
- Do Council Members have any feedback that would assist the Administration in the preparation of a report to Council?

---

- END OF REPORT -

# Our Places

## Hutt Street Revitalisation Revised Option B and E

Infrastructure and Public Works Committee  
2 December 2025

Program: Infrastructure

Author: Mark Goudge, Associate Director Infrastructure  
Approving Officer: Tom McCready, Director City Infrastructure

**On 21 October 2025, a CEO Briefing was conducted to provide detailed information on the outcomes of the Concept Development Options consultation and Economic Analysis for Hutt Street.**

### **Purpose of this Workshop**

Page 5

The purpose of this workshop is to provide further information to the Committee on the following items raised for investigation at the briefing and seek feedback to inform a report to Council for decision on an option for delivery.

#### **Option B :**

1. Widening of the on-road bicycle lane.
2. Mid-block pedestrian crossings (impact to parking bays and accessible parking).

#### **Option E :**

1. Change to 60-degree angle parking from existing 45-degree.
2. Mid-block pedestrian crossings (impact to parking bays and accessible parking).

**KEY QUESTION**

What are Council Members' views on the revised Option B and revised Option E?

**KEY QUESTION**

Do Council Members have any feedback that would assist the Administration in the preparation of a report to Council?

## 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.



# Hutt Street Revitalisation

## Pedestrian Crossings

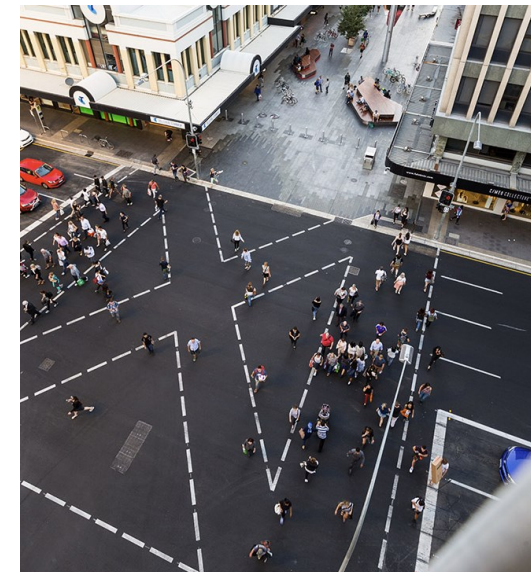
### Pedestrian Refuge Mid-Block crossings

- Pedestrian survey undertaken on 12 November 2025
- Data indicated greatest need for mid-block crossings near Davaar Place and McLaren Street (as per plans)
- Traffic engineering assessment identifies **pedestrian refuges** as the most appropriate and safe treatment for Hutt Street.



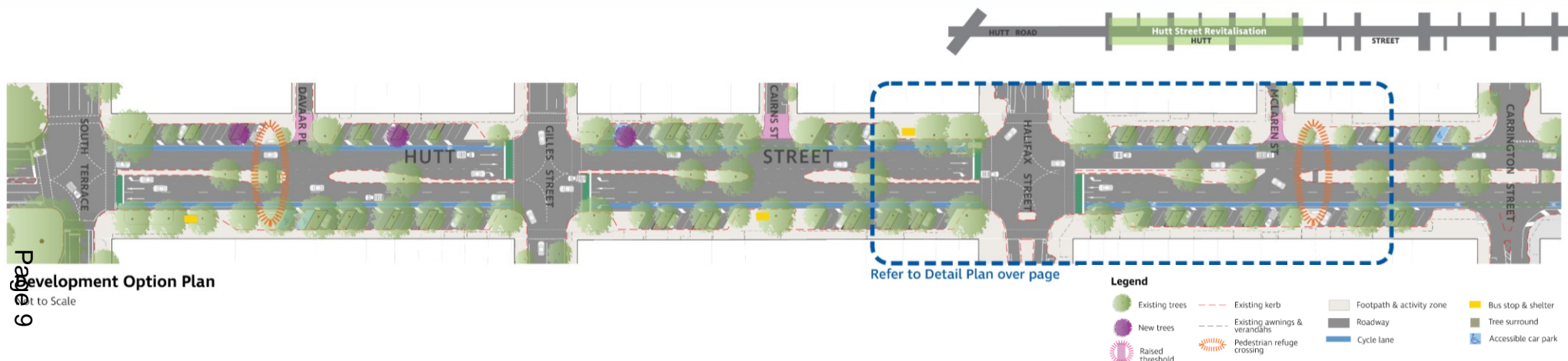
### Scramble Crossings

- A scramble crossing is used at intersections with **high pedestrian flow**
- Vehicle and pedestrian delays usually increase where scramble crossings are implemented
- City examples include Pirie Street / King William Street and at both ends of Rundle Mall
- Requires the approval of DIT to permit installation.
- [Refer DIT, Operational Instruction 14.1](#)



# Hutt Street Revitalisation

## Revised Option B



### Parking

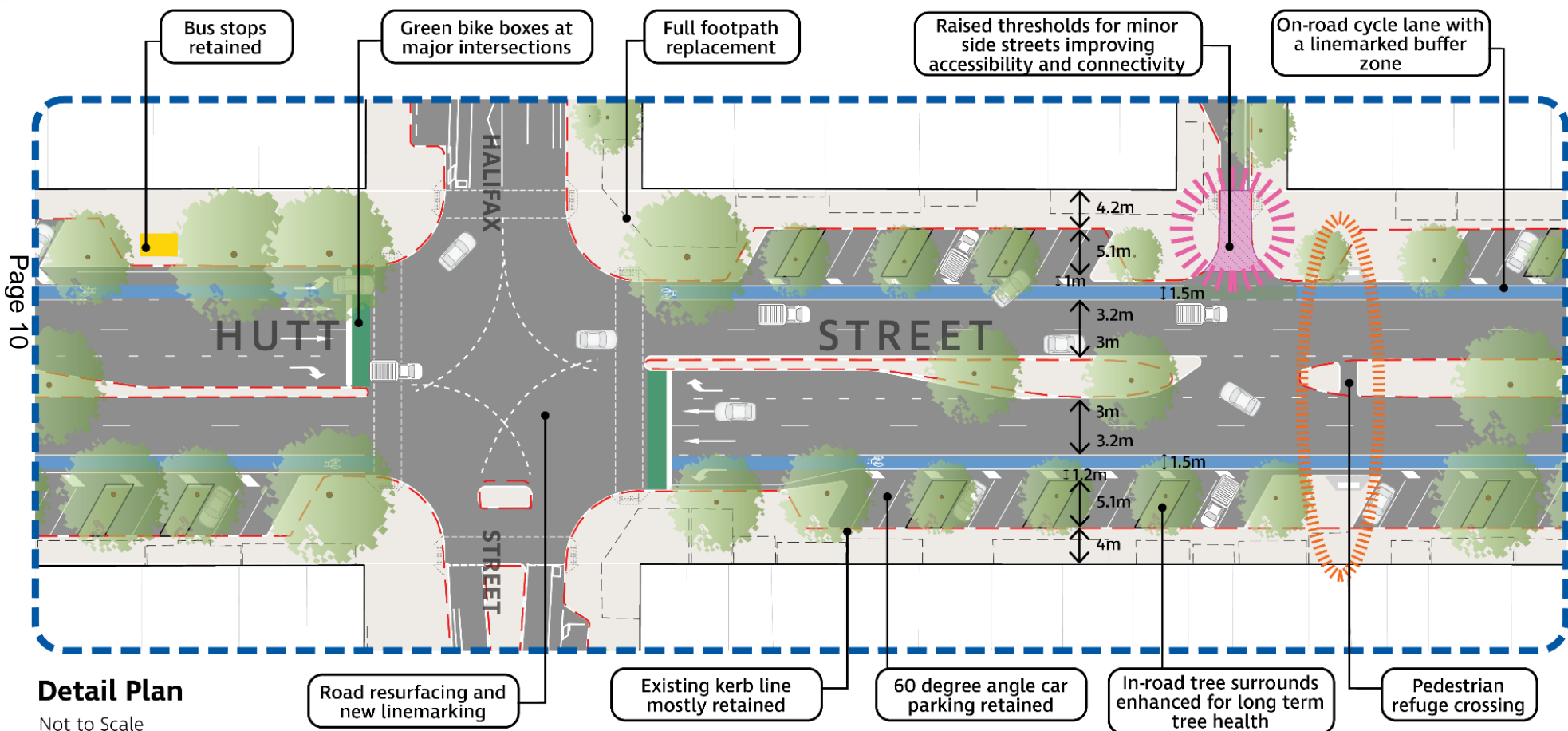
- Existing car park spaces in Hutt Street between South Terrace and Carrington Street = 132
- Original Option B, reflected **112** parking spaces
- Each pedestrian refuge crossing will require the removal of 5 car parks to accommodate pedestrian ramps **(-10)**
- Parking in proximity to the intersections has been reviewed to retain additional car park spaces **(+8)**
- Overall approximate number of car parks to be retained for revised Option B = 110 spaces**
- Net reduction from existing of 22 spaces.

### Bike Lane (on-road)

- Current bike lane is 1.3m wide. Proposed 1.5m on-road bike lane with a minimum buffer of 1.2m
- Chevron line marked safety strip buffer behind parked cars in accordance with Austroads Guidelines
- Total 2.7m width for bike lane and buffer behind parking. No further widening can be accommodated to maintain recommended width of traffic lanes.

# Hutt Street Revitalisation

## Revised Option B – Design Features



**Note:** dimensions vary due to on-site conditions



# Hutt Street - Revised Option B



**Note:** dimensions vary due to on-site conditions, including width of linemarked buffer zone varies, minimum shown

# Hutt Street Revitalisation Revised Option E



Development Option Plan  
Not to Scale

## 12 Parking

- Existing car park spaces in Hutt Street between South Terrace and Carrington Street = 132
- Original Option E retained approximately **76** car parking spaces
- Change from original 45-degree to 60-degree angle parking **(+16)**
- Each pedestrian refuge crossing will require the removal of 5 car parks to accommodate pedestrian ramps **(-10)**
- Parking in proximity to the intersections has been reviewed to retain additional car park spaces **(+8)**
- Overall approximate number of car parks to be retained for revised Option E is 89 spaces**
- Net reduction from existing of 43 spaces.

## Bike Path (on footpath)

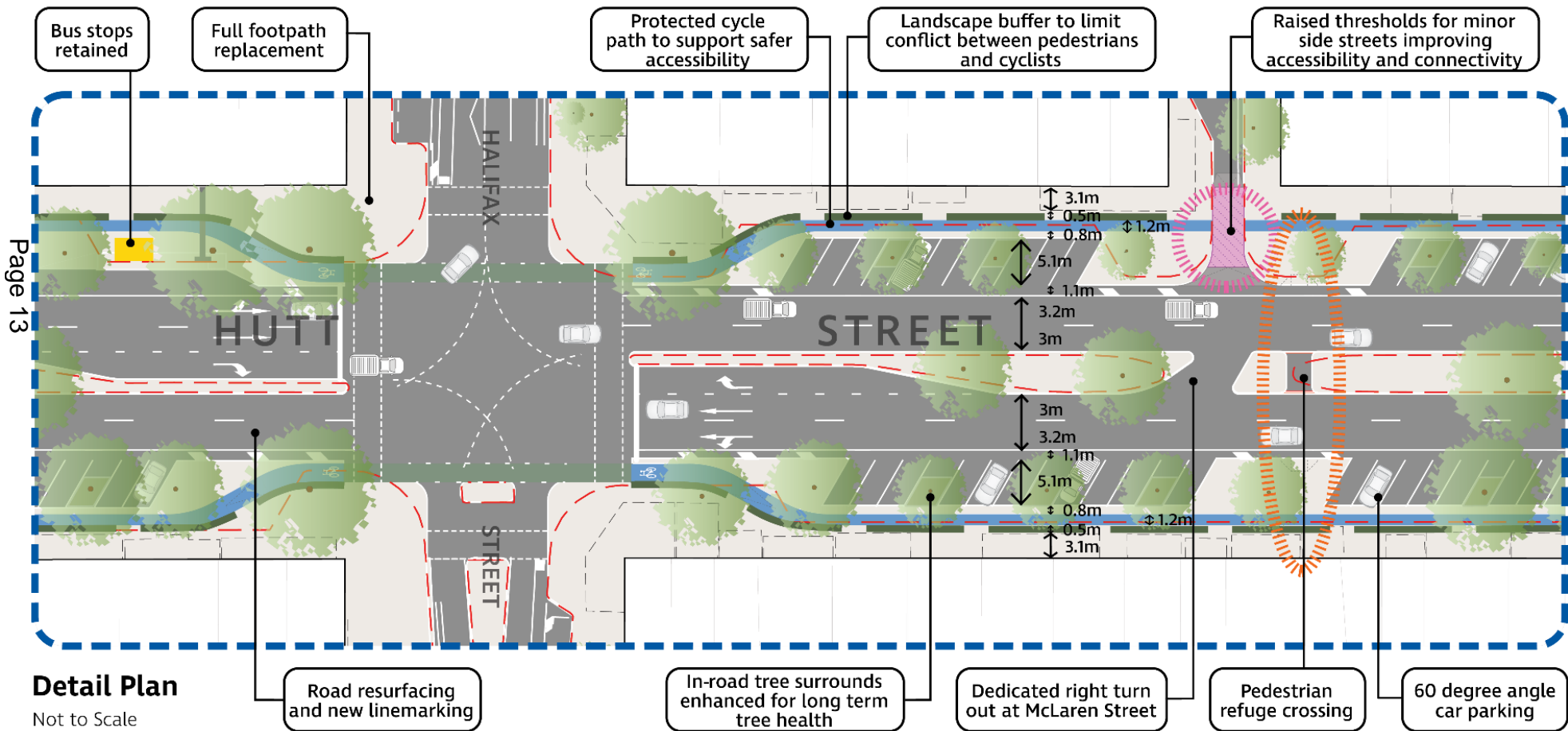
- 1.2m wide bike path with 0.5m vegetation buffer between pedestrian walkway and bike path to improve safety and risk of pedestrian / bike conflict
- To maintain compliant alignment with the Australian Standards, the bike path will impact existing outdoor dining areas
- Confident / commuter cyclists may continue to use the road (without an on-road bike lane) rather than the provided path due to potential speed restrictions and hazards such as pedestrians crossing the bike path.

## Footpath

- Change in parking angle reduces width of footpath from 4m to 3.1m to accommodate deeper car park bay.

# Hutt Street Revitalisation

## Revised Option E – Design Features



**Note:** dimensions vary due to on-site conditions

# Hutt Street - Revised Option E



**Note:** dimensions vary due to on-site conditions, including width of linemarked buffer zone varies, minimum shown



# Hutt Street Revitalisation

## Impact to outdoor dining



# Option comparison table

	Existing	Option B	Revised Option B	Option E	Revised Option E
<b>Angle of parking</b>	60 degree	60 degree	60 degree	45 degree	60 degree
<b>Perpendicular depth of parking spaces</b>	5.72m	5.1m	5.1m	4.8m	5.1m
<b>Number of on-street car parks (approximate)</b>	132* (includes 4x accessible car parks)	112	110 (includes 4x accessible car parks and 2x pedestrian refuge crossings)	76	89 (includes 4x accessible car parks and 2x pedestrian refuge crossings)
<b>Traffic lane widths</b>	3.5m 3.5m	3m 3.2m	3m 3.2m	3m 3.2m	3m 3.2m
<b>Bike lane/path width</b>	1.3m* (no buffer)  On-road	1.5m + 0.4m buffer + 0.8m buffer  On-road	1.5m + 1.2m buffer  On-road	1.5m + 0.4m buffer  On footpath	1.2m + 0.8m buffer  On footpath
<b>Footpath width</b>	4m	4m	4m	3.6m**	3.1m** + 0.5m landscape buffer + 0.8m footpath buffer (between parking & bike path)
<b>Other notes</b>	* Dimensions are non-compliant with Australian Standards		Design of bike lane and buffer strip modified to reflect best practice	** Existing outdoor dining areas will be impacted by new layout	** Existing outdoor dining areas will be impacted by new layout

# Budget and Cost

## Draft Budget position (grant funding not included):

Item	New & Upgrade	Renewal	Total
Council budget allocation (as per LTFP)	\$12.500m	\$8.814m*	<b>\$21.314m</b>
Expended funds to 30 June 2025	\$ 0.316m	\$0.262m	\$ 0.578m
Remaining approved allocation	\$12.184m	\$8.552m	<b>\$20.736m</b>

\*Renewal allocation based on preliminary renewal scope. Business Plan & Budget (26/27) forecast for renewals will be updated to \$11.477m.

## Indicative Project Cost\* (April 2025 estimate based on original option scope):

Option	New & Upgrade	Renewal	Total
Option B (original) <i>(indicative shortfall)</i>	\$13.482m <i>(\$1.298m)</i>	\$11.447m	<b>\$24.959m</b>
Option E (original) <i>(indicative shortfall)</i>	\$15.632m <i>(\$3.448m)</i>	\$11.447m	<b>\$27.079m</b>

\*Cost estimates will be reviewed following endorsement of a preferred option and as design progresses to manage project cost to budget.

# Project Cost and Federal Grant Funding

## **Grant Funding Summary:**

- Deed of agreement to secure grant funding is still subject to final negotiations.
- Grant funding can only be used for New/Upgrade costs.
- Grant funding being awarded is based on delivery of the defined scope as set out in the grant funding application.
- Grant funding will be required to cover the budget shortfall for both Revised Option B and E, or extra funding will be required by Council.

## **Risk:**

At this stage it is unclear as to whether the scope of Revised Option B or E will align with the grant funding requirements, including timelines.



## Next steps and Delivery Timeline

### **Next Steps:**

- Present report directly to Council on the 9 December 2025 with recommendation to proceed with preferred option (subject to workshop outcomes)
- Presentation of endorsed option to the Department for Infrastructure and Transport and Federal Government as part of final negotiations for grant funding
- Inform and notify community of decision and next steps
- Procurement of detailed design (date to be determined, subject to Council decision).

### **Delivery Timeline:**

Activity	Approximate timing
Detailed Design (including procurement)	10 -12 months
Procurement (Construction Delivery)	4 - 6 months
Construction Delivery	18 months

**KEY QUESTION**

What are Council Members' views on the revised Option B and revised Option E?

**KEY QUESTION**

Do Council Members have any feedback that would assist the Administration in the preparation of a report to Council?

## Melbourne Street Revitalisation Concept Endorsement

Strategic Alignment - Our Places

Public

**Tuesday, 2 December 2025**

**Infrastructure and Public Works Committee**

**Program Contact:**

Mark Goudge, Associate Director Infrastructure

**Approving Officer:**

Tom McCready, Director City Infrastructure

## EXECUTIVE SUMMARY

The purpose of the report is to update Council Members on the progress made to date on the Melbourne Street Revitalisation Project and to seek approval on the key deliverables of this street to progress to community engagement and 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 Melbourne 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 18 November 2025, Council Members provided feedback on the proposed concept options and noted the construction of two wombat crossings - Stage 1 works which were brought forward due to community support and timing of the external grant.

This report outlines the key concept design deliverables for Melbourne Street Revitalisation and timeline of implementation following feedback from Council Members.

## RECOMMENDATION

The following recommendation will be presented to Council on 9 December 2025 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Approves the concept plans for Melbourne Street Revitalisation Project as contained in Attachment A to Item 6.1 on the Agenda for the Special meeting of the Infrastructure and Public Works Committee held on 2 December 2025.
2. Notes the construction of Stage 1 works (Melbourne Street wombat crossings), were brought forward due to strong community support and timing of the external grant funding, which is anticipated to be completed by 30 June 2026.
3. Notes the community will be engaged to provide views on the proposed concept for Stage 2 capital works of Melbourne Street Revitalisation Project, and their feedback will be reviewed to be incorporated in the subsequent design and construction phase.
4. Notes that a project update, including an engagement summary will be provided to Council once 70% detailed design and construction staging plan are completed.

## IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	<p><b>Strategic Alignment – Our Places</b></p> <p>Facilitate and activate our places in a safe and accessible way for our community.</p> <p>“Deliver quality street and laneway upgrades, main streets, precincts, and neighbourhood revitalisation and improvements that make Adelaide well-designed, safe and unique.”</p>
Policy	Not as a result of this report
Consultation	Community engagement will be undertaken to obtain feedback on Stage 2 concept, to inform detailed design and construction staging.
Resource	Not as a result of this report
Risk / Legal / Legislative	Not as a result of this report
Opportunities	Not as a result of this report
25/26 Budget Allocation	<p>The total project budget for Melbourne Street Revitalisation is \$15.1 million.</p> <p>New &amp; Upgrade \$6.5m</p> <p>Renewal \$8m</p> <p>State Government Funding \$600,000</p> <p>A New and Upgrade budget of \$600,000 is allocated to undertaken design and planning activities for the overall revitalisation project in 2025/26</p> <p>An additional New and Upgrade budget of \$750,000, supplemented by \$600,000 of external funding, is assigned to the construction of stage 1 works (wombat crossings).</p>
Proposed 26/27 Budget Allocation	The remaining approved New and Upgrade forward estimate of \$6,500,000 and applicable Renewal allocation will be confirmed via the Annual Business Plan and Budget processes over 2026/27 and 2027/28.
Life of Project, Service, Initiative or (Expectancy of) Asset	Dependent on type of asset, with asset life expectancy between 20-50 years.
25/26 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	<p>Minimised through design.</p> <p>2% per annum maintenance cost increase will be anticipated due to installation of new assets.</p>
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. Melbourne Street was assigned with a total New and Upgrade allocation of \$6.5 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 budget, the concept plans for Melbourne Street Revitalisation Project were refined to ensure alignment with the budget allocation and updated community feedback obtained post 2021, which shaped the master plan.
3. At the Infrastructure and Public Works (IPW) Committee on 18 November 2025, Council Members provided feedback on the updated concept options. The workshop paper can be viewed at [Link 2](#). The Committee were also provided with an update on the short-term activation improvement works and stage 1 capital works (wombat crossings). The latter is brought forward due to strong community support and timing of the external funding.

## Melbourne Street Master Plan Phased Implementation

4. Stage 1 of the project involves installation of two wombat crossings to bookend the precinct and to provide traffic calming benefits contributing to increased street safety and comfort. These crossings are brought forward due to strong community support and timing of the \$600,000 financial contribution from the National Road Safety Program to be expensed by 30 June 2026.
5. The concept plan of the subsequent stage of capital works was further refined following the feedback received from the Committee on 18 November 2025.
6. Stage 2 capital works involve a full street improvement to be delivered via new street trees, renewing existing lighting infrastructure and street furniture along the full length of Melbourne Street (from Brougham Place to Mann Terrace) with a focus on the village heart and main strip of busy pedestrian activity zone to the east.
7. The project will deliver:
  - 7.1. New street trees to support local economic activity by creating more attractive, comfortable and liveable streetscapes that encourage foot traffic and community interactions.
  - 7.2. Renewed lighting infrastructure that not only fulfills the technical requirements to promote safety and connectivity but also creates a night-time atmosphere and identity for the street.
  - 7.3. Improvements to the existing urban elements, assets that encourage visitors to discover the diverse range of businesses along the street and enhances user experiences for first-time and frequent visitors. These include street furniture such as bike racks, seats and wayfinding signposts, as well as bus shelters and planter boxes.
  - 7.4. Localised improvements to the footpath along the full length of the street to provide an effective public realm refresh, with environmentally sustainable principles in mind.
  - 7.5. Destination-focused and traffic-calmed street with a 30 km/h speed limit in alignment with citywide speed limit review. The lower speed limit not only significantly increases safety for cyclists riding on Melbourne Street but also creates a more pleasant environment that promotes outdoor dining, window shopping and thriving street-level interaction.
  - 7.6. Considerations are also in place to promote Melbourne Street as a destination for all modes of transport. This includes but not limited to improving the linkage to McKinnon Parade/Finniss Street and Stanley Street, which are identified as strategic cycle routes in the Integrated Transport Strategy, and enhancement of the existing bus stops for better public transport experience.
  - 7.7. Reinforcing the unique brand of Melbourne Street at the village heart – a place where people meet, linger and connect through:
    - 7.7.1. Celebrating the heart with widened footpath to create space for lush greenery and unique and iconic public art representative of Melbourne Street's identity.
    - 7.7.2. Consolidating existing bus stops 3 and 3A into a new bus stop to be installed immediately west of the village heart to create a welcoming sense of arrival for visitors using public transport. This strategically located bus stop, with the opportunity to be equipped with enhanced facilities will

strengthen the street as the public transport corridor that connects major hubs of activity to Melbourne Street as a destination.

7.7.3. Stamped asphalt treatment on road pavement and reduced crossing distances at the intersection of Melbourne Street and Jerningham Street for traffic calming and increased ease of access to connect both sides of Melbourne Street.

7.8. Introducing more vibrancy to the street along the main strip of hospitality businesses to increase activation, drive visitation and improve visitor experience, through:

7.8.1. Creation of flexi-zones to allow the widened verge space to be used either as activation areas or on-street parking east of Jerningham Street intersection to West Pallant Street.

7.8.2. New surface treatment to footpath east of Jerningham Street intersection to West Pallant, with unique footpath paving patterns that transition to existing footpath on both ends, connecting to the village heart to the west and to the wombat crossing to the east.

7.8.3. Stamped asphalt treatment and new compliant kerb ramps at minor side streets for traffic calming and safer access to encourage foot traffic.

8. The vision, design principles and concept plan are contained in **Attachment A**.

9. Timeline of implementation of the Melbourne Street Revitalisation Project:

9.1. Stage 1 Wombat Crossings are due for completion by the end of 2025/26.

9.2. The community engagement and design development activities of stage 2 capital works will be undertaken following Council endorsement of the preferred concept plans. The following table provides an indicative schedule of key project activities for Stage 2 streetscape upgrade:

Month	Key project activity
December 2025	Council approval of concept plans
March – June 2026	Community and stakeholder engagement on concept plans
March 2026 – March 2027	Detailed investigation and design phase Council noting of 70% design update and community engagement summary
2026/27 and 2027/28	Procurement of construction contractor and construction commences Council approval of construction contract

## Community Engagement Approach

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

10.1. Phase 1 Benchmarking

10.1.1. 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.

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

10.2.1. 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 Melbourne Street can be viewed at [Link 3](#).

10.3. Phase 3 Culmination of feedback into draft Concept Packs

10.3.1. 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** being the result of seven years of meaningful and ongoing community and stakeholder engagement.

11. The next phase of community engagement for Melbourne Street Revitalisation Project, will commence following Council's endorsement of the concept plans presented in **Attachment A**. This phase of engagement involves the following stages:
  - 11.1. Design Progression (March 2026)
    - 11.1.1. Engage with our community throughout the design phase to align and maintain community expectations. This includes obtaining community feedback on key design features of the proposed concept for Stage 2 capital works.
    - 11.1.2. Further review, revise and refine the design to align with community feedback and approved budgets.
  - 11.2. Construction commencing (Q4 2026/27)
    - 11.2.1. Collect feedback and communicate construction approach and staging, including key construction milestones and potential impact on the community.
  - 11.3. Construction underway (2026/27 and 2027/28)
    - 11.3.1. Keep our community informed of progress, notify upcoming works, and respond to enquiries and issues arising.
12. The community engagement approach for each main street follows a similar framework, with timing and engagement methods being developed to suit each street.

#### **Next Steps**

13. Upon endorsement of the concept design, the community will be engaged to provide their feedback that will be reviewed and used to refine the design phase of the project.
14. Further project update, including a community engagement summary, will be provided to Council for noting once 70% detailed design and construction staging plan are completed.
15. Subject to Council approval, the construction budget will be approved through the Annual Business Plan and Budget process.

---

## DATA AND SUPPORTING INFORMATION

**Link 1** – Council Decision – 27 June 2023

**Link 2** – Workshop Paper – Infrastructure and Public Works Committee – 18 November 2025

**Link 3** – Melbourne Street Revitalisation Master Plan - December 2021

---

## ATTACHMENTS

**Attachment A** – Melbourne Street Revitalisation Concept Pack

---

- END OF REPORT -



# Melbourne Street

## Concept Package

REVISED  
DECEMBER 2025





# City of Adelaide



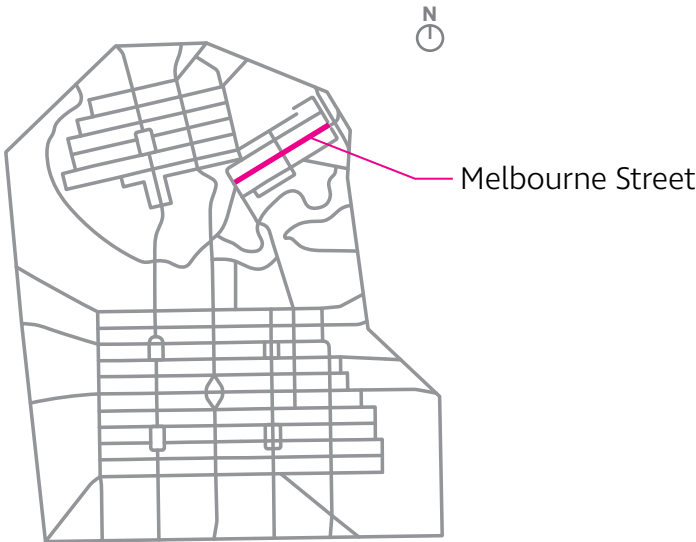


# Contents

## Acknowledgement of Country

City of Adelaide tampinhi, ngadlu Kurna yartangka panpapanpalyarninhi (inparrinhi). Kurna miyurna yaitya mathanya Wama Tarntanyaku. Parnaku yailtya, parnaku tapa purruna, parnaku yarta ngadlu tampinhi. Yalaka Kurna miyurna itu yailtya, tapa purruna, yarta kuma puru martinhi, puru warri-apinhi, puru tangka martulayinhi.

City of Adelaide acknowledges the traditional country of the Kurna 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 Kurna people living today.



	Page
<b>1. What Makes a Great Main Street</b>	<b>4</b>
What Makes a Great Main Street?	5
Executive Summary	6
Vision	7
Guiding Principles	8
Project Background	9
<b>2. Project Context</b>	<b>10</b>
City Context	11
Street Context	12
Existing Street Dynamics	13
Key Statistics	14
Opportunities	15

<b>3. Community Engagement</b>	<b>16</b>
Community Engagement Process	17
Summary of Results	18
Community Feedback	20

<b>4. Concept Design</b>	<b>21</b>
Design Principles	22
Design Summary	23
Design Benefits Statistics	24
Design Overview	25
Concept Design	26
Cross Sections	32
Artist's Impressions	33

<b>5. Appendices</b>	<b>35</b>
A. Transport Patterns	36
B. Precinct Car Parking Opportunities	37
C. Visitation & Vacancy Data	38
D. Traffic and Transport Impacts	39
D. Bus Stop Rationalisation	40
F. Benefits of Reallocating Public Space	41
G. Precedent Projects - King William Road	42
H. Precedent Projects - Hindley Street	43
I. Short Term Improvements - Implemented	44
J. Stage 1 - West Wombat Crossing	45
K. Stage 1 - East Wombat Crossing	46



Part one

# What Makes a Great Main Street

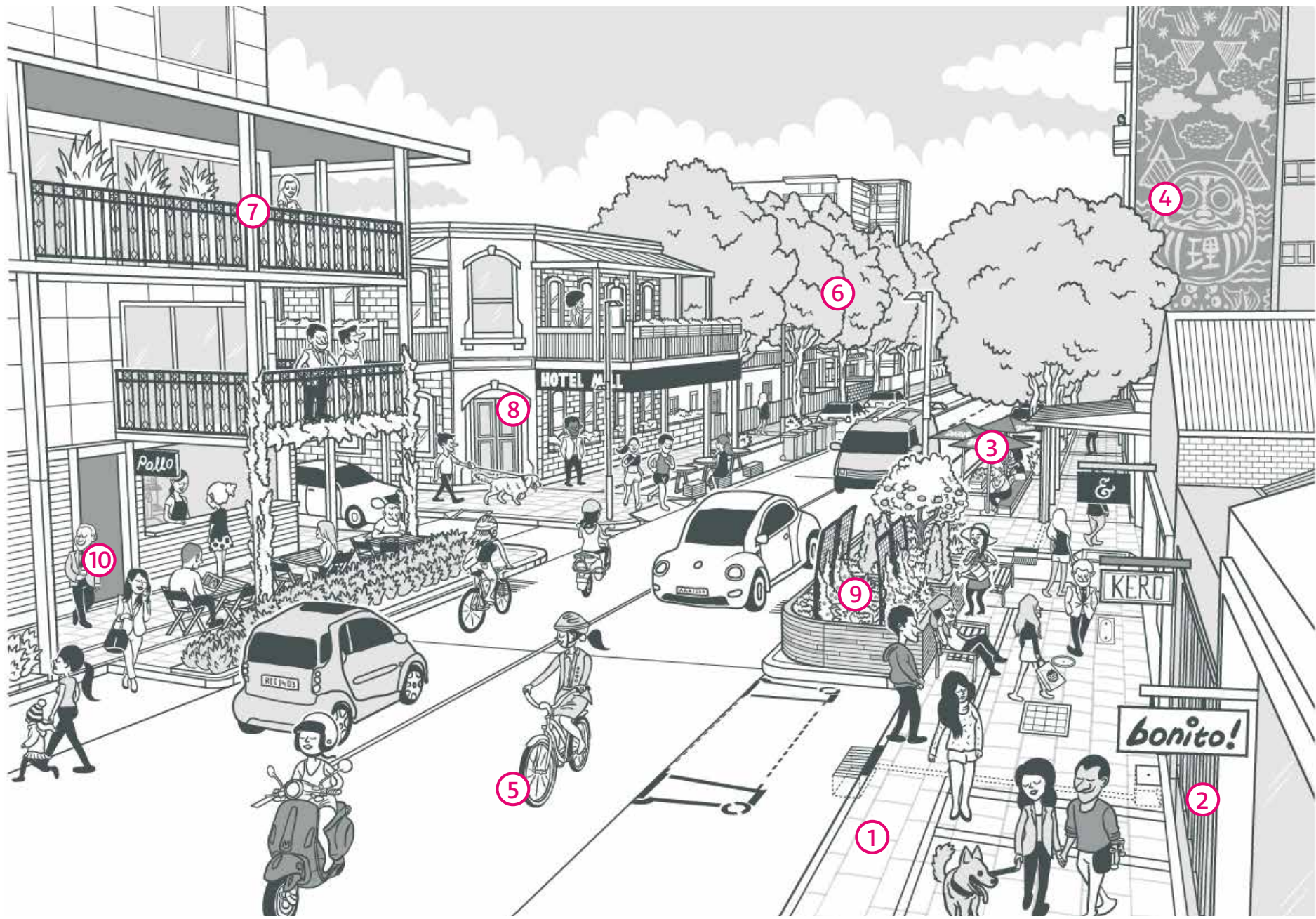
Page 29





# 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 go toward making a great main street:



**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

## Melbourne Street

Melbourne Street is the focal point for lower North Adelaide with the Adelaide Park Lands as its bookends. Characterised by an eclectic offering of quirky cafés and dining along its eastern length and the provision of medical services west of Jerningham Street, it is valued for its high street atmosphere and heritage charm, while also serving as a busy road link from the north-eastern suburbs into the city core.

Melbourne Street has good bones but has lost some of its former gloss and confident personality through an aging and disconnected streetscape. Lifting the appearance of the public realm and functionality for all users will elevate its appeal and raise its profile towards recovering the popular artisan and attractive destination it once was. The concept design explores ways to attract people back to the street. One necessary move is to address the impact of large traffic volumes at peak times and noisy buses which affect overall amenity and make crossing the street overwhelming as well as unsafe. Within the street's constraints, the concept seeks to optimise precinct parking to maintain a practical level of on-street spaces that support customer access and business needs. At the same time, it introduces wider footpaths, shorter crossing distances, and more frequent prioritised pedestrian crossings at key locations. In conjunction with a reduced speed limit, noise will be reduced, access increased, and the street will feel more comfortable.

Around the village centre near Jerningham Street, the street has a lively atmosphere, supported by pedestrian-scale character buildings, verandahs, and greenery that create a welcoming feel. Further west, however, the character shifts as building setbacks increase, frontages become less active, and high fences with limited pedestrian access reduce the vibrancy of the street. The streetscape becomes hotter and less comfortable beyond the village centre towards both ends of the street with fewer shade trees and sparse greening, detracting from the village charm. By adding greening; rationalising the street furniture and creating dedicated activity zones, the demands on the pedestrian realm will be less competitive and produce calmer and safer environment for comfortable and easy access.

Establishing wider footpaths and safe crossing points with flexible parking within the village heart, balances and refocusses the importance of forming connections while activating the street breathing life into the existing retail, commercial and hospitality businesses.

The Melbourne Street concept design provides solutions for community desires by providing the following benefits:

- Safer intersections with shorter and more frequent crossing points
- The rejuvenation of an activated, vibrant village atmosphere and experience with Public Art
- Upgraded footpaths with linkages to active transport networks and public transport amenities
- Additional greening and opportunities for integrated stormwater initiatives
- New improved street lighting for the precinct.

***"The street doesn't reflect its million dollar suburb like it once did."***

*- Focus Group Participant*



View looking south-west toward Jerningham Street, safer intersection with shorter pedestrian crossings



Stage 1 - West Wombat Crossing: View looking north-east along Melbourne Street of proposed raised wombat



## Vision

*Melbourne Street is an appealing destination of choice for locals and visitors. Known for its polish, Melbourne Street offers a range of artisan experiences and celebrates its dining culture to its east, while providing specialist services to its west.*





# Guiding Principles

## Melbourne 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 Melbourne Street (refer to Part 3 Community Engagement for more detail, page 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:



### Unique brand and identity

Create a streetscape that is cohesive, polished, bespoke and celebrates the existing historic village charm. Enhance the public ‘heart’ as the epicentre and provide unique experiences ensuring a robust local community.



### Refresh the public realm

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 whole-of-life asset and sustainability goals.



### Vibrancy & Creative Connections

Establish public art opportunities and provide a range of coordinated cultural projects and activities to increase activation, drive visitation and improve the visitor experience.



### Curate the business and commercial mix

Establish a business and retail identity with a diverse offering to increase its popularity as a destination for locals and visitors. Support initiatives that assist in driving high value, destination tenants to the street.



### Accessibility & Connectivity

Pursue opportunities to achieve a more pedestrian friendly main street to support businesses, outdoor dining opportunities, enhance social interactions and provide a safer movement and traffic calming. Promote available parking and options for flexibility.

## Melbourne Street



City of Adelaide  
December 2021

**A** | **2015**

# Melbourne Street

Concept Plan (draft)

DEVELOPMENT CONCESSION BY MELBOURNE  
2015 (2015)

City of Adelaide  
May 2022

**Draft Consultation Concept Plan**  
Midbourne Street

The plan shows a street layout with various lanes, including a cycle lane, pedestrian paths, and vehicle lanes. A pink shaded area highlights a specific section of the street. A legend on the right side lists various elements and their corresponding colors and symbols.

City of Adelaide  
August 2022

**Melbourne Street**  
Concept Plan

FOR CONSULTATION AND FEEDBACK  
MAY 2012

City of Adelaide  
June 2023

**Melbourne Street**  
Concept Plan

Version  
March 2011

City of Adelaide  
November 2025

## WE ARE HERE

**(This document)**

- 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.

