Hutt Street Revitalisation Project

Car Parking Review Workshop
19 November 2024

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Council Meeting – 27 August 2024

On 27 August 2024, Council resolved that it:

'Requests Administration review the concept plans for Hutt Street Revitalisation Project as contained in Attachment B to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 20 August 2024, with particular focus on the provision of car parking spaces.'

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Key Question

What are Council Members' views on the presented parking options, noting the extensive study undertaken relating to parking provisions within Hutt Street?

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Hutt Street Car Parking Review Workshop

- Discuss Current Concept (August 2024) and table options that increase car parking provisions
- Outline and define the benefits and deficiencies (‘gain’ and ‘loss’) of each option
- Mitigation for loss of car parking (broader precinct view for car parking)
- Project timeline implications

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Scope of Works

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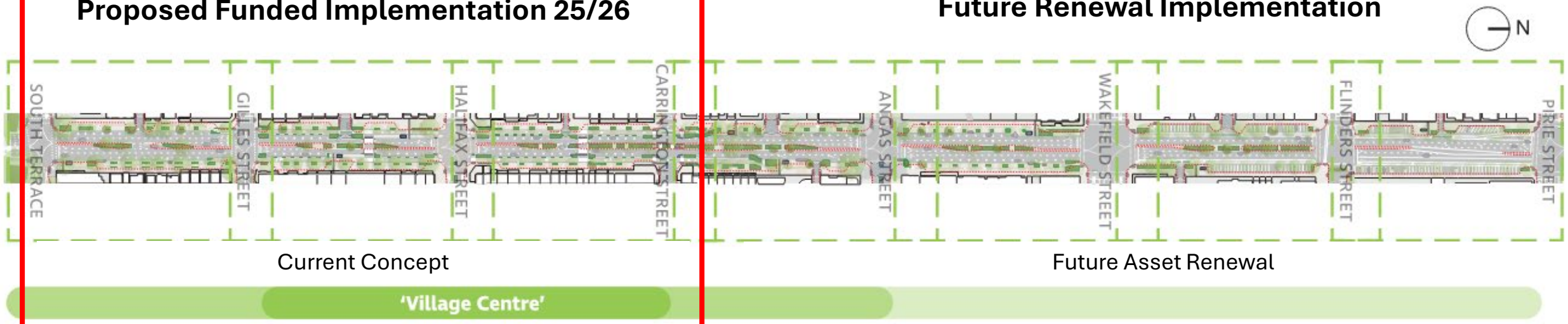
Proposed Funded Implementation 25/26

Future Renewal Implementation



The current proposed funded implementation scope is between South Terrace and Carrington Street and includes new and upgrade and renewals.

This proposal retains all the existing angled parking for the remainder of Hutt Street (Carrington to Pirie) until future renewal occurs.

	Budget	Extent of Works	Basis of Design	Strategic alignment
Focused Activation Zone (Current Concept)	$15.44m (Detailed costings subject to further detailed design depending on Council)	South Terrace to Carrington Street *- Connects to Stage 1 Entry Statement.*	As per previous concept design Developed from master plan	Higher degree of alignment with CoA strategies

Community Feedback

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Hutt Street Community Feedback

Design Principles – ranked in order of importance*

1	Provide a well-planned street that is welcoming, accessible & comfortable
2	Celebrate and reinforce the existing leafy green streetscape & historic village charm
3	Rationalise the reallocation of public space from vehicle use (parking & traffic lanes)
4	Create a new public 'heart' as the epicentre & provide unique experiences
5	Public art opportunities, activation, & improved amenity to support businesses

* Results of all preferences averaged

Design features translated from community priorities

- Wider footpath
- Separated and protected cycle lane or cycle path
- Traffic calming
- Public lighting
- Inclusive parking
- Raised thresholds
- Wayfinding
- Bus stops

- Trees and garden beds
- Pedestrian scaled streetscape
- Community spaces

- Reduce parking and/or traffic lanes to increase pedestrian activity zones

- Promenade along the street to enjoy a diverse range of retail and service offerings
- Central community and gathering space/events

