24ADL-1418
11 JULY 2025

Hutt Street – Main Street Revitalisation

Concept Development Options

Engagement Summary Report



CITY OF ADELAIDE

URPS

Hutt Street – Main Street Revitalisation

Engagement Summary Report

11 July 2025

Lead consultant	URPS 27 Halifax Street Enter via Symonds Pl Adelaide SA 5000 (08) 8333 7999 urps.com.au
Prepared for	City of Adelaide
Consultant Project Manager	Anna Deller-Coombs, Associate Director adellercoombs@urps.com.au
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We acknowledge the Kaurna People as the Traditional Custodians of the land on which we work and pay respect to their Elders past, present and emerging.

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Executive Summary

The City of Adelaide's engagement about the revitalisation of Hutt Street has prompted strong community interest and input, with over 1,000 survey responses and broad participation from local community and stakeholder groups. The engagement, conducted between 21 February and 28 March 2025, focused on seeking feedback on five concept development options to revitalise Hutt Street between South Terrace and Carrington Street. Engagement sought to capture community priorities about parking, public realm improvements, pedestrian and cycling infrastructure, and economic viability.

Key Findings of the engagement

- Parking emerged as the most topical issue. While many businesses and some residents stressed the importance of maintaining on-street parking for economic and accessibility reasons, a large proportion of respondents supported reducing parking to prioritise safety, amenity, and vibrancy.
- Option D was the clear preference across all respondent categories, including residents, ratepayers, and business owners in the South-East precinct. It was supported by respondents as it offers wider footpaths, protected cycle lanes, and enhanced greenery, aiming to transform Hutt Street into a safer, more people-focused street.
- Mixed views on cycling infrastructure. Some welcomed protected bike lanes to improve safety and encourage active transport, while others questioned their necessity, favouring existing routes like Frome Street.
- Strong support for streetscape improvements such as better lighting, shade, public art, and green spaces. Many saw these features as essential to creating a vibrant and welcoming precinct.
- Stakeholder feedback was generally aligned with broader community sentiment. Businesses voiced concern over reduced parking, while planning, transport and resident groups backed improvements to cycling, walking, and public spaces.
- Submissions reinforced these themes, with 46 received and 32 identifying a preferred option, with Option D again the most favoured.

The engagement revealed a tension between preserving existing parking and embracing urban design that supports broader community use and economic activation. Many called for a hybrid option blending elements of all five concepts such as convenient car parking, safer cycling, retention of greenery and street activation.

Engagement Snapshot

Hutt Street Main Street Revitalisation: Concept Development options

Engagement snapshot

Who we heard from

Community survey:
1,039 responses

- **50%** CoA rate payers
- **46%** CoA residents
- **7%** business owners

Community events:
92 people spoken with

Written submissions:
46 received

Stakeholder workshops:
8 special interest groups

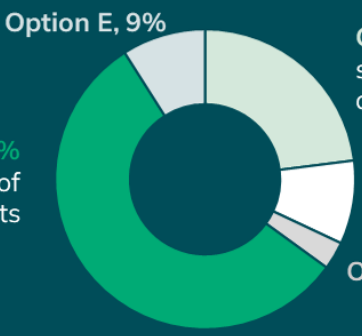
Business Forum:
36 attendees

CoA's highest **survey** response rate to date for an **infrastructure** project

What we heard

- Revitalising Hutt Street is well supported
- The green trees and local shops, services, cafes and restaurants are well loved
- Accessibility, vibrancy and activation of the street is important
- Car parking is convenient for most and is a priority for some users
- Safety could be improved, particularly for cyclists
- Village feel of Hutt Street is valued and should be retained

Preferred option



1. Introduction

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

Between 21 February and 28 March 2025, the community was invited to provide feedback on five concept development options for revitalising the section of Hutt Street between South Terrace and Carrington Street. This area forms the Hutt Street Revitalisation.

This engagement was requested from the City of Adelaide's Elected Members, following review of an initial concept design in November 2024. That design was informed by community input gathered during the master planning process in March/April 2022.

The Elected Members sought further community input, with particular focus on car parking accommodations. In response, five distinct concept development options were presented to the community, each offering a different approach to balancing amenity, movement and parking.

1.1 Project Background and Previous Engagement

In 2020 the City of Adelaide identified Hindley Street, Hutt Street, Melbourne Street and O'Connell Street as priority main streets for Main Street Revitalisation, with Gouger Street added at a later stage.

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

Community engagement and research has been undertaken over recent years to better understand the community's views on the priorities, needs and expectations for Hutt Street.

Key milestones are outlined below and demonstrated in Figure 1.

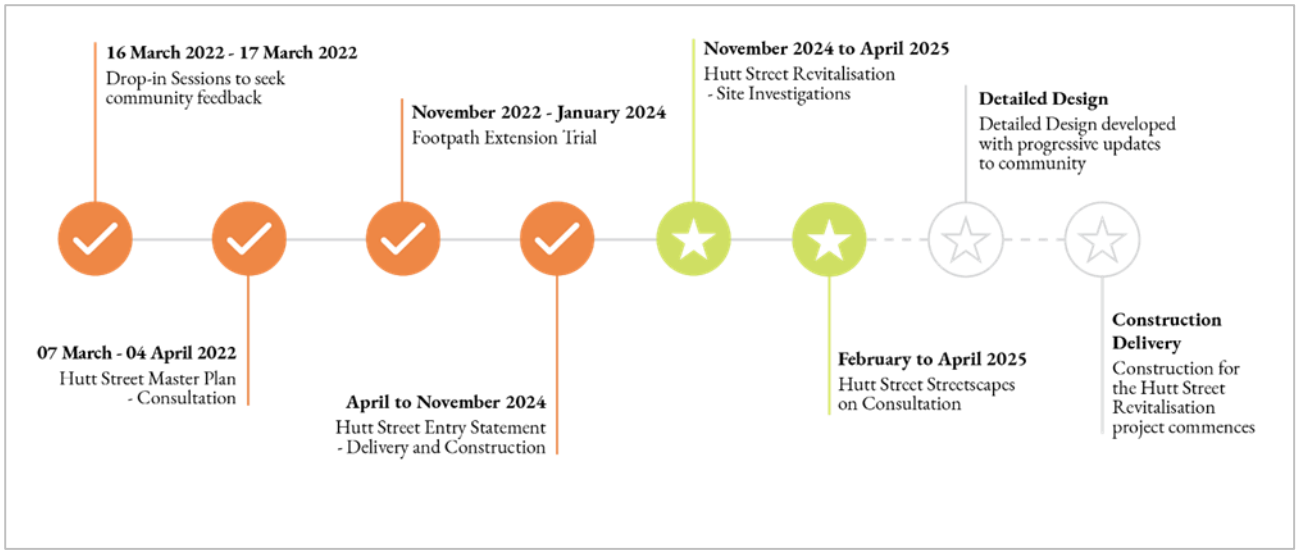
- Lord Mayor Roundtable Discussions – 2021
  In 2021, the Lord Mayor held roundtable discussions as part of the City of Adelaide's main streets engagement that identified key themes to guide the planning for Hutt Street. These themes included improved greening, more public space, improved lighting, increased street art, bike facilities and opportunities for activation. Further engagement on main street master planning allowed the City of Adelaide to develop a draft vision, and a set of design principles and objectives for Hutt Street. These represented the community's priorities for the street.

- Master Planning – 2022
  Off the back of the street upgrade initiative, in 2022 the City of Adelaide undertook Master Planning for Hutt Street which identified potential opportunities to enhance the street. These included upgrading the public realm, creating more space for public activities and improving access.

- **Early Concept Design – August 2024**
  In August 2024, the City of Adelaide reviewed an early concept design for revitalising Hutt Street. This concept was shaped by community feedback gathered during master planning in March/April 2022. Council sought review of the concept plans for Hutt Street Revitalisation with a particular focus on the provision of car parking spaces. In response, five different concept development options were developed.

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

Figure 1: Key project and engagement milestones



2. How we Engaged

A range of engagement methods were used to share information with and seek feedback from Hutt Street businesses, key stakeholders, local residents, and the wider community during the engagement period.

2.1 Purpose of Engagement

The objectives of this engagement were:

- Gather meaningful community feedback to support Elected Members in making informed decisions about the Hutt Street Revitalisation design, while recognising that these views will be considered alongside technical requirements and budget constraints.
- Design and deliver an engagement process to capture a broad range of perspectives, including input from Hutt Street businesses, local residents, key stakeholders, and the wider community.
- Accurately and faithfully report the feedback to the project team and the public in order to close the loop.

2.2 Engagement Undertaken

The engagement was open for a period of 4 weeks, commencing Friday 21 February and concluding on Friday 28 March 2025. Table 1 outlines the engagement activities undertaken. Table 2 outlines the ways in which the engagement was promoted and the tools used to engage. The outcomes of each engagement activity are provided in Section 7. Copies of engagement materials are provided in Appendix B.

Table 1: Engagement Undertaken

Details	Target audience
Online survey (Our Adelaide)	
An online survey was developed to capture feedback on the five concept development options. This was available through the Our Adelaide engagement platform.	All interested community.
Business forum	
A specific business forum was held to provide opportunity for local businesses to learn about the five concept development options for Hutt Street, including their approach to parking, access, safety, public space, and activation and understand how to participate in the engagement. The format of the business forum included a slide presentation by senior project management and City of Adelaide staff. It was facilitated by an expert facilitator from URPS and included a Q&A session. All businesses on Hutt Street were hand-dropped a letter inviting them to attend the forum and were asked to RSVP.	Hutt Street businesses.

Details	Target audience
Community events	
Two open community drop-in sessions and one pop-up session were held, featuring key information and graphics of the five concept development options. These sessions offered interactive opportunities for community members to speak with project team members and share their feedback. To support accessibility and encourage participation, the sessions were held at different times and locations, two at the Hutt Street Library and one pop-up at the Fringe Vibes event, with attendees only needing to attend one session.	All stakeholders who live, work, play, commute and own property in and nearby Hutt Street.
Stakeholder workshops	
Two stakeholder workshops were held with key stakeholder groups identified as having an interest in Hutt Street. These invite-only sessions curated attendance from representative groups and subject matter experts to ensure perspectives were gathered from relevant voices. Approximately 40 key stakeholder groups were identified and invited to attend.	Key stakeholders identified with the City of Adelaide who may have an interest in the design.
Other ways to provide feedback	
As well as using the online survey, community members and stakeholders were able to share their feedback with the project team through written submissions, emails, and phone calls. This input has been documented in Section 4.	All interested community.

Table 2: Promotion and engagement tools

Method	Details and audience
Our Adelaide webpage	A link to the project page was provided on Council's Our Adelaide page. Our Adelaide also hosted the survey, fact sheet and concept development options.
Fact sheet	A fact sheet was developed to outline key information about the engagement and how to provide feedback. It was uploaded to Our Adelaide, delivered via letterbox drop to residents and businesses surrounding Hutt Street, and posted to property owners within the same catchment. See Appendix A for catchment area.
Promotion through Council social media channels	Posts were made across Council's social media channels (Facebook, Instagram and LinkedIn) to promote the engagement.
Corflute promotional signs	Promotional signs were installed along Hutt Street, advising commuters, shoppers and other passers-by of the engagement.
Other promotional posters	Businesses on Hutt Street were doorknocked and offered to display a promotional poster in their window.
Business forum invite	All businesses on Hutt Street were hand delivered an invite to the business forum that also advised of the engagement.

3. Our Adelaide Survey Results

This survey was available on Our Adelaide during the engagement period and received 1,039 responses. This is one of the highest response rates ever received for an infrastructure project through Our Adelaide. This is testament to the high-quality promotion of the engagement and community interest in the subject matter.

The survey consisted of 10 key questions (refer Table 3). Four questions sought basic demographic information about the respondent, with additional questions asked to clarify answers based on programmed logic (these are explained further in the individual question analysis below). Six questions then sought to understand current and future use and priorities of respondents, and ultimately their preferred concept development option from the five options provided. Optional open-ended questions sought additional clarification on the option preference. Each question is analysed in detail in Sections 4 to 6 of this report.

At the conclusion of the survey, respondents were presented with all their selections summarised and were able to review and go back and change anything or submit.

Table 3: Survey questions

Question number	Question	Question structure/programmed logic
1.	How do you participate in city life?	Select from 7 options and as many as applied If selected 'own a business', respondent take to additional question: • What area of the city is your business located in? A map was provided to assist respondents in selecting the correct response regarding which part of the city their business was located in.
2.	Are you a City of Adelaide ratepayer?	Yes/no response
3.	Age group	Select from 17 preset age cohorts mostly within 5 year age brackets
4.	Postcode	If a City of Adelaide postcode was identified, respondent was taken to additional question: • What area of the city do you live in? A map was provided to assist respondents in selecting the correct response.

Question number	Question	Question structure/programmed logic
5.	Imagine Hutt Street in 10 years. What's most important to you?	Ranking of 5 options in order of importance
6.	How do you currently use Hutt Street?	Select from 5 options and as many as applied
7.	How do you see yourself using Hutt Street in the future?	Select from 5 options and as many as applied
8.	What is your top priority for the future of Hutt Street?	Selection of top priority from 5 options
9.	What is your second priority for the future of Hutt Street?	Selection of second priority from the remaining 4 options
10	Please select your preferred option	Respondent prompted to view all 5 Concept Development Options for Hutt Steet Revitalisation before selecting their preferred option Opportunity to add free form comment regarding what like/don't like about their preferred option

A note on interpreting the survey data

While the high number of survey responses can provide increasing confidence as to the reliability of the data received, it is important to note that this survey was part of an opt-in engagement process and does not represent statistically valid market research. That is, respondents chose to participate, and the respondent group may not be statistically comparative to the impacted community.

As a result, caution should be applied to the use of quantitative data (i.e. numbers and percentages) throughout. It is recommended that it be viewed as one source of data and balanced amongst feedback received through other mechanisms (including at community events – refer section 4).

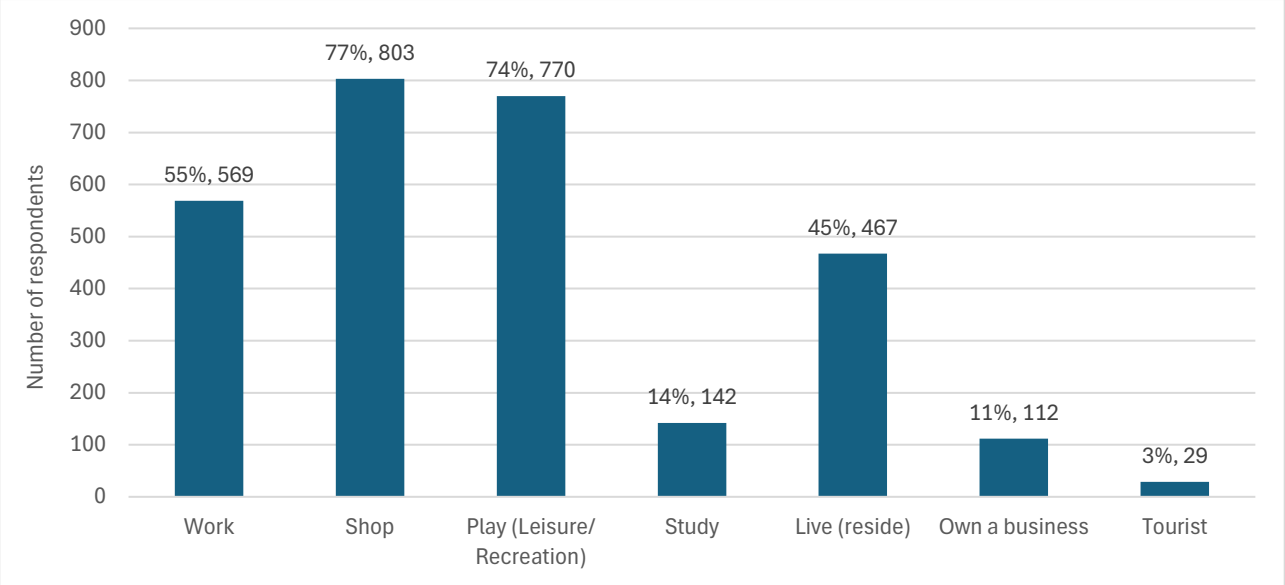
4. Demographic Snapshot

Question 1: How do you participate in city life?

Respondents were invited to indicate the ways that they participate in city life. Seven choices could be selected from and respondents could choose as many that applied to them.

The most commonly selected choices (refer Figure 2) were shop (77%), play (leisure/recreation) (74%) and work (55%). Strong numbers of respondents also indicated that they live (reside) in the city (45%). Smaller numbers of respondents indicated that they own a business (11%) or are tourist (3%). All choices received a response, indicating a wide range of respondent types.

Figure 2: Participation in city life (more than one response allowed)

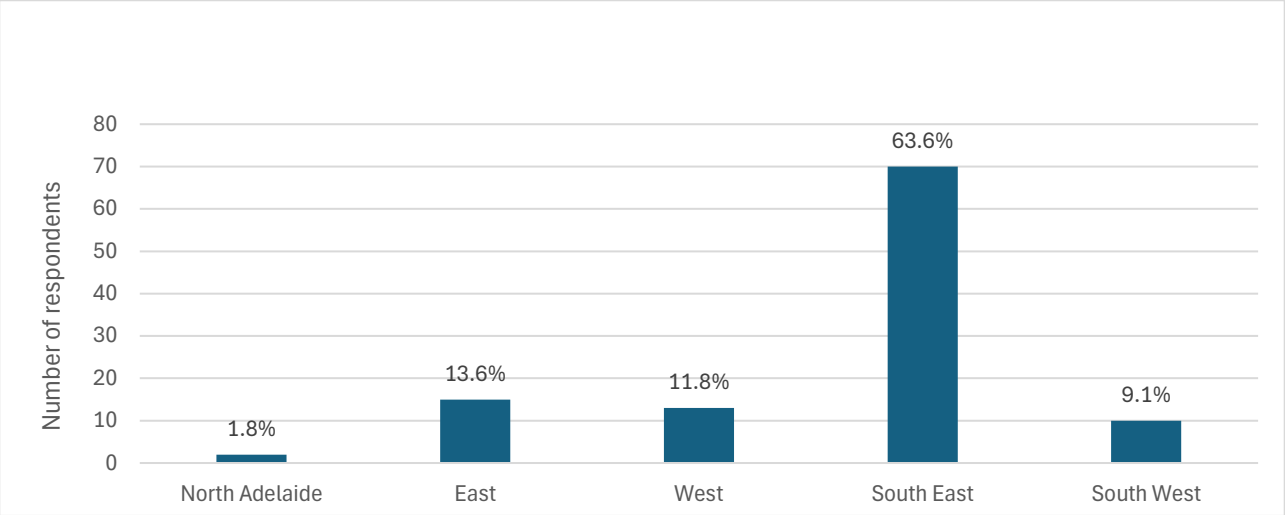


City of Adelaide business owners

If respondents selected that they 'own a business', they were then prompted to indicate what area of the city their business is located – North Adelaide, East, West, South-East, South West. A map was provided to assist respondents in selecting the correct response.

110 survey respondents indicated they own a business, with 70 of these indicating that their business is located in the South-East precinct of the city (where Hutt Street is located) (refer Figure 3). Note: 2 respondents skipped this question.

Figure 3: What area of the city is your business located in (percent of business owners)

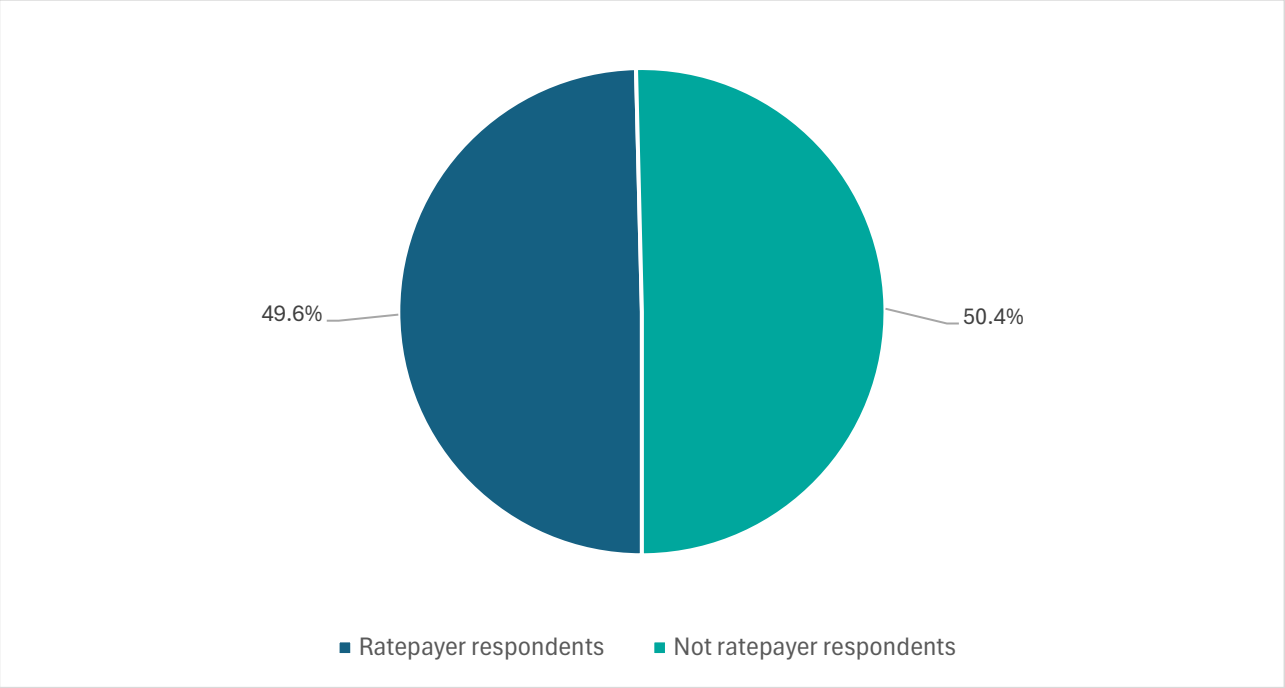


Question 2: Are you a City of Adelaide ratepayer?

Respondents were invited to indicate whether they were a City of Adelaide ratepayer.

The proportion of ratepayers to non-ratepayers within the respondent group was evenly split (refer Figure 4). This was a mandatory question and there was no option to decline or to state unsure.

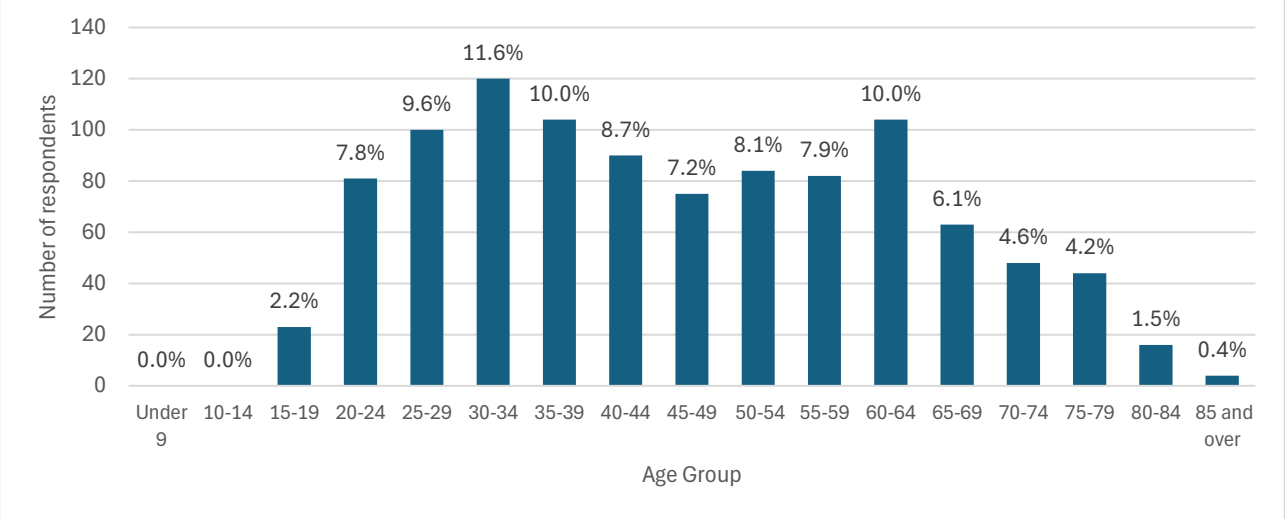
Figure 4: City of Adelaide ratepayer as proportion of all respondents



Question 3: Age group

Seventeen preset age cohorts could be selected by respondents, mostly within 5 year age brackets. The survey responses indicate a high level of age diversity with almost all cohorts having some level of participation (with the exception of 14 years and under) (refer Figure 5).

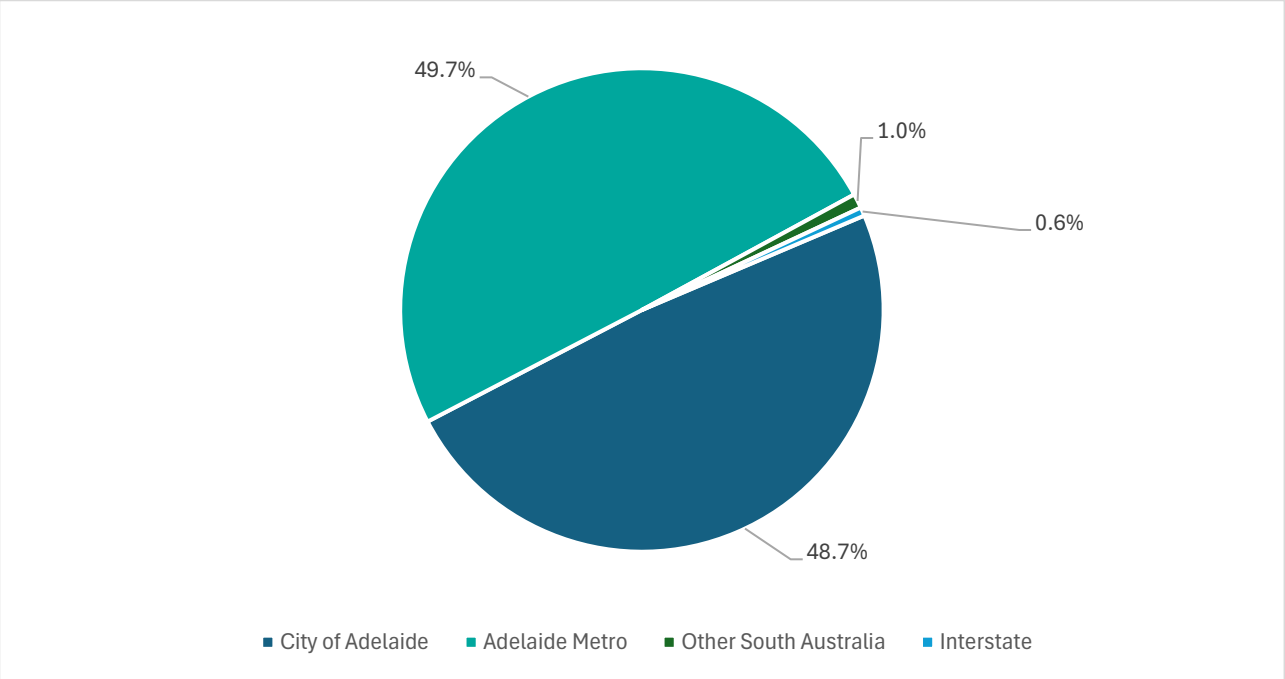
Figure 5: Age distribution (all respondents)



Question 4: Postcode

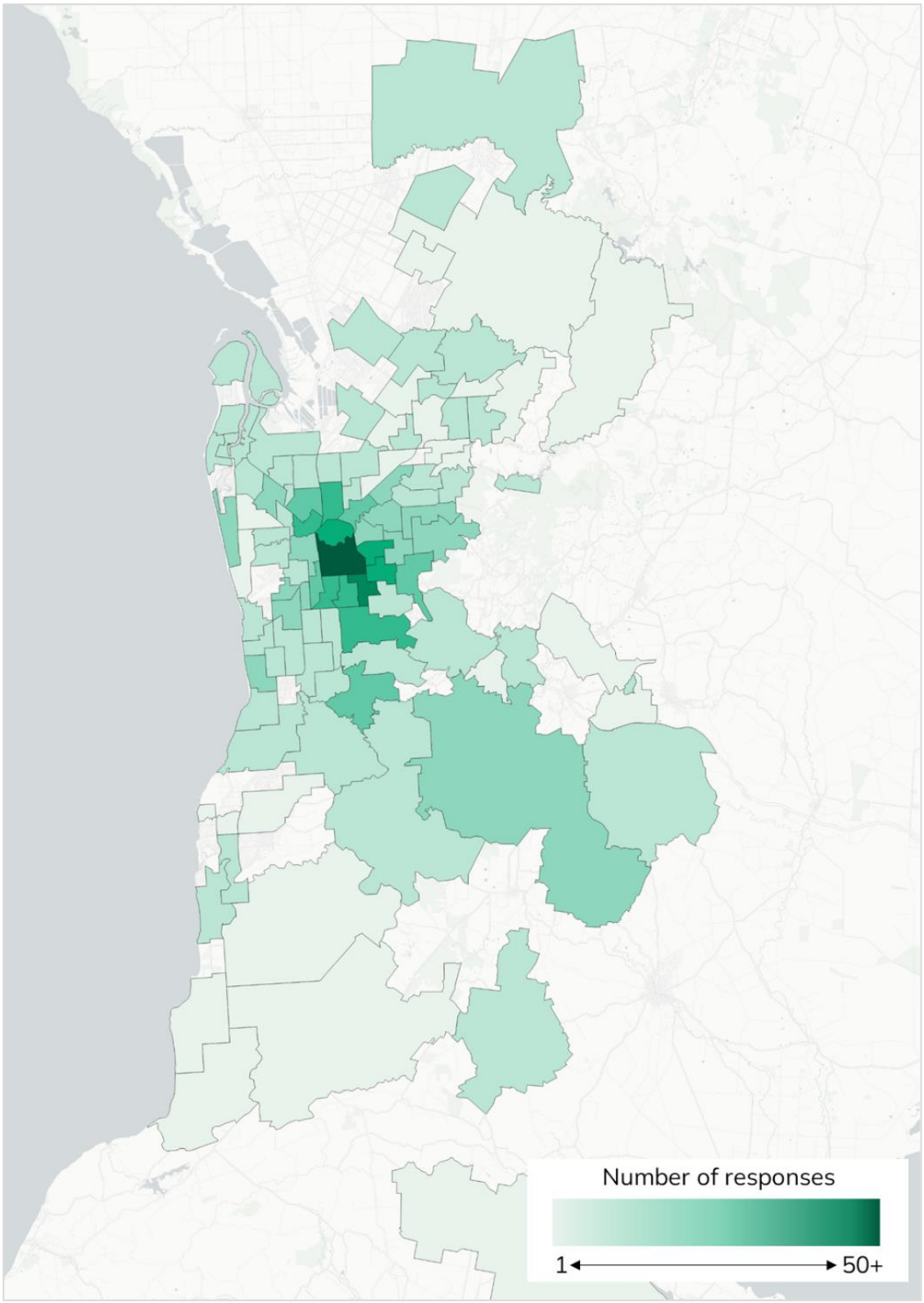
Respondents were required to provide their postcode. The data is presented in terms of whether respondents indicated a City of Adelaide, metropolitan Adelaide, other South Australian or Interstate postcode (refer Figure 6). The data indicates that almost half of respondents have City of Adelaide postcodes and half metropolitan Adelaide postcodes. Very small numbers of respondents provided interstate or other South Australian postcodes.