Design led research and data collection to inform action and integrated business plan

## Research (2019–2020)

Production of detailed  
action plan capturing  
current state

Lord Mayor Roundtable  
established and  
stakeholder engagement  
commenced

Main Street Revitalisation  
team established with  
Place Coordinator  
(Single point of contact)

Shared visionary activities and common themes identified by stakeholders

Internal stakeholder working group established

Delivery of short-term  
activation, improvement  
and engagement  
projects

Draft long term vision, objectives and related action plans and timelines shared with Elected Members for endorsement

### Medium term (2023—2025)

Stakeholder feedback  
and short term trial  
monitoring evaluation

Phased improvements to continue to be funded, designed and delivered

Long term (2025—2026)

Concept Design commences including data analysis, further investigations and continued stakeholder engagement



Part two

# Project Context

Page 35



Melbourne Street, 1910  
State Library of South Australia

# City Context

## Melbourne Street

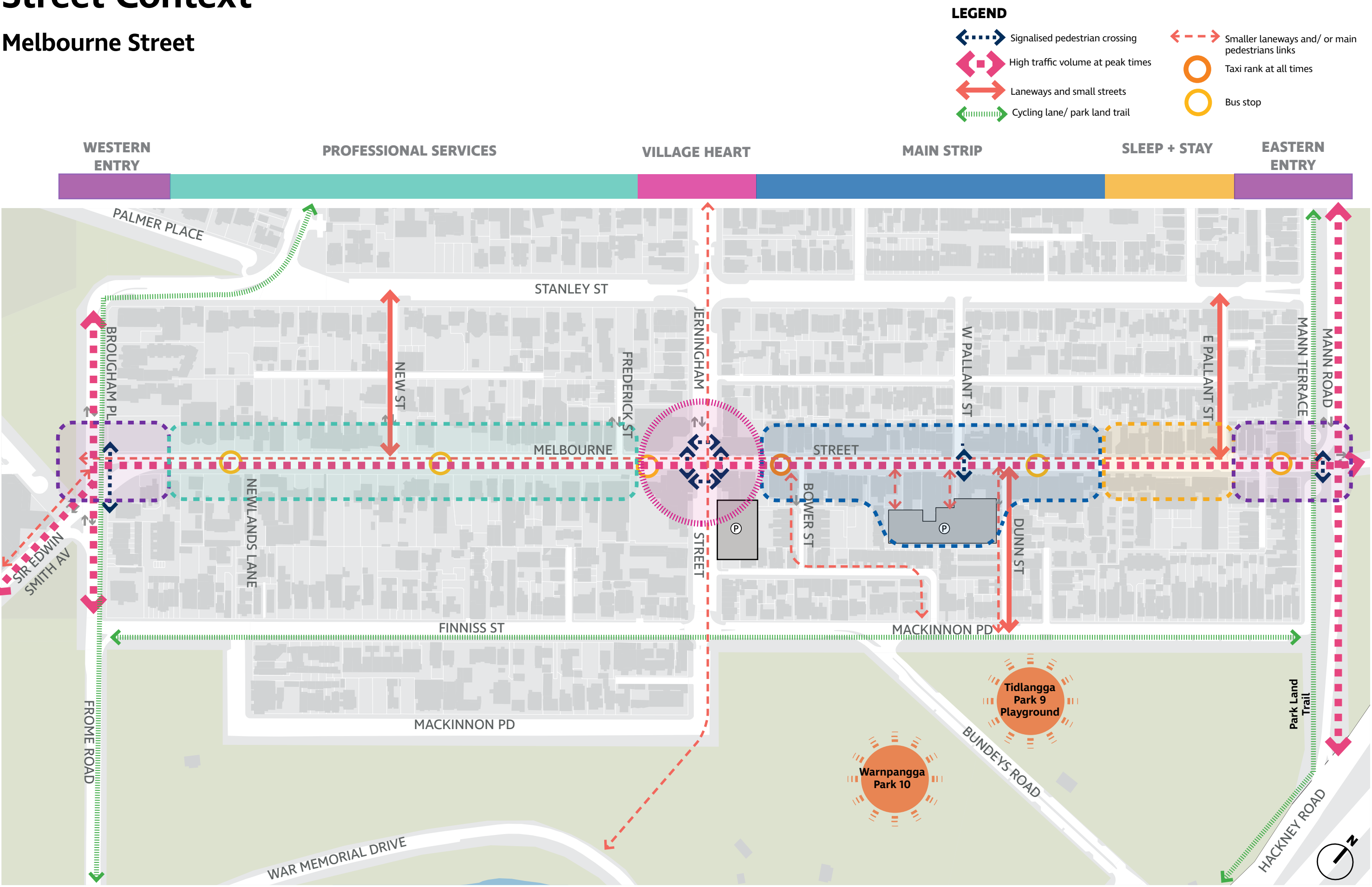
Melbourne Street is located in North Adelaide and is an important connection from the Northern and North-Eastern suburbs to the CBD. It is surrounded by important city landmarks such as Adelaide Oval, Adelaide Zoo, Adelaide Aquatic Centre and the Park Lands which together makes North Adelaide an attractive place to live, work and/or play. It has potential to be an important anchor point to the city and attract many to explore the retail, restaurants and heritage character street feel.





# Street Context

## Melbourne Street



# Existing Street Dynamics

## Melbourne Street

Melbourne Street is a narrow street and its width is consistent along its entire length. There are two development zones which have created two very separate and distinct character and scale. Melbourne Street east feels intimate and welcoming with mostly smaller buildings with active frontages abutting the public realm, while Melbourne Street west feels wide and exposed, with its buildings setback from the public realm, high walls and passive frontages feel disconnected from the streets.

Melbourne Street’s distinctive functions can be easily defined between east and west; the western half end prioritises healthcare, social assistance, professional and medical services, while the eastern half houses accommodation, food services and retail.

**Movement**

Vehicle direction/ access

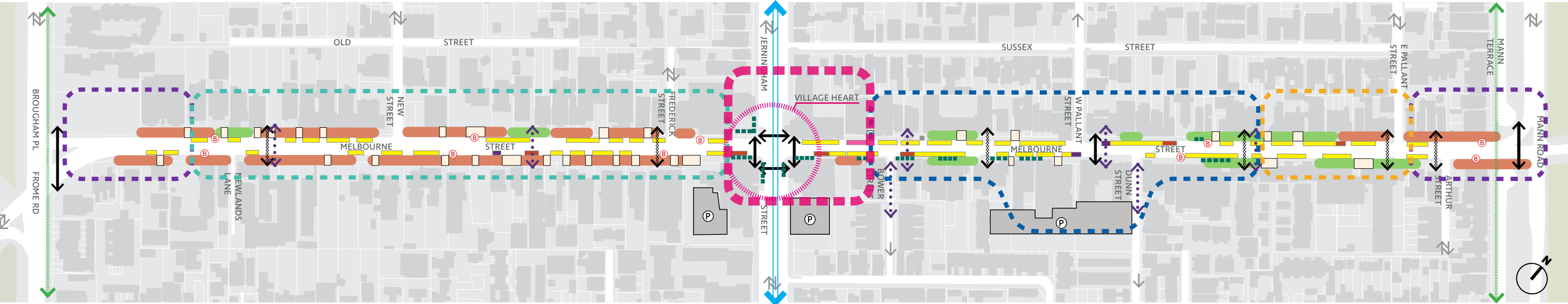
Signalised crossing

Extended footpath and informal crossing

**Pedestrian Comfort**

Outdoor dining zone on public footpath

**Facilities**

Motorcycle park

\* On road bike lanes to be added to Jerminham Street.

# Key Statistics

## Melbourne Street

The following summarises the population and housing characteristics of Melbourne Street and surrounds. Melbourne Street is categorised within ‘Lower North Adelaide’ by the Australian Bureau of Statistics/Profile ID. The Lower North Adelaide profile area is bounded by Lefevre Terrace and Kingston Terrace in the north, Mann Terrace in the east, MacKinnon Parade, Brougham Place, Sir Edwin Smith Avenue and Pennington Terrace in the south, and Palmer Place and Brougham Place in the west.

### Population



**LOW POPULATION**  
2,473 People  
33 declined from Previous Year

Based on ABS Resident Population 2021, Profile ID



**LOW POPULATION GROWTH**  
From 2011 to 2016, population increased by 70 people equating to a change of 0.63% per year over that period.

### 2nd least

populated area in the City of Adelaide, just ahead of the ‘South West Corner’ (i.e. area west of Morphett Street/south of Grote Street)

### Age Groups & Background



**LARGE STUDENT POPULATION**  
Larger percentage of ‘Tertiary education & independence’ compared to the rest of metro Adelaide (25.8% compared to 9.5%) and a larger percentage of ‘Young workforce’ (20.7% compared to 13.8%)



**FEW CHILDREN**  
Children 14 and under account for 6.2% of the population compared with an average of 17.7% across metropolitan Adelaide



**HIGH PROPORTION OF YOUNG PEOPLE**  
High proportion of 20-34 year old residents (36.9%) compared with metropolitan Adelaide (20.5%)

### Housing + Income



**HIGH INCOME LEVELS**  
20% above metropolitan Adelaide average



**MEDIUM & HIGH DENSITY DWELLINGS**  
A high proportion of medium and higher density dwellings, accounting for 72.3% of all dwellings

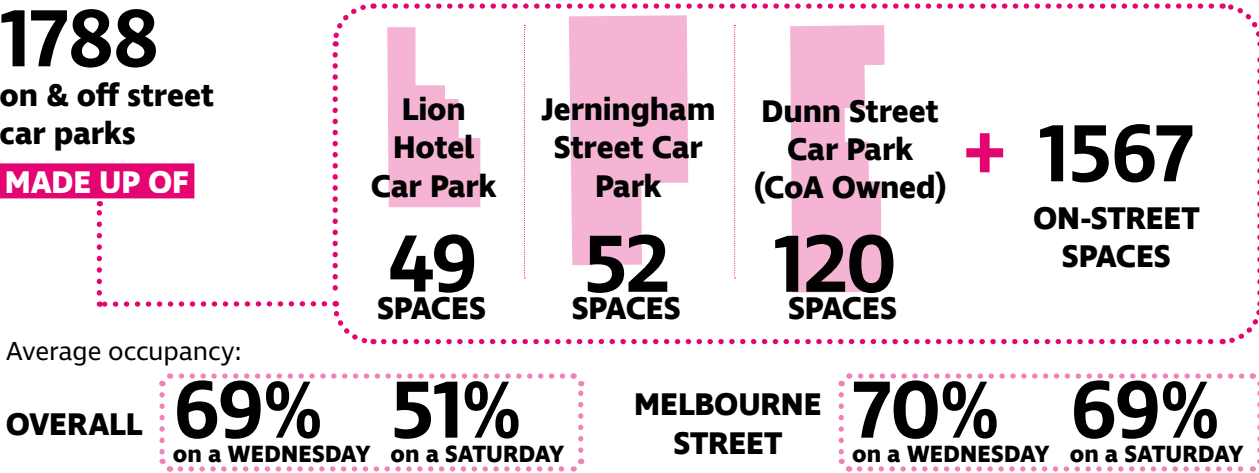


**GROUP & SINGLE PERSON HOUSEHOLDS**  
High levels of group households and single person households



### Availability of parking

A parking study was undertaken in November 2025 at 10am and 1pm on a Wednesday and Saturday and found that there was parking availability on Melbourne Street, surrounding streets and the off-street carparks. A summary of the results is provided below:



### Good proximity to cycling routes

Convenient access via cycling routes including the Park Lands Trail and North-South Bikeway connecting to and from the city, north via Brougham Place and along Finniss Street and MacKinnon Parade to the North-Eastern suburbs. However, the bike lanes on Melbourne Street are currently too narrow and non-compliant (with limited opportunity to amend without removing parking or narrowing the footpath due to the very narrow road reserve), with a high risk of being hit by opening car doors. Alternative low trafficked routes more suitable for cycling include Finniss Street and MacKinnon Parade or Bundeys Road.



### Bus Service

Melbourne Street is part of an important bus link between the City centre and the Northern and North-Eastern suburbs. Melbourne Street is also serviced by the City Connector, with a stop located near Jerningham Street close to the main intersection. To improve the operation of the bus corridor and the overall user experience, it is proposed to rationalise the number of bus stops in the street with improved spacing and remove one bus stop away from the Jerningham Street intersection.



### High vehicle volumes in peak hours

Traffic volumes are medium to heavy for a single carriageway - two way street, particularly in peak times with traffic often backing up at the main intersections. The high vehicle volumes negatively impact the amenity of the street but are also the main mode of access for people coming from beyond Lower North Adelaide. Due to the high traffic volumes and speed limit, vehicular traffic also causes noise pollution and contribute to an unpleasant experience on the street. A summary of traffic data collected in August 2025 is provided below:

	Average Number of Vehicles (weekdays)	85th Percentile Speed *
Morning Peak (8am-9am)	1,212	42 km/h
Afternoon Peak (4pm-5pm)	1,263	43 km/h
Daily Traffic (24 hours)	15,322	46 km/h

\*That speed that 85% of motorists are travelling at or below, usually is a good guide for the speed limit in a street.



### Walkable neighbourhood

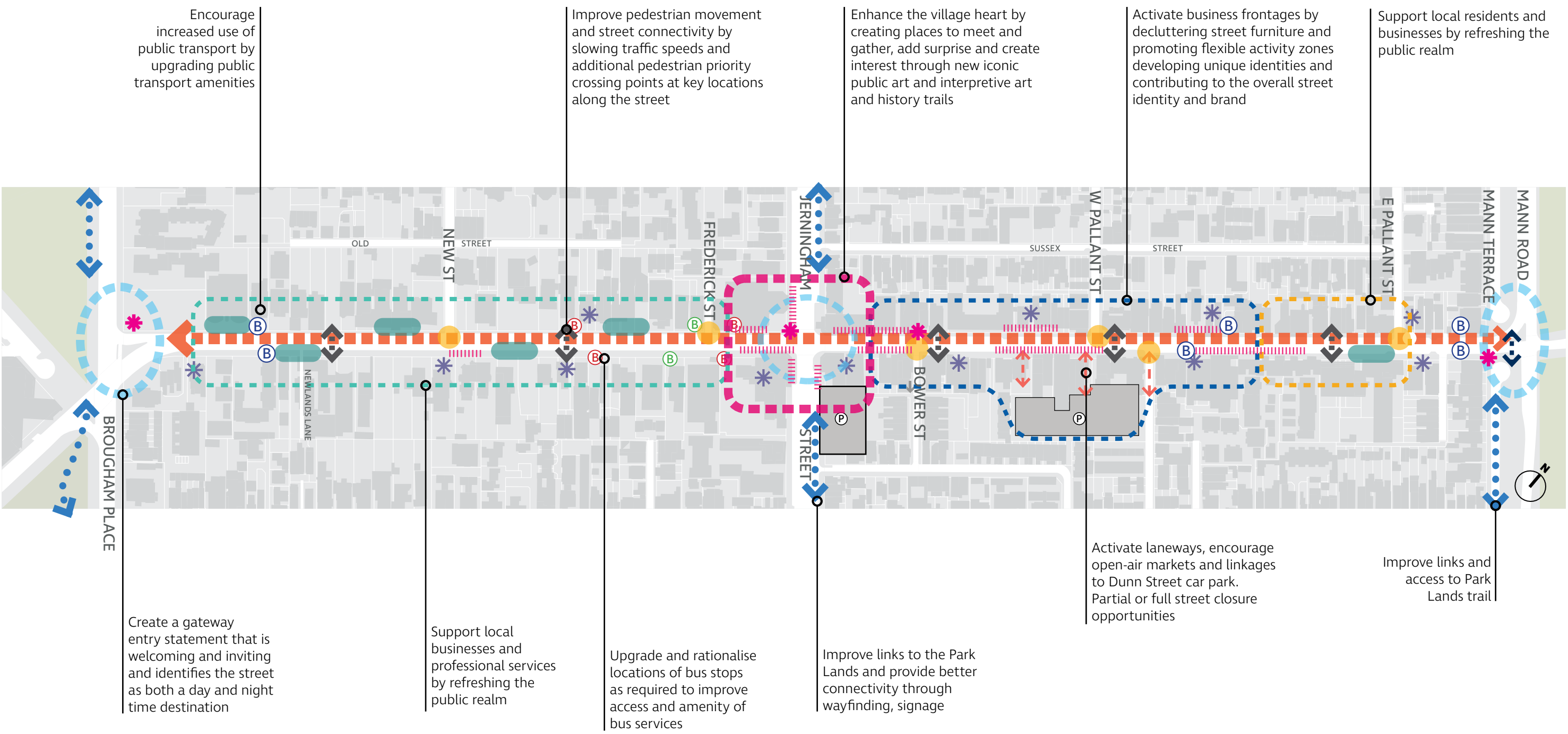
Melbourne Street has a very low catchment area (within a 400m walkable distance), due to its low population, and it’s proximity to O’Connell Street (which captures a wider and larger population in North Adelaide. Melbourne Street’s catchment area is limited to the Park Lands and terrace boundaries (“JLL Main Streets Retail Report”, 2013).



# Opportunities

## Melbourne Street

- High traffic volumes at peak times
- Improve cycling links
- Activate/ promote link areas
- Improve pedestrian access
- Available off-street car park
- Improve side street connections
- Bus stop location to remain
- Bus stop location to be removed
- New bus stop location
- Safety improvements to signalised intersections
- Enhance activity zones
- Increase existing street tree canopy and greening opportunities
- Heritage buildings
- New public art opportunities





Part three

# Community Engagement





# Community Engagement Process

## Melbourne 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 Melbourne 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 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 mainstreet 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 Melbourne 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 Melbourne Street, rank and prioritise a range of design principles (objectives), to create a series of themes for the street.

### Phase 3 - Concept Design

- Stage 1: Wombat Crossings

Public consultation was undertaken between 18 October and 15 November 2023, with 94% of respondents indicating pedestrian safety crossing needed improvement. In response to community feedback and in alignment with the master plan, two wombat crossings, creating bookends to the Melbourne Street precinct will be constructed in 2026. The project will receive \$600,000 contribution from the National Road Safety Program funded by the Government of South Australia.

- Stage 2: Public Realm Refresh

Stakeholders will be asked to provide feedback on the proposed concept design for Melbourne 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 and precincts
5. Explore drivers to increase resident visitation

Summary of findings:

- Melbourne Street is home to some local favourites
- Sense that Melbourne Street is not worth travelling to and is yet to be discovered even by local residents
- The perceived limited availability of parking hinders visitation to the precinct
- The street has lost its sense of direction despite its somewhat funky history
- There is a need to define a new identity for the street
- Opportunity to integrate the two halves of Melbourne Street with the professional services, businesses and colleges at the western end and the restaurants to the east
- Melbourne Street could further develop its position as an appealing location for work, study and leisure

***“Melbourne Street is really struggling for identity . I mean, establishments like The Lion are still there, and Elephant Walk. Tiny little hole in the wall coffee bar that's been there since the '70s, unchanged.”***

*- Focus Group Participant*

***“More parklets for businesses and calm peak hour traffic”***

*- Focus Group Participant*

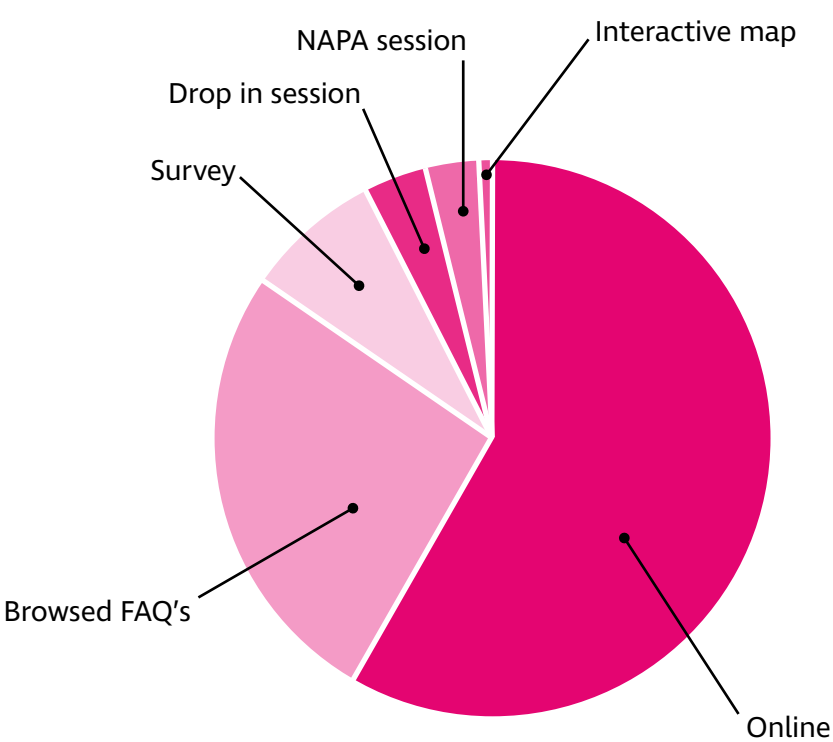


# Summary of Results

## Phase 2 - Vision & Design Principles

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

- 58 people made 59 contributions to the survey
- 4 people made 10 contributions to the interactive map
- 392 people were aware and visited the webpage
- 231 people were informed and browsed supporting documents and/or FAQs
- Approximately 20 people attended one of two drop-in sessions at locations on Melbourne Street



\*NAPA = North Adelaide Precinct Association

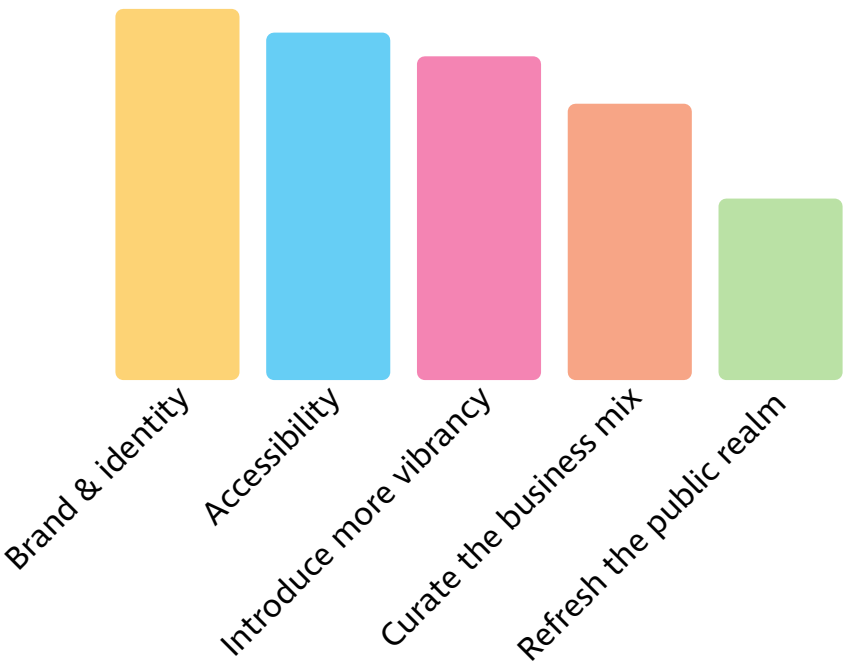
A 'ranking question' was used as a tool to better understand community priorities on the identified Design Principles for Melbourne Street.