- Increased activation spaces (large/small events)
- Upgraded public lighting and wayfinding

Precinct Car Parking Opportunities

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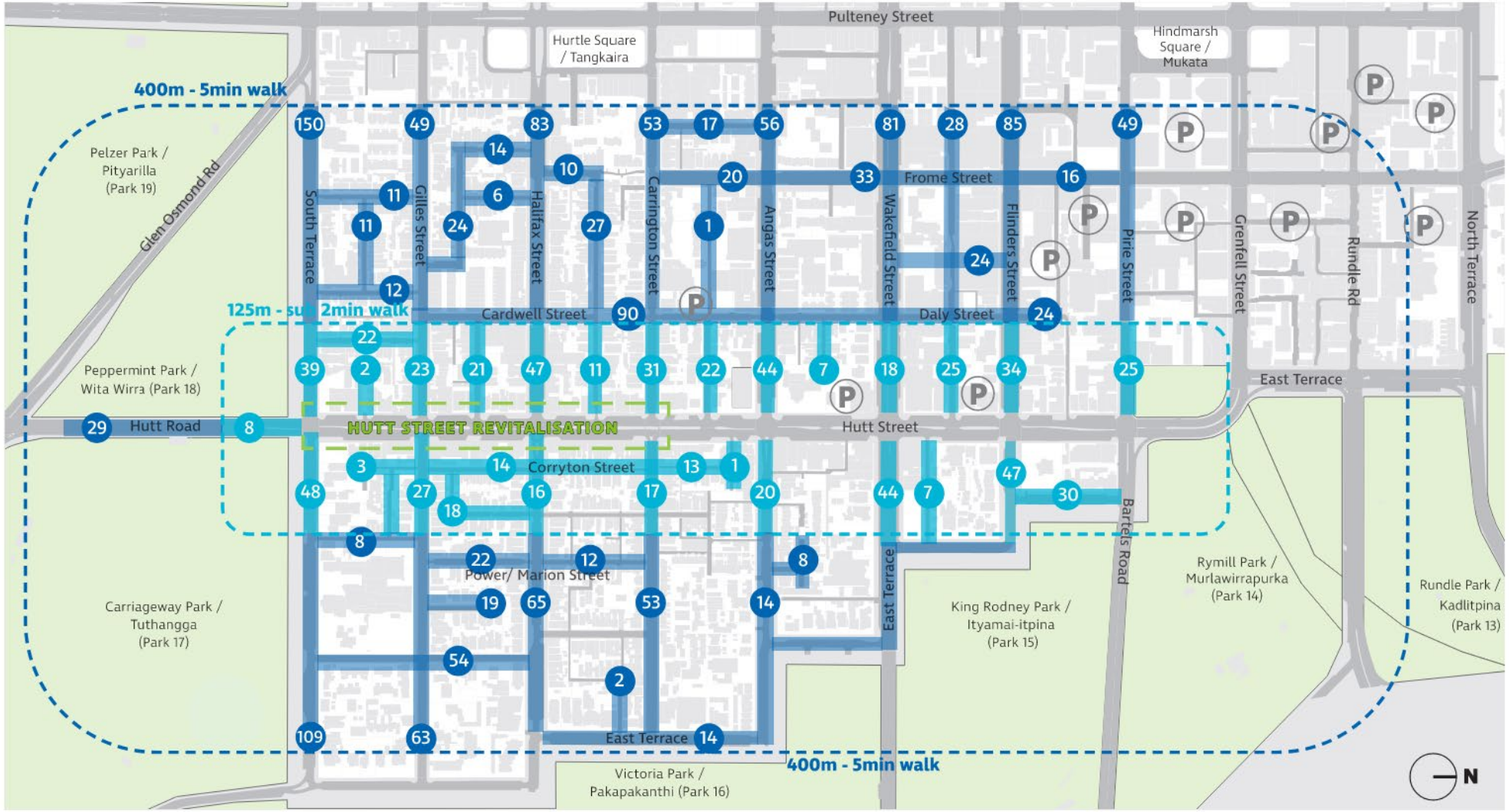

Off-street car park (paid parking)

Total 2130 on-street precinct parking opportunities

684 on-street car parking spaces within 125m (sub 2min walk) catchment of Hutt Street, excluding residential permit only, and motorcycle.