Figure 6: Postcode by region (all respondents)



To further understand participation, a 'heat map' of postcodes is provided (refer Figure 7). This shows higher concentrations of respondents in inner city ring suburbs as well as a fairly consistent distribution of respondents from both the northern and southern parts of metropolitan Adelaide.

Figure 7: Postcode distribution heat map (all respondents)

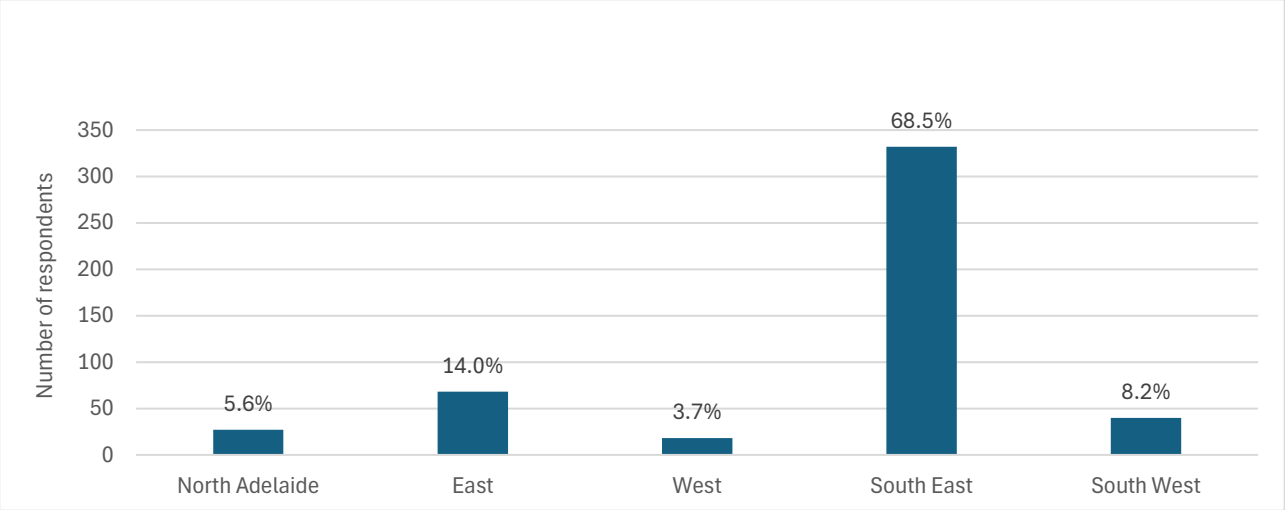


City of Adelaide postcodes

If respondents provided 5000, 5001 and 5006 as postcodes, they were then prompted to indicate what area of the city they live in – North Adelaide, East, West, South East, South West. A map was provided to assist respondents in selecting the correct response.

332 (or 68.5%) of the 506 **survey respondents with a City of Adelaide postcode** indicated that they live within the South-East precinct of the city (where Hutt Street is located) (refer Figure 8).

Figure 8: Area of the city where live (City of Adelaide postcodes)



This represents **31.9**% (almost a third) of **all** survey respondents. This suggests that a strong number of local residents participated in the survey, but that overall, more people who completed the survey self-identified as being from outside the South-East precinct.

A note on survey design and response

It is noted that there are some differences in the data as a result of participants choosing different response options relating to where they live. For example,

- 467 respondents indicated they live in the city (Question 1)
- 506 provided a City of Adelaide postcode (5000, 5001 or 5006) (Question 4)
- 485 responded to what part of the city they live in (eg South-East etc) (Question 5)

This discrepancy may be due to a number of factors, including some respondents potentially providing a postcode for their place of business rather than their residential postcode.

Irrespective of which figure is most accurate, these numbers suggest that somewhere between 45% and 49% of survey respondents are City of Adelaide residents.

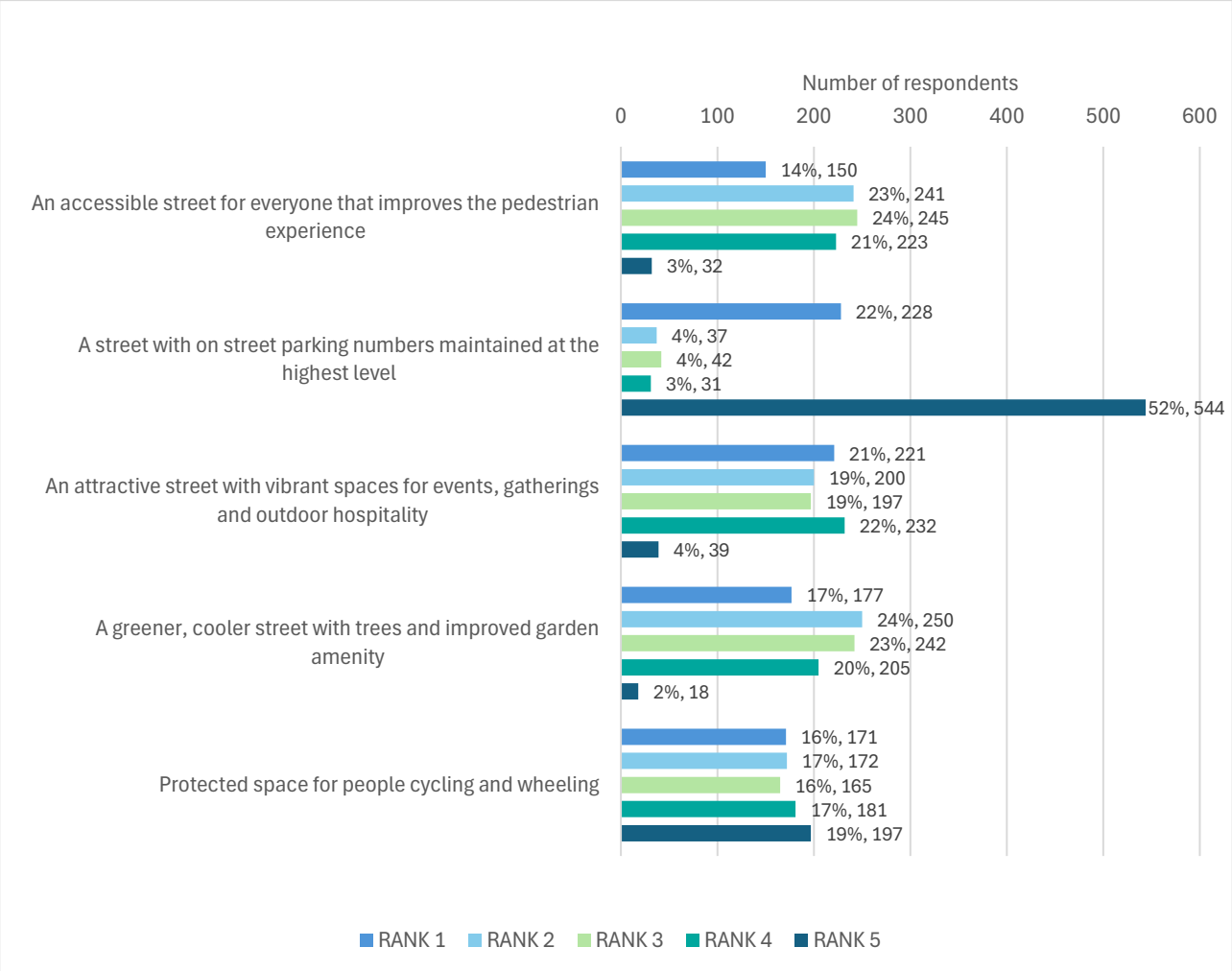
5. Hutt Street Use and Priorities

Question 5: Imagine Hutt Street in 10 years – what's most important to you?

Respondents were invited to rank the following 5 options in order of importance:

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

Figure 9: Imagining Hutt St in 10 years-what's most important (all respondents)



The distribution of ranked responses provides the following information (refer Figure 9):

- '**A street with on street parking numbers maintained at the highest level' was** the most common first priority (by more than a fifth of respondents) and also the most common last priority (more than half of respondents) indicating a highly polarised response. *As a result of this, weighted average ranks should be treated with caution.*
- '**Protected space for people cycling and wheeling**' had the greatest variation of respondent prioritisation. It was the third most common first ranked option, but also the lowest priority by a fifth of respondents.
- Priorities relating to **accessibility**, **vibrancy** and **greening** were most commonly mid-ranked responses from participants.

Weighted average analysis

In order to try to further understand this data, weighted average rank analysis is provided (refer Table 4). A weighted average takes into account both how many people selected each response and how highly they ranked it. This gives more influence to higher-ranked responses, providing a clearer picture of overall preferences or priorities. This is like giving more points to higher-ranked choices so it's clearer which ones matter most to participants overall.

The weighted average is a common and practical method for presenting ranked survey results, especially when it is desirable to present a single summary metric to show relative preferences. While a common methodology, there are limitations to weighted averages. There is a loss of detail as the distribution of responses is no longer clear (for example polarised vs consistently middling responses). It also can mask extremes. That is, an item with strong 1st and last-place votes might look average. Further information on the methodology for this analysis is provided in Appendix C.

This weighted analysis shows that greener, vibrant and accessible street design is preferred by respondents. A street that has protected cycling infrastructure is more likely to be preferenced than a street that maintains on street parking.

Table 4: Weighted average ranking - *Hutt St in 10 years-what's most important* (all respondents)

Weighted average rank	Option
1	A **greener**, cooler street with trees and improved garden amenity
2	An attractive street with **vibrant** spaces for events, gatherings and outdoor hospitality
3	An **accessible** street for everyone that improves the pedestrian experience
4	Protected space for people **cycling** and wheeling
5	A street with **on street parking** numbers maintained at the highest level

Question 6: How do you currently use Hutt Street?

Respondents were invited to identify how they currently use Hutt Street and could choose as many of the following options that apply to them:

- Accessing local businesses and services.
- Walking, cycling, or enjoying public spaces
- Commuting through the area
- Attending events or dining out
- Other (please specify)

'**Accessing local businesses and services**' along with '**attending events or dining out**' were the most common ways that respondents use Hutt Street currently (84% and 79% of respondents chose these activities) (refer Figure 10).

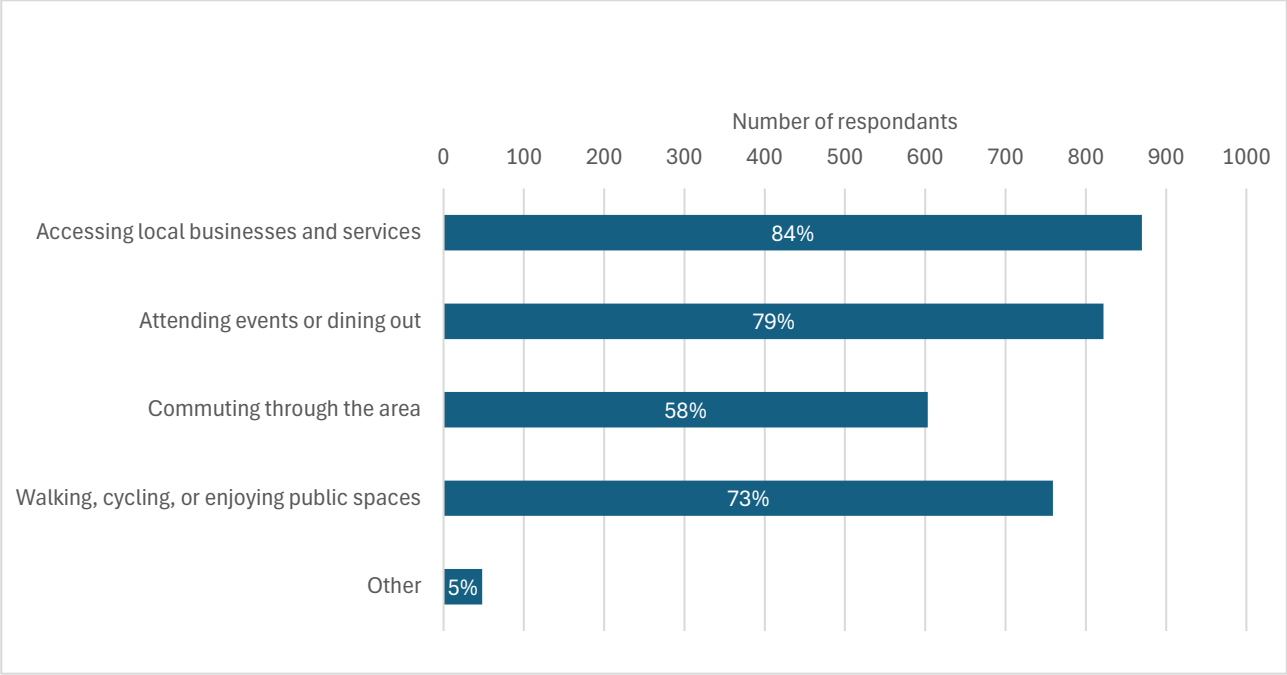
'**Walking, cycling or enjoying public spaces**' was also chosen by three-quarters of respondents.

Over half of survey respondents (58%) indicated that they use Hutt Street as a **commuter** route.

48 respondents provided an 'other' response and were prompted to provide further detail. The most common responses were that they **worked/owned a business** or **lived** in the area (15 responses and 10 responses respectively).

Eight responses indicated a range of **social and recreational activities** were pursued on Hutt Street including meeting friends, dining out or visiting the library. Other comments highlighted that Hutt Street was convenient for people with **mobility or access** requirements (5 responses).

Figure 10: Current use of Hutt St (all respondents, more than one response allowed)



A sample of verbatim comments that elaborated on responses are provided below:

"Enjoy my local village community - I live in Hutt Street - please don't change it! "

"I currently rarely use Hutt Street as I don't find it to be a pleasant area to be a pedestrian or cyclist, so I tend to avoid and go to other areas of Adelaide with those amentities." (sic)

"Utilising the services, meeting with others casually, enjoying the vehicle accessibility."

"I dont. Its currently just a car park with heavy traffic flow through it. Its not a great environment to visit with the amount of road traffic."

"I want a better urban enviroment that doesn't prioritise car use. Accesability is important, but so is livibility" (sic)

"I have mobility issues and need close parking to my local shops - this is essential for me."

Question 7: How do you see yourself using Hutt Street in the future?

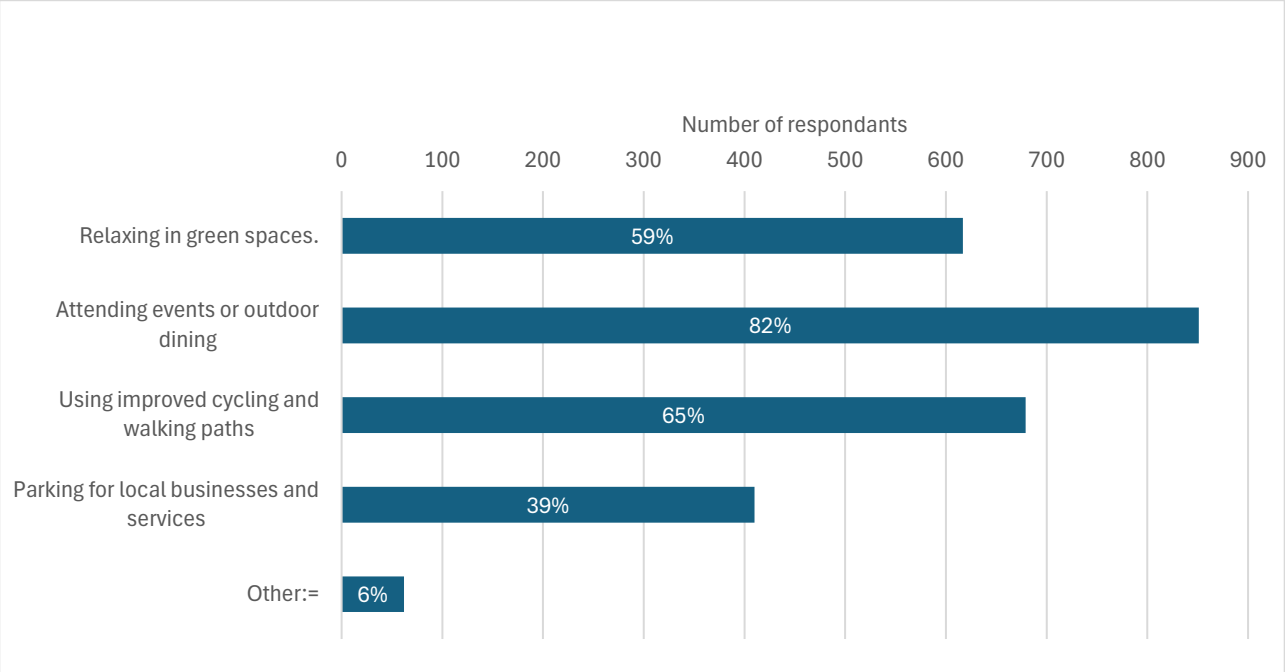
Respondents were invited to identify how they see themselves using Hutt Street in the future and could choose as many of the following options that apply to them:

- Relaxing in green spaces
- Attending events or outdoor dining
- Using improved cycling and walking paths
- Parking for local businesses and services
- Other (please specify)

'**Attending events or outdoor dining**' was the most common way that respondents see themselves using Hutt Street in the future (82% of respondents) (refer Figure 11). '**Using improved cycling and walking paths**' and '**relaxing in green spaces**' were equally common with over half of respondents choosing these options (65% and 59% respectively). Nearly half of respondents indicated that they see themselves using '**parking for local businesses and services**' in the future (39%).

62 respondents provided an 'other' response and were prompted to provide comments. The most common responses related to using Hutt Street for work, or running or patronising a local business (13 responses). An additional 10 responses referred to using the street for shopping and daily needs. Many other responses related to dining, socialising and connecting with family and friends on the street. There were a mix of responses as to the parking and traffic impacts and how this might change the way that people interact with the street.

Figure 11: Future use of Hutt Street (all respondents, more than one response allowed)



A sample of verbatim comments is provided below:

"Despite my age, I hope to continue enjoying Hutt Street without too much change, much as I do now."

"Coffee meet ups with friends particularly after a park run or a morning cycle."

"Being able to easily park and see the businesses, all of which are tantamount to a vibrant community."

"Using services and businesses but parking isn't essential."

Question 8: What is your top priority for the future of Hutt Street?

For this question respondents were invited to click on the different priorities listed below to see the concept development options aligned to that priority through programmed survey logic (refer Table 5).

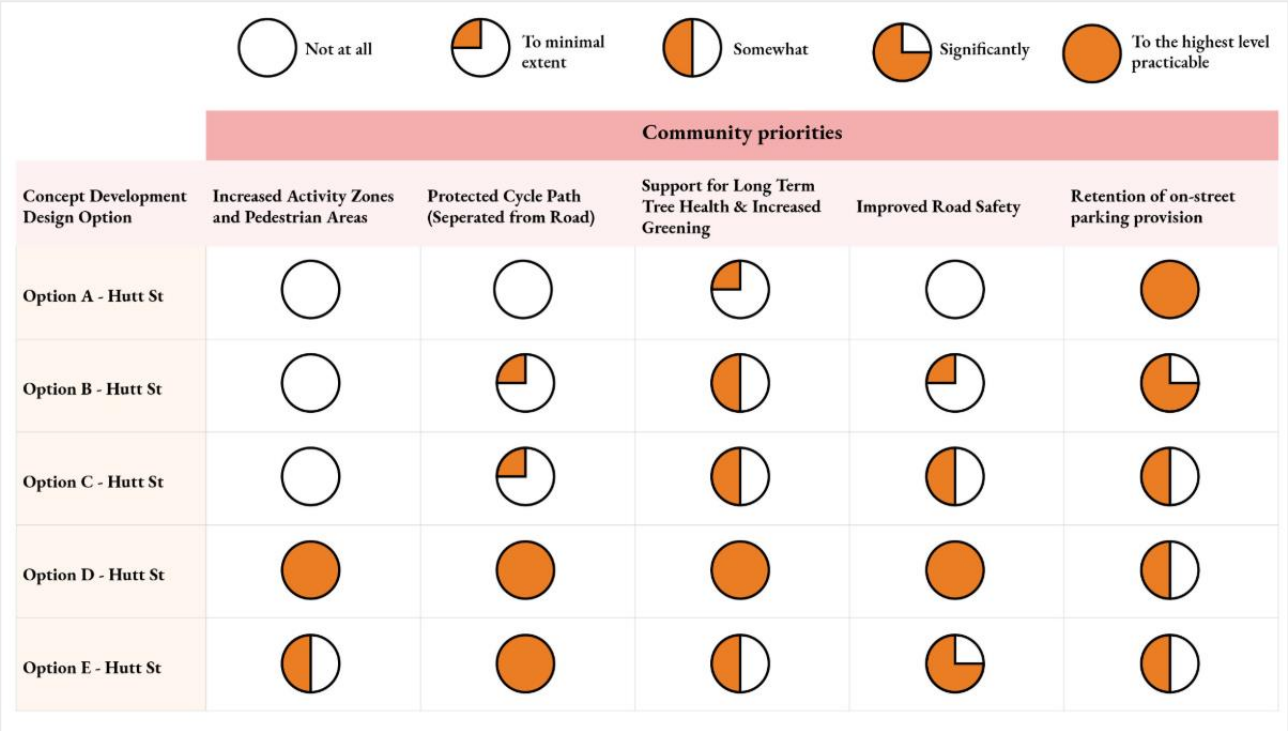
The priority and corresponding options which were displayed based on that priority are listed below.

Table 5: Programmed survey logic – priority selection and concept development option

Priority selected	Concept development option(s) that would be displayed
Retention of on Street Parking Provision	Option A Option B
Long Term Tree Health and Increased Greening	Option B Option C Option D Option E
Increased Activity Zones and Pedestrian Areas	Option D Option E
Improved Road Safety	Option D Option E
Protected Cycle Path (separated from road)	Option D Option E

Preceding this page was an explanation that each design balances different community priorities, including car parking, overall streetscape improvements and cycling access. This outlined that some designs keep most or all car parking, while others make changes that may reduce the number of car parking spaces. Figure 12 was used in the survey to explain the varying application of design features and priorities across the 5 options.

Figure 12: Community priorities and concept development options matrix



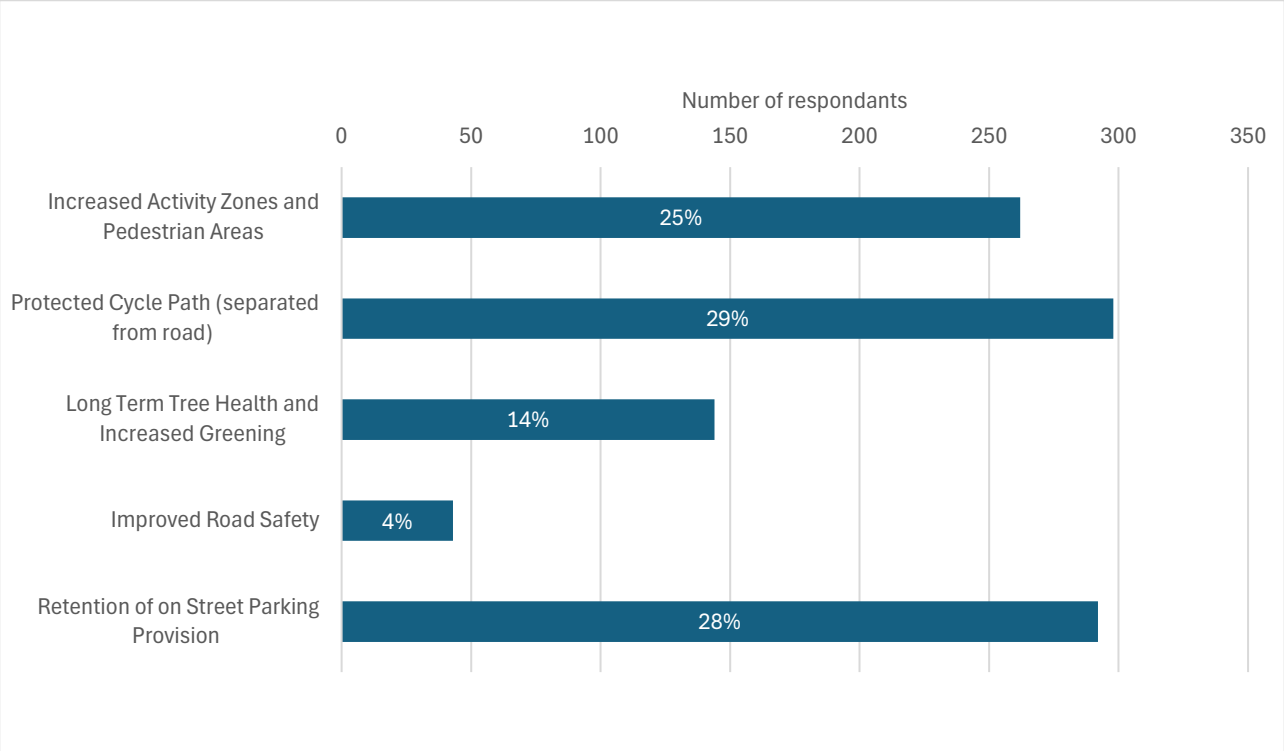
	Community priorities				
Concept Development Design Option	Increased Activity Zones and Pedestrian Areas	Protected Cycle Path (Seperated from Road)	Support for Long Term Tree Health & Increased Greening	Improved Road Safety	Retention of on-street parking provision
Option A - Hutt St					
Option B - Hutt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

Note, at this stage participants were not asked to select their preferred option, but rather what priority was most important to them. Respondents could only select one priority.

Almost equal numbers of respondents indicated their top priorities are a **separated protected cycle path** (29%) and **retention of on street parking provision** (28%) (refer Figure 13)

A quarter of respondents indicated their top priority as 'increased activity zones and pedestrian areas'. Smaller numbers prioritised tree health and greening (14%) and improved road safety (4%).

Figure 13: Top priority for the future of Hutt Street (all respondents)



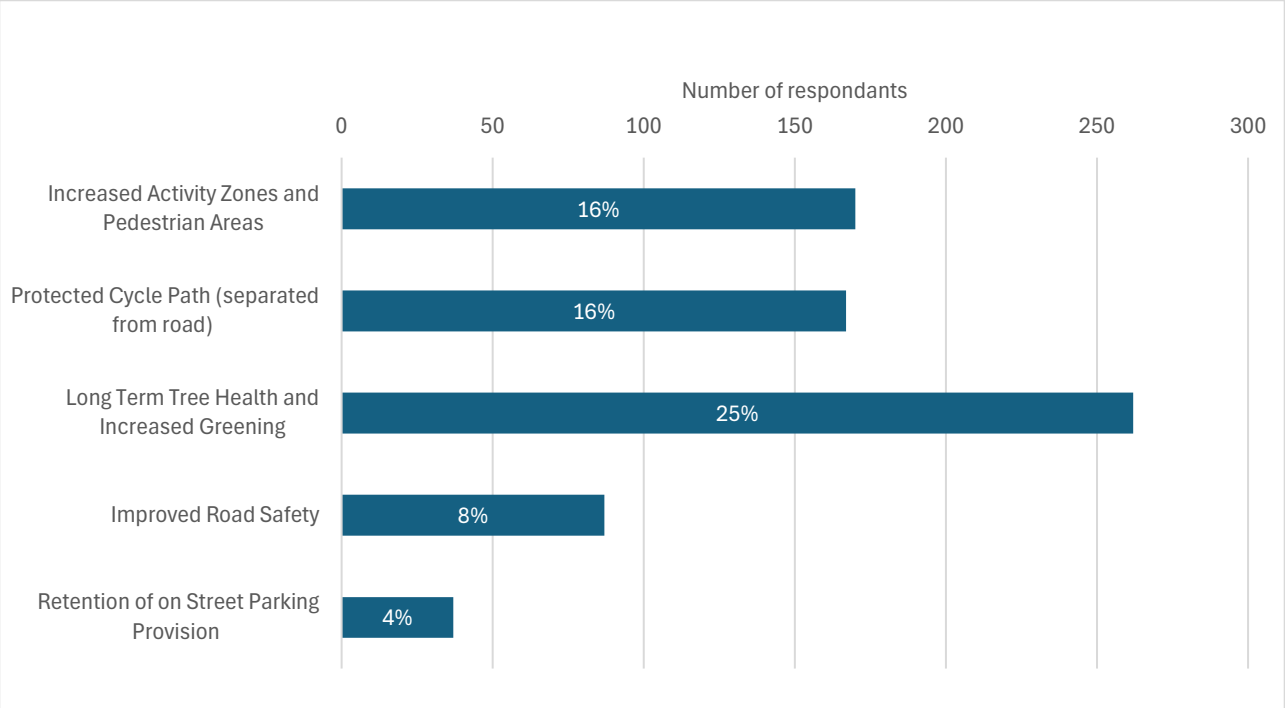
Question 9: What is your second priority for the future of Hutt Street?