The results indicated that the community considers '**Brand and identity**' to be the highest priority Design Principle for Melbourne Street.

Furthermore, the results indicated that the community supports closure of Jerningham Street **several times a year**.

### Design Principles - highest priority:

\*Top priority (first choice/preference) results only



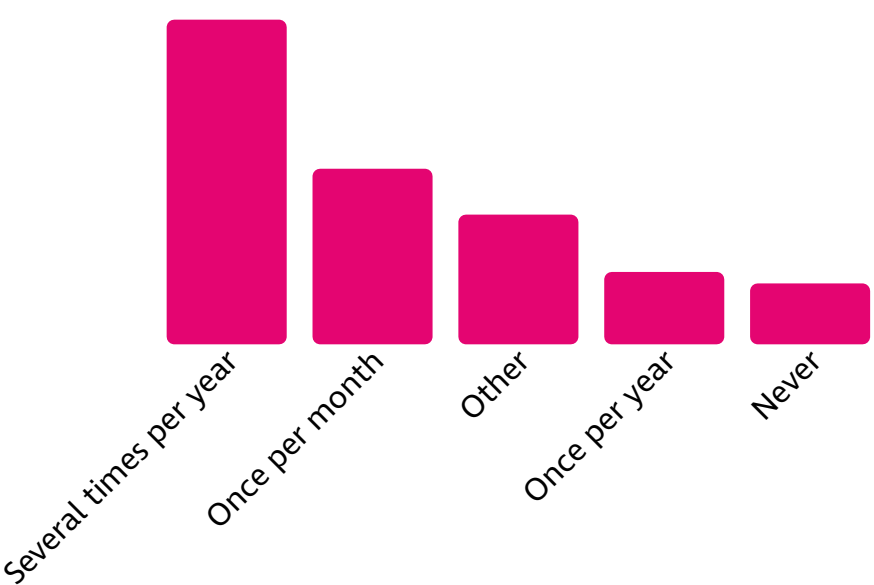
### Design Principles - highest importance:

\*Results of all preferences, averaged



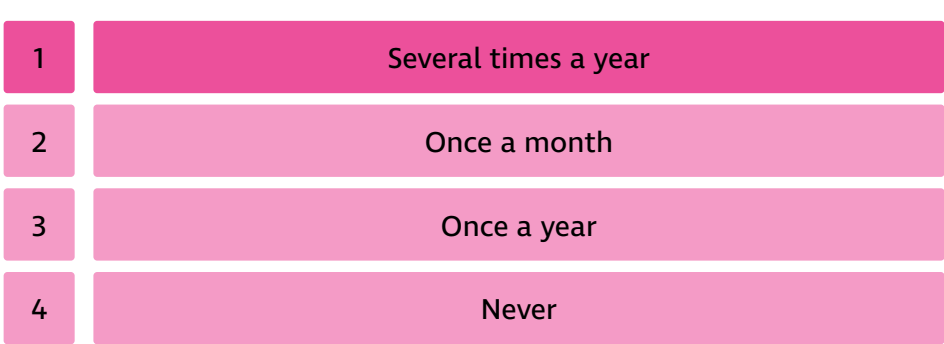
### Support for Jerningham Street closures - highest priority frequency:

\*Top priority (first choice/preference) results only



### Support for Jerningham Street closures - highest ranking frequency:

\*Results of all preferences





# Community Feedback

"Lacking atmosphere, sad, uninspiring, empty spots give the street a feeling of decay, not so much of a village."

"Introduce recycle waste bins recycling green waste."

"My focus is safe crosswalks connecting side streets. Embracing people run and walk from Park lands to have coffee and breakfast."

"Increase activity at the northeast end."

"I would like more outdoor dining. The space at the Lion is excellent, as is UR and the small numbers elsewhere are regular used."

"More mix of exciting retailers and services, locally made goods and shopping destinations to attract for visitors, contribute to residential amenity and more places have long open hours."

"More trees that have inbuilt up lighting that create atmosphere at night."

"Widen footpaths for on street dining, fix divots and tripping hazards, and add more pram crossings."

"Wall art programs over last 2 years were good. We need games tables, e.g. chess. Some sculptures, public art, music and things to do for kids."

"Landscaping native greening to reduce the heat island effect, increase pedestrian area to create outdoor precinct, provide Alfresco dining/ verandah along the footpath to provide protection in all seasons. Come special periods such as Christmas, go over-the-top with the decorating the street."

"Encourage further and safer use of e-scooters. Traffic calming measure and reduce limit of 30."

"We love the light on the trees brought warmth in winter. We couldn't wait to see the street becomes busy like CBD, but more vibrancy in daytime and more dinner place options would be good."



Part four

# Concept Design

Page 46





# Design Principles

## Melbourne 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 page 8 for more information regarding community feedback results.



### Unique brand and identity

Create a streetscape that is cohesive, polished, bespoke and celebrates the existing historic village charm. Enhance the public ‘heart’ as the epicentre and provide unique experiences ensuring a robust local community.



### Refresh the public realm

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 whole of life and sustainability goals.



### Vibrancy & creative connections

Establish public art opportunities and provide a range of coordinated cultural projects and activities to increase activation, drive visitation and improve the visitor experience.



### Curate the business and commercial mix

Establish a business and retail identity with a diverse offering to increase its popularity as a destination for locals and visitors. Support initiatives that assist in driving high value, destination tenants to the street.








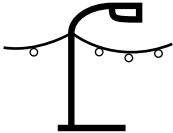
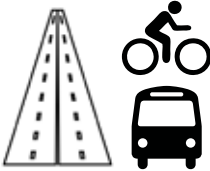
### Accessibility & connectivity

Pursue opportunities to achieve a more pedestrian friendly main street to support businesses, outdoor dining opportunities, enhance social interactions and provide a safer movement and traffic calming. Promote available parking and options for flexibility.

Left (top): Image by Morgan Sette; Left (middle): Image by Michael Haines Photography; Right (top): Image by Morgan Sette.

# Design Summary

## Melbourne Street

	 Car Park Spaces	 Trees and Garden Beds	 Activity Zone (includes footpath)	 Traffic Speed Zones	 Road Intersection Improvements	 Lighting and Public Art	 Carriageway
Existing Condition	129 car parking spaces 11 loading zones	85 street trees 0 garden beds	7,855sqm	50km/h	-	-	One lane each direction + on-street parking + non compliant bike lanes
Asset Renewal only	125 car parking spaces 11 loading zones	No change	No change	No change	No change	No change	No change
Concept Design	127 car parking spaces <sup>1</sup> 11 loading zones (41 as flexible car parks within the Village Heart & Main Strip) <sup>2</sup> Accessible parking at key locations	125 street trees (40 new trees, 12 within the Village Heart & Main Strip) 500sqm garden beds <sup>3</sup> (Full length of street)	8,835sqm (Includes 590sqm of flexible car park spaces) Increased parking provisions for micromobility	30km/h	Stamped asphalt treatments to side streets (4) Stamped asphalt treatment at Jerningham Street intersection	New public lighting to length of street Decorative lighting opportunities within Village Heart and Main Strip	Flexible zones (Main Strip) Improved amenity for public transport as required Bike boxes at signalised intersections Bike sharrows at key side streets for increased connectivity

Notes:

<sup>1</sup> Loss of 9 car park spaces due to Stage 1 Wombat Crossings implementation. Increase of 10 car park spaces due to rationalisation of bus stops. Parking losses along Jerningham Street due to bike lane implementation is subject to further consultation and consideration.

<sup>2</sup> Increased activity zones allows for potential to increase economic vitality.

<sup>3</sup> Additional tree planting and new garden beds allows for greening improvement and acts as a barrier between the road and the footpath.

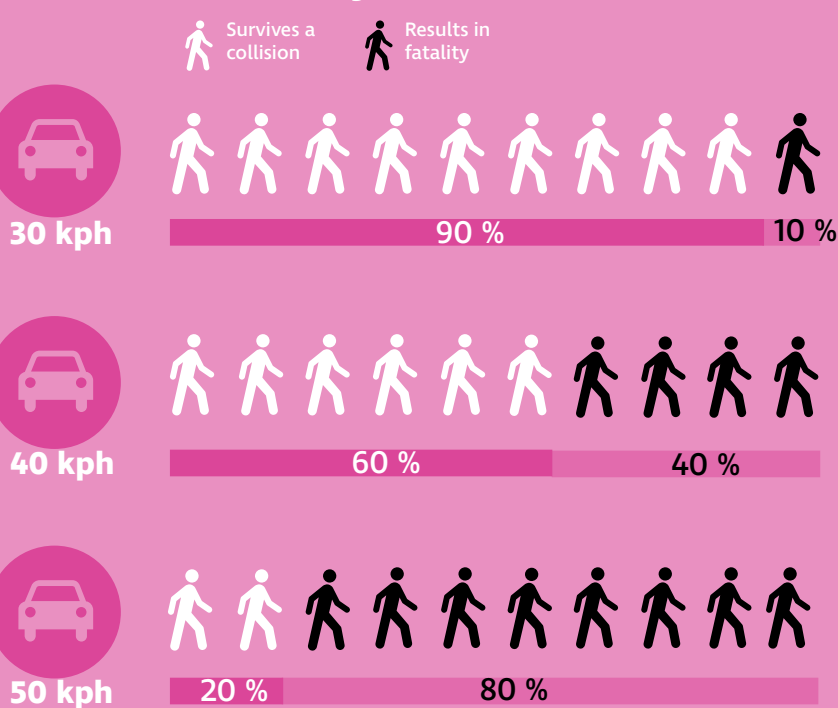
- Refer to Appendices A to F for further information regarding Transport Patterns, Precinct Parking Opportunities, and Traffic and Transport Impacts.
- These numbers and quantities as based on the Concept and may change during design development.
- Parking numbers for the existing condition based on City of Adelaide City Map data (September 2025).
- The reduction in car parks allows for an bold new street reconfiguration and updated linemarking to meet Australian Standards.
- The reduction in the speed limit aligns with Citywide Speed Limit Review (2024) and provides a safer pedestrian and bicycle friendly street reconfiguration. The reduction in the speed limit is subject to DIT approval.
- Changes will occur in detailed design such as DIT approval requirements, sightline assessments, vehicle turn path assessments and safety assessments.

# Design Benefits Statistics

## Melbourne Street

### A safer street

Pedestrian Priority



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

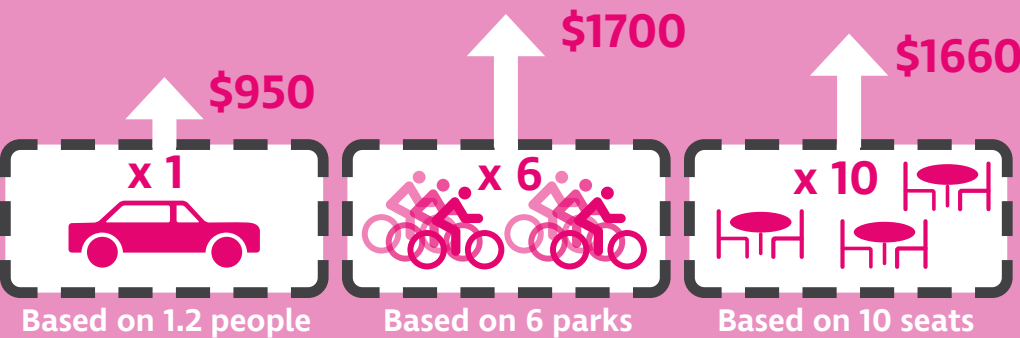
### A slower street

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.

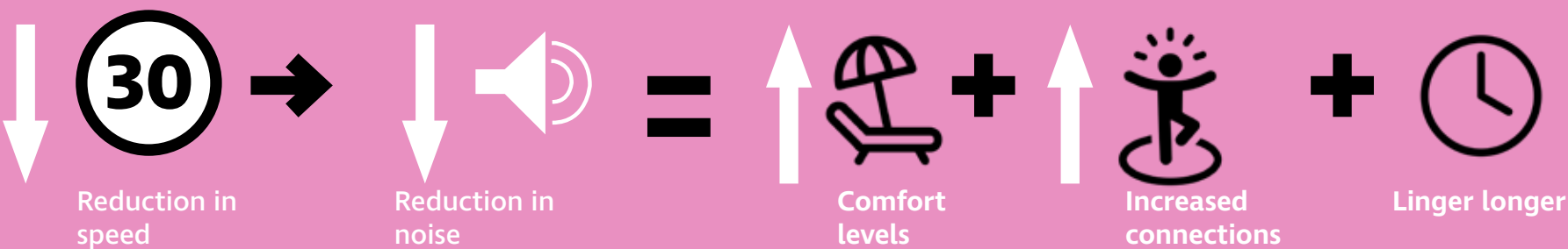
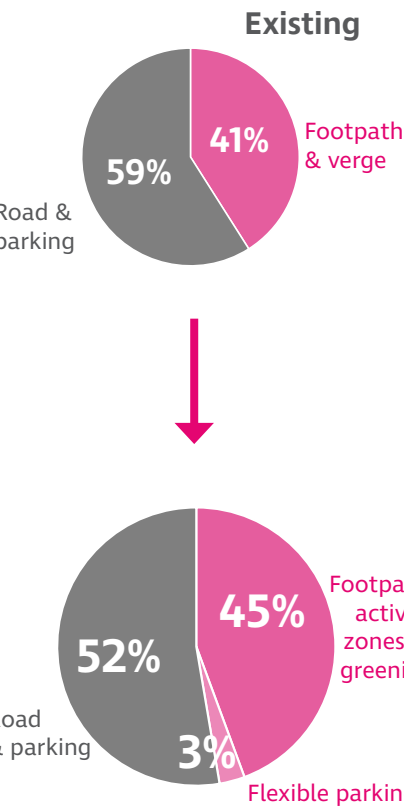
#### Daily Spend\*

Area: 13m<sup>2</sup> car park space

\*Refer Appendix F



### Reallocation of private vehicular space to space for people



Reduced noise. The World Health Organisation (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



# Design Overview

## Melbourne Street

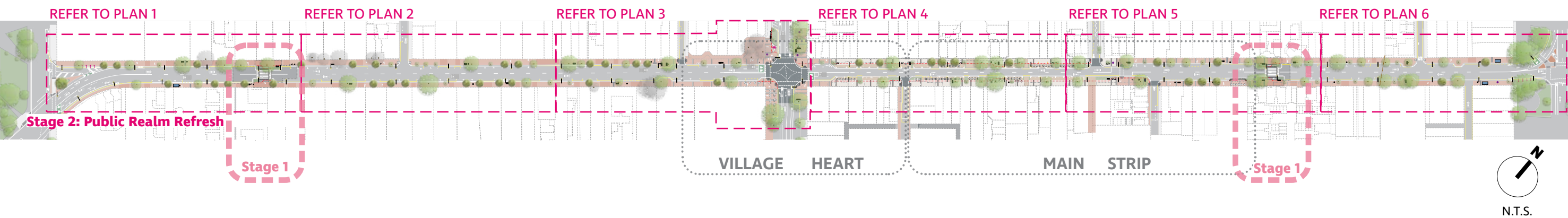
Since 2024, short-term improvements from the 2023 Concept Design Plan have enhanced and activated Melbourne Street (Refer Appendix I). Building on this move, long-term works are proposed, including:

- **Stage 1: "Wombat Crossings":** New eastern and western wombat crossings.
- **Stage 2: Public Realm Refresh**

The concept reimagines the Main Strip as a vibrant destination that celebrates local culture and supports businesses to thrive. By widening footpaths and extending flexible parking zones from Jerningham Street to Dunn Street, the design invites cultural activation, outdoor dining, and creative events, strengthening the street’s vibrant identity and enhancing its day-to-night appeal. Key features include refreshed surface materials, new public art, compliant kerb ramps and stamped asphalt at side streets, wider footpaths, lush garden beds, and flexible parking areas that meet the design principles and improve visitor experience.

Street-wide upgrades unify the street’s look and feel through new lighting, upgraded urban elements, sustainable localised footpath improvements, and additional tree planting - suorting a more comfortable, accessible, and resilient public realm.

Together, these upgrades infuse Melbourne Street with renewed energy and charm - a dynamic and welcoming destination where heritage meets everyday vibrancy.



### STAGE 1: Wombat Crossings (2026)

- New safer crossing points giving pedestrian priority at the west and east end. Includes garden beds integrated to stormwater system - refer Appendices J and K.

### STAGE 2: Public Realm Refresh

#### Lighting

- New public lighting and electrical renewal (including new light poles) to length of street.
- Decorative lighting opportunities to Village Heart and Main Strip.

#### Street Furniture

- Upgraded urban elements to CoA suite - bins, seats, bike racks, planter boxes, decluttering footpath, activating frontages and improving street amenity.

#### Vehicle Speed Limit

- Slower 30km/h environment for a safer and quiet flow, enhancing pedestrian comfort and safety.

#### Bus Stop Rationalisation

- Consolidate and provide new bus stop location (combining 3 and 3A) for a better use of kerbside space and spacing of stops - refer Appendix E.

#### Tree Planting

- New street trees to infill gaps in tree canopy to provide continuous shade along the footpath, cool and soften the streetscape as well as increase comfort for all users, to the length of the street.

#### Stormwater System Renewal

- Stormwater system upgrade where required.

#### Wider footpaths within the Village Heart & Main Strip

- Improve pedestrian access, comfort and movement, highlighting its importance through a new surface treatment for footpath. Includes new paver banding to soften transition at the interface from widened footpaths back to existing kerb alignment.

#### Kerb Ramps and Stamped Asphalt Treatments within the Village Heart & Main Strip

- New compliant kerb ramps and stamped asphalt treatments on intersections to improve safety, accessibility, and street amenity.

#### Parking within the Village Heart & Main Strip

- Flexible on-street parking spaces defined with removable bollards, supporting both outdoor dining and parking when and where needed, while creating a more welcoming and accessible public realm. Minimal on-street parking impacts.

#### Water Sensitive Urban Design (WSUD) Garden Beds within the Village Heart & Main Strip

- Incorporate low-level planting along the verge, utilising smart stormwater solutions to improve water sustainability and biodiversity.

#### Public Art Opportunity within the Village Heart

- Curated public art, and wayfinding that transforms Melbourne Street from a thoroughfare into a destination.