1446 on-street car parking spaces within 125 - 400m (5min walk) catchment of Hutt Street, excluding residential permit only, and motorcycle.

Car Parking Review

A car parking options study has been conducted to compare numbers and spatial allowance against a baseline of:

- Existing conditions (60 degrees)
- Street Renewal (60 and 45 degrees)

Key Design Challenges for Hutt Street

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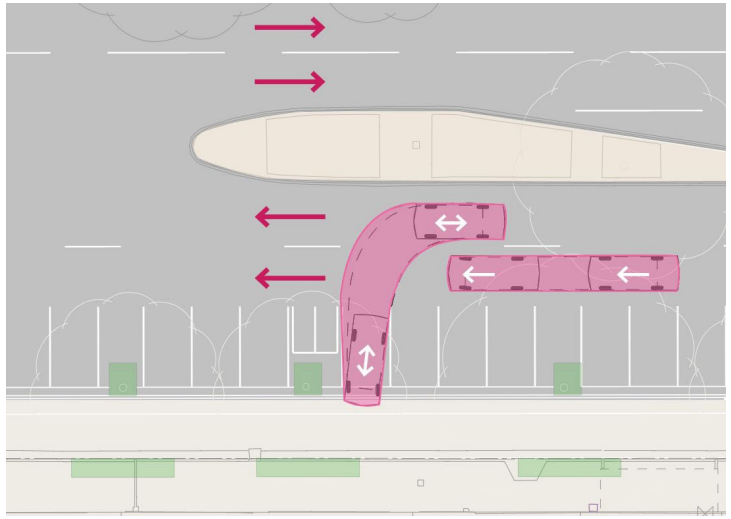
- **Alignment with Council strategies** including the Strategic Plan:
  - Develop and implement an integrated Transport Strategy and establish associated targets by 2024 that aligns to the South Australian Road Safety Strategy to 2031
  - Achieve Disability Access compliance in all new and upgraded infrastructure
  - Increase the number of people living in the city from 26,000 to 50,000 by 2026
- **Parking** – To reduce risk of collision and injury between vehicles as well as other road users, ***Austroad Guidelines*** recommends parallel parking over angled parking. Angled parking restricts sight lines for motorists reversing out of the parking space and into oncoming traffic, including cyclists and pedestrians.

  Australian Standards defines how the angle of parking bays also determine the minimum width of adjacent traffic lanes, widening the overall road pavement to accommodate vehicles reversing with minimum clearances.

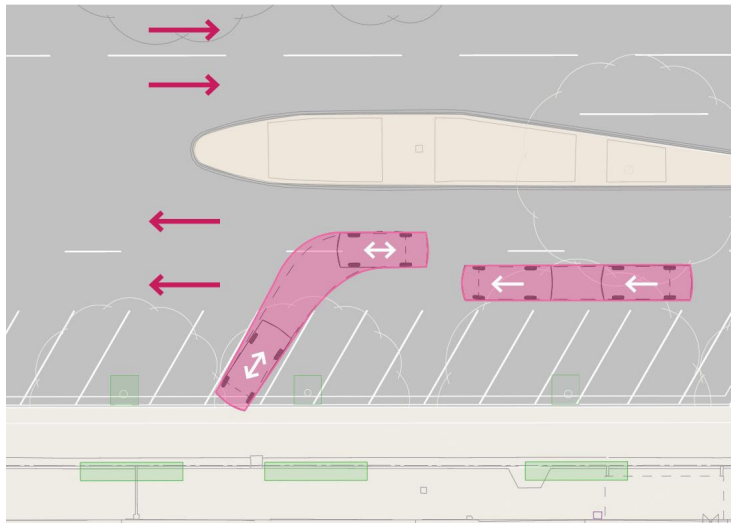
  The length and width allowed for a car park determines the level of usage and associated traffic controls. Wider parking bays are required for high turnover locations including convenience stores, dry cleaners, take away shops and customer drop-off / pick-up businesses. Width and length also increase for loading and accessibility parking.