Participants were presented with the remaining 4 priorities (minus the one they selected as their first preference) and asked to indicate their second priority. No concept development options were displayed on screen during this selection.

Tree health and greening was a common second preference with a quarter of respondents choosing this priority (refer Figure 14). This was followed by **increased activity zones and pedestrian areas** (16%) and **protected cycle path** (16%).

Road safety continued to be a lower priority as a second preference (8% of respondents). **Retention of on street parking** was the least common second preference (4%).

Figure 14: Second priority for the future of Hutt Street (all respondents)



Analysis of top and second priority by cohorts

Further analysis of responses to top and second priorities for the future of Hutt Street by different cohorts is presented. For the purposes of this project, this compares all responses, to responses from those respondents who identified as South-East residents and South-East businesses. The reason for selecting these cohorts specifically is it provides insight into members of the community that may be more directly impacted by this project (the logic being that a resident or business owner on or near Hutt Street would be more regularly and directly impacted than a business in North Adelaide, for example).

The comparison of this data shows that:

- A number of people from each cohort identified retention of car parking as their top priority in the first instance.
- Of those who didn't identify car parking as their top priority in the first instance, when asked for their second priority, a very small number selected retention of car parking.

This shows that overall, across all cohorts, car parking is important to some people, but for the majority of respondents other priorities are more important such as long-term tree health and greening, activity zones and pedestrian areas, cycling paths and greening and protected cycle paths.

It is also important to look at both the proportion and actual numbers of responses regarding the top and second priorities within the cohort analysis.

Figure 15 and Figure 16 and Table 6 and Table 7 summarise this data.

Figure 15: Top priority for future of Hutt Street by cohorts

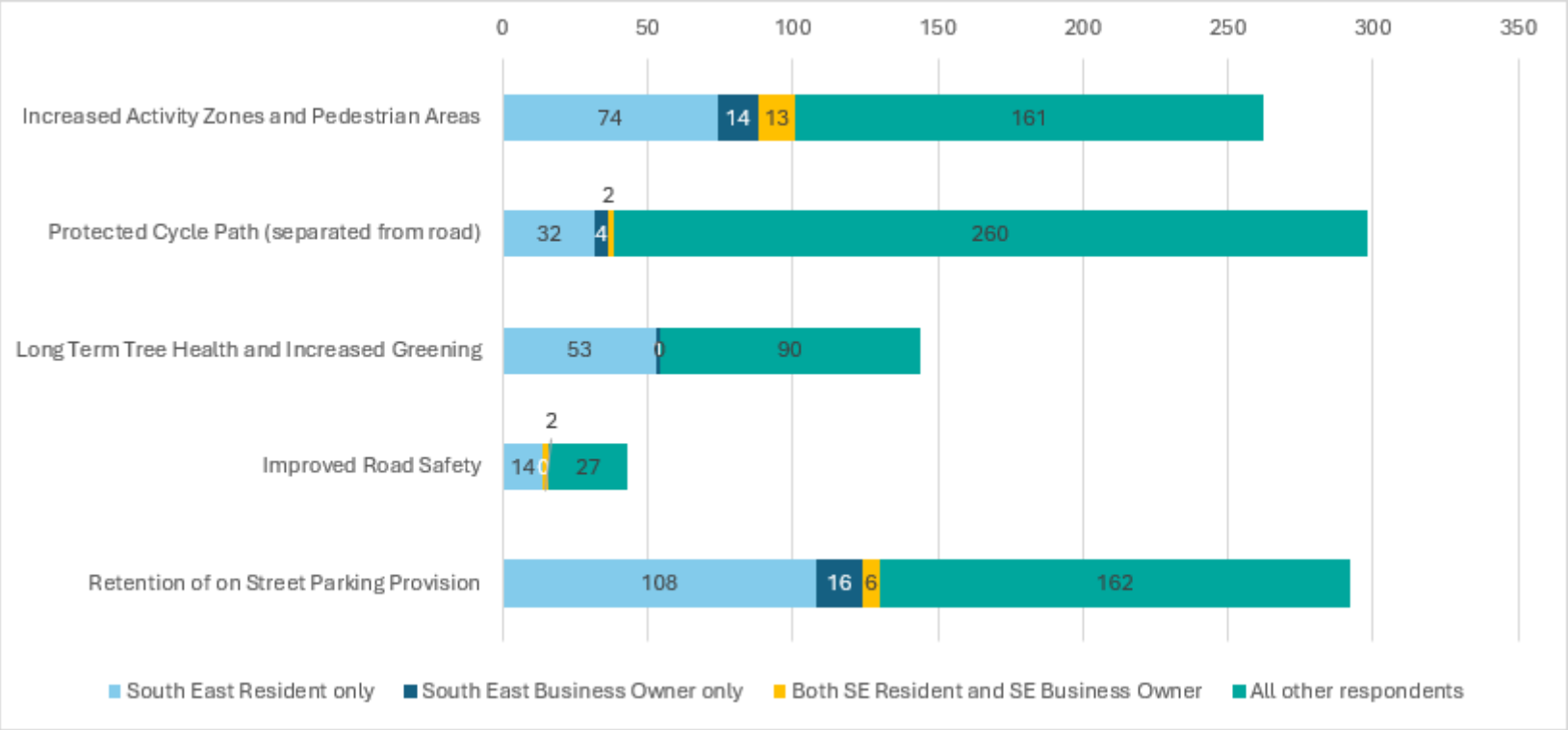


Figure 16: Second priority for future of Hutt Street by cohorts



Table 6: Top priority by cohorts (green=highest response, orange=next highest response)

Top priority	All respondents		South-East residents		South-East businesses	
	%	No.	%	No.	%	No.
Increased Activity Zones and Pedestrian Areas	25%	262	27%	91	41%	29
Protected Cycle Path (separated from road)	29%	298	11%	37	9%	6
Long Term Tree Health and Increased Greening	14%	144	17%	55	3%	2
Improved Road Safety	4%	43	5%	18	4%	3
Retention of on Street Parking Provision	28%	292	39%	131	43%	30

Table 7: Second priority by cohorts (green=highest response, orange=next highest response)

Second priority	All respondents		South-East residents		South-East businesses	
	%	No.	%	No.	%	No.
Increased Activity Zones and Pedestrian Areas	16%	170	25%	82	11%	8
Protected Cycle Path (separated from road)	16%	167	14%	46	27%	19
Long Term Tree Health and Increased Greening	25%	262	30%	101	34%	24
Improved Road Safety	8%	87	11%	38	11%	8
Retention of on Street Parking Provision	4%	37	5%	17	6%	4

6. Preferred Concept Development Option

Question 10: Please select your preferred option – all respondents

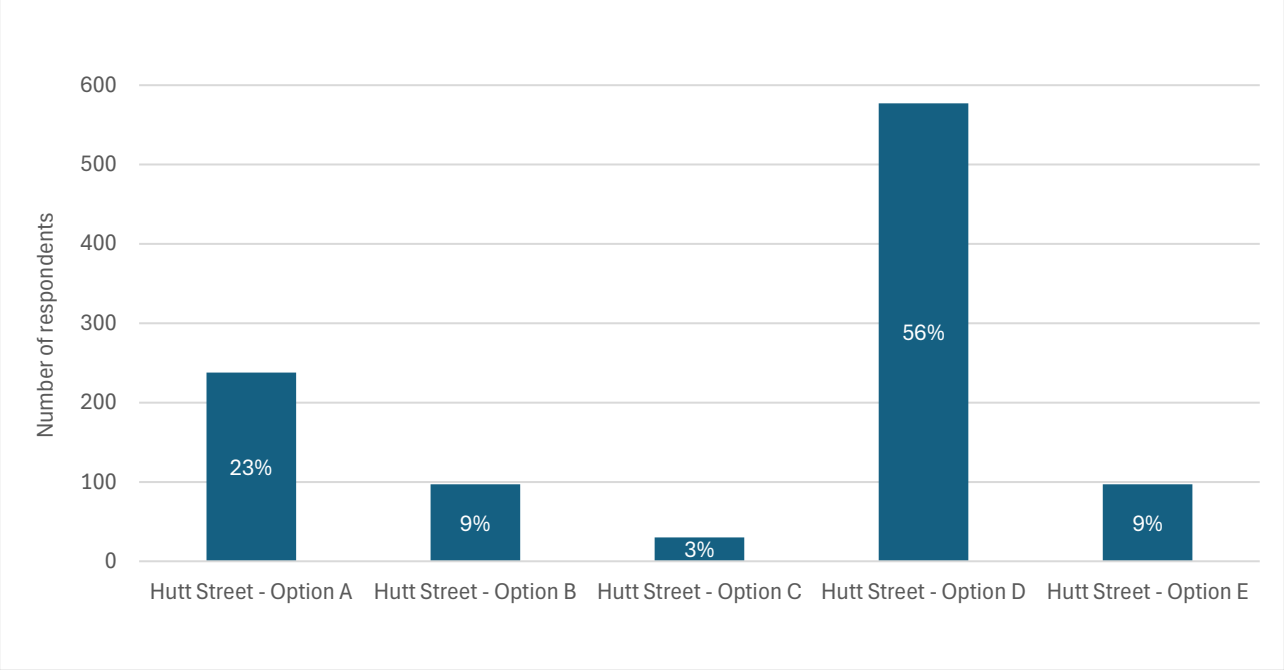
Participants were prompted to look at all 5 Concept Development Options before selecting their preferred option.

Option D was preferred by the majority of respondents and accounting for more than half (56%) of all responses (refer Figure 17).

The next most commonly selected option was Option A, chosen by just under a quarter (23%) of respondents.

Options B and E received the same level of responses (9% each) and option C was selected as by 3% of respondents.

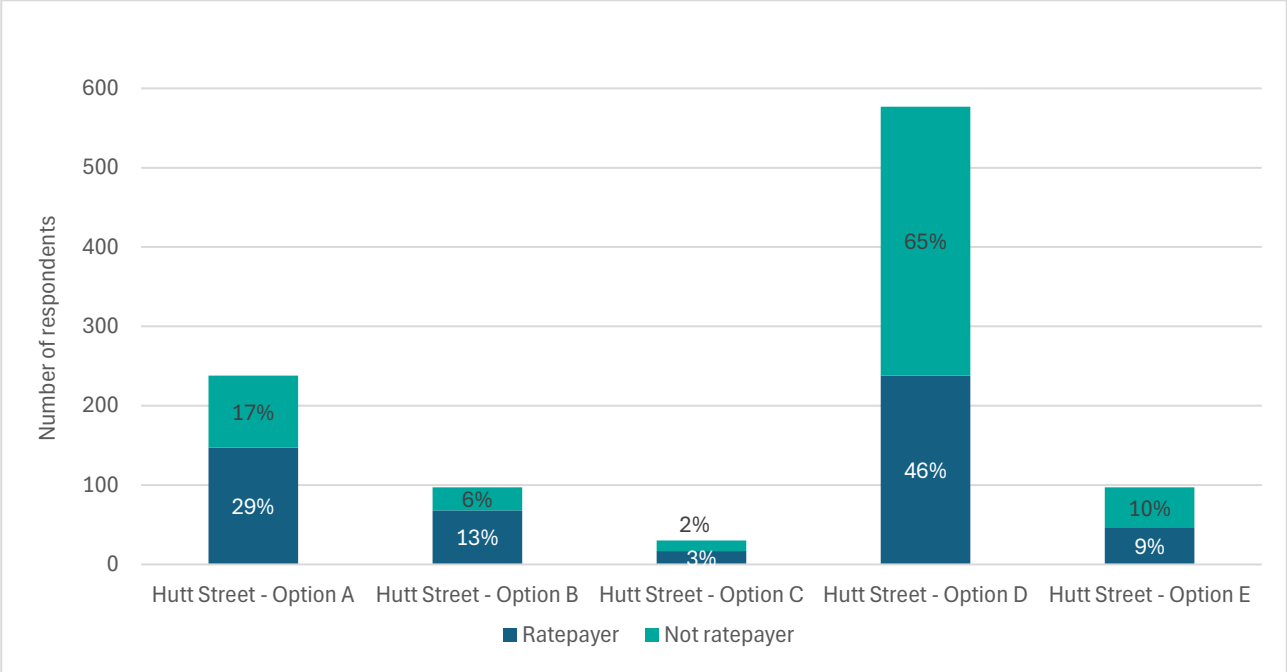
Figure 17: Preferred option for Hutt Street (all respondents)



Preferred Hutt Street option -ratepayers and non-ratepayers

515 survey respondents identified themselves as ratepayers of the City of Adelaide. When accounting for whether respondents are ratepayers of the City of Adelaide, the pattern of option preference is almost identical as to that outlined for all respondents above. Option D continues to be most preferred (46%) followed by Option A (29%) and lower rates of preference for Options B, C and E (refer Figure 18).

Figure 18: Preferred Hutt Street option - *ratepayers and non-ratepayers* (all respondents)



Preferred Hutt Street option – South-East residents and businesses

The preference pattern remains consistent for respondents who identified as being residents or business owners in the South-East of the city (n=332 and n=70 respectively) (refer Figure 19 and Figure 20).

Even when separating out the views of ratepayers, residents of the South-East of the City of Adelaide, or business owners of the South-East of the City of Adelaide, all groups show a clear preference for Option D.

Figure 19: Preferred Hutt Street option– South-East residents

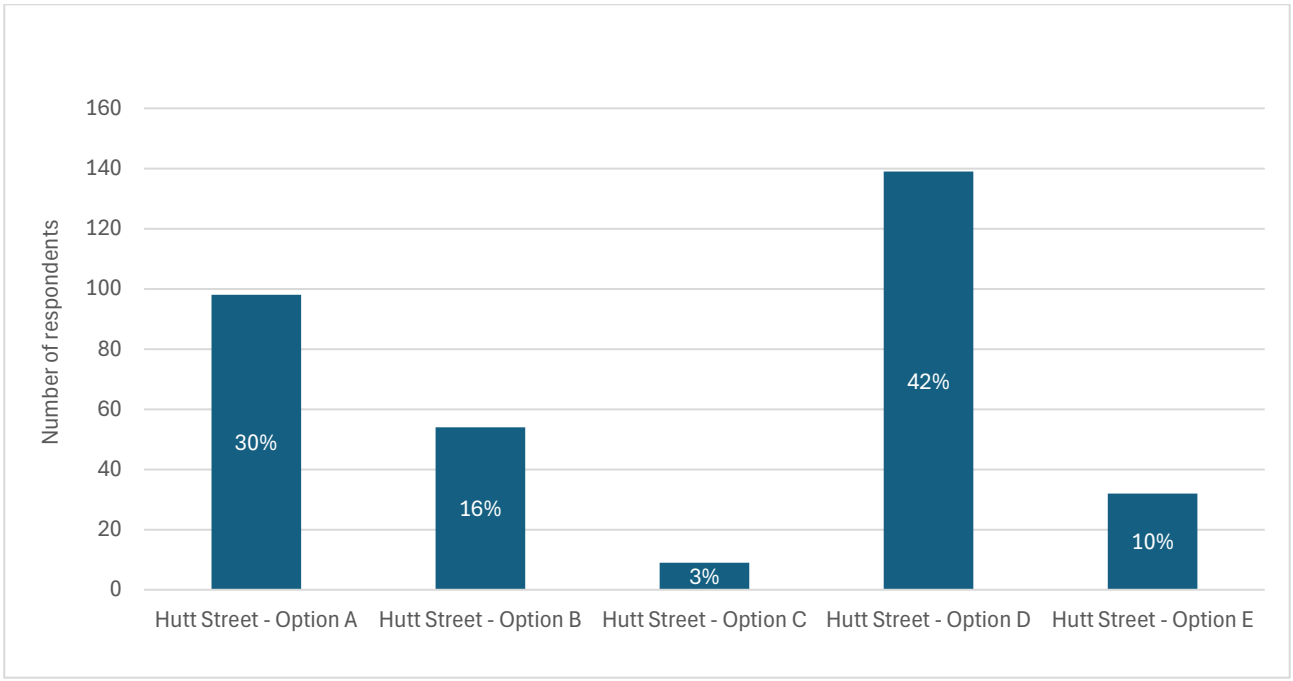


Figure 20: Preferred Hutt Street option – South-East businesses

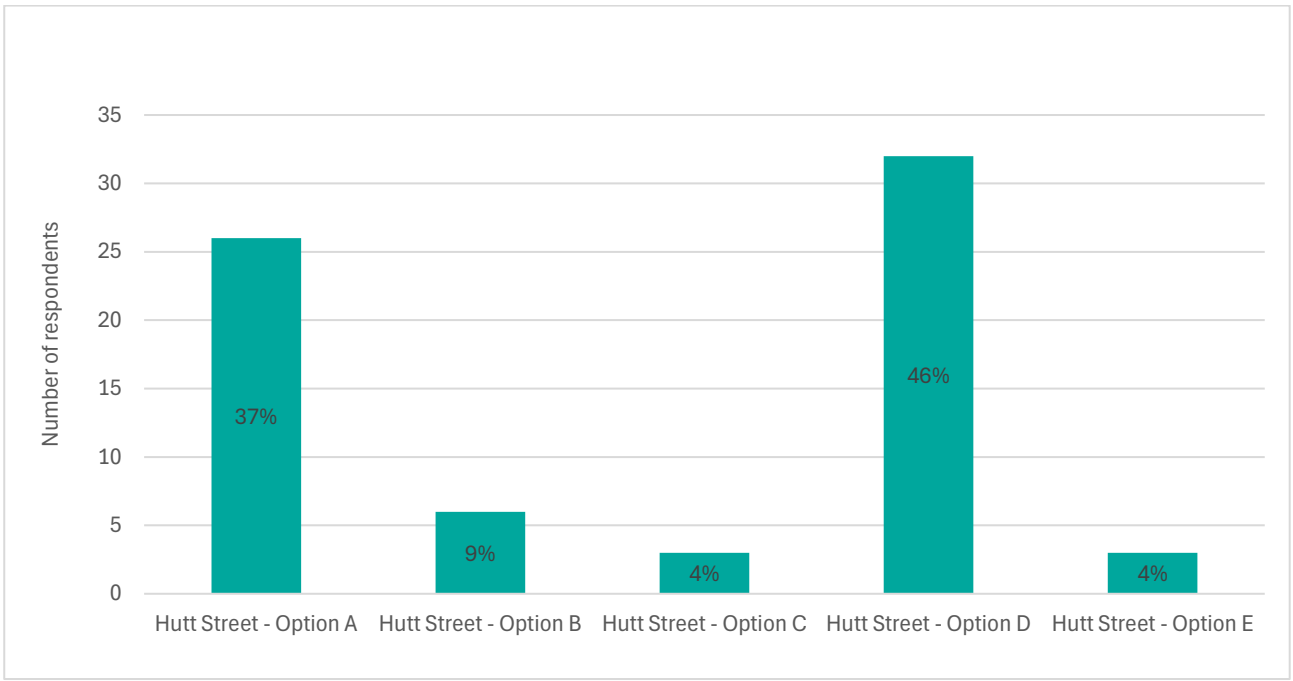
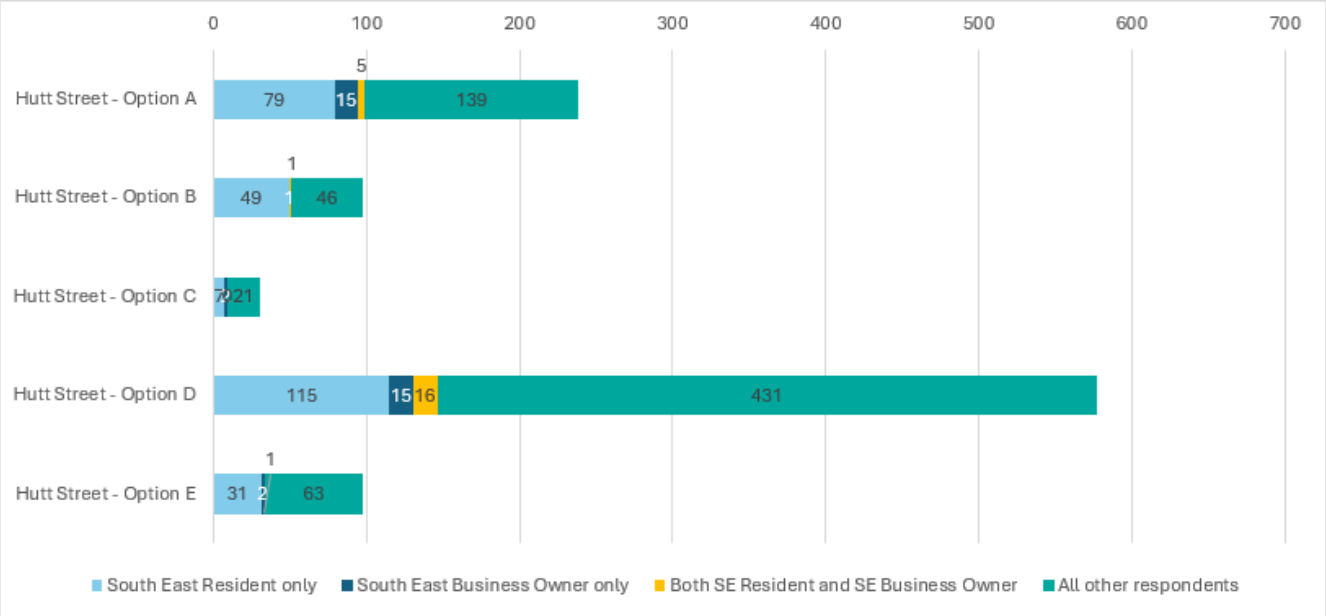


Figure 21: Preferred Hutt Street option – All cohorts



What do/don't you like about this option (free form)

Subsequent questions asked respondents to indicate what they did and didn't like about the options. They were able to provide this feedback in their own words in free form text. Table 8 provides a summary of the free form responses that accompanied respondents' preferred option. They have been paraphrased for consistency and ease of reading.

Table 8: Free form responses (all respondents)

Option	What do you like about this option?	What don't you like about this option?
Option A	• Residents with **mobility issues** rely on nearby parking to **access** shops and local businesses. • Maintaining **parking** is vital for the **survival of Hutt Street businesses**. • **Parking is already limited**, and further reductions would harm both residents and businesses. • The Hutt Street community values its **residential, village-style character**. • There is some **opposition to more bars and nightlife** venues in the area. • Retaining parking supports a **mix of small businesses** that locals frequently use. • Hutt Street's **accessible parking** sets it apart from other city locations. • Some business owners report significant **loss of trade** when parking is reduced. • Residents struggle to find **on-street parking** due to demand from workers and visitors. • Improvements like **fixing footpaths** are supported if parking remains unaffected. • Many residents have lived in the area for years and want to **preserve its current feel.** • **Free short-term parking** encourages visits for appointments, shopping, and social catch-ups.	• Many people feel Hutt Street **functions well** currently and should be **left unchanged**. • Numerous respondents explicitly said **"nothing" needs changing**, preferring the status quo. • **Maintaining car parking** is a top priority, with strong opposition to any reduction in parking spaces. • Some support minor upgrades, such as repairing footpaths or improving trip hazards, without altering layout or **reducing parking**. • Respondents expressed concerns that greening efforts (e.g. increasing tree canopy) may compromise **parking** or **accessibility**. • While some support more greenery, it should not come at the expense of c**ar access** or usability for residents and businesses. • There is division on **bike lane,** some see them as unnecessary, others see them as critical, but not at the cost of parking. • Several respondents believe the real issues affecting Hutt Street (e.g. **homelessness, anti-social behaviour**) are not being addressed. • A few would like to see **modest enhancements** like new seating, better lighting, and small plantings. • Comments highlighted that it was difficult to choose between **parking and greening** and that some people found both of these important. • Others noted the plan lacked enough **information**, **creativity**, or did not address inconsistencies and broader city **connectivity**. • Many expressed satisfaction with Hutt Street's current mix of business, access, and

Option	What do you like about this option?	What don't you like about this option?
	• **Reducing parking** risks making Hutt Street unliveable for residents and unattractive for customers.	streetscape, and see **major changes as unnecessary or harmful.**
Option B	• Strong support for r**etaining on-street parking** to maintain local **business viability** and community **access**. • Some consider this option a **well-balanced compromise** between improving the streetscape and protecting car parking. • Several respondents **value increased greenery** and tree protection, as long as parking and access aren't reduced. • There is support for **minimal or moderate upgrades** to footpaths, street furniture, and outdoor dining areas. • Respondents want bike lanes improved for safety, but **not expanded at the expense of car parks** or pedestrian zones. • **Maintaining traffic flow** and U-turn access is important, especially near Halifax and McLaren Streets. • Locals appreciate the current "**village feel**" and don't want changes that could lead to **business closures** or **loss of character**. • Some support limited enhancements like seating, greenery, and safer pedestrian areas if done **without major disruption**.	• Strong concern about **reduction in car parking**, with many fearing it will hurt small businesses and make visits difficult. • Support for **maintaining or modestly enhancing greenery**, especially if it doesn't compromise parking or the street's current **charm**. • **Mixed views on bike infrastructure**, with some calling for better bike paths and others questioning the need due to proximity to Frome Street bikeway. • Some support for more **outdoor dining space**, as long as parking and access are preserved. • Desire for **consistent and sensible footpath upgrades**, rather than partial replacements or unnecessary expense. • Criticism of missing features, including lack of **electric vehicle charging** and little support for **homelessness services** in the plan. • Preference for minimal changes to preserve the current "**village feel**" and functionality of Hutt Street. • Concerns over **unnecessary costs**, especially for full footpath replacements or aesthetic upgrades that don't address core access issues. • Appreciation for balance in the proposal, with some seeing it as a **reasonable compromise** between greening, parking, and accessibility. • Calls for **better road safety** and **heat mitigation**, with suggestions like restricted turns or alternative road materials.

Option	What do you like about this option?	What don't you like about this option?
	• **Parking** is described as already "a nightmare," and any reduction would **deter visits** and strain nearby residential streets. • Respondents want the **existing strengths of Hutt Street preserved**, with only subtle refinements rather than a full overhaul.	
Option C	• Broad support for **balanced outcomes**, with many noting the option achieves a strong mix of greenery, parking, pedestrian space, and traffic flow. • **Improved pedestrian accessibility** and **outdoor dining** opportunities are seen as valuable enhancements to Hutt Street's amenity. • **Wider bike lanes and better cycling safety** are welcomed, though some prefer these improvements without full separation like on Frome Street. • **Retention of on-street parking** is still a priority, especially to support local businesses and ensure short-stay visits remain viable. • **Maintaining two traffic lanes** is appreciated for preserving north-south vehicle movement and avoiding congestion. • Increased **greenery** and enhanced **tree health** are viewed positively when balanced with parking and access. • Some see this option as a **practical upgrade** to the current layout without major disruption to the existing business environment.	• **Concerns about reduction in car parking** remain strong, particularly from residents already experiencing parking difficulties nearby. • Support for the option as a **reasonable compromise**, with improvements noted despite not solving all issues. • Some worry about **favouring cycling too heavily**, especially given the proximity of the Frome Street bikeway. • Desire to **minimise disruption from roadworks**, especially to outdoor dining and business operations. • Requests for **more information** and planning regarding speed limits, tram allowances, and activation of public spaces. • Suggestions to include **more creative features,** such as entertainment zones or raised thresholds for minor intersections. • Mixed feelings about **safety improvements** for cyclists, with some acknowledging progress but still feeling **unsafe**. • Concerns over **cost and financial sustainability** of the proposal, with questions about potential debt or rate increases.

Option	What do you like about this option?	What don't you like about this option?
	• **Improved reversing safety** and parking angles are noted as helpful features for drivers and cyclists alike. • Described as a plan that "**keeps everyone happy**", some respondents regard this as the best compromise among all options.	
Option D	• **Protected and separated bike lanes** are strongly supported as essential for safety and encouraging more cycling. • The design prioritises p**edestrian and cyclist safety,** making Hutt Street more welcoming and accessible. • Wider footpaths will **improve walkability**, especially for people using prams, mobility aids, or wheelchairs. • Increased greenery and shade are valued for **cooling** the street and creating a more **comfortable** environment. • **Green infrastructure** like raingardens is seen as a sustainable and future-focused improvement. • The option allows for more **outdoor dining** and social activity, adding **vibrancy** to the street. • It helps transform Hutt Street into a **community destination** rather than a traffic corridor. • Many believe it will **attract more foot traffic**, increasing dwell time and **supporting local businesses**.	• **Too much on-street parking** is retained, with some calling for greater reductions or full pedestrianisation. • Parallel parking and lane reductions raise concerns about **congestion, safety, and access for businesses**. • There is strong support for **prioritising pedestrians** through wider footpaths, slower speeds, and improved crossings. • Protected cycling lanes are welcomed, but some raise **safety concerns** about their placement near parked cars or intersections. • Greening is valued, but many want more trees, **native** species, and **sustainable** landscaping features. • Respondents advocate for future **tram connections** and better **public transport** to reduce car reliance. • There are calls for clearer design communication and **minimal construction disruption** during upgrades.