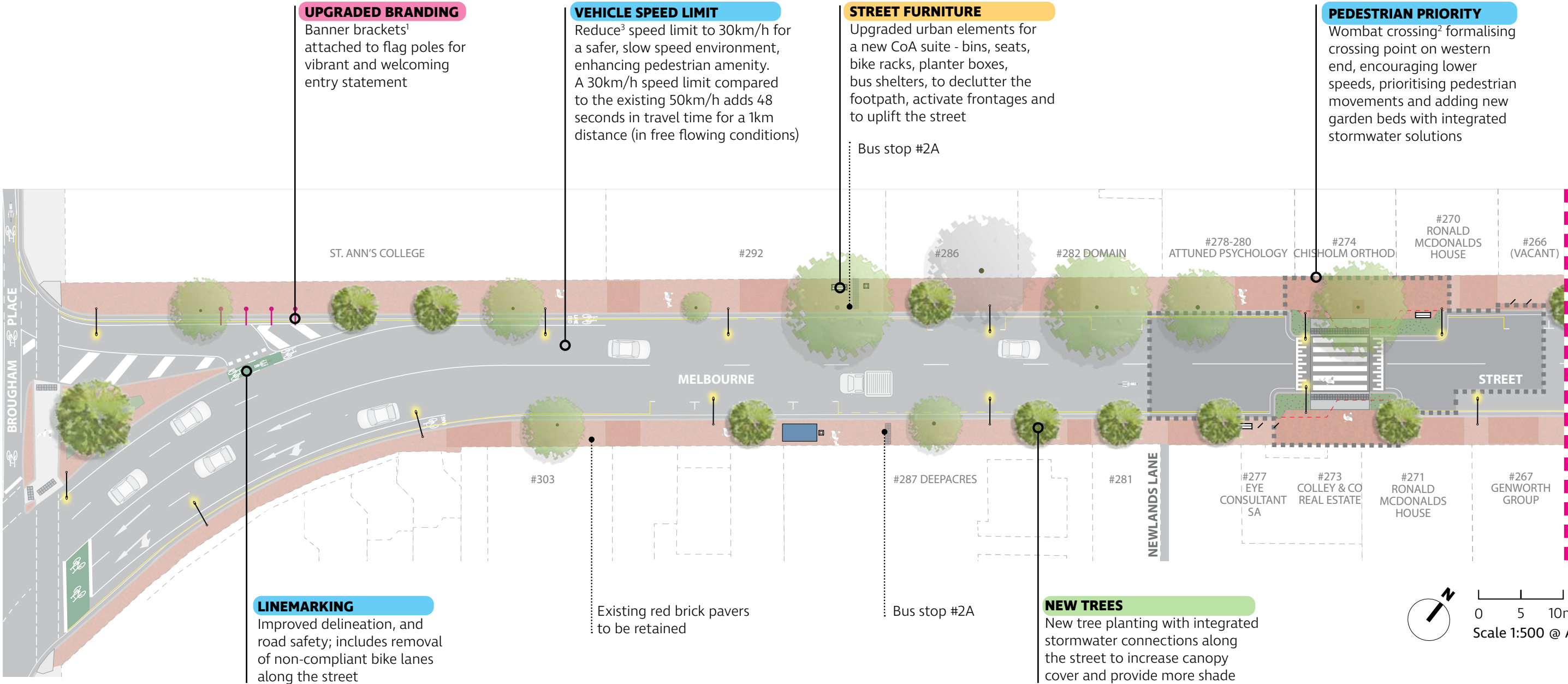
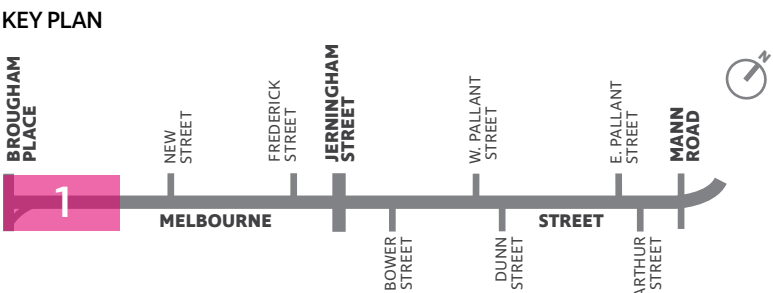
#### Notes

- Changes may occur during detailed design dependant on key stakeholder consultation and design requirements.

# Concept Design

## Melbourne Street - Plan 1 of 6

Page 51



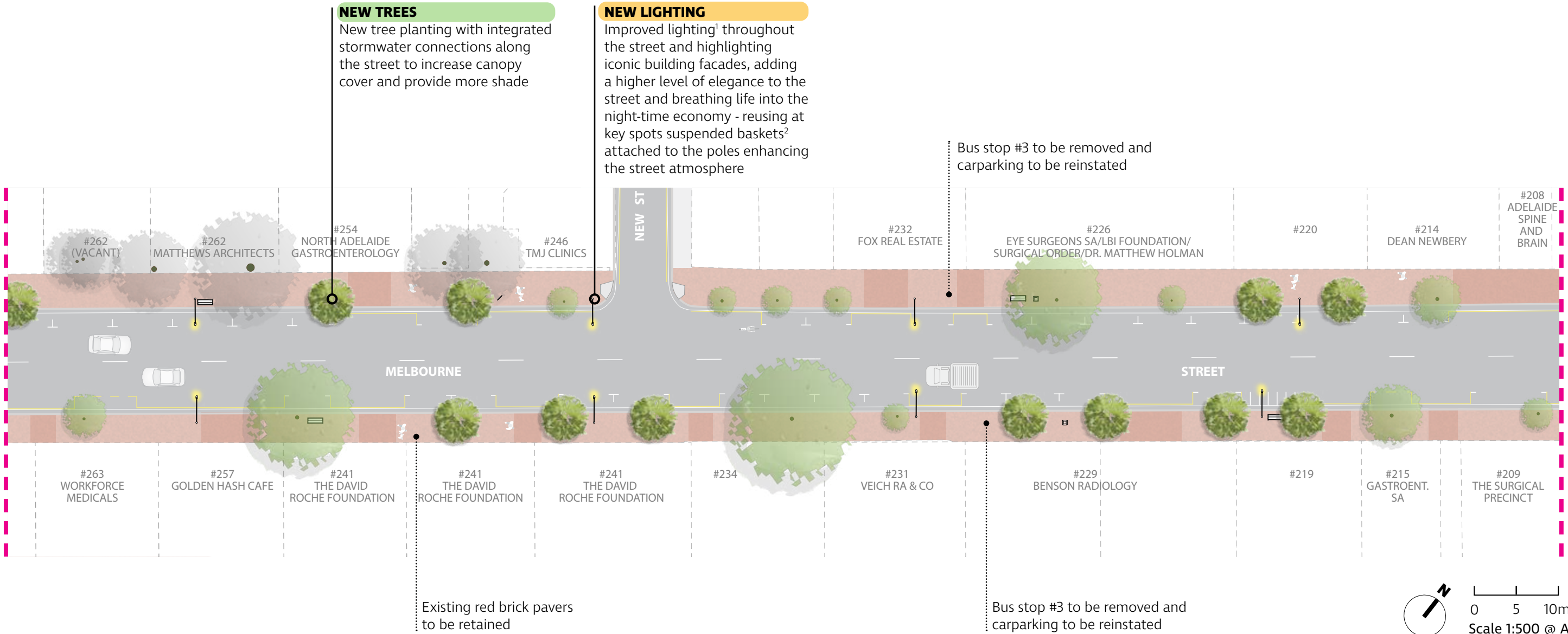
### LEGEND

- |   |                    |                          |
|---|--------------------|--------------------------|
| ■ ■ ■ Extent of works - wombat crossing | —●— New light pole | ■ WSUD garden bed        |
| - - - Property boundary                 | —● Banner pole     | ■ Kerb ramp and tactiles |
| - - - Kerb to be demolished             | —■ Seat            | ■ Tactiles               |
| ● Existing street tree                  | ■ Bin              | ■ Bus shelter            |
| ● Existing private tree                 | — Bike rack        |                          |
| ● New street tree                       |                    |                          |

Notes:  
<sup>1</sup>Funded by State Government / DIT \$1M Grant Funding (refer Appendix I)  
<sup>2</sup>Stage 1: funded by the Government of South Australia via the 2023-2026 National Road Safety Program - \$600k Grant Funding (refer Appendix J)  
<sup>3</sup>Lower speed limit subject to Department for Infrastructure and Transport (DIT) approval

# Concept Design

## Melbourne Street - Plan 2 of 6



### LEGEND

- Property boundary
- Existing street tree
- Existing private tree
- New street tree
- Existing kerb ramp
- New light pole
- Seat
- Bin
- Bike rack

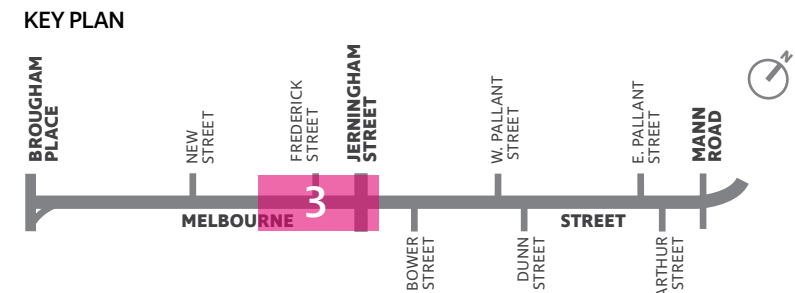
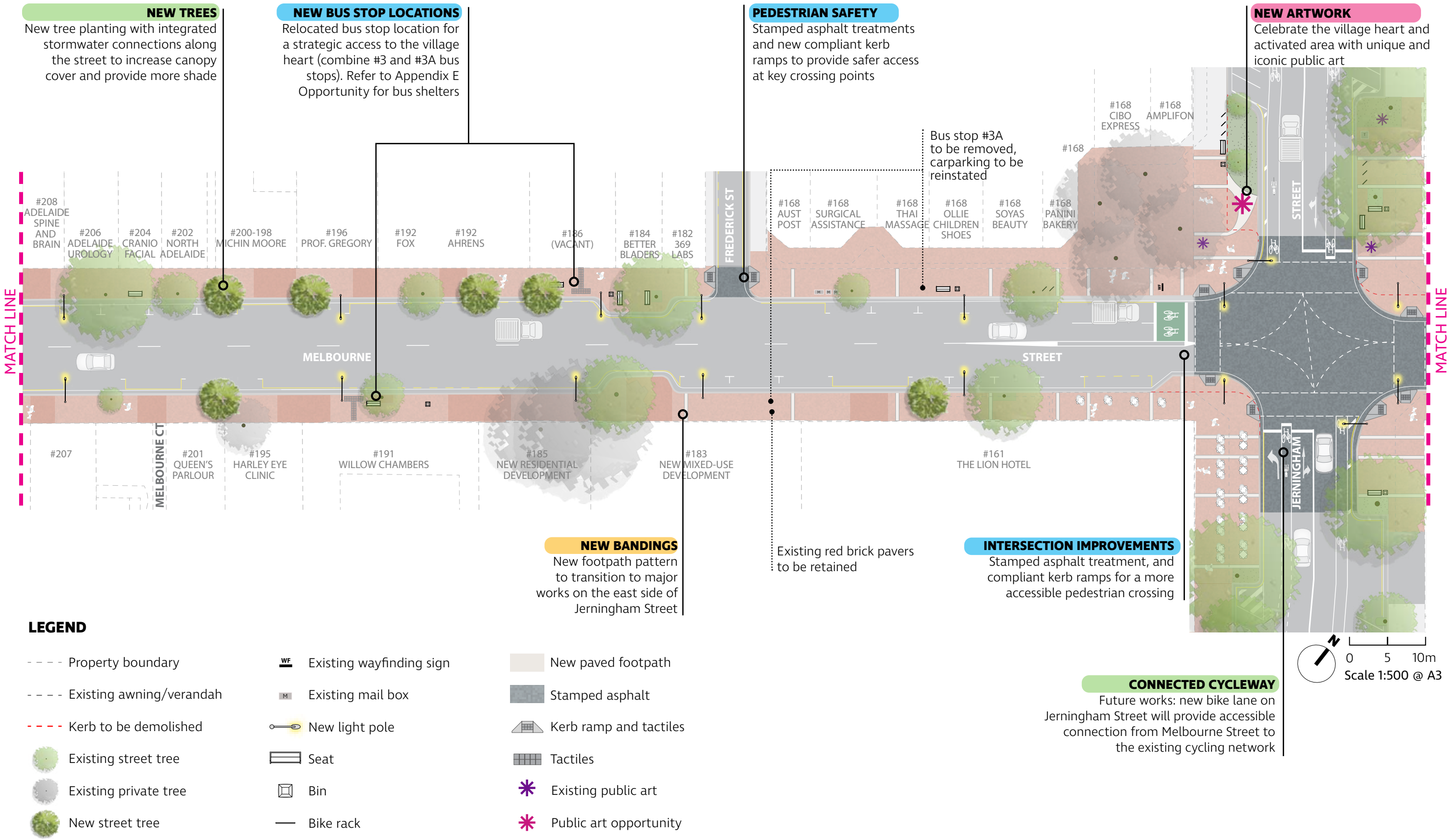
Notes:  
<sup>1</sup>Light pole locations are to be determined in detailed design  
<sup>2</sup>Funded by State Government / DIT \$1M Grant Funding (refer Appendix I)



# Concept Design

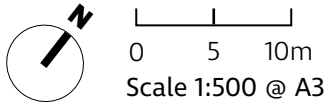
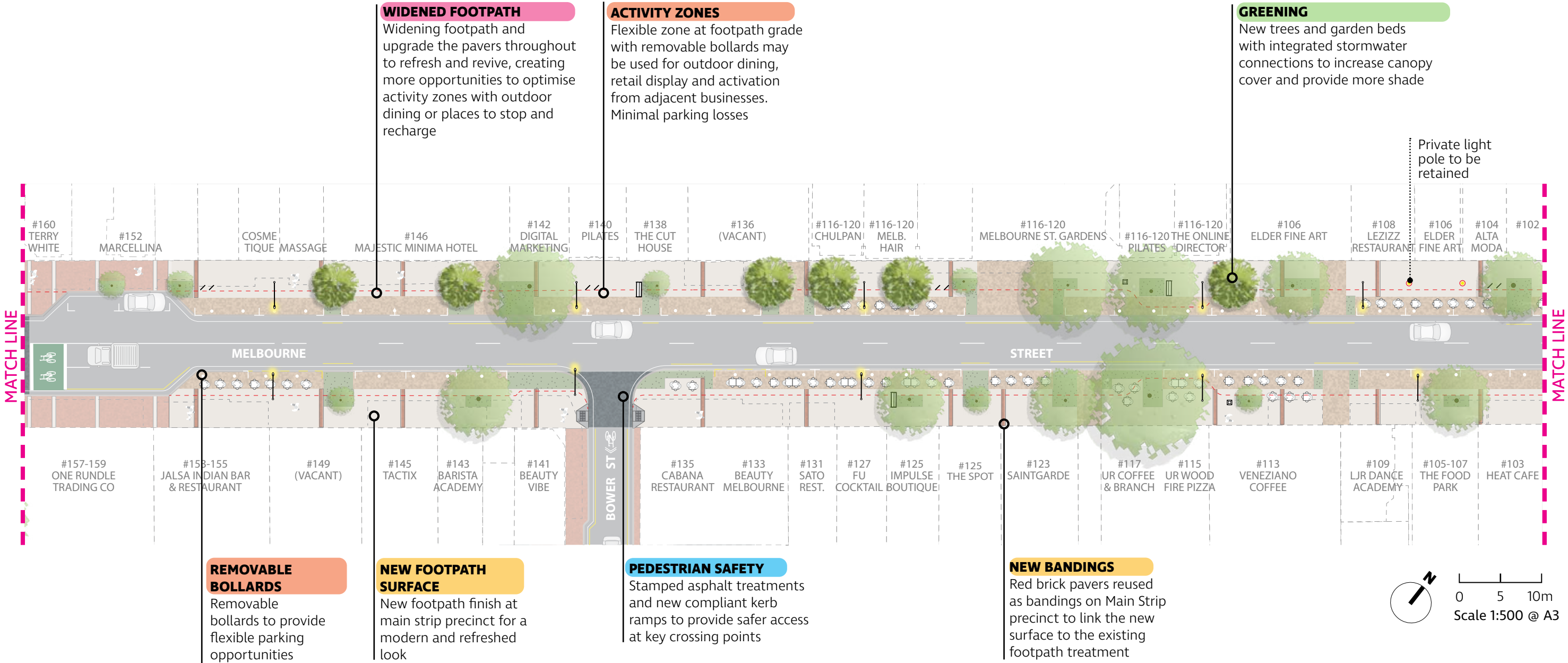
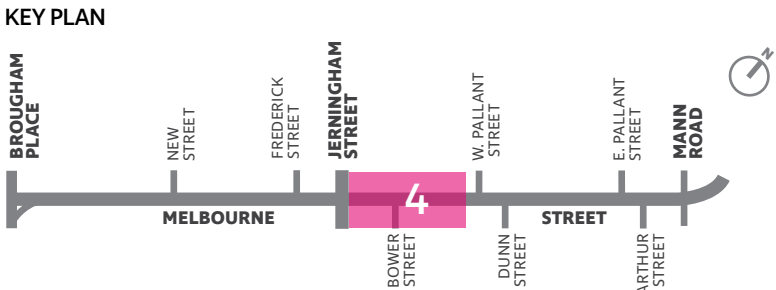
## Melbourne Street - Plan 3 of 6

Page 53



# Concept Design

## Melbourne Street - Plan 4 of 6



### LEGEND

- Property boundary
- Existing awning/verandah
- - - Kerb to be demolished
- Existing street tree
- Existing private tree
- New street tree
- Existing mail box
- New light pole
- Seat
- Bin
- Bike rack
- Removable bollards
- New paved footpath
- Driveway/flexible parking
- WSUD garden bed
- Stamped asphalt
- Kerb ramp and tactiles
- Tactiles

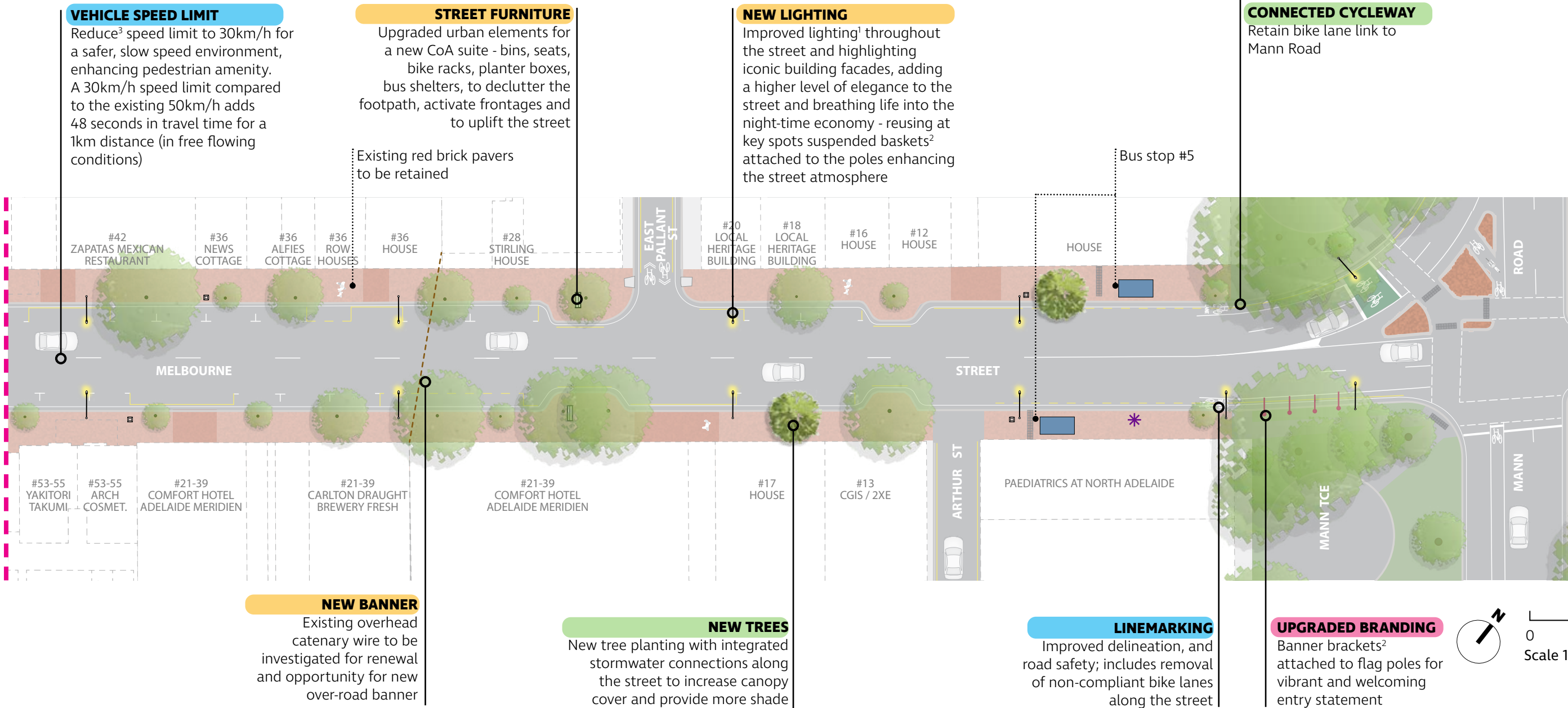
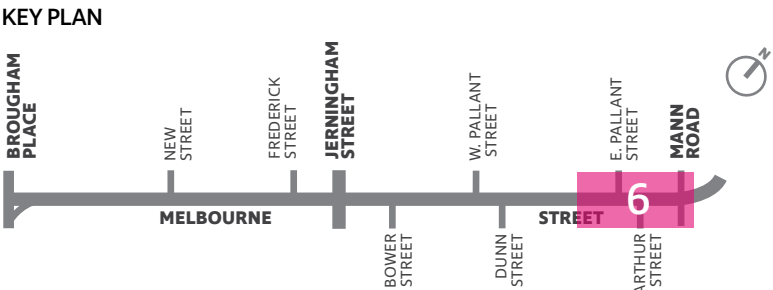