  A minimum clearance from intersections determined by road characteristics including speed and vehicle numbers defines where adjacent on-street parking can begin relative to the intersection.
- **Street Trees** - Location of growing Plane trees lining the street and along the central median influences finished levels and delineates cross-sectional space – particularly for parking and cycle paths. Additional space to be allowed for future tree growth and health.
- **Cycle Lanes and Paths** – Minimum pavement widths and clearances for cycle lanes and paths reduce risk of collision and injury. Separated and/or protected low-speed cycle paths are significantly safer and promote use and access by less confident users.
- **Bus stops** – Swept paths of rigid and articulated buses and step-down access to and from the footpath through front and middle/rear doors impacts available space for parking along the kerb.
- **Verandah Posts** - Define visual and spatial boundaries within the footpath. Not all aligned.
- **Established outdoor dining** with semi-permanent structures constrains design flexibility.
- **Lighting** – Additional lighting infrastructure is required along footpaths to meet standard illumination levels, due to existing street lighting being blocked by tree canopies and awnings.

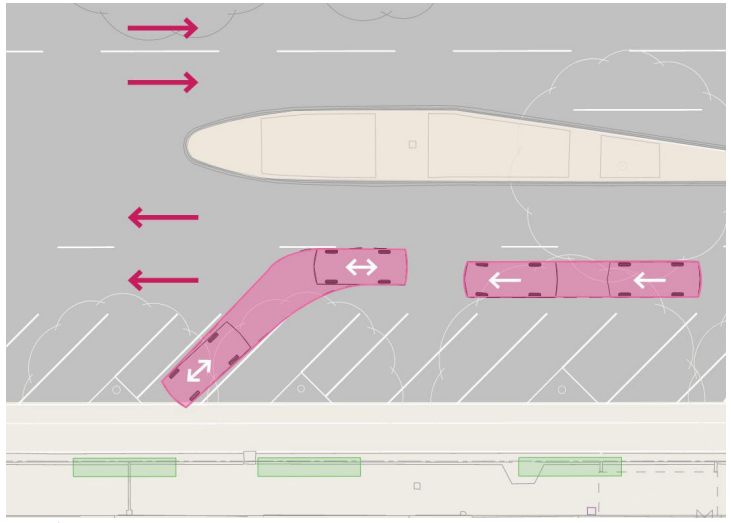
Parking Layout Safety Comparison



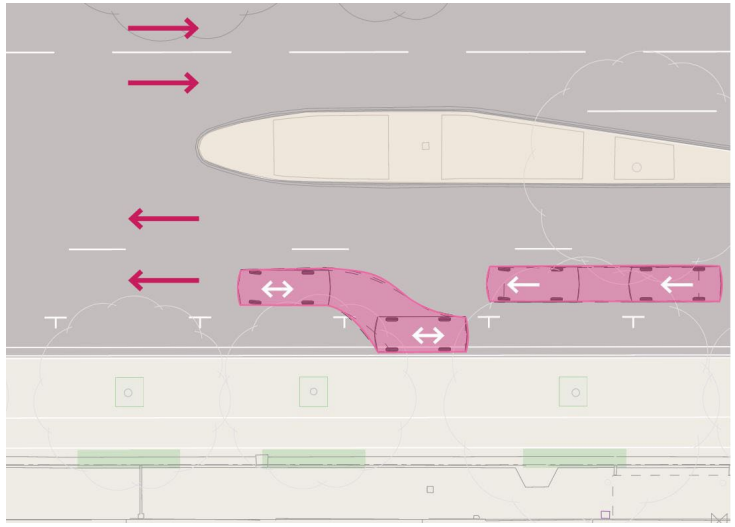
✗ 90° - High risk of conflict parking/unparking