Option	What do you like about this option?	What don't you like about this option?
	• The proposal reflects **best-practice urban design** with more people-focused planning. • While some car parking is removed, this is seen as a **worthwhile trade-off** for broader public benefits. • Respondents feel that nearby off-street **parking remains sufficient** for access needs. • The design offers long-term social, economic, and environmental **benefits for the precinct**.	
Option E	• The option **improves pedestrian access and safety** with wider footpaths, raised thresholds, and more space for **walking** and **outdoor dining**. • A p**rotected and separated cycle path** is strongly supported for improving safety and encouraging active transport. • Increased **greenery and tree retention** are valued for enhancing amenity, shade, and the **village character** of Hutt Street. • Retaining 45-degree angle parking is preferred for its **safety, accessibility, and compatibility** with cycling infrastructure. • This option is seen as the **best-balanced** design, meeting the needs of pedestrians, cyclists, businesses, and drivers alike.	• The option reduces car parking, which some fear may **impact local businesses**, increase congestion, or shift pressure to nearby streets. • While **pedestrian access is improved,** it is seen as less generous than other options and could be **more ambitious** in reclaiming space. • The cycling infrastructure is generally supported, though concerns were raised about **path curvature**, **separation** from pedestrians, and preference for a straight, protected lane. • The design is seen as l**ess green and vibrant** than other options like Option D, with calls for more trees and usable outdoor space. • Some appreciate the overall balance of features, but others feel it **lacks creativity or boldness** and could go further to prioritise people over cars.

7. Community Events Feedback

7.1 Community drop ins/pop-up

Approximately 92 people participated across **two community drop-in sessions** and **one pop-up session held as follows**:

- **Pop-up session** – 10am-2pm Saturday 1 March 2025 at the Fringe Vibes event, corner of Hutt and Halifax Street.
- **Drop-in sessions** – 10:30am-12:30pm Wednesday 5 March and 3pm to 5pm Thursday 6 March 2025, Hutt Street Library.

Each session featured plans of the five concept development options and offered multiple ways for participants to share their feedback, including written input via “sticky notes” that could be stuck onto the concept designs. Most feedback, however, was provided through direct conversations with staff. Across the three community events, participants expressed strong views on car parking, pedestrian and cyclist safety, amenity upgrades, and the overall vibrancy and functionality of Hutt Street.



Figure 212: Fringe Vibes "pop-up" on Hutt Street

7.1.1 Feedback summary

Table 9 provides a summary of feedback received from these community events. As it is drawn from staff notes, it is thematic in nature and is intended as a high-level summary rather than a verbatim transcript.

Table 9: Community events feedback summary

Theme	#Approximate number of people who raised this
Car parking	
Support for retaining on street parking for convenience and accessibility	24
Concern that the removal of on street parking spaces will negatively impact businesses along Hutt Street	19
Would like car parks reserved for particular uses (such as residential, key businesses etc)	2
Parallel parking spaces (such as those proposed in Option D) are too difficult to access and block traffic	2
Would like a dedicated centralised carpark (such as a multi storey car park) to make up for any parking spaces being removed	1
Support for shorter parking times to increase turnover	1
Car parking off Hutt Street is required	1
Pedestrians, bikes, safety	
Support for pedestrianisation of Hutt Street	8
Concern that improved bike lanes would cause issues for pedestrians (ie points where they cross over may cause incidents)	5
Concern that e-scooters and bikes on footpaths will impact pedestrian safety	5
Concern that pollen and leaf litter generation from trees will impact pedestrian safety	3
Support for designing footpaths to be more user-friendly	3
The footpath does not need to be widened	4
Concern about the impact of homeless people on visitor safety, particularly at night	3

Theme	#Approximate number of people who raised this
Concern about interaction between bike lane and other users	3
Concern about need for separated bike lane due to Frome bikeway/ thinks cycling should be encouraged on Frome instead of Hutt Street	4
Support for separated bike lanes	2
Support for reducing speeds (30/40km/h)	3
Providing a protected bike path is important	2
Concern that irregular footpaths cause tripping hazards for users with decreased mobility	1
The bike path is not required	1
Support prioritisation of cars over bikes	1
Amenities and design	
Support for upgrades to amenities such as lighting, shade, seating, water fountains and trees	7
Concern that recent greening initiatives have not lasted and since been removed (such as rosemary planting)	2
Support for centralised car parks at either end	2
Support for creating a street atmosphere that is peopled and vibrant	2
Support for more outdoor dining	2
Concern that tree planters will interfere with movement of cars/car doors	1
Mixed views on investment in public art	1
Support for raised planter beds as rocks interfere with irrigation	1
Support for a greater range of family friendly activities (other than pubs and bars) encourage more families to visit	1
Support for the cycle paths to be painted green	1
No change is needed to Hutt Street	1

Other	
Removing on street parking will lead to more congestion within side streets which will impact residents.	3
Would like operating times for businesses to be extended	1
Concern that the project might lose funding	1
Would like to see more small businesses brought to the area	1

During the various community events undertaken, car parking was the most frequently raised theme, with strong support for retaining on-street parking and concerns about the impact of its removal on local businesses. Feedback on pedestrian and cyclist safety was mixed, some supported pedestrianisation and protected bike lanes, while others raised concerns about shared space, footpath safety, and bike lane placement. Many supported upgrades to street amenities and a more vibrant, family-friendly environment. There were also concerns about increased congestion on side streets and interest in attracting more small businesses to the area.

7.2 Feedback on Options

In addition to the feedback summarised above, attendees provided feedback directly on the five concept development options. These are summarised in Table 10.

Table 10: Feedback on options – Community events

Concept option	Summary of comments
Option A	• Support for free 60-degree parking, with some calling for more free parking on Hutt Street. • Mixed views on cycling and pedestrian experience: – Some feel bikes and pedestrians already have enough space or benefit from greening. – Others express serious safety concerns for cyclists, particularly with angle parking and risk from reversing cars. – Concerns about comfort and appeal for pedestrians and cyclists, with one person saying they would avoid the area due to the design. • Appreciation for current street character, including comments like “like it like it is” and mention of it being a “multi-cultural street”.

Concept option	Summary of comments
Option B	• Concerns about cost, with one comment labelling the option a “waste of money”. • Worry about reduced parking, particularly its potential negative impact on businesses. • Concern that the location of the bike lane may lead some cyclists and scooters to use footpaths, with a preference for them to stay on the road.
Option C	• Support for relocating parking to nearby streets to reduce pressure on Hutt Street. • Suggestions for public art, including sculptures and lighting features. • Recommendation to enhance visibility of the cycle path, such as painting it green.
Option D	• Support for reduced car dependency, with many praising Option D as a bold step towards a more people-focused street. • Positive feedback on protected cycleways, highlighting improved safety and increased likelihood of visiting local businesses. • Suggestions for urban design improvements, including: – Street greening and trees to address urban heat. – Human-scale planning and treating Hutt Street as more than a traffic corridor. – Possible green-walled car park offsite to reduce visual impact. • Mixed views on footpath width, with some supportive of better pedestrian areas and others questioning the need for widening. • Concerns from some about traffic impacts, including congestion, limited through traffic, and negative effects on local businesses. • Calls for specific traffic and parking changes, such as: – Reduced speed limits on side streets like McLaren Street. – No right-turn out of McLaren Street. – Provision for elderly or mobility-impaired parking with safe access across bike paths. • Desire for full pedestrianisation from some commenters. • Some strong objection due to reduction in parking.
Option E	• Recognition of Hutt Street as an important bike route, especially for recreational cyclists. • Support for the separated cycleway, noting it improves access and encourages visits to local businesses and venues. • Question raised about traffic flow, specifically whether McLaren Street is changing to one-way.

7.3 Business Forum

Approximately 36 local businesses attended the dedicated business forum held at the General Havelock Hotel between 5-7pm on Wednesday 5 March 2025.

This forum provided local businesses the opportunity to learn about the five concept development options for Hutt Street, covering key elements such as parking, access, safety, public space, and street activation, as well as how to participate in the engagement process. The session featured a slide presentation and was supported by senior project management and City of Adelaide staff. It was facilitated by an experienced URPS facilitator and included a Q&A session to enable questions to be asked, clarification sought about the concept development options and feedback provided.

Feedback from the business forum highlighted strong support for retaining car parking due to its perceived importance to business viability and concerns about the economic impact of parking loss, mixed views on active transport and safety, calls for thoughtful, future-focused planning and a range of detailed questions about design, implementation, and potential disruption during construction. This feedback is summarised below.

- Support for retaining car parking
  Parking was the most prominent concern, with many participants highlighting its vital role in supporting business viability. Key points raised included:
  - A strong belief that if customers cannot find parking, they will stop visiting Hutt Street.
  - Concerns that removing parking could significantly impact local businesses, with one participant estimating it could “destroy 37% of the local industry” (this was not further qualified).
  - Option D was seen by some as the most invasive and least favourable design.
  - Calls were made for a revitalised Hutt Street that maintains existing parking provision.
  - A health-related business raised specific concerns about the impact on accessibility for frail or seriously ill clients.
  - Some discussion focused on existing car parking pressures, with approximately “30%” of spaces reportedly used by tradespeople and workers relating to ongoing development in this part of the city.
  - Suggestions were made to offset any loss of parking on Hutt Street by providing replacement spaces in nearby locations.
- Concerns about businesses
  Several business owners linked the potential removal of parking with a loss of trade and increased economic pressure. Key concerns included:
  - One business reported that 80% of its customers travel from the Hills and expressed concern that reduced parking would make it harder to attract and retain these customers.
  - Another business shared that 63% of its clients come from outside the city and feared that losing parking would negatively affect both accessibility and overall sales.

- A further business explained that customers already struggle to find parking, and staff often have to run out to serve double-parked customers to avoid losing business.
- Request for a “realistic” economic impact study on street upgrades/loss of carparking and impacts on business.

- Safety and active transport concerns
  There was a mix of support for and concern about active transport infrastructure, particularly in relation to safety. Key concerns and comments included:
  - Cycling on Hutt Street was described by one participant as extremely dangerous.
  - Concerns were raised about the safety of bikes using footpaths and the need for better separation between pedestrians and cyclists.
  - One participant expressed support for reducing the speed limit on Hutt Street to 40km/h.
  - A call was made for improved lighting along Hutt Street to enhance nighttime safety.
  - A question was raised about whether Council has invested in traffic studies to support planning decisions.
  - One participant disagreed that there are any cycling safety issues on Hutt Street, a view that received strong audience support, including clapping.
  - Difficulty crossing Hutt Street as a pedestrian was highlighted, with particular concern about the lack of pedestrian refuges, especially for older residents.

- Future outlook and infrastructure needs
  Participants acknowledged the need for upgrades but called for thoughtful, future-focused planning. Key comments included:
  - A desire for investment in Hutt Street, noting it has been 30 years since the last upgrade.
  - A call for a broader cultural shift away from private vehicle use, with greater emphasis on active and public transport.
  - Suggestions to improve public transport access to Hutt Street as an alternative to reliance on car parking.

- Questions
  During the business forum, participants asked a range of questions reflecting their interest in the design, implementation, and potential impacts of the Hutt Street upgrade. These questions included:
  - How many car parks currently exist on Hutt Street, and does Option A remove any?
  - How many of the proposed car parks are allocated for electric vehicles?
  - What type of vegetation is being proposed, and will it be irrigated?
  - Are the bike lanes in Option E separated from pedestrians?
  - Is Option B compliant with AustRoads standards, especially in relation to buses?

- Has Council conducted any modelling on the economic impact of removing car parking?
- Can Council provide a map distinguishing essential upgrades from cosmetic improvements?
- Will Council use technology, such as in-ground sensors or signage, to help visitors find available parking?
- If parking is removed from Hutt Street, will it be reinstated elsewhere nearby?
- How would designated "slow wheeling zones" be enforced?
- How long will construction take, and will Hutt Street be completely closed?
- When is construction expected to commence?
- How will construction be managed to minimise disruption for businesses?
- Will the chosen option affect Council rates?
- Where is the funding for the project coming from?
- How will fees for parklet and outdoor dining licences be determined and applied fairly?

Feedback from the business forum reflected strong concern about the potential loss of car parking on Hutt Street, with many participants emphasising its importance for business accessibility and viability. Business owners expressed fears that removing parking would reduce customer visits and lead to economic hardship, particularly for those whose clientele travel from outside the city.

While there was some support for active transport and public realm improvements, concerns were raised about pedestrian and cyclist safety, accessibility, and the practicality of certain concept development options. Participants also called for greater investment in public transport, clearer communication about the project's scope and timeline, and a balanced approach that considers both business needs and long-term urban improvement.

There were a number of vocal participants at the forum who shared their views, which were recorded and reflected in this summary; however, it is noted that some participants remained quiet, and their perspectives were not shared at the forum. All participants were encouraged to complete the online survey to ensure their views were captured. It is noted that figures/data provided by participants regarding the impact of loss of car parking have not been verified.

7.3.1 Additional information

In response to the significant number of questions raised during the business forum regarding access and safety, the City of Adelaide developed an Access and Safety document. This was shared with businesses via email following the session and is provided in Appendix B.

7.4 Stakeholder Workshops

Two invite-only key stakeholder workshops were held at the Hutt Street library conference room as follows:

- 10am-12pm Wednesday 19 March.
- 2-4pm Thursday 20 March.

A total of eight key stakeholder representatives, out of an approximate 40 invitees, attended the two sessions. Councillor Carmel Noon was also present at the first session.

Participants represented the following organisations:

Workshop one

- RAA
- SA Active Living Coalition
- Small Business Commission South Australia

Workshop two

- Property Council of South Australia
- South-East Corner Residents' Association (SECRA)
- Green Adelaide
- Transport Action Network
- Bike Adelaide

Each session included detailed maps of the five concept development options, with the project manager and landscape architect guiding participants through the features and implications of each. The discussions were facilitated by a URPS engagement specialist to ensure a focused and inclusive conversation.

7.4.1 Feedback summary – stakeholder workshops

Across both stakeholder workshops, participants discussed the trade-offs between car parking, safety, accessibility, and the long-term vision for Hutt Street.

In the first workshop, stakeholders generally viewed Option E as the best balance, providing improvements to safety and accessibility while retaining a greater number of car parks. There was also recognition that Options A or B would result in the least disruption for businesses, although Option D was acknowledged for its potential to enhance outdoor dining, walkability, and overall street vibrancy. The group broadly agreed that Option E was the most politically and practically achievable, whereas Option D offers the strongest long-term community benefit.

In the second workshop, involving local residents' association representatives, and planning-focused stakeholders, there was strong support for **Option D**. It was seen as offering the greatest opportunity to transform Hutt Street into a safer, more vibrant and pedestrian-friendly destination. However, some participants noted that parts of the community were divided, some favouring Option B for its convenience and parking retention, while others preferred Option D for its future-focused improvements to safety and urban quality. The benefits of improved cycling and pedestrian infrastructure were strongly emphasised, particularly in relation to encouraging local visitation and supporting retail activity.

Concerns were raised in both workshops around reduced parking availability for businesses and their customers, the impact of reducing traffic to one lane, and the importance of connecting Hutt Street with the wider active transport network. There was also a clear desire for further analysis, such as intercept surveys, to better understand how people travel to the area and how changes might affect them. Suggestions for detailed design included safer pedestrian crossings and better bike and scooter parking.

8. Submissions

During the engagement period, the City of Adelaide received 46 submissions from local businesses, residents, stakeholders and wider community. These can be read in full in Appendix D and the most common themes summarised in Table 11 with some example quotes extracted from the submissions. The most common themes raised included concern around car parking removal, mixed views on bike lanes and appetite for pedestrian and public space improvements.

Data assumptions

All written feedback provided to the City of Adelaide during the engagement period has been treated as formal submissions for the purposes of this report. This includes feedback emails, relevant queries regarding the design, and formal written submissions received from members of the local community, businesses, and the broader public.

Where individuals provided multiple pieces of feedback, such as an email comment and a separate submission, these have been consolidated into a single submission to ensure clarity and avoid duplication (refer to Appendix D for further detail). In a small number of cases, the same individual contributed in different capacities (e.g. as a resident and as a representative of an organisation); these instances were noted and considered accordingly.

Late submissions

Late written submissions were accepted until 5pm, Friday 4 April 2025. There were four late submissions received (of the total 46 submissions). These submissions have been included in the report and summaries and are specifically marked as late in the Appendices. No submissions were accepted after this deadline.

Table 11: Summary of top themes - Submission

Theme	Comments and suggestions
Car parking Widespread concern that reducing car parking will harm business viability and accessibility, especially for the elderly and people with limited mobility. Some suggested alternatives to any carparking reduction as a good compromise.	• 'If customers can't find parking, they won't come to Hutt Street.' • 'Please don't reduce parking – it will destroy 37% of our trade.' • 'Short-term parks near IGA and pharmacies are essential.' • 'Losing parking means losing foot traffic – it's that simple.' • 'We already have issues with tradespeople using customer parking bays.' • Parking is critical for elderly patients accessing our medical services.' • 'We rely on quick stop-ins – this change could drive customers away.' • 'Has Council assessed the economic impact of parking removal?'

Theme	Comments and suggestions
	• 'Weekday and night-time trade will drop if parking is harder.' • 'Parking changes could halve our turnover.' • 'Have you modelled what happens to retail if access drops?' • 'We're not against improvements – just don't cut off our customers.'
Bike lanes Mixed views on separated bike lanes. Support for safer infrastructure, but some argue existing routes (e.g. Frome Street) are sufficient.	• 'A protected bike lane would make Hutt Street safer and more accessible.' • 'The bike path isn't necessary – Frome Street already serves this purpose.' • 'Current bike lanes are dangerous due to reversing cars.' • 'I've stopped cycling on Hutt Street because I've had too many near misses.' • 'Separated bike lanes will attract more customers who ride.' • 'The bike lane should be on the median or moved to another route entirely.'
Pedestrian and public space improvements Support for wider footpaths, greening, lighting, and community-focused design. Calls for enhanced safety, accessibility and aesthetics.	• 'We need more fairy lights, trees, and better lighting at night.' • 'Footpaths should be wide enough for prams and wheelchairs.' • 'Create more places for people to gather and relax.' • 'Let's create more gathering places – not just car space.' • 'Shaded, well-lit footpaths will help everyone feel safer.' • 'Footpath widths need to accommodate wheelchairs and prams.'
Traffic and road design Concerns about lane narrowing, bus safety, congestion, and adherence to Australian road standards. Calls for more transparency and modelling.	• 'Bus operations will be compromised with reduced lane widths.' • 'No traffic modelling provided – we need clear data.' • 'Emergency vehicles will struggle to pass in single-lane sections.' • 'We need turn lanes that don't clog traffic.' • 'Single lanes during peak hours will create a bottleneck.' • 'Lane widths must comply with national road standards for buses.'

Theme	Comments and suggestions
Design process and concept development options Desire for a hybrid option. Views divided between minimal change and ambitious upgrades. Frustration with engagement and survey process.	• 'Option A is least disruptive – others are too extreme.' • 'None of the designs reflect what the community actually wants.' • 'Why wasn't a hybrid option considered?' • 'The process didn't genuinely consider trader feedback.' • 'We were given options, but none reflected what we actually wanted.' • 'A blend of options would be more practical than choosing one.'
Safety Feedback highlighted road safety risks, personal safety concerns, and lighting issues – particularly at night and for vulnerable users.	• 'Footpath lighting is too dim for safe walking after dark.' • 'Bus stops without indents pose a hazard during peak times.' • 'Some parts of Hutt Street feel unsafe, especially at night.' • 'The street needs better lighting for people walking home.' • 'Bus stop locations need to be reviewed for safety.' • 'Poor sight lines at crossings make it dangerous for pedestrians.'
Heritage and identity Desire to protect Hutt Street's character and identity through design, historic overlays, and storytelling features.	• 'We're losing the heritage charm of the street.' • 'Design should reflect the area's multicultural history.' • 'Restore shopfronts and verandahs – not just footpaths.' • 'Keep the character of Hutt Street - don't over-modernise it.' • 'Restore historic shopfronts to show pride in our heritage.' • 'Let's celebrate what makes Hutt Street unique, not generic.' • 'Opportunities exist to restore Hutt Street's historic character rather than redo all the public realm.'
Process transparency and engagement Frustration with limited engagement, survey validity, and lack of design responsiveness. Support for reinstating a stakeholder roundtable.	• 'I don't feel my feedback has been taken seriously.' • 'The online survey wasn't representative of all views.' • 'Bring back the Hutt Street roundtable for proper engagement.' • 'The survey didn't allow us to explain our full views.' • 'We need more regular updates and direct engagement.' • 'Past roundtables worked - bring them back.'

Theme	Comments and suggestions
Other Includes suggestions on homelessness support, event activation, sustainability, and tram/public transport improvements.	• 'Support the Hutt Street Centre with wraparound services.' • 'Extend the tram to make Hutt Street better connected.' • 'Include cultural programming and public art to liven the area.' • 'Tram access would make a huge difference for connectivity.' • 'We need public toilets and better amenities for events. • 'Don't ignore social services in this plan - homelessness matters too.'

A total of 32 submissions indicated a clear preference or explicitly supported one or more concept development options. These preferences are summarised in the table below. Where respondents expressed equal support for multiple options, a preference has been attributed to each of the nominated options (refer Table 12).

It is important to note that this table does not include responses where a preference was implied but not clearly stated, for example, where a submission expressed concerns about issues such as the loss of car parking without directly identifying a preferred option. In these cases, no assumptions were made (e.g. not attributing implied support for Option A unless it was explicitly mentioned). Submissions that expressed conditional support, such as "I support Option D if car parking is retained", have also been excluded from the count.

Table 12: Preferences indicated - Submissions

Category	Number of people
Expressed clear preference for Option A	7
Expressed clear preference for Option B	4
Expressed clear preference for Option C	0
Expressed clear preference for Option D	15
Expressed clear preference for Option E	6

Appendices

- Appendix A – Letterbox Drop Catchment Area
- Appendix B – Collateral
- Appendix C – Weighted average methodology
- Appendix D - Submissions

Appendix A – Letterbox Drop Catchment Area



Appendix B – Collateral

- Fact sheet
- Our Adelaide Engagement Pack
- Engagement flyer
- On-street poster
- Additional information - Access and Safety document

February 2025

Hutt Street
Main Street Revitalisation

Concept Development Consultation

Help Shape the future of Hutt Street

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

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

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

Why is Hutt Street being revitalised?

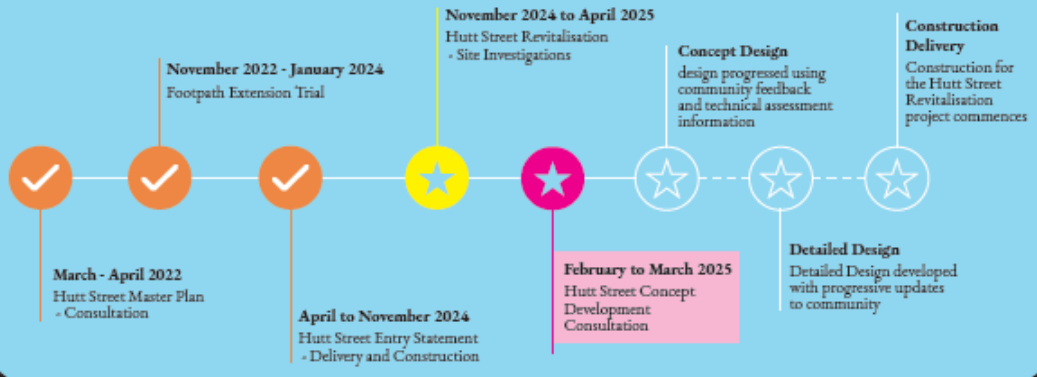
Hutt Street is one of Adelaide's main streets and is known for its village-like cluster of cafés and restaurants, which operate alongside day-to-day essential community services. There has been no major upgrade in the last 30 years.

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

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

Timeline

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



Our Adelaide

CITY OF ADELAIDE

Tell us what you think.
ouradelaide.sa.gov.au

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

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



You can view the five concept options and read our Frequently Asked Questions on the Our Adelaide page. Follow the QR code provided or go to: ouradelaide.sa.gov.au/hutt-street

How do I provide my feedback?

Take our survey

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

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

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

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

Join us at a drop-in session

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

3.00pm – 5.00pm,
Thursday 6 March 2025.

Where: Hutt Street Library, 235 Hutt Street.

Online

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

Email

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

Call

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

Customer Centre

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

Written Submissions

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

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

How will my feedback be used?

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

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

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

Consultation closes at 5pm Friday 28 March 2025.

Our Adelaide

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February 2025

Hutt Street
Main Street Revitalisation

Concept Development Consultation

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



Our Adelaide

CITY OF ADELAIDE

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

Hutt Street

Our Adelaide

Help Shape the future of Hutt Street

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

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

What is the Hutt Street Revitalisation Project?

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

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

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

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

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

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

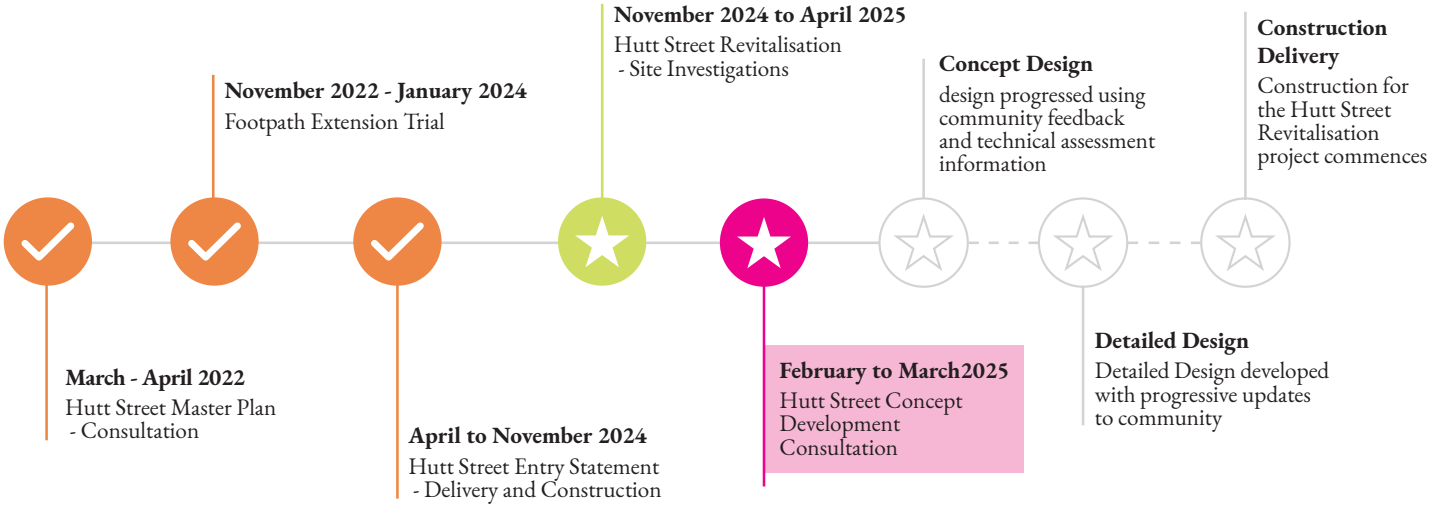
In August 2024, the Council reviewed an early concept design for revitalising Hutt Street. This concept was shaped by community feedback gathered during master planning in March/April 2022. Council sought review of the concept plans for Hutt Street Revitalisation Project with a particular focus on the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

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

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

Timeline

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



Frequently Asked Questions

Why is Hutt Street being revitalised?

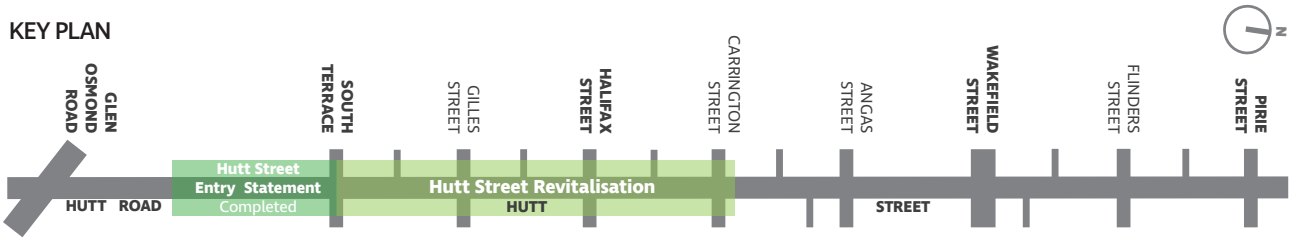
Hutt Street is one of Adelaide's main streets and is known for its village-like cluster of cafés and restaurants, which operate alongside day-to-day essential community services. There has been no major upgrade in the last 30 years.

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

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

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

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



What engagement has taken place so far?

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

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

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

Read more: Hutt Street Master Plan - December 2021

What are the design principles for Hutt Street Revitalisation?

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

The design principles are:

Provide a well-planned street that is welcoming, accessible and comfortable, that balances the needs of businesses, residents and visitors using all modes of transport and contributes to our wellbeing and sustainability goals.

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

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

Rationalise the reallocation of public space from vehicle use (parking and traffic lanes), to achieve a more equitable allocation of public space and a good balance between transport modes, trees/ landscaping, outdoor dining opportunities, to support businesses and enhance social interactions, and provide safer movement.

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

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

What is being consulted on now?

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

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

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

What does concept development involve?

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

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

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

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

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

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

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

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

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

Option A	132
Option B	112
Option C	79

Option D	72
Option E	76

Could the estimated car parking spaces change?

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

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

What will happen to accessible parking?