## Melbourne Street - Plan 5 of 6



# Concept Design

## Melbourne Street - Plan 6 of 6



### LEGEND

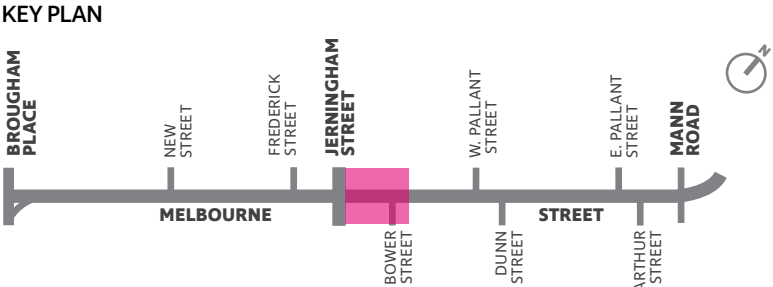
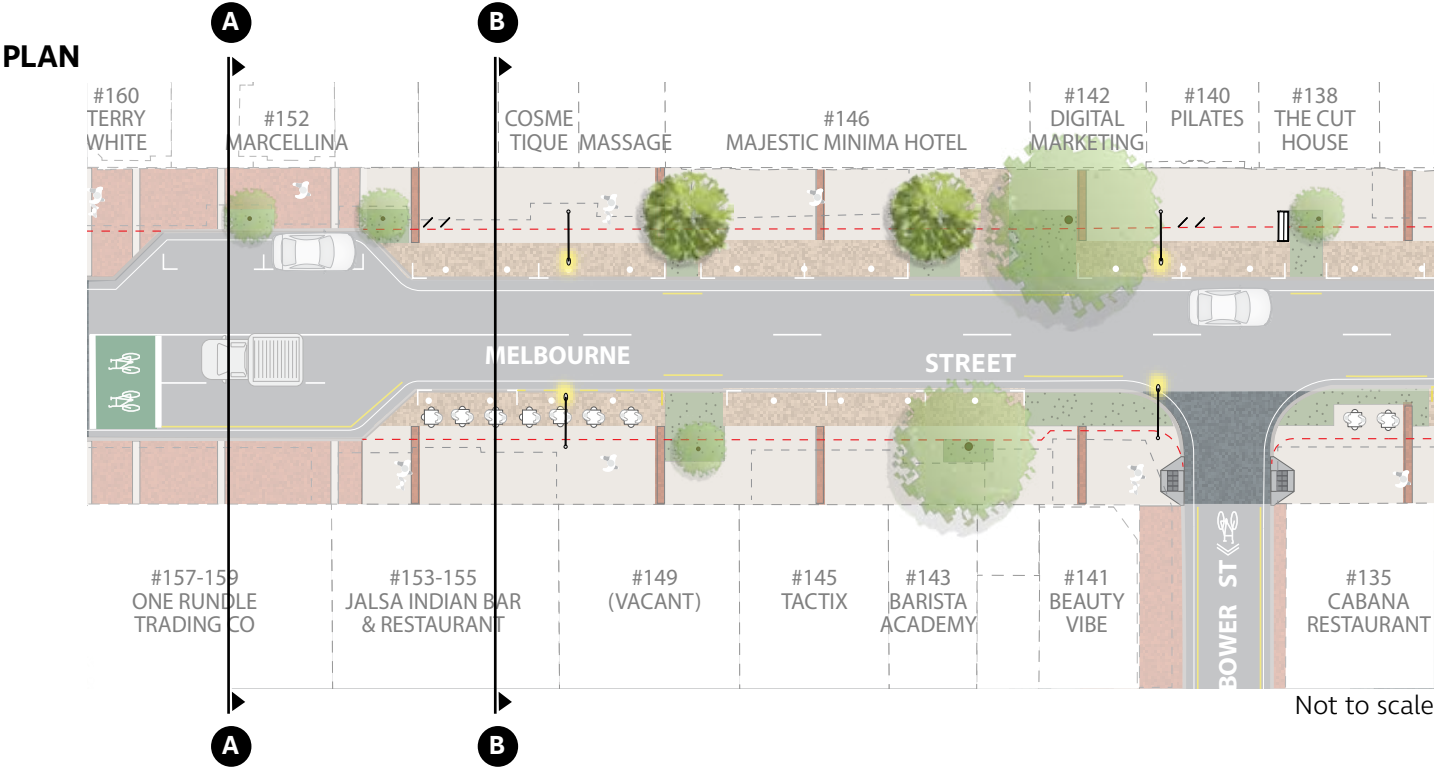
- - - - Property boundary
- - - - Existing awning/verandah
- Existing street tree
- New street tree
- New light pole
- Banner pole
- Seat
- Bin
- Bike rack
- Existing public art
- Existing kerb ramp
- Tactiles
- Bus shelter

Notes:  
<sup>1</sup>Light pole locations are to be determined in detailed design  
<sup>2</sup>Funded by State Government / DIT \$1M Grant Funding (refer Appendix I)  
<sup>3</sup>Lower speed limit subject to Department for Infrastructure and Transport (DIT) approval

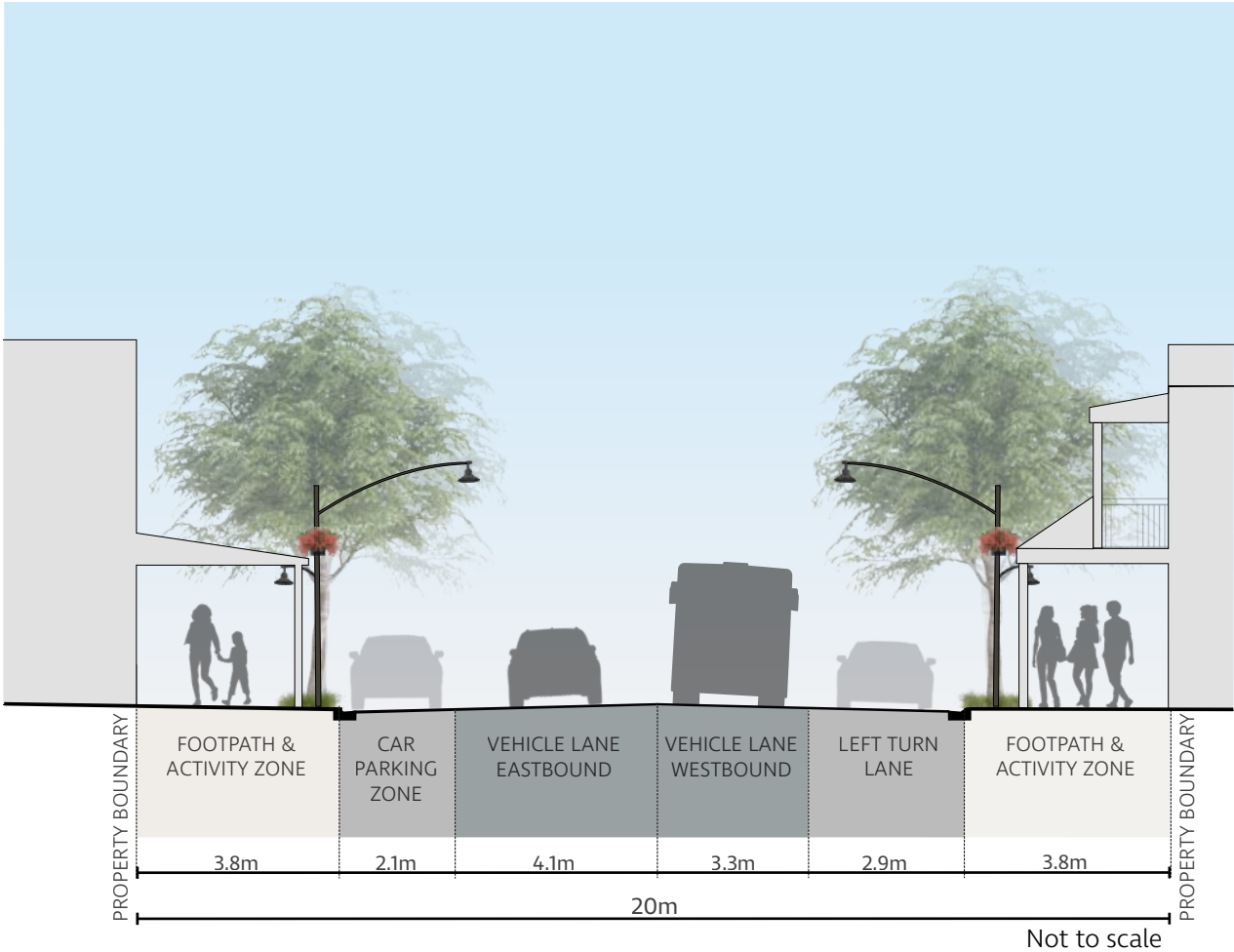


# Cross Sections

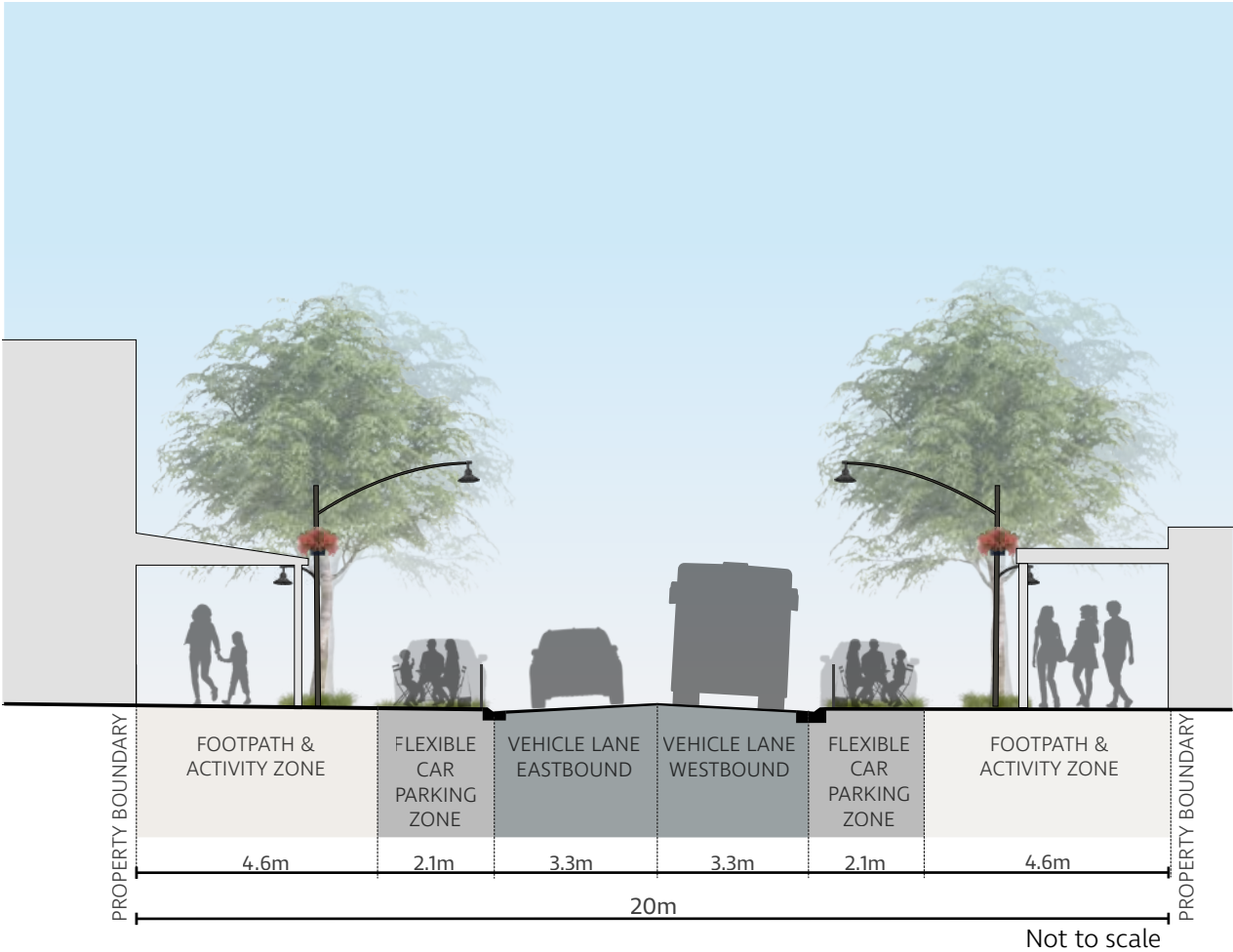
## Melbourne Street



TYPICAL SECTION - A



TYPICAL SECTION - B





# Artist's Impression

## Melbourne Street

View looking south-west toward Jerningham Street, new bandings for a soften transition on footpath treatments





# Artist's Impression

## Melbourne Street

View looking north-west: flexible parking with removable bollards on Melbourne Street





Part five

# Appendices



Melbourne Street, 1973  
State Library of South Australia



# Transport Patterns

## Melbourne 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.

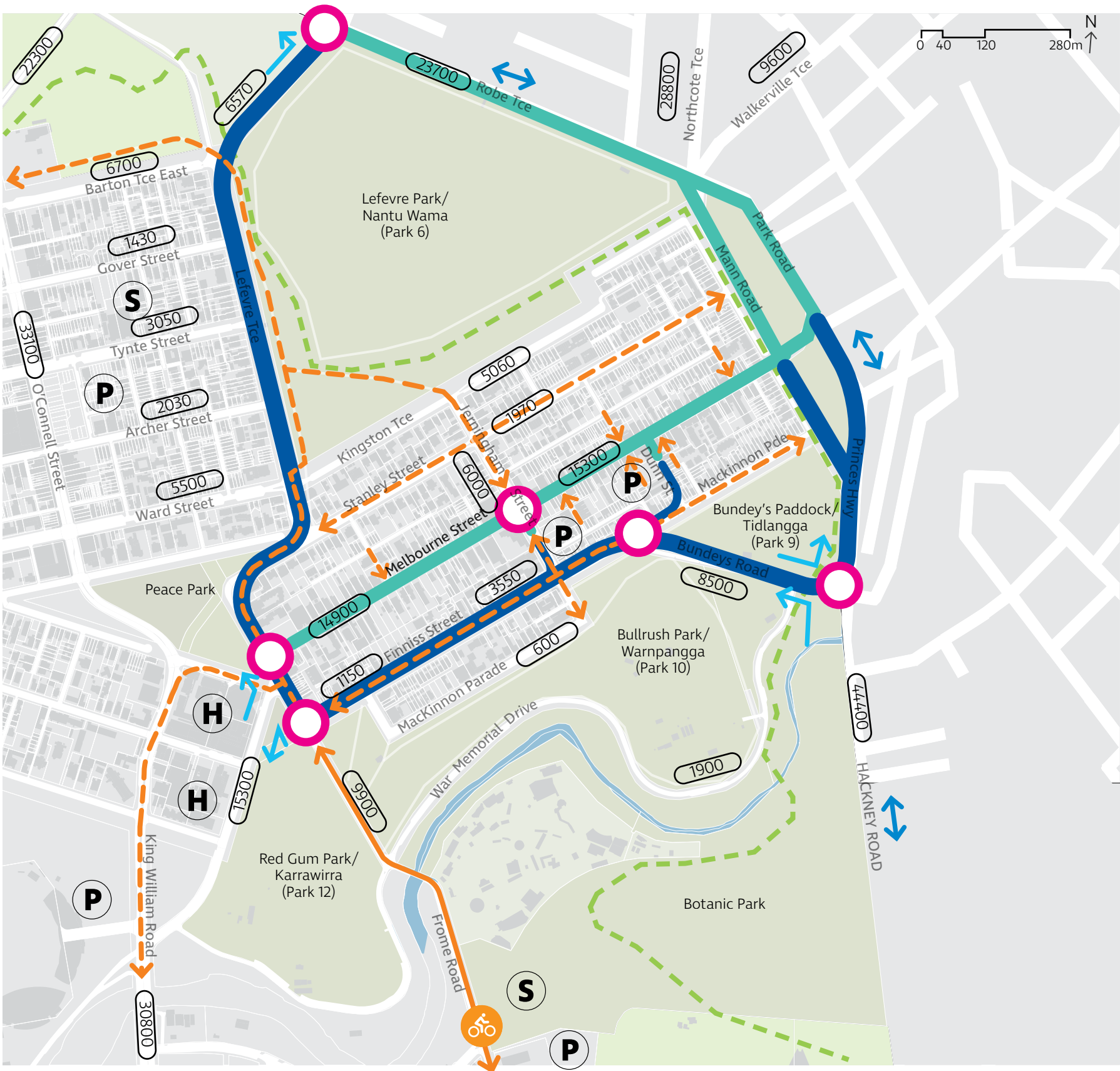
Number of vehicles per day informed by DIT figures. Melbourne Street and Frome Road traffic volume collected in August 2025. Map shows daily traffic volumes (number of vehicles per day).

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

A 30km/h speed limit compared to the existing 50km/h adds 48 seconds in travel time for a 1km distance in free flowing conditions.

### Legend

- P** Destination Traffic Generator - off street car park
- S** Destination Traffic generator - School / Uni
- H** Destination Traffic generator - Hospital
- Blue line** Projected vehicle traffic increase
- Teal line** Assumed through-traffic reduction
- Pink circle** Possible future intersection modifications to accommodate potential additional movements
- Blue arrow** Potential increase in vehicle turns
- Double blue arrow** Suburb to suburb through-traffic redistribution
- Green dashed line** Adelaide Park Lands Trail
- Orange dashed line with bike icon** Popular established cycle route
- Orange dashed line** Future/existing enhanced cycle infrastructure, aligned with Integrated Transport Strategy (ITS)



Mapping information source: Infraplan February 2023 modified by CoA October 2025.

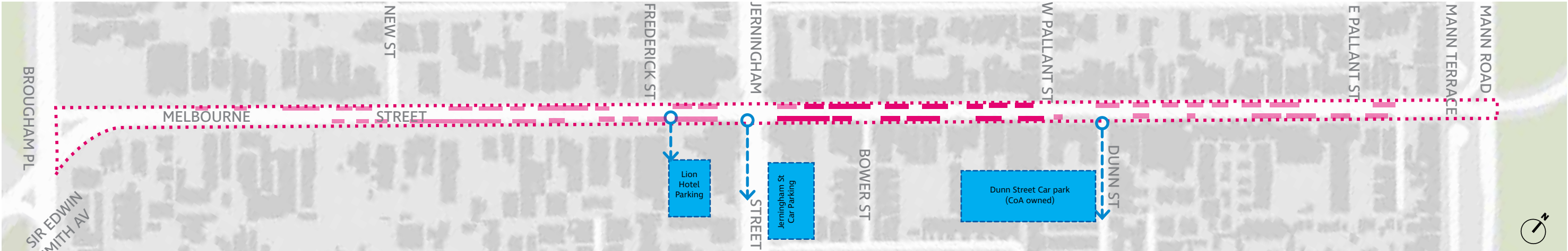
# Precinct Car Parking Opportunities

# APPENDIX B

## Melbourne Street

An analysis of the car parking statistics show a reduction of on-street parking could occur through improving to improve legibility of the precinct and placing a greater emphasis on the capacity of the surrounding off-street car parks. Monitoring of capacity and turnover with smart sensors will help to determine occupancy rates to facilitate on-street at peak periods.