✗ 60° - Moderate to high risk of conflict parking/unparking



✓ 45° - Moderate risk of conflict unparking



✓ Parallel parking - Low risk of conflict parking/unparking

Concept Options

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Community Priorities

Design options	Increased Activity Zone	Protected Cycle Path	Protective Tree Surrounds	Car Parking Numbers Maintained	Vehicle Lanes
A. Existing conditions 60°	✗	✗	✗	✓	2 lanes each direction
B. Renewal 60°	✗	Buffer line marking to on-road cycle lane	✓	✗	2 lanes each direction
C. Renewal 45°	✗	Buffer line marking to on-road cycle lane Increased clearance from reversing cars.	✓	✗	2 lanes each direction
D. Current Concept inter-peak parallel	✓	✓	✓	✗	2 lanes each direction peak Outer lane as parallel parking inter-peak
E. Combined 45°	✓	✓	✓	✗	2 lanes each direction
F. Inter-peak 60°	✓	✓	✓	✗	2 lanes each direction peak – parallel parking 1 lane each direction inter-peak - 60° parking
C. Two-way cycle path and 90° west side	West side only ✓	East side only – two way ✓	✓	✗	2 lanes each direction
D. Shared Area and 60°	✓	Shared zone, protected for cyclists not delineated from footpath ✓	✓	✗	2 lanes each direction
F. Combined 45° with traffic risk and increased activation zone	✓	✓	✓	✗	2 lanes each direction

Car Parking Review Concept Options

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*Unchanged until future renewal occurs. Current concept scope is comprised of the village centre only. Remainder of Hutt Street (Carrington to Pirie) including parking remains.

Car Parking Options	Vehicle Lanes	On-street Car Parks			
Note: To enable more direct comparisons, design options exclude additional tree planting, additional footpath protuberances, and mid-block and informal crossings but assume a 2x2m allowance for surrounds to existing trees. Inclusion of these items would reduce parking numbers further.		**'Village Centre' parks** South to Carrington (Proposed Funded Implementation 25/26)	**Overall parks*** South to Pirie (existing retained Carrington to Pirie)	*Overall parks with Renewal 60° x 117 for Carrington to Pirie*	*Overall parks with Renewal 45° x 76 for Carrington to Pirie*
A. Existing conditions 60°	2 lanes in each direction	**132**	**292**	*N/A*	*N/A*
B. Renewal 60°	No change	**114**	**274**	*231*	*N/A*
C. Renewal 45°	No change	**82**	**242**	*N/A*	*158*
D. Current Concept inter-peak parallel	2 lanes in each direction peak Parallel inter-peak parking	**73**	**233**	*190*	*149*
E. Combined 45°	2 lanes in each direction	**81**	**241**	*198*	*157*
F. Interpeak 60°	2 lanes in each direction inter-peak Outer lane as off-peak parking	***136***	*296*	*280*	*212*
G. Two-way cycle path and 90° west side	2 lanes in each direction	***105***	*265*	*219*	*181*
H. Shared Area and 60°	2 lanes in each direction	***112***	*272*	*229*	*188*
I. Combined 45° with traffic risk but increased activation zone	2 lanes in each direction	***85***	*245*	*202*	*161*

Option A: Existing 60° Angle Parking

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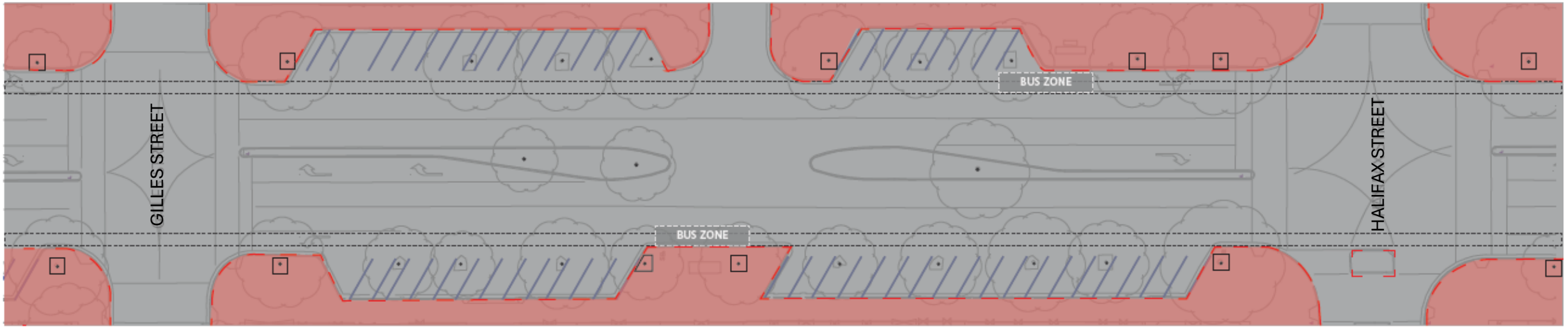