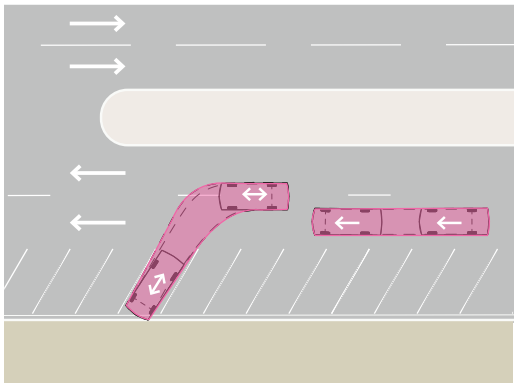
There will be no reduction in the number of accessible car parks as part of the project. Provision of accessible parking is an important aspect of the design, and we remain committed to maintaining the number of available accessible car parks or even increasing where possible and practicable.

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

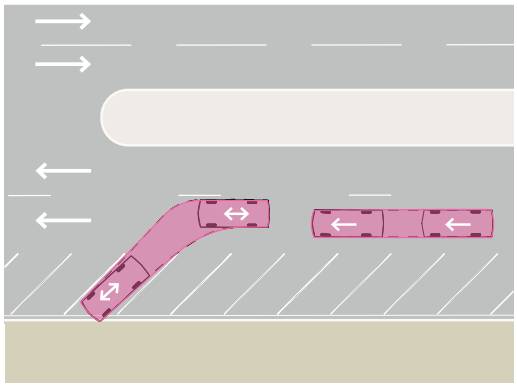
he future arrangement for on-street car parking will be dependent on which option is progressed to detailed design. Currently, Hutt Street provides 60-degree angle parking. Motorists leaving 60-degree angle parks are more likely to impact multiple lanes of road traffic, including unprotected cycle lanes,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

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

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



60 degree angle parking



45 degree angle parking

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

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

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

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

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

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

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

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

What other projects are happening in the precinct?

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

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

How do I provide my feedback?

Take our survey

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

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How will my feedback be used?

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

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

What happens next?

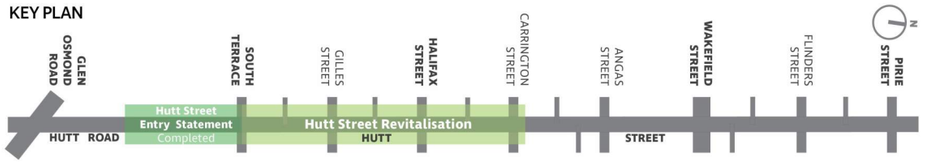
Following the close of consultation we will prepare an engagement report. This will be presented to Council for consideration in May 2025.

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

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

Concept Development Options

Option A - Hutt Street

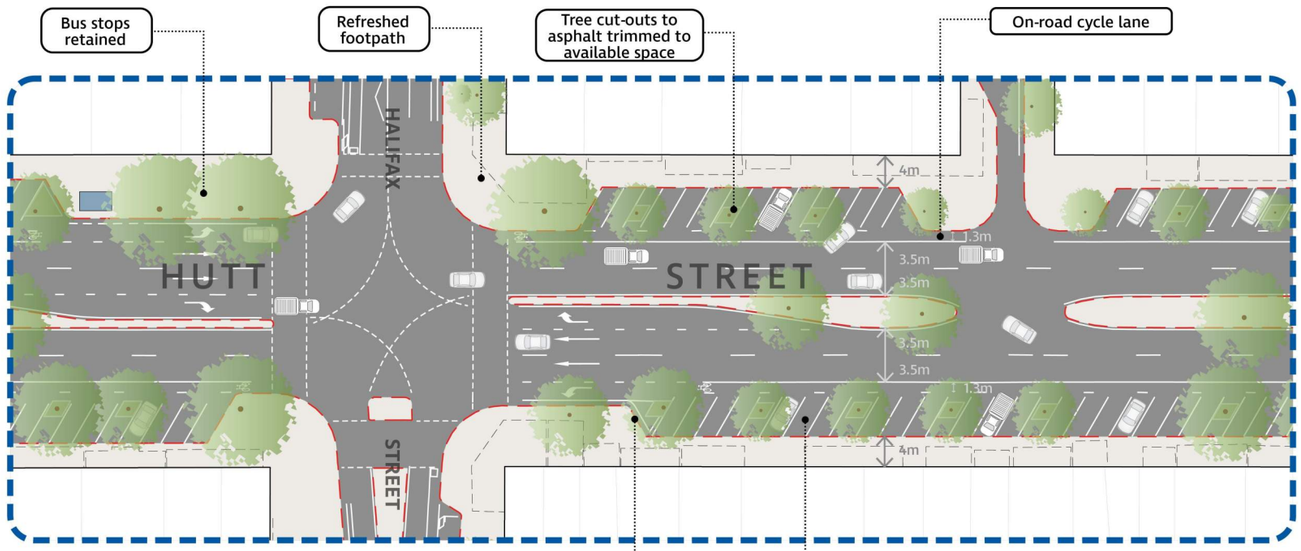




Refer to Detail Plan below

Development Option Plan

Not to Scale



Detail Plan

Not to Scale

Legend

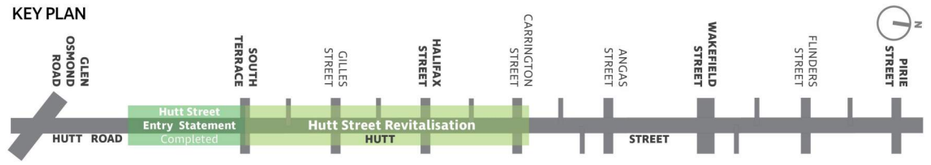
- Existing trees
- New trees
- Existing kerb
- Existing awnings and verandahs
- Footpath and activity zone
- Roadway
- Bus stop and shelter
- Tree surround

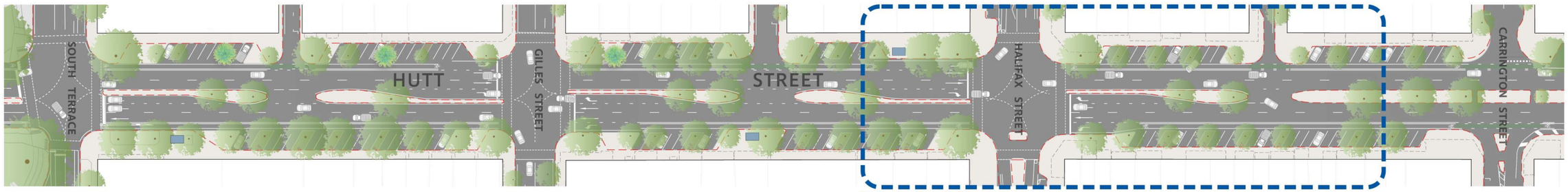
The features of this concept design are:

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

Concept Development Options

Option B - Hutt Street

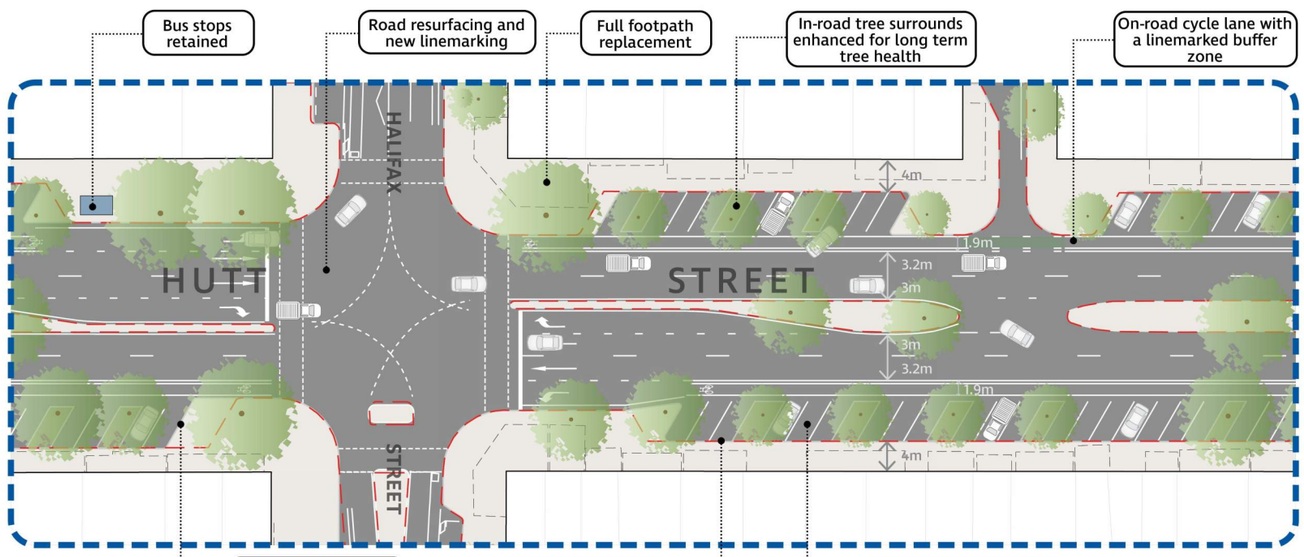




Refer to Detail Plan below

Development Option Plan

Not to Scale



Detail Plan

Not to Scale

Legend

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

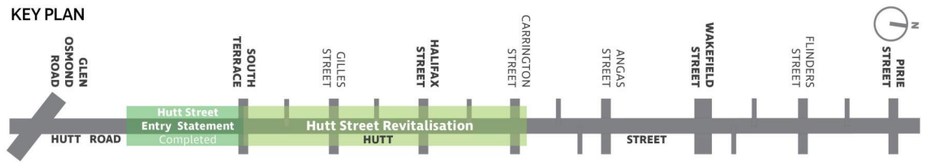
The features of this concept design are:

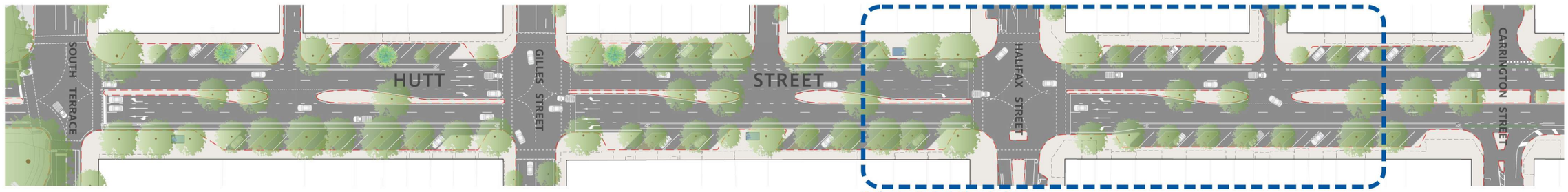
- **Maintains 60-degree angle parking** to maximise parking provision while improving parking clearances from intersections and standardising bay widths to reflect road safety guidelines.
- **Widens the on-road cycle lane** with added clearance and a line-marked buffer from traffic.
- **Retains most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

Concept Development Options

Option C - Hutt Street

KEY PLAN

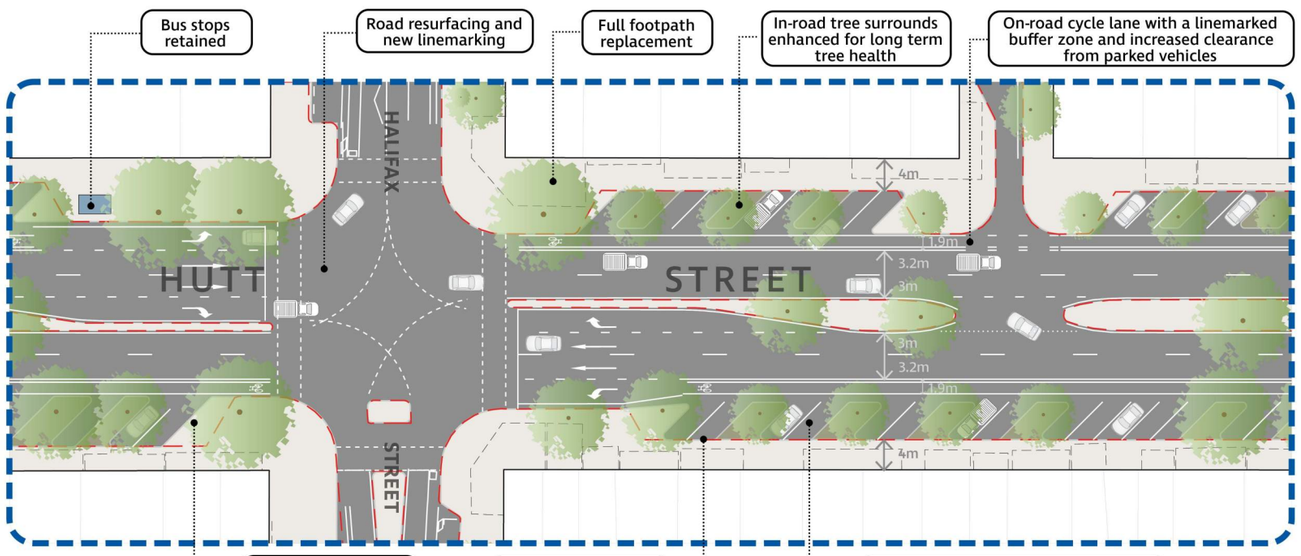




Refer to Detail Plan below

Development Option Plan

Not to Scale



Detail Plan

Not to Scale

Legend

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

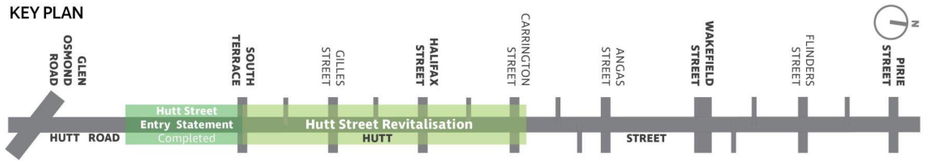
The features of this concept design are:

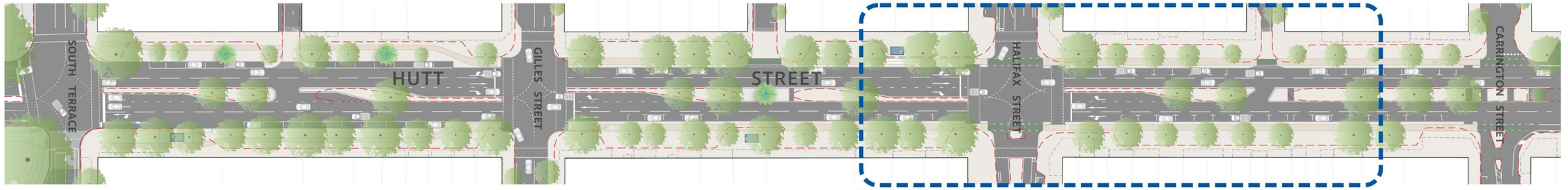
- **Changes parking to 45-degree angle**, making it easier to access than 60-degree parking but does not align with Austroads Guides' recommendations.
- **Improves reversing space and sightlines**, enhancing safety for motorists and cyclists.
- **Widens the on-road cycle lane** with added clearance and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

Concept Development Options

Option D - Hutt Street

KEY PLAN

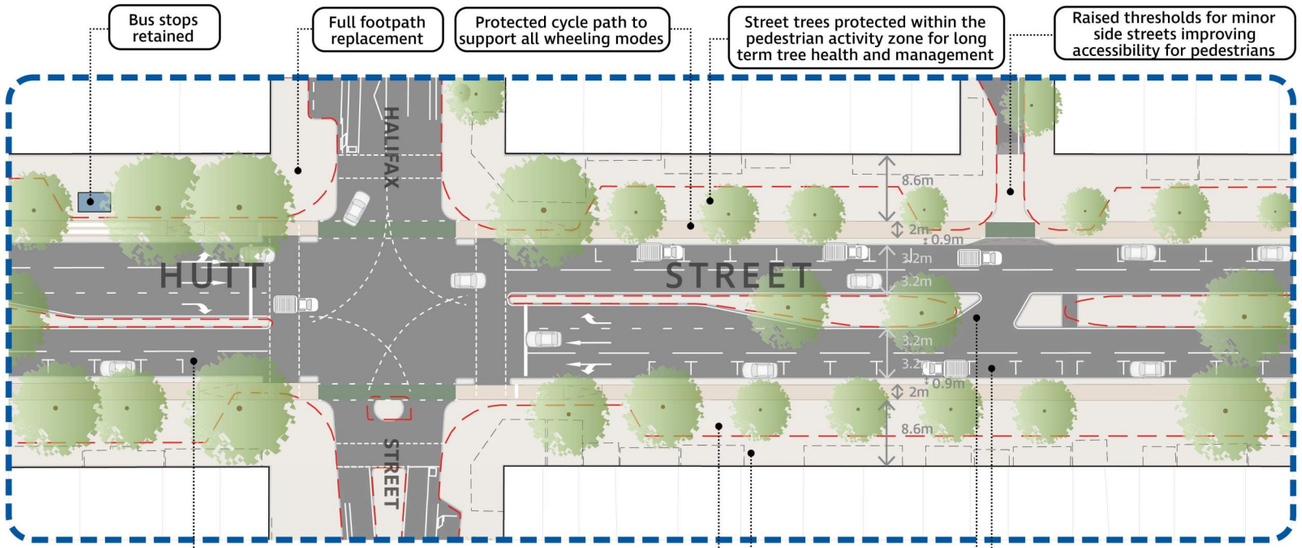




Refer to Detail Plan below

Development Option Plan

Not to Scale



Detail Plan

Not to Scale

Legend

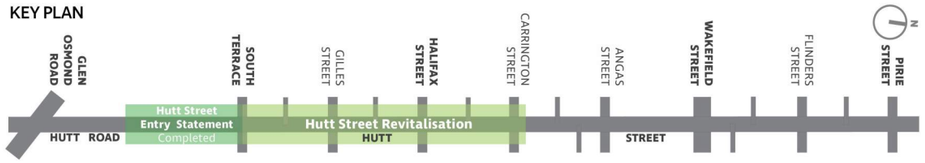
Existing trees
New trees
Existing kerb
Existing awnings and verandahs
Footpath and activity zone
Roadway
Bus stop and shelter
Tree surround
Cycle path

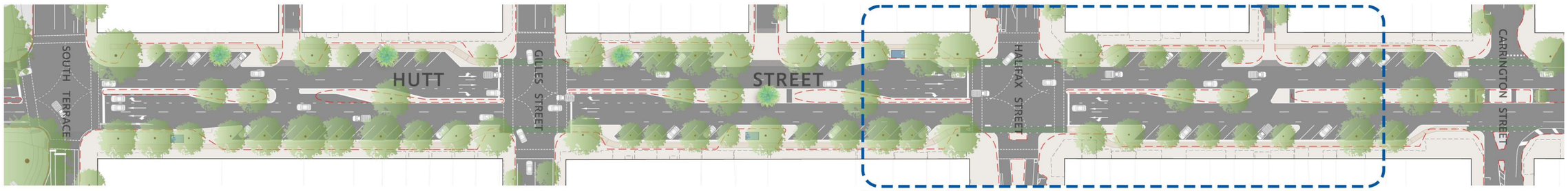
The features of this concept design are:

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

Concept Development Options

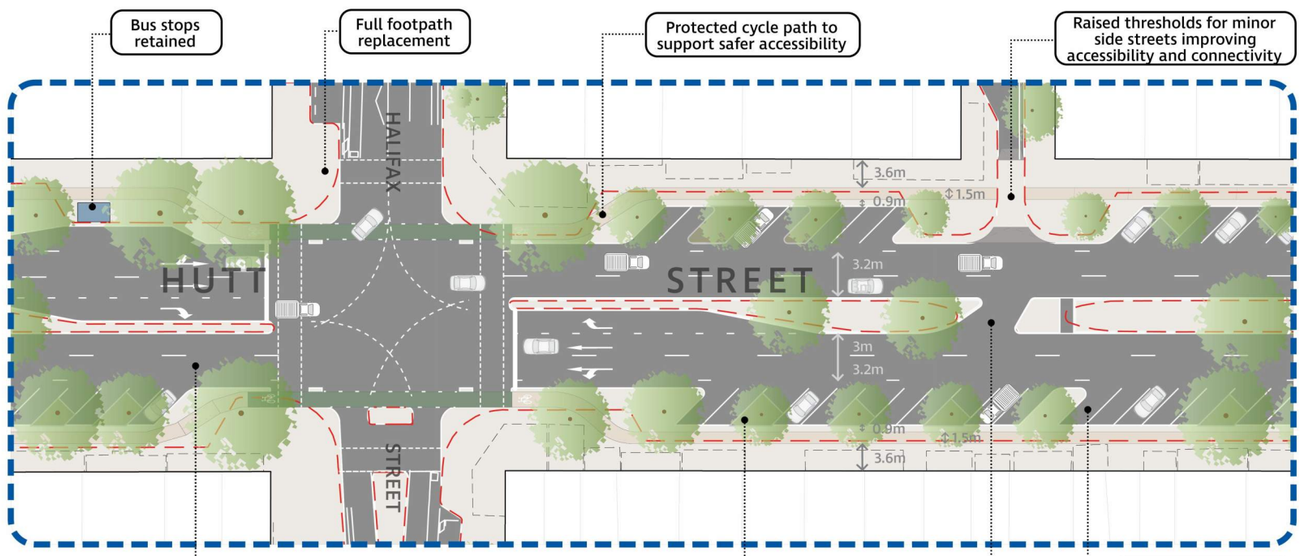
Option E - Hutt Street





Development Option Plan

Not to Scale



Detail Plan

Not to Scale

Legend

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

The features of this concept option design are:

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



Our Adelaide

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



Join us at the Hutt Street Revitalisation **information booth** at the Fringe Vibes on Hutt Street event and chat to a project team member.

Saturday 1 March, 10.00am to 2.00pm

Hutt Street, corner of Halifax and Hutt Street.



Or visit a **community drop-in session**

Wednesday 5 March, 10:30am to 12:30pm
Thursday 6 March, 3:00pm to 5:00pm

Hutt Street Library, 235 Hutt Street

Concept Development Consultation

Help shape the future of Hutt Street

Share your feedback on the concept development options by 5:00pm, Friday 28 March 2025.

Or visit Hutt Street Revitalisation **information booth** at Fringe Vibes on Hutt Street event on the corner of Halifax and Hutt Street.
Saturday 1 March from 10.00am to 2.00pm

Or come to a **community drop-in session** at Hutt Street Library, 235 Hutt Street.
Wednesday 5 March 2025, 10:30am to 12:30pm
Thursday 6 March 2025, 3:00pm to 5:00pm



Our Adelaide

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Tell us what you think.
ouradelaide.sa.gov.au

Appendix C – Weighted average methodology

About weighted average analysis

The analysis of question 5 of the survey "Imagine Hutt Street in 10 years – what's most important to you?", contained in section 5, includes a weighted average analysis.

A weighted average takes into account both how many people selected each response and how highly they ranked it. This gives more influence to higher-ranked responses, providing a clearer picture of overall preferences or priorities. This is like giving more points to higher-ranked choices so it's clearer which ones matter most to participants overall.

The weighted average is a common and practical method for presenting ranked survey results, especially when it is desirable to present a single summary metric to show relative preferences. While a common methodology, there are limitations to weighted averages. There is a loss of detail as the distribution of responses is no longer clear (for example polarised vs consistently middling responses). It also can mask extremes. That is, an item with strong 1st and last-place votes might look average.

In order to ensure the methodology is understood, they are outlined below.

Methodology

1. Input survey data

Survey data is arranged so that each row represents a response option, and each column represents how many times that option was ranked at a specific position.

	Number of respondents				
	RANK 1	RANK 2	RANK 3	RANK 4	RANK 5
An **accessible** street for everyone that improves the pedestrian experience	150	241	245	223	32
A street with on street **parking** numbers maintained at the highest level	228	37	42	31	544
An attractive street with **vibrant** spaces for events, gatherings and outdoor hospitality	221	200	197	232	39
A **greener**, cooler street with trees and improved garden amenity	177	250	242	205	18
Protected space for people **cycling** and wheeling	171	172	165	181	197

2. Assign weights to each rank

Weights are then assigned to each rank. We use inverse ranking weights which indicates that a higher preference = higher score.

- Rank 1 = 5 points
- Rank 2 = 4 points
- Rank 3 = 3 points

- Rank 4 = 2 points
- Rank 5 = 1 point

3. Multiply frequencies by weights

For each option, we then multiply the number of responses in each rank by the corresponding weight.

Weighted score = (R1x5) + (R2x4) + (R3x3) + (R4x2) + (R5x1)

4. Calculate total weighted scores and weighted average

Using the formula above, we calculate the total score for each option. We then divided this score by the total number of respondents that ranked this response (not that not all respondents ranked every option).

	Respondents	Weighted score	Weighted average
An **accessible** street for everyone that improves the pedestrian experience	891	2,927	3.41
A street with on street **parking** numbers maintained at the highest level	882	2,020	2.29
An attractive street with **vibrant** spaces for events, gatherings and outdoor hospitality	889	2,999	3.37
A **greener**, cooler street with trees and improved garden amenity	892	3,039	3.41
Protected space for people **cycling** and wheeling	886	2,597	2.93

5. Rank the options

Response options can then be sorted by their weighted scores (highest to lowest):

1. A **greener**, cooler street with trees and improved garden amenity – 3.41
2. An attractive street with **vibrant** spaces for events, gatherings and outdoor hospitality – 3.37
3. An **accessible** street for everyone that improves the pedestrian experience – 3.29
4. Protected space for people **cycling** and wheeling – 2.93

5. A street with on street **parking** numbers maintained at the highest level – 2.29

Table 13: Weighted average rank - *Hutt St in 10 years-what's most important* (all respondents)

Weighted average rank	Option
1	A **greener**, cooler street with trees and improved garden amenity
2	An attractive street with **vibrant** spaces for events, gatherings and outdoor hospitality
3	An **accessible** street for everyone that improves the pedestrian experience
4	Protected space for people **cycling** and wheeling
5	A street with **on street parking** numbers maintained at the highest level

Appendix D – Submissions

From: Lyn [redacted]
To: Hutt Street-Upgrade
Subject: Public transport consideration
Date: Tuesday, 25 February 2025 12:57:38 PM

> You don't often get email from [redacted]. Learn why this is important

Hi

Firstly, I love Hutt Street: the trees, the shops and cafes, the vibe.

If changes have to be made, I would encourage consideration of enhancing public transport e.g. extending the tram line from the Botanic Gardens.

I work in Carrington Street, just off Hutt Street. To get here, I catch a train, then the tram to Botanic Gardens, then the connector bus to Hutt Street. This morning I waited for over half an hour for the bus as one left as the tram pulled in and the next one was delayed, followed immediately by the next bus. If the tram continued it would make life much simpler for commuters and also open up this section of the city generally. It is just a little removed at the moment.

I realise this would be a long-term goal but would need to be considered before too much time and money is spent on other upgrades.

Thanks for the opportunity to give this feedback.

Regards
Lyn [redacted]
[redacted]

Sent from my Fairphone 5

From: John [redacted]
To: Hutt Street-Upgrade
Subject: Hutt St Upgrade
Date: Tuesday, 25 February 2025 1:28:51 PM

[You don't often get email from [redacted]. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

My name is John [redacted] and I live in Power St Adelaide.
The most important point is parking. There are not enough parks for residents in the area. I love to have friends and family visit but often there is nowhere for them to park. I live alone and visitors are crucial to my well being. Pleas do not remove any more parks.
Parking for businesses in Hutt St is a key to the businesses being successful. You shouldn't remove any parks in Hutt if you care about the survival of businesses in the area.
I assume I won't get a response to this email but I hope it is read and the valid points are taken into account.
Cheers John [redacted]
Sent from my iPhone

From: kai[redacted]
To: Hutt Street-Upgrade
Subject: Feedback
Date: Tuesday, 25 February 2025 1:53:59 PM

[You don't often get email from [redacted]. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear ACC,
Just leave Hutt Street alone!
The only thing it needs it to get rid of the homeless lunatics that throng to Hutt St Centre. People are too afraid to go to Hutt Street.
Relocate the Centre to the South Parklands, put in some showers / laundry / tiny homes for them to live in.
I didn't make this comment publicly to avoid backlash.
Regards
K[redacted]
Adelaide

From: Jack [redacted]
To: Hutt Street-Upgrade
Subject: Support for Options D & E - STRONGER ADELAIDE
Date: Thursday, 27 February 2025 4:02:15 PM
Attachments: ro.png

[redacted]

Hi there,

My name is Jack [redacted] and I am [redacted]. Our organization has amassed a following of almost 5,000 followers on social media, as well as over 50 recognised members.

We as an organization support options D & E due to their safety improvements for cycling. Separated bike lanes are the current gold-standard for most cities around Europe and other cities in Australia, so there should be no debate on whether or not they should be installed in Adelaide.

For people worried about traffic and loss of business, cyclists and pedestrians spend more than drivers on average, meaning businesses will get a huge boost when more residents are encouraged to walk and cycle. Furthermore, safer bicycle lanes encourage people to switch from driving to cycling meaning traffic congestion can be improved.

We as an organization understand that people of Adelaide are reluctant to change their driving habits - but if we want to avoid the downfalls of other cities (especially in the USA), we need to keep up-to-date with current active transportation infrastructure trends seen throughout most of the developed world.

Stronger Adelaide and its followers support options D & E.

Regards,

Jack [redacted]

From: Samuel [redacted]
To: Hutt Street-Upgrade
Subject: Hutt St Revitalisation Feedback
Date: Thursday, 27 February 2025 7:44:29 PM

Hi there,

Just emailing to voice my support for options E and D for this upgrade proposal. As a frequent cyclist in the CBD, I think it's an excellent opportunity to improve the diversity of travel options through the city. I cannot begin to tell you the number of times poor cycling infrastructure has put me in extremely dangerous positions, and any steps to improve this across the city should be a priority. Creating safer bike routes, and reducing car dependency, is an extremely vital step towards improving Adelaide's urban condition, and I think it would be an incredible waste of an opportunity to go with options A or B, which do not seriously alter the current urban condition.

As Adelaide continues to grow and densify, creating viable and safe alternatives to car transport is vital for a healthy city. There are many precedents to support this, and I strongly urge the city to move towards a positive future rather than staying in an expiring, car dependant past.