- Existing On-street parking
- Proposed Flexi-zone parking
- Off-street car park (existing)
- Car park access



**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 parks and introduce smart parking signage to show real-time parking availability.

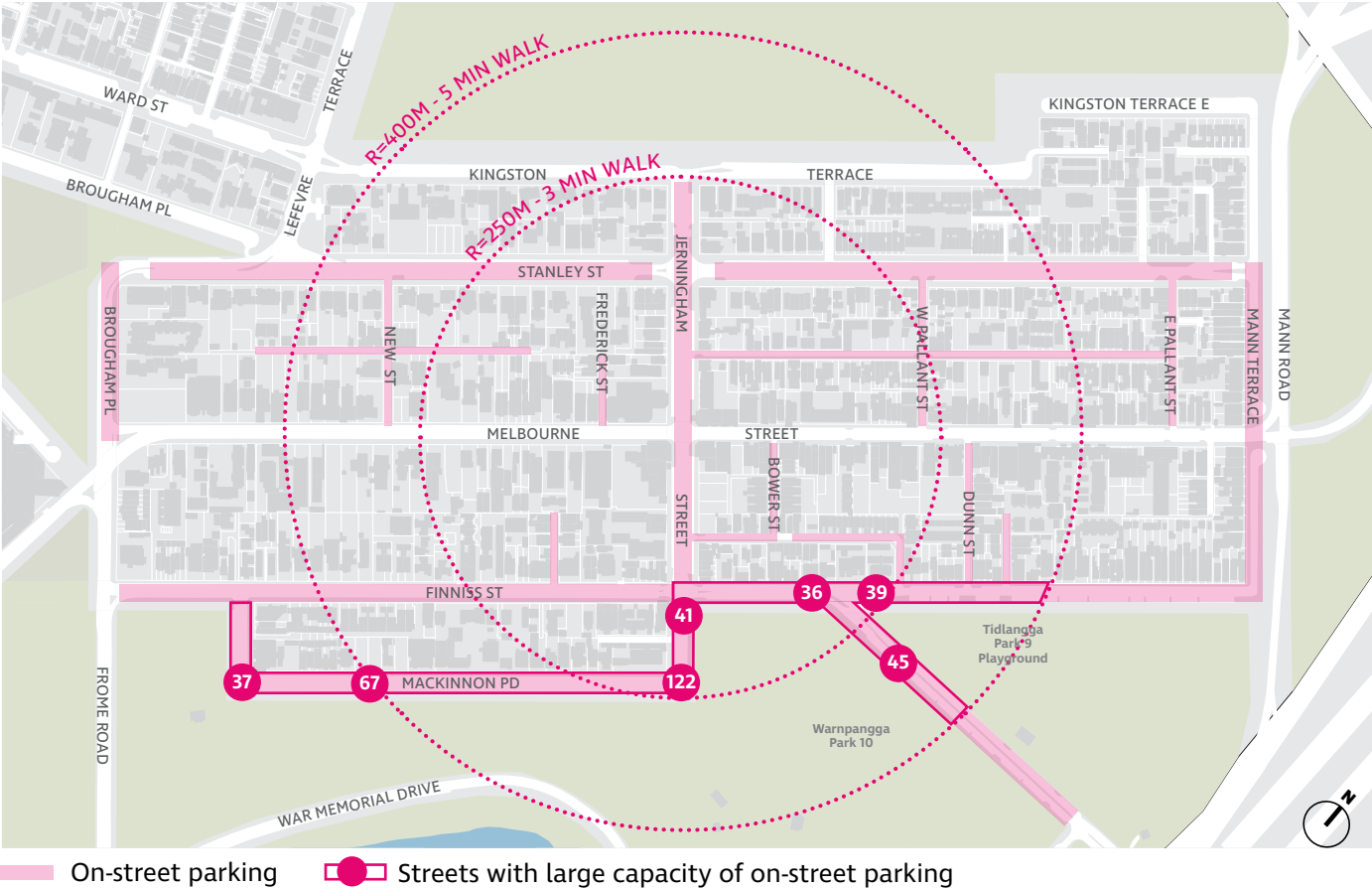


**BETTER 'END OF TRIP' FACILITIES**  
Improve public transport facilities to encourage take-up of alternative modes of transport.



**SIMPLIFIED LIMITS**  
Rationalise time limits of parking to improve legibility of restrictions and maximise turnover. All parking within the precinct will be reviewed to ensure optimisation with the aim to improve capacity and offset any reductions as part of a precinct wide parking review.

**Parking catchment - 3 to 5 minute walk**  
On-street parking available within walking distance from Melbourne Street  
Data collated from Citymap March 2023





# Visitation & Vacancy Data

## Melbourne Street

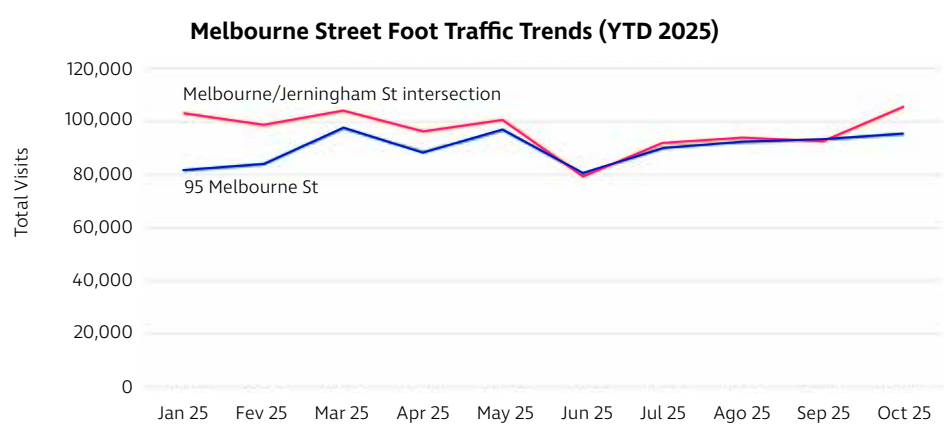
The following data was collected by the Adelaide Economic Development Agency (AEDA) which is a subsidiary of the City of Adelaide.

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)

Pedestrian counting sensors on two locations on Melbourne Street were installed on 7 December 2024 and started their counts from that day. Device counts are measured through tools that do not explain complete visitation. The pedestrian count figures represent a sample of people and should be viewed as a best estimate. More people may have visited the area that were not counted by the limitations of the footfall tools and therefore the data is best used for trend analysis. Data is sourced from Kepler Analytics who use mobile phone wifi sensor technology.

	Date range: Jan-Oct 2025	
	95 Melbourne Street	Melbourne/Jerningham Street intersection
Average daily visits	2,958	3,175
Average weekly visits	19,631	21,472
Average monthly visits	89,926	96,527
Total visits	899,258	965,269



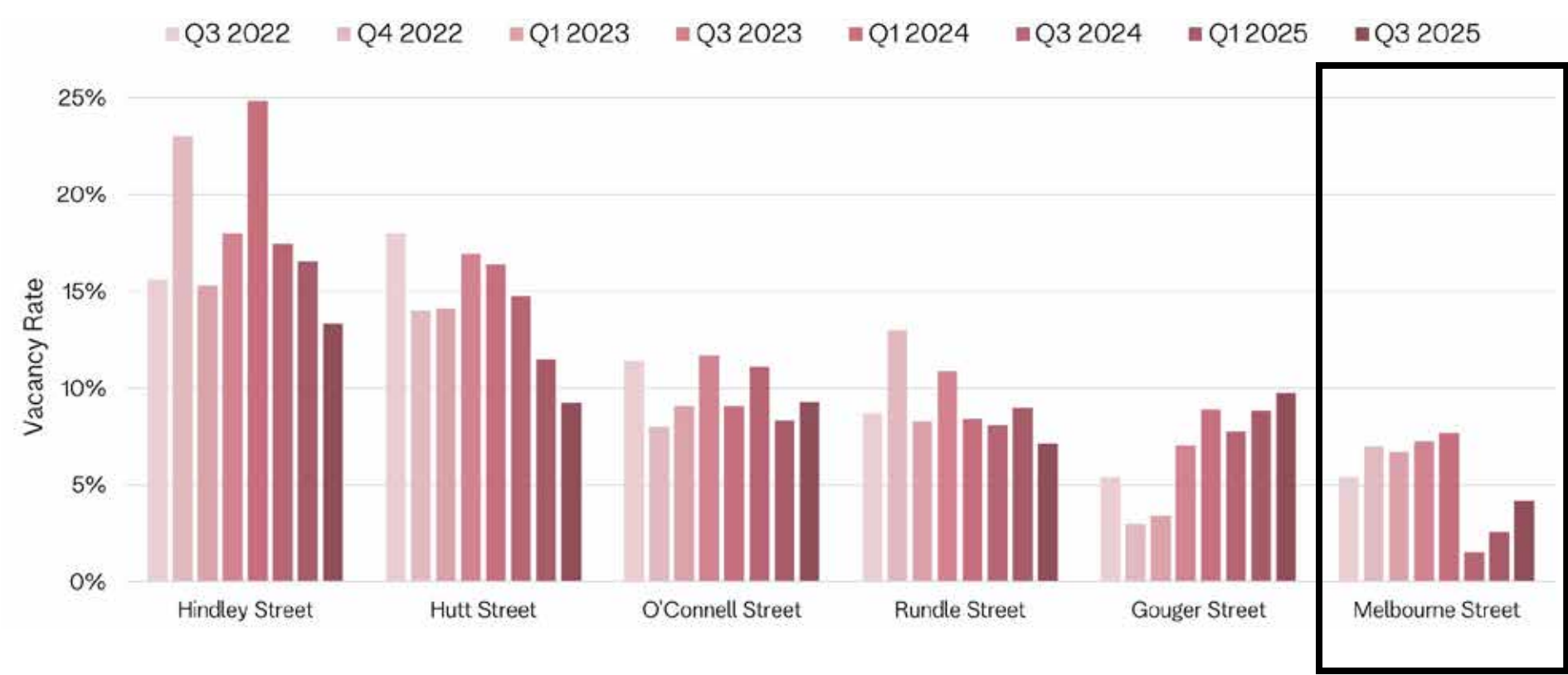
### Vacancy Rates

Q3 July/September 2025:

Vacant	Occupied	Total	Vacancy Rate	Occupancy Rate
5	114	119	4.2%	95.8%

- 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.
- This report includes a number of commercial facing retail streets not included in previous reports. Streets were counted if they had 13 shops within 130 metres.
- Please note this data only includes the external (street) facing premises and excludes all residential properties, and all ground level premises of the Melbourne Street Gardens building.
- Overall, the vacancy rate for Melbourne Street increased by 2.7 percentage points year-on-year compared with Q3 2024.

### Melbourne Street Vacancy Rates - Historic Comparison



# Traffic and Transport Impacts

## Melbourne Street

An assessment related to traffic impacts associated with the concept was conducted in October 2025. It is anticipated that some motorists will change their route and volumes may reduce; like that experienced in Frome Road with up to 40% reduction in traffic volumes during peak periods removed following roadworks undertaken in January 2025. All other movements will see a reduction in queue lengths with right turn movements required to be prohibited as shown below.

MORNING PEAK QUEUE LENGTH



- Existing max. queue length on each direction (in metres)
- Estimated max. queue length on each direction (in metres)
- Alternative routes in AM peak
- Proposed changes on Melbourne/Jerrold Street signalised intersection (right turn movement from Melbourne Street)

OPERATION OF INTERSECTION IN THE MORNING PEAK PERIOD

Improved traffic flow for all approaches on Melbourne Street.

AFTERNOON PEAK QUEUE LENGTH



- Existing max. queue length on each direction (in metres)
- Estimated max. queue length on each direction (in metres)
- Alternative routes in PM peak
- Proposed changes on Melbourne/Jerrold Street signalised intersection (right turn movements)

OPERATION OF INTERSECTION IN THE AFTERNOON PEAK PERIOD

Improved traffic flow for all approaches on Melbourne Street.



# Bus Stop Rationalisation

## Melbourne Street

An assessment related to bus stop rationalisation impacts was conducted in September 2025. The proposal involves consolidating bus stops 3 and 3A into a single location outside the Village Heart, optimising kerbside space and spacing of stops. DIT (bus service operators) have supported the proposed changes, noting that the walking catchment remains virtually unchanged with the new bus stop arrangements.

PATRONAGE DATA

Bus Stop	Average Weekday	Average Saturday	Average Sunday
Stop 2A Melbourne St - North West side	65	38	29
Stop 2A Melbourne St - South East side	54	31	29
Stop 3 Melbourne St - North West side	18	11	7
Stop 3 Melbourne St - South East side	21	65	42
Stop 3A Melbourne St - North West side	29	26	18
Stop 3A Melbourne St - South East side	88	71	51
Stop 4 Melbourne St - North West side	33	21	19
Stop 4 Melbourne St - South East side	84	69	48
Stop 5 Melbourne St - North West side	33	24	27
Stop 5 Melbourne St - South East side	75	50	37
Grand Total	500	406	37

Source: DIT, September 2025

- Current coverage
- Future coverage
- Bus stop to remain
- Bus stop to be removed
- Proposed Bus stop



Mapping information source: DIT September 2025 modified by CoA October 2025.

# Benefits of Reallocating Public Space

## Melbourne 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 park 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 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

## APPENDIX F

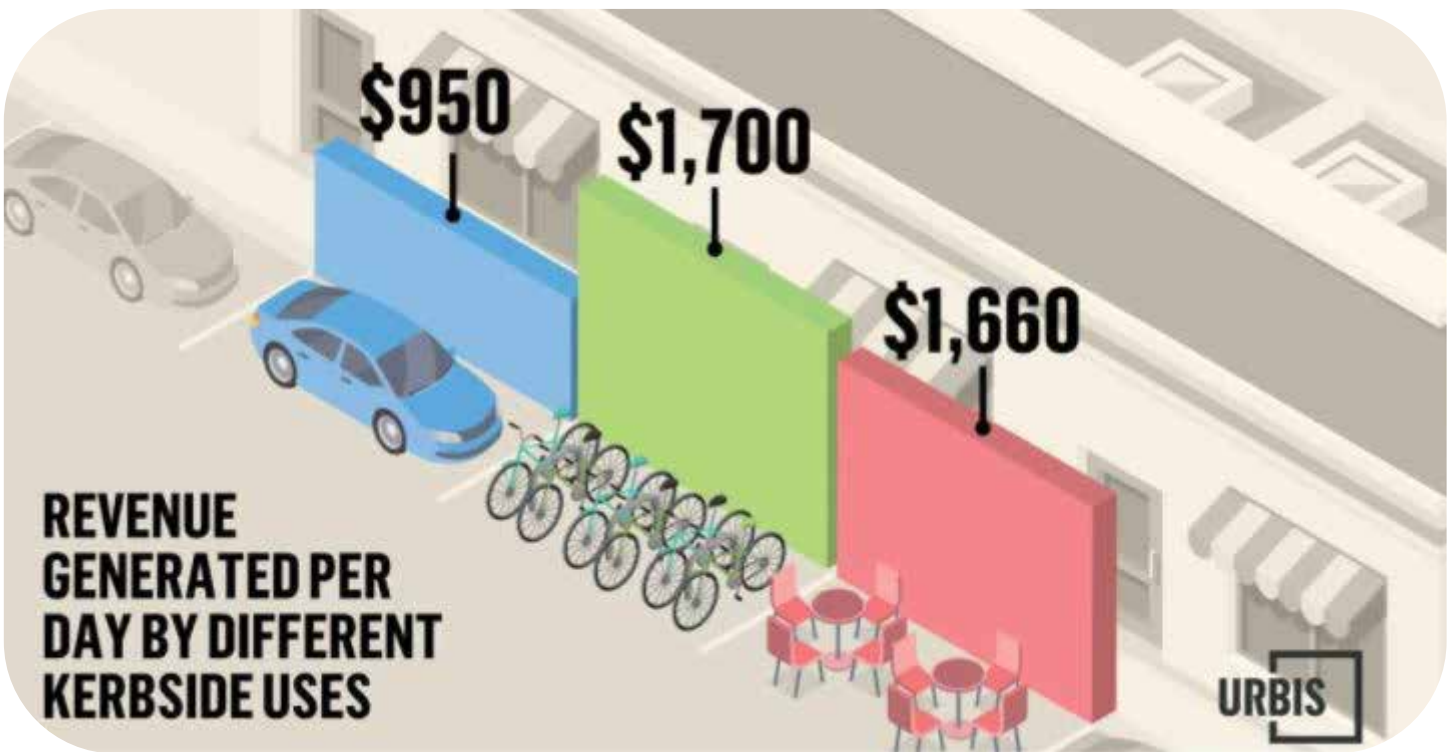
By reallocating space for parking, not removing parking all together, space is created for other activities that have a direct benefit to directly adjacent businesses and surrounding businesses, lifting overall investment opportunities and appeal of the whole street.

**“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%



# Precedent Projects

## King William Road Hyde Park, South Australia

The City of Unley redeveloped King William Road in 2019 to refresh the aging main street into a bustling outdoor dining and retail precinct.

The redevelopment transformed the street with the introduction of 50 street trees, garden beds, larger outdoor dining spaces, unobstructed footpaths and public art.

Pedestrians have been prioritised with the introduction of zebra crossings to safely enable people to move from one side of the street to the other, something that was difficult for many people to navigate prior to the upgrade. The new design maintains 2 lanes of traffic, public transport bus routes and on-street parking.

High quality materials and a refined public realm palette of furniture celebrate the unique character and history of the precinct.

This project was the winner of the 2020 Mainstreet SA's Public Space and Streetscape Design Award.

This project is a relevant precedent to it's revitalisation of a wider precinct, and it's similar street configuration to Melbourne Street, with one traffic lane in each direction, and flexible spaces for a mix of activities including outdoor dining and car parking.

### Learnings:

- Reduced on-street parking does not impact trade
- Parking sizes need to be adequately sized
- Rollover kerb profile needs to facilitate easy parking manoeuvres.



Above image by Michael Haines Photography



# Precedent Projects

## Hindley Street west Adelaide, South Australia

Completed in July 2014, the City of Adelaide, in partnership with the Commonwealth Government, State Government (DPTI) and UniSA, redeveloped the western end of Hindley Street between Liverpool and Register Streets.

Key project design objectives included:

- narrowing the carriageway,
- designing the street for low speeds
- removing the on-street parking
- increasing the footpath widths
- removing the kerbs, minimising asphalt
- removing the signalised pedestrian crossing
- removing the bike lane so bikes and vehicles share the same lane
- increasing amenity for people.

The space was the first of its kind in Adelaide - it is a street that prioritises people and place without many traditional streetscape treatments. The project has been an important contributor to the revitalisation of the city's West End, with significant investment in properties and new businesses opening at this end of Hindley Street.

Design features such as pedestrian crossings, raised roadway treatment and flush kerbs, and narrowed traffic lanes have resulted in significantly reduced traffic speeds, and improved pedestrian safety in this part of Hindley Street.

### Learnings:

- Stone road pavements require careful consideration.