Minimum 2m² Tree Pit

Activation space: Uncluttered footpath, outdoor dining, urban elements and greening

Parking and road zone, including medians

Cycle lane 1.5m wide with minimum 400mm painted buffer

Existing kerb alignment

Car parking spaces	Segment comparison: Gilles St to Halifax St (See above)	Village Centre: South Tce to Carrington St **(Funded Implementation)**
A. Existing 60°	**41**	**132**

GAIN	LOSS
High parking provision	Conflict parking/unparking – 60° angle parking
	No increase to activity areas
	Parking does not reflect recommended Austroad Guidelines
	On-road cycle lane in conflict with 60° angle parking and bus stops
	No protective in-road tree surrounds
	Cluttered footpath
	Intermittent illumination of the footpath

Note: Renewal options retain the existing alignment of the road kerb, including medians.

Option B: Renewal 60°

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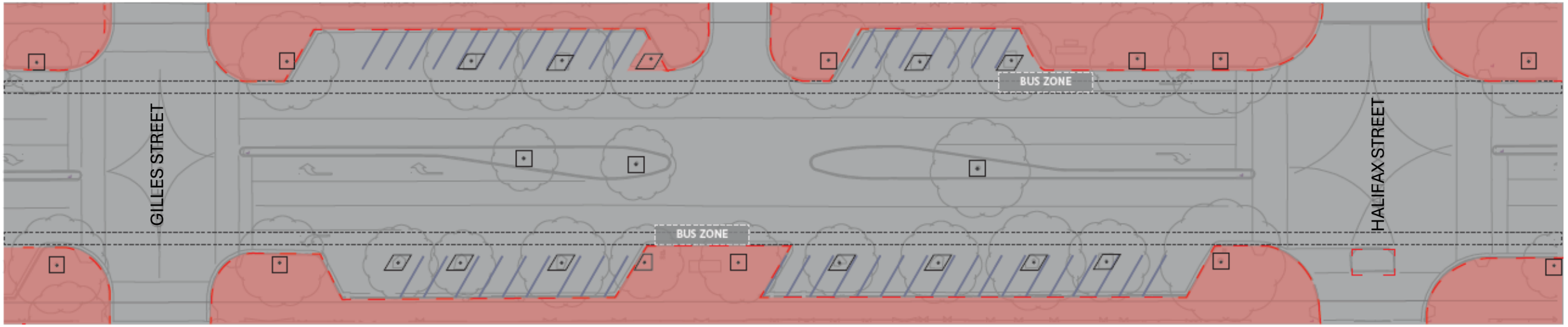

Minimum 2m² Tree Pit
Cycle lane 1.5m wide with minimum 400mm painted buffer
Activation space: Uncluttered footpath, outdoor dining, urban elements and greening
Parking and road zone, including medians
Existing kerb alignment

Car parking spaces	Segment comparison: Gilles St to Halifax St (See above)	Village Centre: South Tce to Carrington St **(Funded Implementation)**
A. Existing 60°	41	132
B. Renewal 60°	**32**	**114**

GAIN	LOSS
High parking provision	Conflict parking/unparking – 60° angle parking
Protective in-road tree surrounds for long term tree health	Parking does not reflect recommended Austroad Guidelines
Small pavement-marked buffer zones to on-road cycle lanes	Unsafe on-road cycle lane running behind 60° angle parking and obstructed by multiple bus stops
	No increase to activity areas
	Cluttered footpath

Note: Renewal options retain the existing alignment of the road kerb, including medians.