All the best,

Samuel [redacted]

From: [redacted] Elizabeth
To: Hutt Street-Upgrade
Subject: Hutt Street Feedback / more Fairy lights in the trees
Date: Friday, 28 February 2025 9:41:37 AM

Hello All

Happy Friday

Its great to hear Hutt Street is being upgraded.

I had some input into the fairly lights being added to the central trees along Hutt street few years back actually.

I sent another message a couple of years ago for more fairly lights to be added to the trees along the pathways.

Unfortunately, that email went unanswered.

They really lift the street and make it feel vibrant and upmarket. (If you know Collins Street in Melb then you will know what I mean)

When I first came to Adelaide back in 1980 I lived near Melbourne Street which was such a lovely atmosphere, however due to limited parking the area became a ghost town.

If parking is an issue in any area, then this will limit people coming.

I was hoping the vacant petrol station would become a parking area, unfortunately its now a station for Cars to be recharged.

I have lived on East Terrace for 15 years; however, the apartment I live in has been in our family for 25 years.

I have seen Hutt street go from being busy to a ghost town.

Lovely to see more activity and of course with the development of apartments and more people living in the area its really becoming a vibrant village of activity.

Sincerely

Elizabeth [redacted]

From: Paul [redacted]
To: Hutt Street-Upgrade
Subject: Parking for Hutt Street
Date: Friday, 28 February 2025 3:56:40 PM

> You don't often get email from [redacted]. Learn why this is important

To whom it may concern.

My wife and I patronise the Arab Steed Hotel dining room fortnightly for dinner.
We travel by car from the Adelaide hills.
We know at least four couples from our area who do similar.
If the council proceeds to reduce the car parking spaces in the area indicated, without **the provision of alternative parking**, we will be forced to cease patronising this venue.

Paul [redacted]

[redacted]

Note: I have updated my email address from Internode to [redacted].
Please update your address book.

From: Simon [redacted]
Sent: Sunday, 2 March 2025 6:08 PM
To: Hutt Street-Upgrade <feedback@huttstreetupgrade.com.au>
Subject: Re: Feedback

> You don't often get email from [redacted]. Learn why this is important

Sorry pressed send before finished

I would be concerned at any significant loss of existing trees. Again, evidence e.g. arborist report would be useful to understand the risks and mitigations proposed

Thanks

Administrative note: Combined second email

Hi

A main driver of the options seems to be improvements in road safety related to parking

Can the statistical evidence of the problem that is being solved be provided to assess of this is a real issue? Anecdotally from living in the area is that this is not a real problem to be solved

Thanks

Get Outlook for iOS

From: [redacted]
To: Hutt Street-Upgrade
Subject: Hutt St revitalisation consultation - feedback
Date: Monday, 3 March 2025 9:17:51 AM

> You don't often get email from [redacted]. Learn why this is important

To whom it may concern

We would like to express our support for proposed concept D due to the separated, continuous bike path, change to parallel parking, expansion of pedestrian spaces and introduction of additional greening. Concept D would be an excellent improvement in usability for all users of Hutt St.

We also support concept E as a second choice as it also has a separated bike path though lacks the other important features of improved pedestrian spaces and greening.

We do not support any proposed changes which fail to incorporate a fully separated bike path.

Kind regards
Alfie [redacted]

[redacted]

From: Clara [redacted]
To: Hutt Street-Upgrade
Subject: Feedback for Hutt Street Project
Date: Monday, 3 March 2025 9:57:07 AM

You don't often get email from [redacted]. Learn why this is important

To whom it may concern,

We make this submission as a ratepayer and Hutt Street trader as we operate a community [redacted]

We, and other local Hutt Street traders, are very concerned in connection with any concept development that will see on-street parking being reduced. The proposal will have a material and adverse impact on our customers' ability to readily and conveniently access the pharmacy and essential health-related services we provide. As a matter of public social policy, this is unacceptable and should not be endorsed by Council.

We understand from media reports that in respect of the Hutt Street Revitalisation Project, Council has secured grant funding from the Australian Government's Thriving Suburbs Program (Grant), which aims to support projects that enhance livability, enhance social cohesion and support local amenity in urban communities.

We note that given a primary objective of the Grant funding is to support local amenity and enhance livability, any plan which poses an impediment to locals to readily access pharmacy and essential health related services runs contrary to those stated objectives.

Our community [redacted] operates on extended trading hours to service the constituents of the Adelaide City Council and beyond.In addition to [redacted] also provides a wide range of additional health-related services including:

1. A range of vaccinations including child vaccinations, COVID-19, influenza, whooping cough and shingles.
2. A Healthy Heart Check service (which involves a 30-minute consultation with a pharmacist including blood pressure check, cholesterol test, weight/BMI and other risks assessment, action plans and follow up).
3. An advisory service as a sub-agent of the National Diabetes Services Scheme (NDSS), whereby our trained pharmacists provide information and advice on diabetes management.
4. A "Mind Your Mouth" oral hygiene service, whereby we provide oral and dental screening, assessments and advice (including referrals to dental, medical and allied health professionals).
5. A medication review and management packing service for those who struggle to manage multiple medications, multiple times a day. This alleviates stress, uncertainty and ensures correct dosages/intervals to maintain proper effectiveness.
6. Uncomplicated Urinary Tract Infection consultation and treatment.

Our essential services help to alleviate widely reported pressures on the overburdened health care system, which is characterised by:
a. Long wait times to access general practitioners, including after hours.
b. Primary healthcare is becoming increasingly unaffordable, both directly and when

considered in the context of rising costs of living.
c. The lack of access to prevention and management services of ongoing and/or chronic conditions.
d. The need to reduce pressures on public hospitals.

[redacted] such as ours, provide essential health and community service to the
Adelaide community and bridge the gap where GP and hospital access becomes more acutely
difficult, to help the community stay healthy. Based on the current growth trajectory, we anticipate this trend to continue as the scope of practice for community pharmacies continues to expand to meet the health demands of the community and to alleviate existing pressures on the health system overall.

Since our submission dated 28 August 2024, we can provide the following updated Customer data from our
[redacted] for the calendar year of 2024:
[redacted]
a. Total registered patients who list their residential postcode as Adelaide, 5000: 3135 (37.7%);

b. Total number of registered patients who list their residential postcode as outside of the Adelaide, 5000: 5178 (63.3%).

It is reasonable to suggest that:
1. Those who live outside of the city (a non 5000 postcode), being 63.3 % of our registered patients, are also more likely to drive to the [redacted] (than use other forms of community such as walk or bike riding etc).

2. Even if 37.7 % of patients live within the Adelaide postcode, many ill, frail and/or elderly
patients are more likely to drive the [redacted] than use other forms of commuting including
walking, bike riding and/or use public transport.

Any proposed reduction to on streetcar parking along Hutt Street will have a direct and adverse impact on the health outcomes of our [redacted] patients and/or customers who will depend on that parking to access our essential healthcare services. In addition to the adverse social impact, these changes will clearly have an adverse economic impact on Hutt Street traders, including our business.

Accessibility and ease are important factors in consumer choice. We note that within the street network surrounding Hutt Street, there is limited street parking for customers as many parking bays are restricted for residential users. Another competing factor is that many inner-city shopping centers (Norwood, Unley, Burnside, North Adelaide) provide onsite parking.

Concept Options
Of the five options released for public consultation, our business supports Option A on the basis that:
1. Provides high parking convenience by retaining 132 on-street parking bays, with many parking
spaces located directly in front of destinations/trading businesses.

2. Targeted footpath maintenances to improve and enhance the pedestrian experience.
3. We note that the reduced speed along Hutt Street to 40km per hour already adequately address
and mitigate safety concerns resulting from a lack of intersection clearance distances and/or
buffer zones for bike riders.

We do not support the remaining options for the reasons set out below:
1. Option B:
a. Results in a further reduction in street parking by 15% (retains 112 parking bays).
b. Results in a high level of disruption to traders with a full replacement of the pedestrian footpath.
c. Provides nominal benefits by way of creating space for other improved amenities.

2. Option C:
a. Results in a 40 % reduction to on street parking (retains 79 parking bays only)
b. Changes parking configuration which does not align to Ausroad Guidelines. We therefore
do not agree with the assessment that it enhances safety for motorists or cyclists.
c. Results in a material and adverse impact on the ability of patients and customers to obtain health services through reduced accessibility and ease. This neither meets the objective of the Grant funding to enhance livability or improve amenities.

3. Options D & E:
a. Results in a 45 % reduction to on-street parking (retains 72 parking bays only) and 43 % reduction to on-street parking (retains 76 parking bays only), respectively.
b. Material and adverse impact on the ability of patients and customers to obtain health services through reduced accessibility and ease. This neither meets the objective of the Grant funding to enhance livability or improve amenities.

Noting the rising costs of doing business and increased cost of living pressures on consumers, the tradersof Hutt Street, including our [redacted] need the ongoing support of the Council to ensure that traders are supported with appropriate infrastructure to attract clientele to the Hutt Street precinct to access goods and services.

As such we urge Council to further develop Option A to ensure that urban planning objectives are balanced with the needs of accessibility to essential services such as [redacted] and health related services.

If you require any further information, please do not hesitate to contact us at your convenience.
Yours sincerely,

Clara

--

Clara [redacted]

[redacted]

[redacted]

From: Bill [redacted]
To: Hutt Street-Upgrade
Subject: Hutt St Feedback on Revitalisation Project
Date: Monday, 3 March 2025 5:24:03 PM

> You don't often get email from [redacted]. Learn why this is important

As a frequent user of Hutt St, by car or bike, I prefer the later 3 options. Ideally we need separated infrastructure for active transport (e.g cycling, personal mobility devices). Options D and E provide that. I'd like to see Adelaide adopting the benefits of active transport approaches, as other progressive cities (e.g. London, Paris) are doing. Option A offers the least benefit.

Regards,
Bill [redacted]

Bill [redacted]

From: Jon [redacted]
To: Hutt Street-Upgrade
Subject: Hutt Street Revitalisation
Date: Wednesday, 5 March 2025 5:16:05 AM

> You don't often get email from [redacted]. Learn why this is important

Good morning

As a regular visitor to Hutt St, I'd like to add my voice to the consultation on the redevelopment. I'm strongly in favour of option D, for the following reasons:

- expanded activity zone
- wider, less cluttered footpaths that allows for additional greening
- protected, separated cycleway that keeps bikes away from both cars and pedestrians, and supports scooters
- A straight cycleway, unlike option E

My question is what happens to the cycleway north of Carrington St and south of South Tce. Where do people on bikes go when they get there?

Thanks

Jon

[redacted]

From: Andy [redacted]
To: Hutt Street-Upgrade
Subject: Hutt street upgrade
Date: Thursday, 6 March 2025 4:34:02 PM

You don't often get email from [redacted]. Learn why this is important

Dear sir,
As residents of [redacted] Carrington street for 37 years we seen the fortunes of Hutt street wax and wane, 3 butchers and 5 banks have disappeared over that period. Countless businesses have come and gone and there is still plenty of commercial vacancies along the street.
Four out of five proposals will require significant reduction in parking availability and force overflow into surrounding streets which are already significantly challenged in that area.
We do not have off street parking and share the available spaces with other residents,visitors, staff from all businesses,tradespeople,customers from Hutt street traders. Over the years we have learned to adapt and be patient in getting a park in the vicinity of our house but that has become significantly harder in recent times.
Most people do not know how to park and leave significant space between them and other vehicles often taking 2 spaces and not being aware of other peoples parking needs. Many streets nearby have clearly marked spaces to park which maximises parking opportunities for all, this I have suggested previously to no avail or response. We are not resistant to change, but feel that 4 of the five proposals are an example of form over function. We know a lot of the Hutt street traders personally and they are struggling to survive in a challenging market without having a large disruption to parking and business.
We love living in the city and the Hutt street precinct is special to all who live and work in the area, please do not strangle it to death for the sake of form over function.

Kind regards
Andy [redacted]
[redacted]

Helen [redacted]
[redacted]

Virus-free.www.avg.com

From: Luci[redacted]
To: Hutt Street-Upgrade
Subject: Hutt Street Concept Development
Date: Thursday, 6 March 2025 6:03:54 PM

> You don't often get email from [redacted]. Learn why this is important

Hi,

Thanks for hosting the consultation for the Hutt Street traders last night - it was extremely well run, presented and facilitated. I have completed the online survey and voted for Option D which supports urban greening, shade and cooling, walking, spaces for community building and outdoor dining and safer, separated cycling space. Option D would result in an environment that is conducive to year-round cycling and walking for transport which is good for health, the environment and the economy. It will also build in capacity for generous al fresco dining and retail space as demand increases with Adelaide's residential population over the coming years.

Many Adelaide residents, workers and visitors struggle to find the time to participate in physical activity. Active travel is an efficient means of incorporating physical activity into daily living through commuting for working, learning and socialising. Past and present policies and practices in South Australia can promote the development of car-oriented built environments and car use, limiting the potential for healthier active transport. Option D supports the potential for Adelaide residents and workers to walk and cycle.

I work in the building on the NW corner of Carrington and Hutt Street. The current cycle lane to the rear of angled parking bays is a hazardous and high-stress riding environment for cyclists. I have had a number of near misses whilst riding to work south-bound on Hutt Street with cars reversing out. A couple of times, I have had to swerve into the carriageway to avoid hitting the car and was fortunate that there was no traffic in the lane at the time. As a driver, I can appreciate that there is minimal visibility of on-coming cyclists when reversing. I have changed my cycle route to work to avoid riding the length of Hutt Street and, as a result, undertake my on-route shopping or coffee stops elsewhere.

I believe that cyclists deliberately avoid Hutt Street because it is unsafe. Creating a safe cycling environment would attract cyclists to Hutt Street who will spend money in the cafes, restaurants, pharmacy and shops. A dedicated safe bike path would also reduce conflict between risk-adverse cyclists who currently use the footpath in preference to the on-road bike lane.

You might be interested in the Heart Foundation resource: Good for Busine$$ that provides evidence on the benefits of making streets more walking and cycling friendly. This is currently being updated and a 2025 version will be available later this year and will help to support Local Government efforts to improve walkability in instances such as this where there are concerns amongst the local traders about loss of on-street car parking spaces.

Good for Busine$$

2 Discussion paper. Good for Busine$$ Introduction The Heart Foundation has commissioned a discussion paper that explores the economic benefits of making streets more walking and cycling friendly.

irp.cdn-website.com

I see value in showcasing case studies of other revitalisation projects to demonstrate the impact of reduced car parking in lieu of improved pedestrian spaces, greening and beautification and would like to create a case study on the Frome Bikeway. Belinda Cowley said she could put me in touch with the appropriate person in Council to discuss this with. Could you please pass this email along to her.

Yours sincerely,

--
Luci [redacted]

[redacted]

[redacted]

[redacted]

From: Jane [redacted]
To: Hutt Street-Upgrade
Subject: Feedback and questions re Hutt St revitalisation project
Date: Friday, 7 March 2025 11:39:01 AM

[You don't often get email from [redacted]. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hi there

I'm a resident in Ada St Adelaide and have completed the online survey about the Hutt St revitalisation options. I have a couple of questions:

It seems that one could complete this online survey multiple times since you don't ask for any identifying details. I am very concerned that people who feel strongly about one option or another could just complete the survey multiple times so that their choice is emphasised. Is this possible?

I am in favour of Option D as I want to live in a community where cyclists, pedestrians and public transport are the main modes of transport and where cars are de-emphasised. But I am aware of very strong opposition from business owners to losing car spaces and wonder if we could find a way to meet the needs of both camps? One way would be for council to create a car park which could be shielded from street view with a green wall. Another way would be to put protected cycle lanes on either side of the median strip rather than on the sides of the road. Or one two-way cycle lane either next to the median strip or on one side of the road.

Just in closing, I want to say that many other countries have managed to create places in which cycling is the dominant mode of transport and I think we have to bite the bullet and move in this direction as fast as we can. There is always opposition to such things but once they are in place, people like them. And we have to question "research" that shows that removing parking spaces results in businesses closing: is this actually verifiable? It's stated over and over again as if it is factual but is the evidence strong ton this? Or in fact, do more cycle/pedestrian friendly streets improve business?

Thanks,

Jane [redacted]

Administrative note: Combined second email

Hi there

Following on from an earlier email I sent, here is an example of a cycleway in the middle of the road, plus other ideas about how to make cities cycling friendly:

The ‘active transport’ ideas from around the world that could make Australians healthier and our cities cleanerhttps://aus01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.theguardian.com%2Faustralia-news%2F2024%2Foct%2F21%2Fthe-active-transport-ideas-from-around-the-world-that-could-make-australians-healthier-and-our-cities-cleaner%3FCMP%3DShare_iOSApp_Other&data=05%7C02%7Cadmin%40urps.com.au%7Cf55d3b4cf6604edaf20208dd7cab0624%7C5ce59028c93c4e73b4648a5da3c657d7%7C0%7C0%7C638803796159846217%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=eflPw06dWfDzb2Fh5yD%2FvPIo1S%2Fgp014%2F05O%2Be0nP5k%3D&reserved=0

Jane

From: glenyss [redacted]
To: Hutt Street-Upgrade
Subject: Hutt Street upgrade feedback
Date: Tuesday, 11 March 2025 11:08:43 AM

[You don't often get email from [redacted]. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

I have two observations. The new traffic lights and pedestrian crossing between South Tce and Glen Osmond Road.
A great idea, but pedestrians and cyclists often don't bother to push the button for a green light. This can be quite alarming to have a green light and suddenly find a cyclist on the crossing in front of you. They move quite fast so don't always think they will cross. I think flashing yellow lights as a warning to all might work better.

I am sorry to see more London Plane Trees being planted. They look good and provide shade but they also cause much misery to hay fever and asthma sufferers when they are dropping their furry itchy seed balls. Really unsuitable in our climate.

Thank you for the opportunity to comment

Glenyss [redacted]
[redacted]

\\\

From: Peter [redacted]>
Sent: Monday, March 3, 2025 10:11 AM
To: [redacted]

[redacted]

Subject: Re: To Adelaide City Council re Hutt Street Development

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Council and Locals,

Does anyone know who has set up in the old bank on the corner of Hutt St and Carrington St?

I walk past it to work each morning have seen the renovation for someone to set up in. There is one computer in there and I recall one morning it had the ACC logo on screen.

Is it a site office for the project?

Pete

On Sat, 1 Mar 2025, 16:31 Peter [redacted] > wrote:

> Dear Council and Locals,
>
> I am a resident of the city's south east.
>
> The Hutt Street 'Revitalisation' is of concern.
> The project reads as a green dream rather than a business and community focused incentive.
> From these plans, I receive more information about trees and bicycles and none about expected improvements for business use.
>
> Parking.
> Parking is already a critical issue and the situation is already strained – that's just between the residents.
> We have permit holders parking outside their defined areas (for shade…) and residents who utilise their off street parks for other purposes with 3 vehicles idle in the street.
> Let's add the family with 4 cars that bought a house without off street parking…
> The Hutt St plans do not take into consideration the further strain on surrounding residential streets.
> In the plans, parking is sacrificed for bicycles, pedestrians and diners.
> If there is no parking, there are no diners or business users.
> Pedestrians usually walk from their parked cars.
> Bicycles block footpaths and rarely stop to dine.
>
> Parking Statistics
> From memory, the parking statistics detailing parking occupancy were from 2020ish, bit of a down year for going out.
> The current Plans D and E fail to mention the reduction in parking when the clearway is applied.
> Using very basic math because the details are not supplied – parking during peak hour is possibly reduced to 36 for plans D and E.
> Businesses will not capture traffic exiting the city during peak hour because they cannot stop.

No more chook shop. No more chemist. No more quick stop and grabs.
Those stop and grabs are dollars in the store – not a bicycle passing in a lane.

Parking Standards
The plans refer to differing standards.
The Australian Standards are in Option A and Austroad Guidelines in other options.
Both are difficult to locate to determine the interpretation of council to the scenario.
It is inconsistent for 2 design regulations to be mentioned.

Footpaths
Yes – the footpaths need replacing, but why is this dependent on what plan is chosen?
Plan A refers to 'Targeted Footpath Maintenance'.
This should be happening anyway.
Maintain what is there now, then we can trust you to improve the rest.

Cairns Street
The Southcott buildings adjoining Cairns Street are vacant and there are rumours this will become apartments.
High density apartment living, exempt from the State's proposed home design legislation for off street parking because the postcode is 5000.
I've yet to see an apartment building approved by ACC with parking for every resident.
Re the Hutt Street plans, closing the access from south bound Hutt Street will divert the traffic via Halifax to Cardwell Street.
This is not mentioned in the consideration and is faintly displayed, outside the provided plans.

Bicycle lanes
Bikes don't use these lanes now.
What guarantee do we have these will be used?
The plans mentioned the extension for these lanes to e-scooters.
The e-scooters are not speed limited and some seem to hit the same speeds as cars.
What guarantee does Adelaide City Council have for those walking from car to footpath across a bike lane of the e-scooters and cyclists maintaining a safe speed?
Don't handball this to the police – you're designing the road and council approved motorised scooter use.

Feedback Form
We are asked to picture Hutt St in ten years.
Not once is economic prosperity an option.
When these plans were first disclosed to the Advertiser, I raised concerns that reduced parking would reduce customers to another business and residential local.
I was told 'They will just Uber in.'
I've never known someone to Uber into a chicken shop or chemist because there is no parking.
They're more likely to shop elsewhere.
Even if it is for a night out, why add $40 in Uber fares to a meal.
Of course that local has a large parking area at the rear of his business

premises.

Rates Payers
As a rate payer, it is good to be acknowledged in the feedback form.
There are residents who will be impacted and are not ratepayers.
There are activists who will no doubt be loudest, yet never economically contribute to city life.
I hope the feedback form caters for submissions with regard to contribution to Hutt Street life rather than a green dream.

Light's Vision
The Council minutes hold a piece titled 'Light's Vision'.
Light had a grand vision for the City of Adelaide and it has maintained us well since 1836.
I recall from school, part of the plan was wide streets as well as accessibility and recreational parklands.
What a shame the wide streets are not recognised and are now disregarded in the Hutt Street and Light Square developments.

Meetings
I apologise, but I am not in Adelaide for either community meetings due to other arrangements.
As I am not able to voice my concerns there, so you are receiving this email.

Future
I watch Council and I vote. I am particular about that.
I assess the drivers behind this appear to be an ALP / Australian Greens coalition.
This is disappointing, because with this and the Light Square proposals – it is clear those parties do not have a focus for economic prosperity.
Without economic prosperity, Council will rely on residential rates to provide funding for these projects.
State members note – I am watching party influence on this and it will flow up when your ballot date arrives.
And for those without party affiliation– I note when you sit back and stay quiet.

Maintain the parking.
Improve what is there.
Take into consideration people's livelihoods.

Thanks

Pete [redacted]

From: [redacted] >

Sent: Sunday, March 2, 2025 8:40 am

To: [redacted]

Subject: Re: To Adelaide City Council re Hutt Street Development

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Peter,

Thank you for your email. I wholeheartedly agree with your concerns and believe we should all raise our concerns against these ill-conceived proposals, particularly the removal of car parking & the absurd idea of adding a clearway in the morning & afternoons.

Regards

Shayne [redacted]

[redacted]

On Sat, Mar 1, 2025 at 9:31 PM Peter [redacted] wrote:

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>
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>
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State members note – I am watching party influence on this and it will flow up when your ballot date arrives.
And for those without party affiliation– I note when you sit back and stay quiet.

Maintain the parking.
Improve what is there.
Take into consideration people's livelihoods.

Thanks

Pete [redacted]

From: [redacted]

Sent: Monday, March 3, 2025 2:31 PM

To: [redacted]

[redacted]

Subject: Hutt Street Car Parking Proposals [SEC=OFFICIAL]

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

OFFICIAL

Dear Adelaide City Councillors,

I am writing to you collectively in relation to the proposed changes to the car parking in Hutt Street.

I do not live in the city. I live in Parkside. But I do work in the city and I have parked in Hutt Street at least three times per week for the past 16 years where I -

- attend yoga at Hatha Shala yoga school;
- visit Biga café ;
- eat at the local restaurants after work with friends and
- use the local traders such as the dry cleaner, the chemist, the florist and the newsagent.

I am writing to you to urge you not to reduce the number of carparks in Hutt Street. These small businesses rely on customers being able to park their motor vehicles in proximity to these venues and to pay for their services. As an example, two sets of my Parkside neighbours in the street I live in, drive into Hutt Street several times a week to have coffee at Biga. They do not ride bikes and not of an age where they would be inclined to do so.

The Hatha Shala community is very concerned about not being able to park close to the yoga school, especially at night. You would be hard pressed to find a local community more in tune with issues of environment and aesthetics than a yoga school. The school runs on a shoestring to attract students. Easy access to the school will enhance its chances of survival. It is not always safe for students to park a distance from the school and walk around on their own.

Unpopular parking models like those now adopted on King William Road and O'Connell Street will detrimentally impact on these small businesses.

I am not a rate payer but I live and work around the city seven days a week. Please do not reduce the car parking in Hutt Street.

I am very happy to speak with or meet with any of you if it would assist.

Regards,

Meredith [redacted]

Hutt Street - Mains Street Revitalization
Concept development consultation

Submission from Alistair and Sally [redacted]

[redacted], 28/3/25

Our background

We are a retired couple who have lived in the city for 10+ years having renovated our cottage in [redacted] near to Hutt Street. While we mainly walk and ride bikes in the area, we also do have one electric car and one 4WD.

Our experience with Hutt Street.

For us Hutt Steet is a street we use on an every-day basis, as pedestrians, cyclists and car drivers. It seems to work pretty well just as it is and we are a bit bemused as to why a "revitalization" is thought to be necessary.

The precinct does of course have its issues; homelessness, begging, rough sleeping and occasional anti-social behaviour being part of that. It is a major concern to us that the *revitalization project* does not seem to include any measures or actions that address these significant issues.

We note that small businesses often struggle to thrive and survive - many citing high rental costs as a key issue. A number of shops are closed and have been that way for some time. There is a systemic problem here with excessive land and real estate values that a street upgrade cannot and will not address.

Main concerns

Our main concern with the project is that millions of dollars of taxpayer and rate payer funds are being expended on a street that is actually pretty good as it is. We do understand that some of the works are required for stormwater, drainage and other service upgrades and there are areas of footpaths and pavements that require repair and maintenance.

However, it is our strong belief that the precinct and our community would be better served by directing a large part of the funding to providing better services, housing and accommodation opportunities for those people most in need. It's not a great look for the City of Adelaide to have a major entry road lined with the tents of homeless people camping out, people sleeping in doorways and in car parks and it's even worse for those people that live this way.

Our preferred options in order

1 - Option E

We rank this first because it separates out the cycle and e-scooter lanes from pedestrian and vehicular traffic. However, the cycle pathway is somewhat convoluted at corners and some potential outdoor dining areas are restricted or isolated by the cycle path.

Presumably there would be a differentiation in paving surface between cycle and pedestrian areas to demarcate the zones.

It is acknowledged the significant loss of street parking will be of concern to many traders.

2 - Option B

We rank this a close second to E. It rationalizes parking and provides a level of upgrading without unnecessarily changing the street too much. Only a small number of parking spaces are lost, and this is reasonable for the benefit obtained.

We note that Australian Standard AS2890.2 2020 allows on-street 60-degree angle parking and gives widths, clearance and the geometry for this.

A clearer demarcation of the cycling lane (e.g. using the green paint used elsewhere in the city) would be a benefit.

3 - Options C

C appears to be similar to B but with 45-degree parking. This change is cited as giving improved sight lines for cars reversing out of angle parking spaces.

From a personal perspective sight lines for reversing a car out of the 60-degree parking (even with our large 4WD) has not been a problem on Hutt Street . Similarly, when we use the bike lanes, we have not encountered difficulties with reversing vehicles.

Option C therefore does not seem to offer any significant benefit over B, but parking reduces parking significantly.

4- Option A:

This is almost a "do nothing" option. It seems like a bit of a lost opportunity to make positive change. We don't strongly object to it but think Option E or B is better.

5 -Option D

It's hard to see much value in this option with both the reduction in parking overall, and also at peak times. The traffic restriction down to single lanes at certain times seems unrealistic. The significant loss of parking would be of concern to Hutt St businesses.

Comment on Design Principles

We have looked at the design principles in relation to the Options A to E and provide the following comments:

1. *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 well-being and sustainability goals.*

That is all OK but what are the **sustainability goals** and how they are to be achieved? This is not really explained anywhere. We hope that might include:

- Improve opportunities for electric vehicle charging. There are no public chargers in the south-east corner at present. For electric vehicle owners in cottages without driveways or apartments this would be a real benefit. The charge station(s) do not necessarily need to be on Hutt Street itself, just near to it.
- Reuse of red brick pavers; we like the appearance and functionality these and there are a lot of them with a high embedded energy content. While it may cost more to take them up, store them and re-use them this recycling would reduce the overall project carbon footprint.
- Minimize the use of concrete paving. Although it will be essential in some areas concrete has a high carbon footprint and apart from the reinforcement can't be recycled. Also, it looks terrible when it gets cut up for the inevitable repairs and replacements of underground services.
- Consider using street furniture and other elements with high post-consumer waste content such recycled plastic to bollards and seats.
- Don't use those concrete block seats at the South Terrace/Hutt Road corner. They have a high carbon footprint and can't be recycled. (While they may be flavour of the month with landscape designers at the moment, they are uncomfortable to sit on and cold and wet in winter. What is wrong with a park bench!)

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

Agreed, but note that the "historic village charm" comes from preserving the low scale development and heritage buildings which are under threat from developers' due to adverse State Government planning policy and actions.

An example of this is the excessive height and adverse impact of the banal multi storey apartment building near the corner of Hutt and South Terrace. Recently an attractive local heritage listed single storey shop and house (Acacia Arts) was demolished. (While it was in poor state, that appeared to be a result of a long period of neglect). The impact of negative development of that kind does more damage than any street upgrades can counter.