Above image by CoA



# Short Term Improvements - Implemented

# APPENDIX I

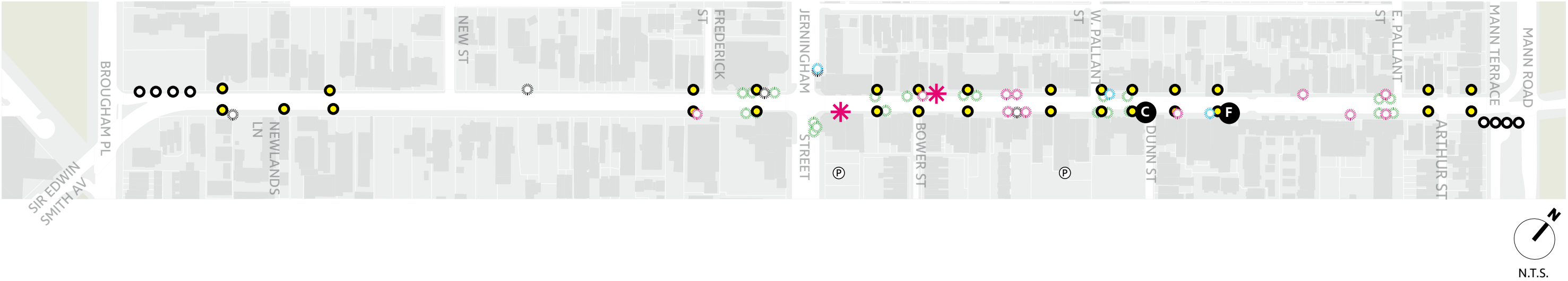
## Melbourne Street

Following the endorsed Concept Plan in 2023, the State Government (Department for Infrastructure and Transport - DIT) \$1M Grant Funding is focused on enhancing and activating the street, including:

### LEGEND

- Planter boxes (29)
- Relocated seats (12)
- Relocated bins (6)
- Relocated bike racks (6)

- New Dunn St Car Park Sign (1)
- New footpath extension (1)
- New banner brackets (8)
- New festoon light (2)
- New suspended planters (30)



**Rationalisation of street furniture**

Reorganise street furniture on the street, removing/ relocating/ adding street furniture where required (bins, seats, bike racks, planter boxes)



**Temporary footpath extensions**

Trial in front of Himalayan Kitchen and Lord Melbourne Hotel (x2)



**Entry Statement Banner Brackets**

Convert existing flag pole into banner poles, by adding banner brackets and installing banners on existing location (x8)



**Festoon lights (co-funded)**

Welcome and delight visitors and passers by with temporary decorative 'sparkly festoon' lighting to selected businesses' front (x2)



**Suspended planter boxes**

Installation of suspended planter boxes on existing light poles (x30)



**Dunn St Car Park Sign**

Combined wayfinding and electronic car park sign to be installed near Dunn Street

COMPLETED	COMPLETED	COMPLETED	COMPLETED	COMPLETED	UNDERWAY (BY EOFY)
-----------	-----------	-----------	-----------	-----------	--------------------

\* NOTE: Other actions are still pending DIT approval



# Stage 1 - West Wombat Crossing

## Melbourne Street

The State Government via the 2023-2026 National Road Safety Program \$600k Grant Funding is focused on formalising N-S crossing points at the western and eastern end of Melbourne Street to improve pedestrian safety and movements. The design includes new garden beds with integrated stormwater solutions. Construction is anticipated to commence in March 2026.

View looking east along Melbourne Street of proposed wombat crossing





# Stage 1 - East Wombat Crossing

## Melbourne Street

The State Government via the 2023-2026 National Road Safety Program \$600k Grant Funding is focused on formalising N-S crossing points at the western and eastern end of Melbourne Street to improve pedestrian safety and movements. The design includes new garden beds with integrated stormwater solutions. Construction is anticipated to commence in March 2026.

View looking west along Melbourne Street of proposed wombat crossing





## Image credits

All images and photographs used in this document belong to the City of Adelaide unless stated otherwise, and have been appropriately credited.



CITY OF  
ADELAIDE

25 Pirie Street, Adelaide  
Ph 8203 7320

[cityofadelaide.com.au](http://cityofadelaide.com.au)



# Kingston Terrace Bus Stop Upgrade

Strategic Alignment - Our Corporation

Public

**Tuesday, 2 December 2025**

**Infrastructure and Public  
Works Committee**

**Program Contact:**

Mark Goudge, Associate Director,  
Infrastructure

**Approving Officer:**

Tom McCready, Director,  
City Infrastructure

## EXECUTIVE SUMMARY

The purpose of this report is to report on the engagement and investigations associated with the petition received by Council at its meeting on 26 March 2024 requesting an 'enquiry into the merits of the proposed upgrade to the free-bus stop on Kingston Terrace' and to seek approval to progress with the installation of Stop 5A and works associated with Stop 5.

The Administration undertook a further review in consultation with the Department for Infrastructure and Transport, and following this review, an additional bus stop (Stop 5A, Kingston Terrace - north side) is proposed to be installed near the intersection of Jerningham Street, to better service users located in the north-east end of Kingston Terrace providing improved accessibility and convenience, whilst retaining Stop 5.

The additional bus stop increases the original scope, which was presented to residents, to upgrade the existing bus stop (Stop 5, Kingston Terrace – north side) in accordance with the requirements for Disability Standards as part of Accessible Public Transport.

## RECOMMENDATION

The following recommendation will be presented to Council on 9 December 2025 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL  
THAT COUNCIL

1. Approves the proposed improvement works to the bus stops on Kingston Terrace as contained in Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 2 December 2025.

## IMPLICATIONS AND FINANCIALS

City of Adelaide 2024-2028 Strategic Plan	<b>Strategic Alignment – Our Corporation</b> Responding to our community through considerate review of their perspective to supportive decision making.
Policy	Not as a result of this report
Consultation	Meetings held with lead petitioner with the Department for Infrastructure and Transport (DIT) in attendance. Further engagement with residents to advice the outcome of their petition.
Resource	Not as a result of this report
Risk / Legal / Legislative	Not as a result of this report
Opportunities	Not as a result of this report
25/26 Budget Allocation	\$152,540 New and Upgrade
Proposed 26/27 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	Differs for each asset class, ranging from 15 to 50 years.
25/26 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Maintenance costs are minimised through design development. Maintenance cost of 2% of project cost is required for additional assets.
Other Funding Sources	Not as a result of this report



## DISCUSSION

1. A petition containing 40 signatories was received by Council at its meeting on 26 March 2024 seeking the following action:
 

*‘An enquiry, into the merits of the proposed upgrade to the Free- Bus Stop on Kingston Tce (the Kingston Stop) and the siting of the Kingston Stop with a view, in particular, to the need for:*

  - *improved and more equitable access for residents of that portion of Lower North Adelaide, especially mobility impaired residents, of the lower Kingston Terrace area, who have limited access to the Free-Bus service;*
  - *having regard in particular to the facts that the Kingston Stop is disproportionately close to the Lefevre-Tynte junction Bus-Stop (the Lefevre Stop), duplicates the role of the Lefevre Stop, and thus*
  - *over-provides access to residents on the flat terrain of upper North Adelaide in the area near Lefevre Tce and between Ward and Tynte streets, at the expense of the lower Kingston Terrace area,*

*with no physical works to be undertaken on site pending proper consideration of the report.’*
2. The petition also suggested relocation of the Kingston Terrace Stop 5 further east closer to Jerningham Street to provide easier access for mobility-impaired residents and better serve the residents within lower Kingston Terrace. Refer to [Link 1](#).
3. Following the petition, a further review was undertaken in consultation with the Department for Infrastructure and Transport (DIT) to assess the bus stops location whilst considering proximity to destinations and passenger safety and accessibility and minimising traffic disruption.
4. It should be noted that the Administration and DIT have met with the lead petitioner on a number of occasions and communicated the ability to incorporate a Stop 5A and the need for Stop 5, the petitioner is still seeking the removal of Stop 5.
5. The lead petitioner is unfortunately overseas at present; however, it is the Administration’s view that the proposed works as presented satisfies what was presented in the petition, with the introduction of a Stop 5A.
6. DIT has indicated that Kingston Terrace Stop 5 - north side is a well-travelled stop with boarding numbers of 52 and 30 passengers per day on a typical weekday and weekend day respectively. The removal (or relocation) of this stop is not supported by DIT given the current usage and the needs of those who cannot navigate down to the bottom of Kingston Terrace, importantly the stop does not duplicate the role of LeFevre Terrace Stop 6 - east side.
7. Another consideration for well-design bus stop placements is the appropriate spacing between stops to balance walking distances and ease of access for passengers against increased bus journey times. To directly respond to the request of providing an improved and more equitable access for residents located in the lower Kingston Terrace area, a new bus stop (Stop 5A Kingston Terrace – north side) is proposed to be installed at the base of the hill to eliminate the need for residents and passengers from the lower Kingston Terrace area to ascend the incline for public transport access. The new bus stop is supported by DIT as the stop spacings are compliant with the relevant guidelines.
8. The spacing between bus stops are summarised below:
 

Current bus stop spacing	Proposed bus stop spacing
LeFevre Terrace Stop 6 east side to Kingston Terrace Stop 5 north side – 336m.	LeFevre Terrace Stop 6 east side to Kingston Terrace Stop 5 north side – 336m.
Kingston Terrace Stop 5 north side to Jerningham Street Stop 4 east side – 556m.	Kingston Terrace Stop 5 north side to Kingston Terrace Stop 5A north side (new stop) – 230m; Kingston Terrace Stop 5A north side (new stop) to Jerningham Street Stop 4 east side – 326m
9. Upon further review and the feedback received from the residents; the improvement works to the stops on Kingston Terrace would involve the following:

- 9.1. Installation of a new bus stop (Stop 5A Kingston Terrace – north side) located near the intersection of Jerningham Street, within the lower Kingston Terrace area. The introduction of this additional stop removes the need for bus users to walk uphill approximately 230m from the Lower Kingston Terrace area to existing Stop 5. The stop will include a new concrete pad and seating for improved comfort.
- 9.2. Renew existing Stop 5 Kingston Terrace (north side), by providing a new concrete pad and seating accompanied with new concrete path to match existing gravel path alignment within the Park Lands connecting the bus stop to Lefevre Terrace. The proposed upgrade to the bus stop is to achieve compliance with the relevant Disability Standards. The scope had been previously presented to the residents.
10. The key design features and visualisation of the improvement works are contained in **Attachment A**.
11. The proposed project budget is \$152,540, with a pre-tender cost estimate of \$193,333. The project budget will be adjusted once a preferred tenderer is selected to accommodate the market condition at the time of tender.
12. Subject to Council consideration and approval we will engage the residents to advise the outcome of our review and complete the bus stop improvement works by the end of 2025/26.

---

## DATA AND SUPPORTING INFORMATION

**Link 1** – Council Decision – 26 March 2025

---

## ATTACHMENTS

**Attachment A** – Kingston Terrace Bus Stop Improvement Works

---

- END OF REPORT -



# Kingston Terrace Bus Stop Upgrade

## Concept Design

NOVEMBER 2025





# Kingston Terrace Bus Stop Upgrade

## Scope of Works

This project includes the upgrade of existing Bus Stop 5 (north side of Kingston Terrace, North Adelaide) to be compliant with the Disability Discrimination Act (DDA).

The scope will also include the installation of a new stop, Bus Stop 5A (north side of Kingston Terrace near corner of Jerningham Street).

A new path will link Lefevre Terrace to Bus Stop 5.

All works will be in accordance with the requirements for Disability Standards as part of Accessible Public Transport.

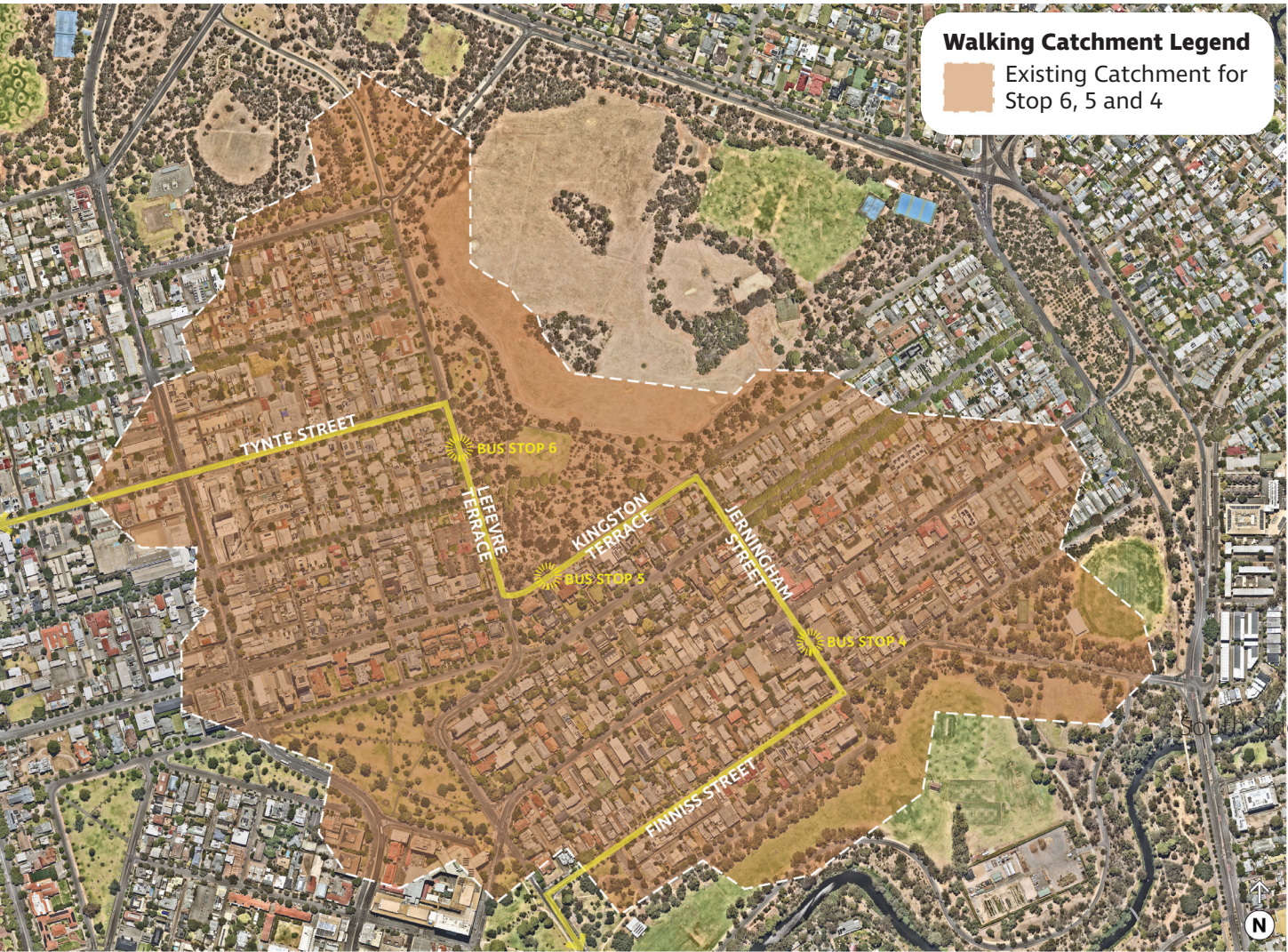




# Kingston Terrace Bus Stop Upgrade

## Walking Catchments and Boarding Numbers

### EXISTING



Distance Between Existing Bus Stops:

**Stop 6 to Stop 5** = 336m

**Stop 5 to Stop 4** = 556m

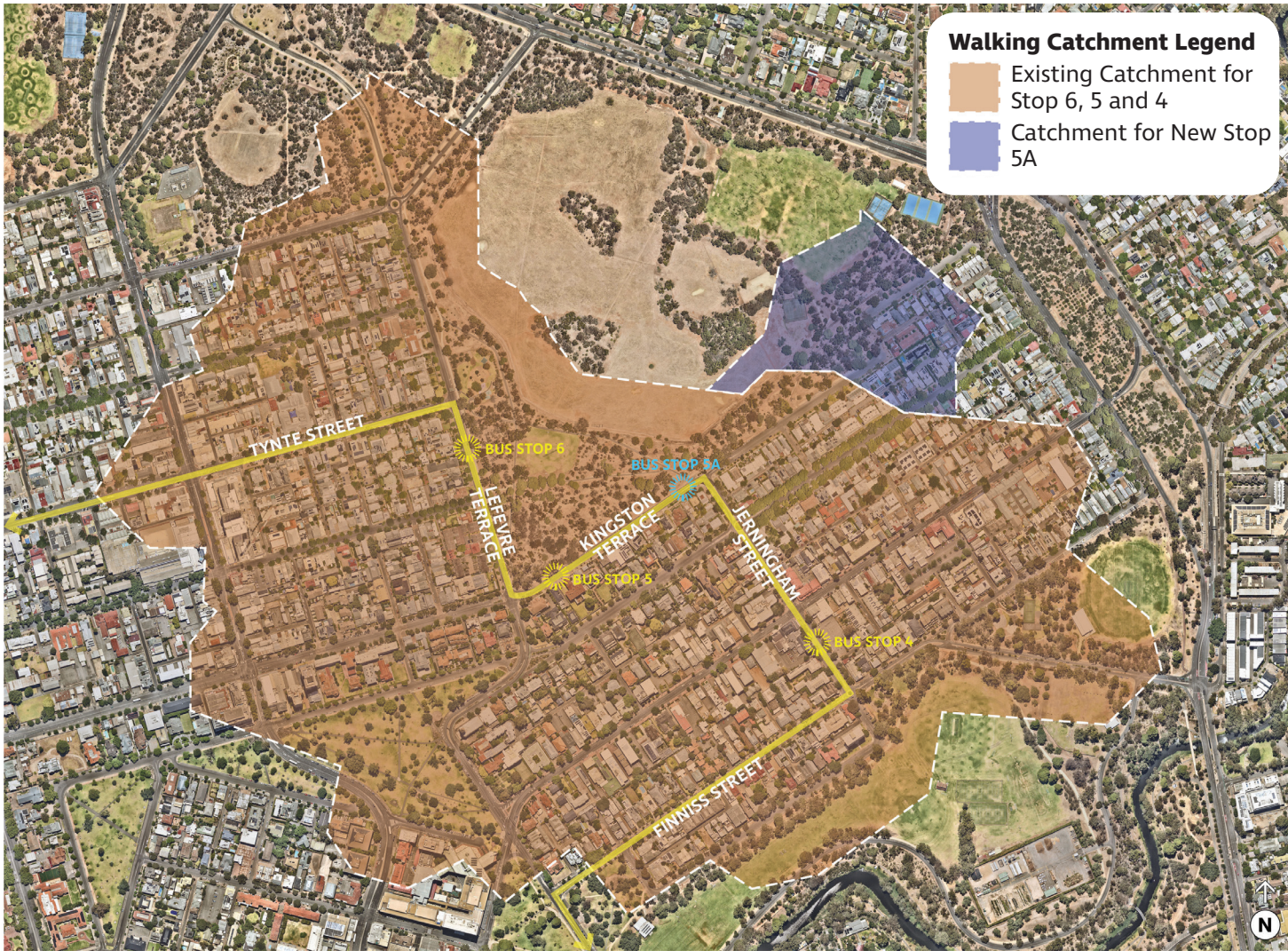
### AVERAGE NUMBER OF PEOPLE BOARDING PER DAY\*

	Stop 5 (South Side)	Stop 5 (North Side)
Weekdays	45	52
Weekend	6	30

\* For the month of February and March 2025

Note: The above boarding numbers have been provided by DIT and have indicate that the existing stops are well utilised.

### PROPOSED



Distance Between Bus Stops:

**Stop 6 to Stop 5** = 336m

**Stop 5 to Stop 5A (New)** = 230m

**Stop 5A (New) to Stop 4** = 326m

New Bus Stop 5A will:

1. Provide compliant walking distances between stops, consistent with DIT’s guidelines.
2. Increase the number of North Adelaide households within walking distance of the free bus service (blue shaded areas).
3. Improve accessibility and convenience by providing an option for residents to board the bus at the bottom of the Kingston Terrace hill. Passengers boarding at stop 5A will need to alight at Stop 5 and walk downhill towards their residences.



# Kingston Terrace Bus Stop Upgrade

## Bus Stop 5 (north side) Concept

### PROJECT LOCATION



View of existing gravel path to existing bus stop

### DESIGN FEATURES:

- 1 Compliant bus stop area with tactile paving
- 2 New bench seat
- 3 New accessible exposed aggregate concrete waiting area and footpath to match existing shared-use path along Lefevre Terrace
- 4 New path ('Country Tan' Exposed Aggregate, as pictured) to match existing gravel path alignment
- 5 Existing lighting to be protected and retained
- 6 Existing vegetation to be protected and retained. No removal of trees or plants.



'Country Tan' exposed aggregate concrete

### V1 EXISTING BUS STOP



### V1 ARTIST'S IMPRESSION





# Kingston Terrace Bus Stop Upgrade

## Proposed Bus Stop 5A (north side) Concept

### PROJECT LOCATION



View of existing parallel parking where new stop 5A is proposed

### DESIGN FEATURES:

- 1 New compliant stop, Bus Stop 5A area with tactile paving
- 2 Removal of 3 No. timed on-street car park spaces to accommodate length of bus zone.
- 3 New bench seat
- 4 New accessible exposed aggregate concrete waiting area to tie in with existing path and pram ramp in the Park Lands
- 5 Existing fence to be protected and retained
- 6 Existing vegetation to be protected and retained. No removal of trees or plants.

### V1 EXISTING BUS STOP



### V1 ARTIST'S IMPRESSION