Option C: Renewal 45°

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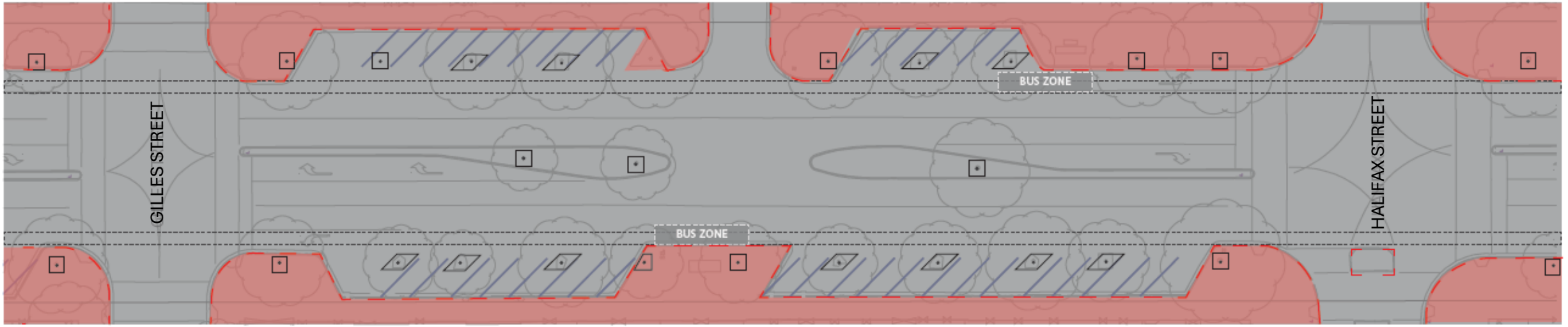

Minimum 2m² Tree Pit
Cycle lane 1.5m wide with minimum 400mm painted buffer
Activation space: Uncluttered footpath, outdoor dining, urban elements and greening
Parking and road zone, including medians
Existing kerb alignment

Car parking spaces	Segment comparison: Gilles St to Halifax St (See above)	Village Centre: South Tce to Carrington St **(Funded Implementation)**
A. Existing 60°	41	132
B. Renewal 60°	32	114
C. Renewal 45°	**23**	**82**

GAIN	LOSS
High parking provision	Conflict parking/unparking – 60° angle parking
Pavement-marked buffer zones to on-road cycle lanes	On-road cycle lane running behind 45° angle parking and obstructed by multiple bus stops
Protective in-road tree surrounds	Parking does not reflect recommended Austroad Guidelines
	No increase to activity areas
	No protective in-road tree surrounds
	Cluttered shared footpath

Note: Renewal options retain the existing alignment of the road kerb, including medians.

Option D: Current Concept inter-peak parallel

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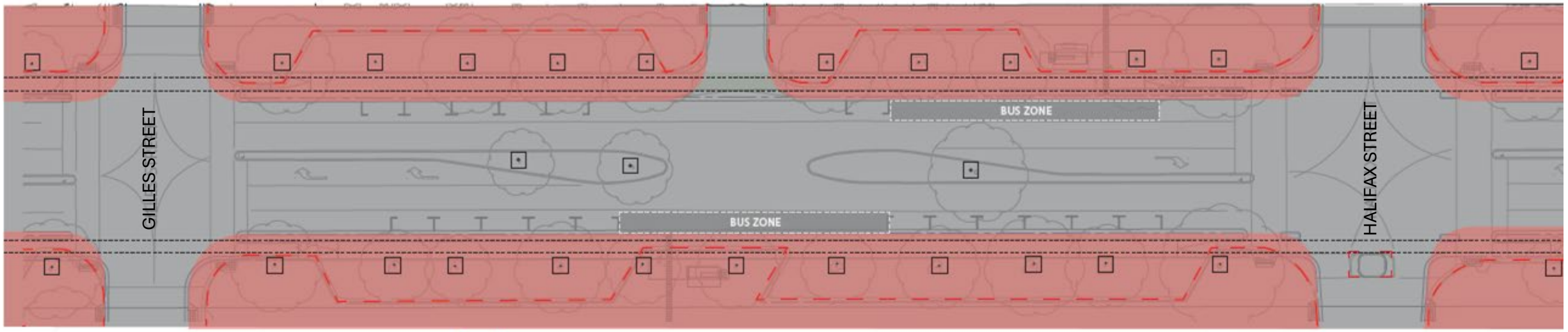