3. *Rationalise the reallocation of public space from vehicle use (parking and traffic lanes), to achieve a more equitable allocation of public space and a good balance between transport modes, trees/landscaping, outdoor dining opportunities, to support businesses and enhance social interactions, and provide safer movement.*

From our discussion with friends, neighbours and other community members we are not sure this actually reflects what residents, ratepayers and the general public really want. We think the public space is actually pretty good as it stands. The idea of a "good balance between transport modes" seems to be an idea coming from outside and we don't believe it is representative of the community expectations generally.

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

There is no need for a new "heart" here – the old one is just fine! Spare us the "unique experiences". We just want our nice local street not to be wrecked by developers.

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

If the public art provided to date (entry statement and Halifax / Hutt corner) is anything to go by we would be better off without it. What were they thinking? Can it just be deleted altogether?

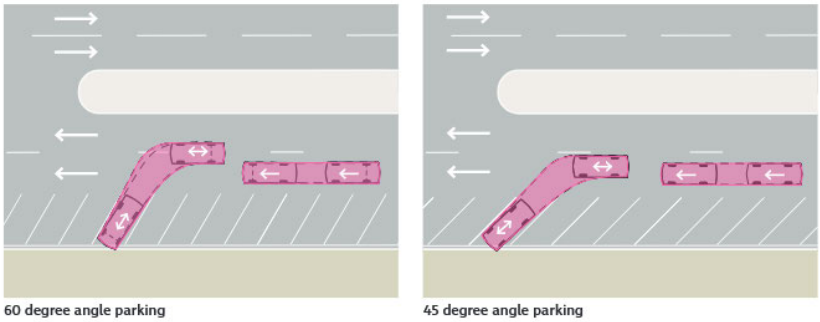
Comment on angle parking

In the document titled Engagement Pack there is a commentary on angled parking. We believe this could be misleading in the Hutt Street situation as it says "*motorists leaving 60 degree angle parking are more likely to impact multiple lanes of traffic"…* with a diagram that shows a reversing vehicle crossing two lanes of traffic.

From a personal perspective, sight lines for reversing a car out of the 60-degree parking on Hutt Street (even with our large 4WD) has not been a problem and you certainly don't need to reverse into the outer lane. Similarly, when we use the bike lanes, we have not encountered difficulties with reversing vehicles. We don't have any access to traffic accident/incident information but personally we have not been aware of any particular issues in Hutt Street.

We note that Australian Standard AS2890.2 2020 allows on-street 60-degree angle parking and gives widths, clearance and the geometry for this. It would seem that angle parking arrangement in compliance with this can be readily achieved without having to change to 45 degrees and that in the provided diagram scaling is wrong or the cycling lane has not been factored in, or both.

We raised a question on this during the consultation period and received a follow up answer from council staff – in part…*The dimensions are not Hutt Street specific, and the swept path could be more nuanced by vehicle type, motorist skill level, and parking bay dimensions…*



Above: These diagrams above provided in the "Engagement Pack" do not appear to accurately reflect the Hutt Street situation.

Thank you for the opportunity to provide comment and feedback on the Options presented.

Alistair and Sally [redacted]

28/3/25

Administrative note: Combined second feedback email below

I am reviewing the Concept Development Consultation material. The information provided is clear and well presented - Thank you for this.

However I have a couple of concerns.

Angle parking:

In the discussion on angle parking there is a comment and a diagram (60 degree) showing a reversing car "impacting multiple lanes of road traffic". I have just tried this out (and my car is a large 4WD) and have found that this is not correct.

It's actually very easy to reverse out into the inner lane without impacting the outer lane - I think your swept path diagram does not represent the actual road width including the existing cycle lane. In a passenger car the reversing sight lines are pretty reasonable as well.

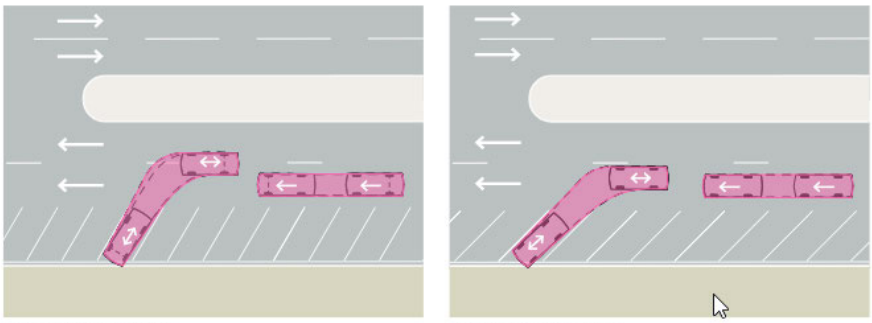
So that raises the question - is the 45 degree parking really that much of an advantage? My experience was that you achieve better than the 45 degree parking swept path shown with the current 60 degree arrangement.

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

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

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

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



60 degree angle parking

45 degree angle parking

Survey.

Question 5:

The options presented here don't appear to be well thought out and I have a concern they may give misleading results.

For example:
- Personally I would like to see parking numbers optimised (e.g.Option B) but it does not need to be at the highest level (Option A) ?
- *"An accessible steet for everyone that improves the pedestrian experience"* - it seems that all options A to E are capable of providing this. Surely accessibility compliance is just a given - that has to be done anyway, why is it even a question?
- *"An attractive street with vibrant spaces for events, gatherings and outdoor hospitality"* What if you support the outdoor hospitality aspect but don't much like the sound of "... spaces for **events**, and **gatherings**.."?

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

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

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

Regards,

Alistair [redacted]

From: Michael [redacted]
To: Hutt Street-Upgrade
Subject: feedback@huttstreetupgrade.com.au
Date: Monday, 17 March 2025 7:12:42 PM

[You don't often get email from [redacted]. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

To Whom It May Concern

re upgrade Hutt Street

The City seems to be completely unaware of several things,

Hutt street is a major artery to the east side of the city, through to North Adelaide and further afield.
It turns into a near carpark at peak times so anything done to reduce traffic flow is ludicrous.

Strangely if businesses are to survive they need for customers and clients to be able to park, no customers equals no businesses.
Think of the extraordinary success of Burnside Village!

It is ALREADY very difficult to park in Hutt Street on the weekends and at dinner time if going to a restaurant, MORE parking NOT LESS is essential.

The obsession with bike lanes is pure folly, there is a perfectly adequate UNDER-USED purpose built bike lane just a few meters away on Frome.

The existing street scape simply needs more parking, better footpaths, more greenery, better lighting at a low level, better street furniture, and a coordinated colour scheme restricting the mix of primary colours.
It also need to eliminate kitsch 'installations' such as the coloured fabric sleeves put over bollards, and knitted decoration on trees and poles, a sign of arrested development and kindergarten mentality.

I suggest that the Council imagine it wanted to operate a successful business in the street and not turn it into a playground for the 'aspirational' and those without business acumen.
Businesses need to be able to operate Monday to Friday, and on the weekends with ease and confidence, the Council should facilitate this not hinder it.

Kind regards,
Michael [redacted]

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

19 March, 2025

To Whom It May Concern:

I wish to provide feedback with respect to the various proposals to revitalise Hutt Street.

My preference is **Option A**, for the following reasons:

- The existing 60-degree angle parking layout is a unique feature of Hutt Street which helps to create the feel of a country town within the CBD. It is an important contributory element to the charm of the street, and in my opinion should not be changed.

- Increased accessibility for cyclists would be of little or no benefit to most businesses on Hutt Street. Cyclists represent an extremely low percentage of customers for businesses in the area.

- The other proposals (especially Options D & E) seek to remove car parks to create a thoroughfare for bicycles in the hope that cyclists will be attracted to the precinct. Although this may be well-intentioned, I do not believe that hoping to attract cyclists should form the basis for such significant change in the street.

In my opinion, what is needed more urgently in Hutt Street is:

a) **Improved lighting**
   The tree canopy has long outgrown the lighting infrastructure, resulting in a precinct which is poorly lit and feels unsafe and unwelcoming at night. A comprehensive upgrade to the lighting in Hutt Street would address this and encourage more pedestrians and businesses to the area.

b) **Footpath surface upgrades**
   Upgrades are needed to reduce tripping hazards for pedestrians. Where footpaths are replaced, care should be taken to select appropriate surfaces which will not be vulnerable to lifting caused by tree roots.

c) **Development of key sites**
   Several sites on Hutt Street have been vacant for far too long and would benefit from heritage restoration or comprehensive modernisation. Compulsory acquisition or partnership with Renewal SA could be considered - the funding which the Council has secured could be put to excellent use in this way.

d) **Scramble crossings**
   Scramble crossings should be introduced on Hutt Street at the intersections with Gilles Street, Halifax Street and Carrington Street. These would significantly enhance pedestrian safety.

Furthermore, I do not believe it is appropriate or sensible to remove car parks from Hutt Street without creating alternative parking options in the precinct.

Alternative parking could easily be created by acquiring and developing sites such as the ageing Southcott factories in Halifax St and Gilles St. Imagine what could be achieved by building community recreation centres at those sites combined with off-street parking – even potential to provide charging facilities for electric cars.

Sites like these represent unique opportunities for a proactive Council to drive meaningful and lasting change by building facilities which serve the community and attract visitors.

I would much prefer to see the City of Adelaide focus its attention on developing sites to attract people to the precinct rather than merely build a transport corridor for cyclists in the hope that that they will stop to shop or eat.

Council can take confidence from the steps it took in acquiring 88 O'Connell St in North Adelaide and developing it to suit the needs of the community. What Hutt Street needs is more of that bold, aspirational vision – just on a bespoke scale.

Thank you for the opportunity to contribute to provide feedback.

Yours sincerely

[redacted]

Shane [redacted]

[redacted]

From: Marjon [redacted]
To: Hutt Street-Upgrade
Subject: Hutt Street - Mainstreet Revitalisation Project
Date: Thursday, 20 March 2025 10:52:48 AM

You don't often get email from [redacted] Learn why this is important

Hutt Street - Mainstreet Revitalisation Project

I am a regular pedestrian along Hutt Street and surroundings and have been for more than 30 years. I have been a city resident since 1994. I wonder why we have been offered so many options.

Option D is closest to recognising the needs of all those who spend time in Hutt Street. **Option D is my choice** for what in feedback email address is called an upgrade and in project heading: **Mainstreet Revitalisation Project**.

Any amount of money spent on improving city streets and their streetscapes needs to leave behind the old fashioned notion that it is street parking that makes a city vital. Street parking clogs up streets. Why do that when the way we shop has changed dramatically, what encourages us to linger in various precincts to participate in what it has to offer depends on shade, ambience and walkability and our concerns about pollution have increased as has the pollution.

Our moving between precincts in the city is enabled to frequent access to Public Transport generally and especially to the City Connector and Trams. Anecdotal evidence in conversations with tourists on the Connector and Trams highlights the practicality it affords people to get around and enjoy the city. As a local I keep wishing for more of these options - frequency and routes - so that I don't think twice about going somewhere but just go.

Street revitalisation projects are better planned with a city wide mindset and a recognition our streetscapes need to catch up with today's and tomorrow's reality.

Regards
Marjon [redacted] City Resident and home owner
[redacted]

From: Michelle [redacted]
To: Hutt Street-Upgrade
Subject: Concerns Regarding Hutt Street Revitalisation – Impact on Medical Access
Date: Thursday, 20 March 2025 3:03:05 PM

You don't often get email from [redacted]. Learn why this is important

Hi,

As the owner of [redacted], a medical practice located at [redacted], I would like to provide feedback on the proposed Hutt Street revitalisation plans. While I appreciate efforts to enhance the precinct, I am concerned about some of the suggested changes, particularly those that reduce parking and alter traffic flow.

We believe **Options A and B** offer reasonable compromises that balance improvements with maintaining accessibility. However, **any other option—especially Option D—would** significantly impact our business and our patients' ability to access essential medical services.

Our practice serves a diverse patient base, including many elderly individuals and those travelling from regional areas who already find city driving challenging. The proposed reduction in car parking and increased traffic congestion would make it even more difficult for these patients to attend their appointments. Many of them also visit local cafés after their appointments, supporting businesses in the area, and this foot traffic would likely decrease if accessibility worsens.

Additionally, there has been a growing push to establish the city's eastern part as a **medical district**, yet removing essential parking without a viable alternative directly undermines this effort. It would also create additional challenges in attracting and retaining staff who rely on accessible transport options.

I urge the Council to consider the impact on medical businesses like ours, where accessibility is crucial. I would appreciate further clarification on how these concerns will be addressed in the final plans and whether alternative parking solutions will be implemented.

I look forward to hearing back from you.

Regards

Michelle [redacted]

[redacted]

This communication is confidential and intended only for the individual or entity to whom it is addressed. No part of the email should be copied, disclosed or redistributed without Specialists on Hutt authorisation. If you have received this in error, please notify the sender of its incorrect delivery by reply email or phone 08 8318 0808.

Note: This email is only viewed by a non-clinical staff member. Please do not send clinical queries via email.

From: Echo [redacted]
To: Hutt Street-Upgrade
Subject: Feedback Echo Chen
Date: Monday, 24 March 2025 9:49:27 PM

> You don't often get email from [redacted]. Learn why this is important

Good evening,

I am writing to provide feedback on the proposed upgrades to Hutt Street.

My preferred option is option D, followed by E and C.

I would like to see option D implemented. Option D offers the most comprehensive upgrade, significantly improving pedestrian and cyclist infrastructure. This option will support local businesses, encourage active transport, improve road safety, and enhance the street's appeal as a key city destination.

Conversely, I strongly oppose options A and B. These options effectively propose no real change, resulting in no tangible improvements to the streetscape, pedestrian experience, or local business support. Investing $15 million of council funds into an option that results in no meaningful upgrades would be a misuse of public resources. The community deserves a forward-thinking approach that maximises the potential of Hutt Street rather than maintaining the status quo.

I urge the council to prioritise options D, followed by E, and C, all of which offer substantial improvements, and I encourage the council to move forward with one of these options rather than wasting this important opportunity with option A and B.

Thank you for considering my feedback. I appreciate the council's efforts in engaging the community and look forward to a positive outcome for Hutt Street.

Regards

Echo [redacted]

From: Donald [redacted]
To: Hutt Street-Upgrade
Subject: Hutt St project
Date: Tuesday, 25 March 2025 4:36:18 PM

You don't often get email from [redacted]. Learn why this is important

Hello,

I have been a resident in Adelaide's SE sector since 2017 and a regular user of Hutt Street Services.

We are blessed with numerous fine businesses including cafes, restaurants, pubs, bars, hairdressers/barbers, supermarkets, post office (Halifax Street), chemist, library and others, making Hutt St and the SE quadrant a pleasant place to live.

These businesses rely on non-local customers in addition to local residents. Any reduction in parking will seriously adversely effect these businesses- at a time when hospitality in particular is struggling.

There is absolutely no need for a dedicated cycle path on Hutt St as the Frome Street cycle path is only 300m away (1-2 mins by bike) and Hutt St is readily accessed via the bike lane on Angas Street.
I am a regular user of the existing Hutt St bicycle lane which is perfectly adequate. Cyclists wishing to avoid motor traffic have the option of Frome St.

Regarding the requirement for open spaces for events / curbside activities, there is sufficient space on the corner of Halifax and Hutt for pop-up events and activations. In addition, the temporary use of existing parking spaces outside the Havelock and Arab Steed Hotels enables them to offer extra seating during special events: street parties, Fringe, Adelaide 5000, etc. Also the eastern sides of Carrington St and Gillies St can be closed off for larger events - as has been done before, without significant disruption.

As a local I am out and about on Hutt St every day and can attest that local businesses do not need additional curbside space. The footpaths are perfectly adequate as they are. Removing parking for extra footpath area will not help the hospitality businesses- only reduce the appeal of Hutt St as a social destination.

The implementation of any other than plan A (basically do nothing) will entail significant disruption to residents, businesses and commuters for no gain - indeed to their considerable detriment.

I completed the online survey, but found the structure of the questions unsatisfactory and at risk of bias. I would be interested to know what professional advice and guidance or standards were followed in the design of this survey and how much ACC paid for this questionable exercise?

Finally, all the options for Hutt St will cost ratepayers' money. A far better use of the money would be to offer incentives or support for the existing and new businesses. Ultimately this will serve both locals and visitors better.

Yours sincerely

Dr Donald [redacted]
[redacted]

D. [redacted]
[redacted]

18 March 2025

Mr Tom McCready
Director City Services
Adelaide City Council
25 Pirie Street
ADELAIDE S.A. 5000

Dear Mr McCready,

I was not able to attend the meeting convened by the South East City Residents' Association, of which I am a member (but not a Committee member). I sent my comments to SECRA before the meeting and I have copied them in italic font below.

I use Hutt Street and its businesses and professional practices almost every day.

I studied and then worked in the City for about 50 years. I have lived in the south-eastern corner of the City for about the last 7 years. My journeys to university and work were along Hutt Street or Pulteney Street by public bus or by car. I now walk to Hutt Street almost daily and drive along it to fulfill family obligations in the suburbs and for other reasons several times a week. I usually take the Connector bus or one of several other buses that travel along Hutt Street when I go the CBD or North Terrace.

The following are the personal comments I sent to SECRA.

I think it is not possible to reconcile the wishes of those who want to keep the parking spaces we currently have and those who want to reduce parking and make cycling safer.

"In my opinion, the number of parking places should not be reduced. I believe that parking close to the shops, cafes, hotels, library, hairdressers, dry cleaners, newsagent, shoe repairer, travel agent, accountants, medical services and all the other businesses in Hutt Street is necessary to their viability. These businesses do not rely just on people who live within walking distance and are well and mobile enough to walk or cycle there. I know of many people who visit Hutt Street from Eastern and Southern suburbs either en-route to work or other places or as a special trip. If they could not get a convenient parking space they would not stop in or come to Hutt Street. Further, there are times of the day when already it is difficult to find a parking place in or close to Hutt Street.

I agree with reducing the speed limit to 40 kilometres per hour. This would make the street safer and a little quieter.

I agree with the proposal on a trial basis of having two lanes of traffic during peak traffic times and only one at other times - similar to clear ways as a Council employee explained to me.

I do not agree with closing U-turn gaps in the median strip. Although it is suggested that closing them would be safer for pedestrians, I think the onus is on pedestrians who do not want to, or cannot, cross at traffic lights to take responsibility for their own safety.

I strongly support the retention of the existing trees. Additional trees would be beneficial, but I am not sure that there is space for them if parking is not reduced.

I am doubtful about the utility of increasing the width of footpaths to accommodate more outside dining. I suggested to the Council employee with whom I talked that the proprietors of the places selling food and beverages be asked whether it would make much difference to their viability.

I understand that the Council's proposal is limited to the fairly short distance between South Terrace and somewhere south of Carrington Street because it to be done as a trial in the first instance. I would like to see the "rejuvenation" extended to Wakefield Street eventually.

Incidentally, I like what the council has done to make Hutt Road more attractive and to create a safer crossing half way along."

I add that I would like to see the Connector bus service along Hutt Street to the CBD and North Terrace continued and the use of other bus services encouraged.

Although I have not addressed directly the 5 options the Council has published, please accept my comments in this form.

Yours faithfully,

[redacted]

Dianne [redacted]

From: Mary [redacted]
Subject: hutt street
Date: 19 March 2025 at 3:05 pm
To: feedback@hutstreetupgrade.com.au

To whom it may concern

I'm a resident of [redacted] Adelaide and am responding to your invitation to comment on the proposed options to redevelop Hutt Street.
I have attended a couple of Adelaide City Council discussion meetings and have studied the five options the council has outlined and feel strongly that Option A, the minimalist one, is the preferred one for the following reasons.-
* Option A provides and preserves that maximum parking spaces in Hutt Street.. To reduce the number of parking spaces would disadvantage offices and businesses in Hutt Street and create pressure on the already scarce availability for parking in the side streets.
* by adopting Options C, D, and E would not only reduce parking access but by including a designated cycling track, the width of the roadway for vehicle traffic, which includes public transport, trucks and emergency vehicles, would be progressively restricted.
*By adopting the proposal for parallel parking would not only reduce parking access, but reversing into the parking area would inhibit the free flow of traffic along Hutt Street.

Regards

John [redacted]

Zoom Out

Dear councillors,

I am writing this submission for the Hutt Street Main Street Revitalisation Project to **support Option D**. I am asking you to zoom out to look at the wider parking situation in and around Hutt St as well as the opportunities that will be missed by keeping the status quo.

I think it is fair to say that most people would support Option D if there was no or negligible loss of parking spaces. But when comparing the options presented, many people would be alarmed to see that council are contemplating designs that reduce parking from 132 (Option A) to 72 (Option D), or a drop of 45% (60 carparks).

But zoom out…

The councils own supporting document *(Hutt Street Precedent Car Parking Map)* shows there are 2130 carparks within a 5 minute (400m) walk from Hutt Street. I feel that this is the number that should be highlighted when considering the car parking changes to the area. When comparing these 2130 close carparks to the loss of 60 carparks on Hutt St, there is only 2.8% reduction in available carparks in close proximity. Furthermore, 646 of these 2130 parks are less than a 2minute (125m) walk, with a further 72 remaining on Hutt Street for the lucky rockstar car parking.

A street that is full of quality shops and services, as Hutt Street is, should have the confidence that customers will be willing to walk for 2-5 minutes from their cars to their destination (if they can't park in the 72 on street).

When a street is welcoming, safe and alive with activity, thanks to large pedestrian zones, people won't hesitate to walk a few minutes to be a part of the atmosphere. And a good atmosphere helps retain people in the area, increasing the chance of expenditure in local shops as well as inviting high quality tenants when opportunities arise.

My business, Peter Rabbit Café, is in a part of the CBD with limited on-street parking. While we do receive a steady flow of foot traffic, we've noticed that many customers drive in and park in nearby areas. When you offer a great product and service, people are willing to walk a few extra minutes from their car to enjoy it.

Please zoom out…

And understand everything that you are jeopardising by keeping the status quo (Option A, B & C).

It means missing the opportunity to create a safer, healthier and more sustainable environment. Without re-balancing the street towards a more pedestrian and cycle friendly street we lose the chance to reduce traffic, improve safety and encourage physical activity. The street remains less inviting, hindering community engagement and local business growth.

The status quo sacrifices a future where the street serves more people and promotes a greener, more vibrant neighbourhood.

Finally, the federal grant money of $7.32million for the *Thriving Suburbs Program* would surely be at risk, considering the program is about *"community-focused infrastructure which creates and enhances amenity, liveability and social cohesion".* Not a standard street renewal (Option A, B & C). And as a rate payer, a council voting against a $7.32 million grant that improves our streets seems finically careless and shortsighted.

Thank you for reading my submission.

From: Peter [redacted]
To: Hutt Street-Upgrade
Subject: Feedback - Hutt Street Revitalisation
Date: Thursday, 27 March 2025 3:45:24 PM

You don't often get email from [redacted]. Learn why this is important

Hello

I offer the following feedback. I live within 100 metres of Hutt Street between [redacted]. I have a morning coffee most days on Hutt Street and regularly use the local businesses. Cycling is my main form of transport and I encourage bike-friendly initiatives.

In my view:

1. Car parking availability is very important for local businesses. Most people don't go to Hutt Street for extended shopping, but they stop for a quick coffee or shop at the local businesses (shoe repair, dry cleaning, newsagent, chemist etc). Those people are generally not cyclists (eg parents before/ after school drop-off). If they can't easily get a park they will go elsewhere.

2. Cyclist access to Hutt Street is quite good now eg on the Halifax bike lane or Carrington Street which is relatively quiet. It is much better than comparable precincts (eg KWR Hyde Park or Norwood Parade). Cycling on Hutt Street is much safer than those two destinations.

3. Widening the bike lane may be useful but a protected bike lane is unnecessary, though that may mean more CBD commuters pass through (but generally not stop). However the Frome and parklands bike paths mean there are already commuting options. Personally I normally cycle into the city up Cardwell/Daly as there are no lights and traffic is light.

4. Successful recent businesses like Mascavado and Latteria are not targeting the cycling crowds, but plenty of cyclists go to Cibo, Biga etc for coffee.

5. Extra footpath dining can be useful for some businesses but this would be better done on a case-by-case basis (eg removing 2 parks) rather the proposals to reduce parking by 50+.

6. Are there options to purchase nearby property for off-street parking, as has occurred off KWR Hyde Park.

7. Halifax Street bike lane is generally ok but there are some places that are quite dangerous (eg near Pulteney Street) as the car lane is narrow (and very narrow for the Connector Bus). Reducing the width of the median strip near Pulteney would assist.

8. Improving availability of parking off Hutt Street would assist. Currently many of the 2 hour parks on Halifax Street are used by local office workers who move their car (or check for tyre chalk). Changing many to 1 hour would help.

9. There are limited bike parking racks available . There are opportunities to increase.

In summary, I think options C, D and E would significantly hurt the vibrancy of Hutt Street and impact local businesses adversely.

Option B looks OK.

I appreciate the intent to improve Hutt Street but funds may be better spent supporting businesses to move into the precinct.

Regards

Peter [redacted]

[redacted]

From: Mike [redacted]
To: Hutt Street-Upgrade
Subject: Hutt Street
Date: Friday, 28 March 2025 11:05:15 AM

> You don't often get email from [redacted]. Learn why this is important

Hello

I am a resident and home owner in the south east corner of the CBD. The southern section of Hutt Street is our local community and so it is great to see that the city is putting serious thought into its future. Thank you for all the hard work putting the five options together and for the community consultation.

Option D is the only valid option for a number of reasons. One of the pages of your own feedback form I just completed demonstrates this quite clearly. It's the option that clearly maximises outcomes across all categories.

Option D is the only option that provides best practice, save car parking along the street. It will improve tree and green space amenity (something that is in critical need across Adelaide). There are already a few excellent venues, the Arab Steed for example, but Hutt St is currently quite dead. This is a once in a lifetime chance to rejuvenate a significant portion of the city not just for the local community but for the whole of Adelaide and for domestic and international visitors. Why would you not do that ?

I previously lived in Surry Hills in Sydney and witnessed first hand the effects of the Bourke Street Cycle way. There was considerable opposition from local businesses and community due to the impact of the loss of parking. The outcome is the complete opposite. It has created a human friendly environment that has a thriving culture and amenity for locals and visitors alike. I suspect local businesses have benefited ultimately and I'm pretty sure none of the local community would want to go back to how it was.

Thanks again for your time and work on this critical project.
Mike

To whom it may concern,

I am a 34-year-old mother who lives just off Hutt Street on [redacted]. And I strongly support option D.

I have followed the consultation closely and the conversation seems centred around the rusted-on ideologies of cycling vs cars.

But has enough thought been given to pedestrians?

As a woman I feel unsafe to walk along sections of Hutt St at night due to bad lighting. For example, instead of walking to the closer IGA between Halifax and Gilies St, I often walk north towards the Angus St IGA or drive to Norwood. Surely a Main Street in our city can offer safety to women at night.

And as a mother of young kids, with a wide pram, I find shopping along Hutt St to be an uneasy experience. I cannot easily navigate the narrow footpath, and crossing roads like Carrington between the Havelock and Chianti is risky with its sweeping turn.

People think the loss of carparks lose customers, but the current footpath and lighting cause me to shop elsewhere 3-4 times a week. I either walk through the parklands to Rundle mall or drive to Norwood.

There will still be plenty of parking in the area after the upgrade. It's time to improve the street for everyone. Please.

From: Leith [redacted]
To: Hutt Street-Upgrade
Cc: Anne [redacted]
Subject: Feedback
Date: Friday, 28 March 2025 1:03:19 PM

Hi.

I Leith [redacted] and my wife Anne [redacted] and are owner occupiers of [redacted].

I believe my wife has lodged her opinion under separate cover so please take this as my opinion only.

We attended several meetings regarding the proposed upgrading of Hutt Street between South Terrace and Carrington Street.

There were five suggestions made by the council.

If the proposal is too focused on locals living space, we believe the street would become a walkway with just about all Alfresco cafes.

We believe the traffic flow and parking for businesses are paramount.

Hutt Street has specialist businesses that bring consumers here and they will most likely have a coffee if they can get a park and don't have to leave within 15 minutes.

A line dividing a small bike lane would be fine.

However, a wider bike lane with its own borders would reduce vehicle road space and reduce too much parking space.

It would be nice to see some additional facilities for locals but not at the expense of making the peek traffic worse that what it already is.

We can see how bigger park spaces would make easier parking as it seems more and more drivers are not very efficient at parking.

Hence widening the park spaces and losing a few (eight is it?) would be acceptable as people parking could get in and out of the space safer and more quickly.

With all the above in mind, **I therefore support version B** of the proposals.

We have lived here for years and we support businesses including cafes. We are commenting based on much observation and extensive experience.

We feel any proposals past B will have a detrimental effect on the street and create other problems which will not be 'fixable.'

Cheers.

Leith & Anne.

Virus-free.www.avast.com

From: Leon [redacted]
To: Hutt Street-Upgrade
Subject: Hutt St upgrade feedback
Date: Friday, 28 March 2025 2:46:17 PM

You don't often get email from [redacted]. Learn why this is important

Hi, below are my comments and considerations regarding the Hutt St upgrade.

I would like to first give some historical context and perspective to my feedback.

I have lived in Adelaide from 1957 first in Carrington St and then Eastwood area and I frequent Hutt St often these days.

My feedback is based on what I have seen work over the years and the changes that haven't worked and so I have documented these.

I have looked at your option A to E and although they are difficult to understand, I think I get where each is heading. I have no best preference and they all have some value or problems.

I will outline my comments below:

1/ Traffic on Hutt St needs re-routing somehow to make the street more walkable and for bikes sort of like a mall.
Cars are an issue and if an underground car park in the park lands could be provided that could store cars so people could walk to Hutt St and the city.
Obviously disabled people need consideration.
Small buses could be provided as transport on the street and to the city if required.
Traffic noise is a problem that needs solving by removing/reducing traffic.