Car parking spaces	Segment comparison: Gilles St to Halifax St (See above)	Village Centre: South Tce to Carrington St **(Funded Implementation)**
A. Existing 60°	41	132
B. Renewal 60°	32	114
C. Renewal 45°	23	82
D. Current Concept	**17**	**73**

*Current concept scope is comprised of the village centre only. The remainder of Hutt Street (Carrington to Pirie) including parking remains unchanged until future renewal occurs.

GAIN	LOSS
Parallel parking – clear sightlines, reduced risk of collision and injury. Reflects recommended Austroad Guidelines	Reduced parking
Significant increase to activity areas for outdoor dining, community gathering spaces, activation events, urban elements, and greening.	Inter-peak concentration of traffic to one vehicle lane.
Traffic calming through inter-peak period	
Protected cycle path for all people wheeling - low speed	
Consistent footpath lighting	
Bus stops accommodated within outer/parking lane	

Option E: Combined 45°

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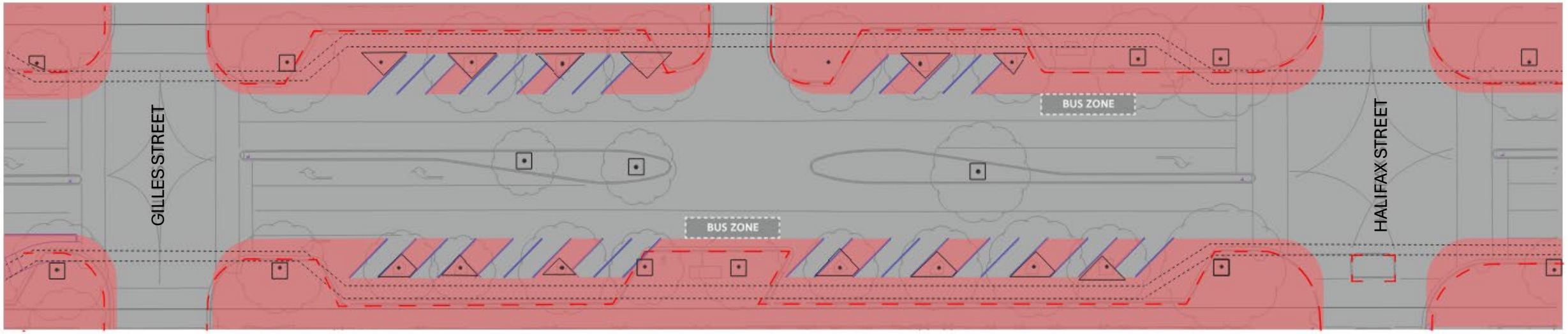

Car parking spaces	Segment comparison: Gilles St to Halifax St (See above)	Village Centre: South Tce to Carrington St **(Funded Implementation)**
A. Existing 60°	41	132
B. Renewal 60°	32	114
C. Renewal 45°	23	82
D. Current Concept	17	73
E. Combined 45°	**22**	**81**

Note: Renewal options retain the existing alignment of the road kerb, including medians.

GAIN	LOSS
Separated and protected cycle path at footpath level for all people wheeling – low speed	Parking reduction due to location of established trees
Protective in-road tree surrounds for long term tree health and greater potential for greening and WSUD between parking bays.	Conflict parking/unparking of angle parking and passing traffic, but with less risk than 90° or 60° angled.
Uncluttered footpath	
Increase to total activity area for outdoor dining and urban elements but fragmented.	
Consistent footpath lighting	

Key Question

What are Council Members' views on the presented parking options, noting the extensive study undertaken relating to parking provisions within Hutt Street?

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