2/ Improve public transport to city from suburbs to reduce cars to city via Hutt St etc. We use cars too much mainly because public transport id poor, expensive and infrequent. Huge improvements are required to make inner city living and visits to the city work without cars and pollution.

3/ Increase tree canopy, but replace plane trees with fruiting natives or European fruit trees. Plane trees cause allergic reactions and are top of the list as allergenic trees.
It would be great to have tree canopy from trees with edible fruit rather than just aesthetic varieties. I have seen some plantings of Ginkgo and they seem good too.

4/ Promote small shop infrastructure as it used to be in the past with Hutt St as the high street providing diverse shops selling multiple products like IGA/711 and also specialty shops like Deli/Grocer/Baker/Butcher etc. These would provide produce and services for city dwellers within walking distance so they don't need to shop at distant supermarkets by car or other transport. Many city apartments don't have car parking so cars should not be required as a normal requirement for city dwellers as they could rely on public transport and long journey trains. The reduction in use of cars would reduce pollution and people moving by walking would improve their health and well being.

5/ Regulate development of high rise and infill to slow growth while supporting infrastructure to cater for the current city population. They need local shops/childcare/schools/services. There needs to be an integrated approach to work and living. If people live close to work they save in travel time and can use transport modes

other than cars. Some dwellings and apartments are too expensive so we should be building some smaller footprint affordable buildings that can cater for those with low budget for rent or purchase. An example is a set of small footprint low rent units in Nelson Place in the city.

6/ Regulate style of buildings to maintain heritage and also to prepare and mitigate for worsening climate change.
Buildings must have high rating for passive heat/cooling process. Should include verandahs for cover and shade.
Street tree/bush canopies rather than the current messy tangle of low rose bushes or high maintenance lawns and grasses.
Fruit trees and herbs are appropriate as per point 3 above.

7/ Hutt St has an important heritage and migrant history as do the streets that run from it like Carrington St.
It would be great to feature more of that history in some prominent way and promote the value of inner city living and community.
There are a few plaques here and there, but it should be possible to have more interactive items like they do at Port Adelaide for those interested in the history.
Some signs like the new electronic boards with selectable screens would be good and could be battery and solar powered so no need for wiring.

8/ I know that some people and residents don't like having the homeless in the parks and don't like the work of the Hutt St Church, but migrants like me understand the value of that church to the poor and it's role in supporting the down and out people of the city.
We should be funding the church and have more shelters. If you review the history, there were a lot of shelters in that area including those for women and the poor. The area has now been gentrified and lost it's ability to house the homeless.
You can't just build and develop a city and regulate it for the rich gentry because the poor also "live" there and we can't pretend they don't exist!
If we ignore the homeless problem it will just get bigger and cause more pain and suffering and eventually cost more to deal with in the end.

Happy to discuss further.

Regards

Leon [redacted]

From: [redacted]
To: Hutt Street-Upgrade
Subject: Hutt Street Revitalization submission from Heather [redacted] and Nick [redacted] [redacted]
Date: Friday, 28 March 2025 2:46:47 PM

Community Consultation
Hutt Street Revitalization Project
GPO Box 2252
Adelaide SA 5001

We support a revitalisation of Hutt Street that improves safety for pedestrians, cyclists, and motor vehicles, and which allows local businesses to flourish. We have developed relationships with many local businesses and do not wish businesses to be disadvantaged by any changes to the street.

If Option D is adopted (as the safest option and the one that provides more outdoor dining space for businesses that have asked for this in previous consultations, then there could be targeted parking for specific businesses eg 15-minute parking for the IGA (which already exists), and dry cleaners (during opening hours), short term parking for the pharmacy during its opening hours. Perhaps some metered parking to encourage the freeing up of spaces.

Parking in Hutt Street can be, and currently is, shared by businesses given their different opening times and customer needs. The Council needs to engage closely with businesses, before, during and after any changes to the street.

There are many places to park within a short walk of Hutt Street. More vehicles could park if there were marked spaces.

Heather [redacted] and Nick [redacted]

SAVE OUR HISTORIC MAINSTREETS INC

[redacted]

Community Consultation
Hutt Street Revitalization Project
GPO Box 2252
Adelaide SA 5001

Email feedback @ouradelaide.sa.gov.au/huttstreet

***Save Our Historic Mainstreets Inc. is a network of interested people and planners who advocate for main streets that are characterful, lively,* and economically vibrant.**

INTRODUCTION

Save Our Historic Mainstreets Committee Inc. is delighted that the City of Adelaide is revitalising four recognised main streets in Adelaide. We especially appreciate the Market to Riverbank Link and its goal of establishing a vibrant pedestrian and cycling connection between the Market and the River Torrens, primarily through upgrades to Bank Street and Leigh Street.

The East End exemplifies our goal with its friendly-scale mix of cafes, restaurants, bars, and premium shopping, which has emerged from cooperation between the private and public sectors.

LEGACY OF JAN GEHL

Danish architect Professor Jan Gehl participated in the Thinker-in-Residence Program in 2002, promoting walkability and the individual use of public spaces. His report for the City of Adelaide called *Public Spaces and Public Life*[1] commented that

> *Adelaide has been good at focusing on projects on the riverfront, Victoria Square and Rundle Mall, but the big message in the report is to look at the city centre as a whole and how everything fits together*,[2]"

We agree that one of the main tasks for revitalising Adelaide's four main streets is seeing how everything fits together. The development of the City Plan 2036 provides the overall structure for Adelaide, introducing the Local Area Framework, which acknowledges its neighbourhoods, precincts, and main streets.

Hutt Street is one of these main streets.[3]

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[1] [1] Lars Gemzøe presented the concepts underpinning the report in Adelaide. The presentation can be found at https://courses.washington.edu/gehlstud/gehl-studio/wp-content/themes/gehl-studio/downloads/Resources/R_lecturelars.pdf.
[2] Jan Gehl, *Public Spaces and Public Life,* City of Adelaide 2002.
[3] City Plan 2036 from pages 98 onwards.

HUTT STREET

The Save Our Historic Mainstreets Committee submission focuses on the *Hutt Street Concept Development Options Plan (the Concept Plan), which is* currently out for public consultation.

Only one option meets some of the characteristics of Jan Gehl's ideal city, and that is Option D. Some of these characteristics are listed in a table used in the Hutt Street Master Plan.[4] This schema seems to be the foundation for all revitalisation projects along the four Main Streets developed by the City of Adelaide. A chart matching the characteristics associated with the Concept Plan with those in the Hutt Street Master Plan is attached to this submission.

In addition, the *Save Our Historic Mainstreets Committee* wishes to respectfully suggest that

- The future management of the Hutt Street Revitalisation should be a cooperative effort to provide a forum for updating and allowing residents, visitors and businesses to respond to these and other initiatives that inform Hutt Street's revitalisation.

  A previous Roundtable, established in 2020, played a crucial role in bringing together all stakeholders on Hutt Street. It successfully addressed the tension between the Hutt Street traders and the Hutt Street Centre, a testament to its effectiveness and the positive impact on the local community.

- The Hutt Street Master Plan saw Hutt Street extending from South Terrace to Bartles Road. This view allowed the Street to be seen and planned as a whole. For example, pedestrian and cyclist movements, public transportation, car movements, and parking are all described and tracked along Hutt Street and its immediate vicinity.

  Nevertheless, the Concept Plan released for community consultation focuses on Hutt Street from South Terrace to Carrington Street, which is commonly referred to as the "heart" of Hutt Street. Not only does this methodology override the Master Plan by providing a holistic view, but it also fails to allocate a budget or a staging plan for the revitalisation project along the entire street.

- Before committing to any public realm, an upgrade to existing shops and shopfronts to improve the appeal of Hutt Street to customers. It should be recognised that the Street has three sides and needs to be viewed more holistically, including the impact on the two privately owned sides and how they can be improved.

  Given that there appear to be many unknowns about the development of the Street[5], one action the City of Adelaide could take before undertaking a public

[4] Hutt Street Master Plan, page 24.

[5] These may include but are not restricted to the proposed light rail route along Hutt Street, an assessment of the stormwater infrastructure, the extent and nature of the footpath uplift, the costs of

realm upgrade is to prepare a Code Amendment to make Hutt Street as part of the Historic Area overlay, from which it is currently excluded.

The recent demolition of 187-189 Hutt Street recognised the vulnerable status of this historic building. As part of the proposed Code Amendment, all presently unlisted historic buildings should be protected from demolition through a Local Heritage listing or identified and mapped as Representative Buildings. In this way, the demolition of a heritage building should not occur unless a DA is in place at that site.

Thank you for the opportunity to comment on the Hutt Street Concept Plan. If you have any questions, please do not hesitate to contact me. However, all correspondence should be sent to the Chair.

Yours sincerely

Elizabeth [redacted] for Robert [redacted]

Committee member
Save Our Historic Mainstreets Committee
Email [redacted]

the five options sent out for consultation, the time to be taken for each option to be implemented and the level of disruption to traders along the Street.

ATTACHMENT 1
Table 1 Comparing the Hutt Street Master Plan (Draft 2021) and the Hutt Street Concept Development Options Plan (February 2025) with comments from the *Save our Historic Mainstreets Inc Committee*.

ELEMENTS IDENTIFIED IN THE MASTER PLAN	**THE ASSESSMENT GIVEN TO HUTT STREET**	**CONTRIBUTION TO THE MASTER PLAN PROVIDED BY OPTION D**	***SAVE OUR HISTORIC MAINSTREETS COMMITTEE* COMMENT**
High-quality public realm	OK	**Yes,** the Concept Plan proposes that the public realm widen and declutter the footpaths by replacing the current ones. Raised footpaths for minor streets increase the accessibility of the public realm. Provides new opportunities for utilising the public realm.	The public realm also encompasses street-level shopfronts and historic buildings. Allocating funds to help restore frontages to their original state would assist in retaining the historic characteristics and vibrancy of the Street. For instance, the replacement of verandahs on shops around the General Havelock Hotel[6] can be associated with both a response to climate change and a heritage initiative.
Diverse commercial mix with good shopfronts	Poor	**No, not in the current proposal**.	
Public spaces that promote activity	OK	**Yes**, the Concept Plan proposes that additional	

[6] Note the footpath requirements for this initiative.

		footpath space will be available at the intersections of Halifax and Gilles Street. The heart of Hutt Street has space for small-scale activities, such as dining on the side streets, children's activities, music, and public art.	
Identifiable branding	OK	**No – the Concept Plan does not address this issue**.	
Accessible and safe for all users	Poor	**Yes,** the Concept Plan emphasises safety. Parallel parking is the only option that meets Austroads Guideline recommendations, increasing safety for cars and their drivers. Moreover, cycles, e-scooters, and skateboards will be separated from traffic and pedestrians, improving safety.	Better lighting at night would also help make Hutt Street safer for visitors. Uber/taxi stands could be established at night to assist patrons at restaurants and cafes. The Concept Plan does not address or implement aspects of the City Plan 2036, including a projected population increase (with its impact on parking and vehicle usage) and the establishment of a light rail tram along Hutt Street.

		Also, minor alterations to the Street will be made for traffic changes. For instance, a slip lane will be established for McLaren Street and Daveer Place.	
Green	Good	**Yes**, the Concept Plan proposes improving the health of street trees and replacing some trees in gaps.	
Connected, human-focused with a 'heart'.	Good	**Yes** – The Concept Plan concentrates on creating the ‘heart’ of Hutt Street.	The Concept Plan does not extend to the entire length of Hutt Street, instead confining itself to the areas between South Terrace and Carrington Street. Nor does it stage or budget for the future development of the revitalisation of Hutt Street.
Celebration of local and heritage character	Good	**No, not addressed in the Concept Plan**	The recent demolition of 187-189 Hutt Street recognised the vulnerable status of historic buildings. We believe demolition should not occur on any site unless a Development Application (DA) is in place.
Tailored events and activations	Excellent	**No, not addressed in the Concept Plan**	
Stakeholder collaboration	Excellent (but omits SECRA)	**No ongoing collaboration or management of the Concept Plan is addressed.**	A Roundtable, established in 2020, was instrumental in bringing together all the various interests around Hutt Street and provides a possible model for ongoing collaboration and cooperation.

[redacted]

Email feedback @ouradelaide.sa.gov.au/huttstreet

[redacted] is pleased that the City of Adelaide has sponsored a broad consultation on one aspect of Hutt Street revitalization. [redacted] before submitting to the Hutt Street Concept Development Options Plans (the Concept Plan), held a meeting with its members on 13 March 2025 to inform this submission. The meeting was attended by 26 members, with three elected members present. Before breaking into groups, Mr Tom McCready, Director of Infrastructure, and Deputy Lord Mayor David Elliott gave short presentations.

We know that some residents are content with Hutt Street as it is today. It has been described as having an attractive "village-like" atmosphere with cafes and restaurants, day-to-day essential community service, and a broad range of services and shops.

Some people value the convenience of car parking outside their chosen shop, service, or restaurant, appreciate the trees shading the street, and while not perfect, they are happy with the retail mix along the street. These concerns lead them to options A or B.

On the other hand, some residents seek a revitalization of Hutt Street by developing the public realm between the buildings.[1] These residents value separated cycle paths, continuous development of the greening of the street, enhanced pedestrian amenity, safe streets through traffic improvement, and the separation of independent wheeling from pedestrians, all brought together by activities and events. These aspects of the Concept Plan led them to Option D.

The opportunity to improve and replace the services under the footpaths and roads is very attractive for the City of Adelaide and is available in Options B-E.

The [redacted] Committee has heard the views of our members and has come to the view that the majority (of those who have responded to the [redacted] committee) supports Option D. The reasons are

- Increased road safety for residents, visitors, traders, and customers.

[1] Jan Gehh, *Life Between Buildings: Using Public Space*.

- Sufficient parallel car parking in Hutt Street and the surrounding streets for changed practices reflecting different values about attractive main streets
- Additional greening opportunities.
- Widened footpaths for traders and pedestrians.
- Responsive traffic improvements.

The [redacted] committee has encouraged our members to express their views using emails, filling in the survey, and contributing written submissions that form part of the community consultation.

Please do not hesitate to contact [redacted] should you wish any clarification.

Yours Sincerely

Heather [redacted] on behalf of the [redacted] Committee

Date 28 March 2025

I am a resident of [redacted] just west of Hutt St. On a daily basis I visit the Hutt St area by foot, by car and also as a cyclist. I have been involved in mainstreet revitalisation projects in the past and fully support an upgrade to the Hutt St precinct.

My view is the result should be based on a hybrid version with features from each of the 5 options as each have merit and some severe disadvantages.

Comments on each option:

Option A

Revitalizing the precinct should include incentives for people to visit i.e. parking should be as easy and local as possible. We are a car society despite the minority push for cycling. Lack of parking will drive people away. Whilst not strictly complying to Australian Standards retain the 132 parks unless an alternative can be found to address the shortfall offered in the other options.

Replace the existing footpaths not simply random maintenance as suggested in this option.

My personal experience is the current cycle lane is quite adequate with adjacent generous vehicle lane widths currently and given the main North South cycle corridor for commuters is promoted as Frome St. The vast majority of visitors to Hutt St will not arrive by bike. Commuter numbers are low.

Option B

Yes maintain 60 deg parking for convenience which at the end of the day, works. ie maximise available parking bays.

There is no evidence to suggest widening the cycle lane will add a significant safety benefit.

For safety reasons, do not narrow the current complying 3.5m traffic lanes as suggested to below ideal Australian Standards for lanes with high traffic flow and with significant bus and truck use.

Create space for street furniture and community hubs. The wide centre traffic island on the East side of Halifax St serves no practical purpose. Re align the Halifax lane and add that space to the South East corner to maximise that as community hub space (often now used for events/buskers)

New vegetation and greening essential. Throughout the concepts there is no mention of lighting ? Current street lighting is largely above the tree line and at night the area is almost in darkness, which could be best described as a boring experience. If Council wishes to enhance the project area and activate night life, low/mid level ambient lighting is essential in addition to existing high level street lighting.

Option C

Yes 45 deg angle parking does make it slightly easier to access but unless there is evidence of a history of safety issues directly attributed to 60 deg, parking along stretch then leave it at is and maintain parks.

Option D

Another protected cycle path is not warranted since Frome street width has been reduced as a North South bicycle corridor.

Reduced parking will reduce visitor appeal and business will pay the consequence.

Like it or not, Hutt St is an important North South traffic corridor. Reducing the flow in any way will lead to further congestion even during off peak times. This restrictive option will prove to be a disaster and will create safety issues with vehicles reversing to park.

Raised pedestrian thresholds at minor side streets has merit

Again no consideration to low level ambient lighting to enhance the precinct and increase night time activation.

The cost of providing dedicated right turn slip lanes for Cardwell and Davaar streets is not warranted. What right turn traffic count studies have been done to support this proposal ?

Closure of the median gap opposite Cardwell St is not warranted. Vehicular conflict is minimal.

The proposal to "sharpen"the left hand turn Halifax into Hutt (South Eastern corner) will not work. The current restricted intersection access has issues for through traffic if a vehicle in front wishes to turn left or right and can miss a light cycle. This proposal will make this problem worse.

Not mentioned, but do not change the light cycles/lane directions at this intersection as per the Gilles St Pulteney street lights which is now a total disaster for Gilles St through traffic flow and now dangerous due to lane changing occurring right at the intersection.

I am at a loss to understand why or how this option was even submitted without any common sense thought about the implications.

Option E.

Unwarranted protected cycle path which is at the expense of traffic flow. Decreases road safety by reducing the lane width to below the ideal Australian standard of 3.5m for roads with truck and significant bus use .

Reduces available parking bays.

No consideration to low level ambient lighting to enhance the precinct.

Even further reduces intersection access on Halifax South Eastern corner. Even less workable than Option D.

Iin This proposal there is minimal safety buffer on Hutt between left lanes and rear of parked cars. Currently significantly greater than what is proposed.

Raised threshold for Cardwell street increases safety for pedestrians at this narrow exit. point.

Widening of selected footpaths good in theory but not practical given the bigger picture use requirements of Hutt St ie it is a main traffic corridor. Leave centre medians as they are, there are no obvious issues. A raised pedestrian threshold at Cardwell street has merit.

Summary Comments

I am disappointed the survey promotes 5 distinct limiting options. There should have been a 6th option to cherry pick positive ideas from each of the 5 options listed, not one option is the ideal solution.

I am very puzzled that in a project to revitalise and reactivate Hutt St there is zero consideration in the scope of works shown in the options for night time street use. As mentioned above, the current street lighting (which needs to retained) is largely above the trees during summer months and inadequate for an active main street environment. The street level ambience at night at present is appalling , yet there is no mention of any proposals? There is a real opportunity to make a night time statement along this section of the street through low/mid level lighting.

Retain the 60 deg angle parking to preserve maximum parking opportunities.

The current cycle lane is quite adequate thus maintaining 3.5m width traffic lanes for safety.

Maximise new vegetation and greening and replace footpaths to better suit current/ future use.

Create and maximise community mini hub areas for meeting places/small events/buskers etc.

Highlight the Council Hutt St Library by entry statements, entry lighting and a community event noticeboard as a community drawcard.

Increase bicycle stands near café areas.

Highlight pedestrian crossover points on the centre median, cant see any on the 5 options.

I am happy to discuss any issues further and look forward to community/business consultation on the final option before it goes to Council for endorsement.

Regards Anthony [redacted]

[redacted]

From: Karl [redacted]
Sent: Friday, March 28, 2025 2:53 PM
To: Tanya Press <T.Press@cityofadelaide.com.au>
Cc: [redacted]
Subject: Hutt Street Revitalisation Concerns,

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Tanya,

Can you please forward the below email to the relevant people involved in the Hutt Street Revitalisation Project, and please cc' both Richard (his emails are included) and myself so that they can direct all future correspondence to ourselves.

Thank you

To whom it may concern,

I am writing to express my concerns about the recently proposed traffic management measures on Hutt Street. While I appreciate the intention behind these changes, there are several critical issues that remain unaddressed, which could negatively impact business revenue and create significant safety risks for all network users.

1. Traffic Modelling and Assumptions: The proposal claims that these measures will reduce through traffic on city streets; however, no supporting traffic modelling has been provided. This lack of data undermines the validity of the proposed assumptions, particularly regarding their impact on local businesses during and after construction. Many businesses depend heavily on vehicle traffic, making it crucial to assess how these changes may affect them.

Additionally, as part of the proposed upgrades has any modelling been done to evaluate existing turn lane requirements and whether they provide adequate storage lengths for proposed traffic volumes?

2. Support for Local Businesses: While the proposal suggests an anticipated increase in foot traffic, there is insufficient information regarding the sources of this increase and how it will directly benefit local businesses. Furthermore, specific strategies to support these businesses during construction and address visibility reductions due to decreased vehicle traffic have not been adequately communicated.

3. Safety and Crime Considerations: The proposal references crash statistics, but it lacks information related to crime, particularly concerning the Hutt Street Centre. Poor lighting currently contributes to safety issues; therefore, a thorough lighting assessment is necessary to ensure compliance with current standards and align with the surrounding Department for Infrastructure and Transport (DIT) roads, as has been done with upgrades to roads such as King William Road.

Additionally, given the expected increase in foot traffic, what measures are being undertaken to ensure the safety of patrons who may be (and are currently) apprehensive about walking in certain sections of Hutt Street?

4. Geometric Cross-Section Values: While the memo claims that minimum geometric cross-section values endorsed by DIT and the public transport authority have been adopted, these values conflict with DIT’s own standards regarding minimum lane widths for inner urban roads, as outlined in the Road Design Master Specification RD-GM-D1.
The Master Specification stipulates that kerbside lanes adjacent to bicycle lanes should be a minimum of 3.4 meters for roads with a speed limit of less than 60 km/h. However, council's proposal opts for minimum values for low-speed, low-traffic roads, which do not suffice given current traffic volumes and road network requirements (e.g., adjacent angle parking and bicycle lanes).

This guidance also specifies desirable cycle lane widths between 1.2 and 1.5

meters for inner urban roads (non-freight routes) with a speed limit of less than 60 km/h.

Can council clarify why vehicle through lanes have been minimized while providing cycle lanes wider than what is specified in the state design guidelines? Additionally, turn lane width dimensions have not been documented.

Furthermore, dimensions for the depth of the proposed angle parking have not been provided, raising questions about compliance with the Austroads Guide to Road Design (AGRD) Part 3, figure 4.54 and 4.55.

It would be beneficial for road upgrades such as these, that the designs are reviewed under the same independent review process followed within DIT to ensure compliance with the relevant standards.

5. Safety of Bus Operations: The NHVR database indicates that Hutt Street network is designed for controlled-access buses up to 14.5 meters long. Given that standard bus widths are approximately 2.6 meters, the proposed lane width reductions could compromise safety due to insufficient travel clearance.
To prioritize public safety, it is essential that council reconsider the proposed dimensions, taking into account current and projected traffic, parking, and pedestrian volumes.

Moreover, in the options where a single lane is provided, there are no indented bus bays to facilitate traffic flow. If a bus stops during peak times, is delayed, or breaks down, there will be no room for other traffic to maneuver safely around it. This poses a safety risk for all road users and could impede emergency vehicles.

Furthermore, cyclist counts indicate approximately 150 cyclists travel on Hutt Street daily, a stark contrast to the 23,000 vehicles that use the road. How can the council justify a reduction in road safety for the predominant road users given these numbers? Even if cyclist counts were to triple, it would still not validate the reduction in road widths or associated standards.

6. Parking: All five options propose a significant reduction in parking availability. Has the council considered removing permit zones on adjacent side streets to accommodate overflow parking? This action could help alleviate pressure on local businesses.

While five options have been presented, our preference is Option A, as it appears to minimize disruption to parking and road widths while providing a suitable cross-section for an urban road of this scale. Rather than spending unnecessary funds to reduce the roadway's cross-section, it would be more beneficial to upgrade the existing streetscape (e.g., DDA-compliant ramps, enhanced footpaths, improved lighting, and adequate pedestrian crossing points). These improvements would not only enhance the streetscape but also provide additional safety benefits.

Thank you for considering these concerns. I look forward to your response.

Regards,

Peta [redacted] and Karl [redacted]

--
Karl [redacted]

From: Admin [redacted]
Sent: Thursday, March 27, 2025 5:10:04 pm
To: Tanya Press <T.Press@cityofadelaide.com.au>
Subject: RE: Hutt Street - What's on April 2025

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

HI Team

We do not agree with the parallel parking concept in Option D and would like this option to be deleted from any further considerations of the upgrade of Hutt Street.

We believe that the business community is already suffering and needs to be bolstered rather than hamstrung with limited parking opportunities for their clients.

Regards

[redacted]

From: Tanya Press <T.Press@cityofadelaide.com.au>
Sent: Thursday, 27 March 2025 4:59 PM
Subject: Hutt Street - What's on April 2025
Importance: High

Hi there,

Just a friendly reminder that there are a few projects open. Feedback is incredibly valuable, and I encourage you to take some time to review and share your thoughts.
Thank you!

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

Your input will help us understand what you want to see for the future of Hutt Street and inform the next stage of the project design. **Closes 5.00pm on Friday 28 March 2025.**
Submit Feedback: **Hutt Street - Main Street Revitalisation | Our Adelaide**

Old Crock's Run Event
We're seeking community feedback on **Proposed Temporary Road Closure of Hutt Street on Sunday 4 May 2025 between 7am to 11.30am.**
The Old Crocks' Run, organised by the Sporting Car Club of South Australia Inc., celebrates the rich history of motoring by showcasing vintage vehicles, including pre-1935 cars, commercial vehicles, and motorbikes. The event organiser has chosen Hutt Street as the preferred start location to honour the tradition of the original rally that also started in this location in 1934. ***They will temporarily close a portion of Hutt Street, between Angus Street and Halifax Street (eastern side).***
The event includes around 150 cars assembling on a section of Hutt Street prior to the start of the annual Old Crock's Run to Glenelg.
This event is expected to bring significant economic returns to local businesses in the area, benefiting from the increased foot traffic and community engagement.
Submit Feedback: **Old Crock's Run Event | Our Adelaide**

Make Music Day
The City of Adelaide is now seeking expressions of interest from venues to host a Make Music Day gig and performers to play micro-gigs to small but appreciative audiences.
We will match performers with venues and help promote the festival to boost attendance.
These gigs will feature multicultural, young and diverse musicians, providing access to venues and audiences they wouldn't normally play for.
Expressions of interest close Monday 21 April 2025.
Financial support is available – for further information: **Make Music Day - Expression of Interest | City of Adelaide**

AFL Gather Round
Thursday 10 April - Sunday 13 April 2025
Expect non-stop city wide action over four days as Adelaide becomes the centre of footy fever during the 2025 AFL Gather Round, when all 18 AFL clubs descend upon South Australia for round five of the Toyota AFL Premiership Season.
It's time to gather your crew and lace up your boots—there's so much to see and do in Adelaide during Gather Round. Enrich your stay and discover more about:

Here For a Good Time? Gather Your Crew
Whether you're here for the goals or the good time (or both!), you can find an array of experiences to enjoy pre- and post-match, special dining offers, and live game-day promotions in our city neighbourhoods.
Each corner of the city tells its own story, inviting you to be part of the vibrancy.
Experience Adelaide | City South East & Hutt Street

Tanya Press
Place Partner - City South East
Place & Event Experience
7th Floor 25 Pirie Street
Adelaide, South Australia, 5000
M. +61481066257
F. +61882037005
E. T.Press@cityofadelaide.com.au

Community Consultation
Hutt Street Revitalization Project
GPO Box 2252
Adelaide SA 5001

Email feedback @ouradelaide.sa.gov.au/huttstreet

I am pleased that the City of Adelaide has sponsored a broad consultation on one aspect of Hutt Street's revitalization. I am sharing with you my opinions on the Hutt Street Concept Development Options Plans (*Concept Plan*)

My initial comments focus on the process, and I will then proceed to the content related to the five options outlined in the *Concept Plan*.

PART ONE

1.1 Management of the Hutt Street Revitalisation

Reconvening the Hutt Street Roundtable (or a similar forum) could become part of the Community Engagement Framework, as it facilitates community participation in decision-making by ensuring that community members are aware of significant City of Adelaide decisions in advance and can provide input. It can also support substantial plans and strategies under consideration to ensure cohesion, clarity, and a consistent narrative for the community.[1]

The new Hutt Street Roundtable could be refined to finalize revised terms of reference and membership to reflect the new role of the Roundtable. Meetings would be convened at critical points during the project implementation and on an as-needed basis when necessary. The budget implications are negligible due to the Roundtable's voluntary nature.

Similar groups could be established for other Main Street developments if required.

> **Recommendation 1**: **Roundtable Mark 2 should be established to advise and assist in managing the Hutt Street revitalization project.**

1.2 Staging the Hutt Street Revitalization Project

The draft of the Hutt Street Master Plan saw Hutt Street extending from South Terrace to Bartels Road. This view allowed the Street to be seen and planned for as a whole. For example, pedestrian and cyclist movements, public transport, car movements, and parking are all described and tracked along the Street.

An example is rescoping a cycle path element in options B to E. The initiative ends at Carrington Street, whether placed on the expanded footpath (Option D) or located on the road (Option B). Cyclists and wheeled vehicles will have to return to the existing format after Carrington Street instead of carrying these initiatives to the whole Street.

[1] City of Adelaide committee papers,16 April 2024.

No budget, commitment, or timeframe has been given to expand all or some of the initiatives found in the *Concept Plan* to fulfil the promise evident in the Hutt Street Master Plan.

I suggest that the entry statement could be viewed as Stage 1, the revitalization project for the "heart" of Hutt Street, as Stage 2, and then the City of Adelaide could develop further stages, costs, and time frames before implementing the preferred option.

> **Recommendation 2: The City of Adelaide should describe and fund further stages to redevelop Hutt Street, allowing for the implementation of the Master Plan, which examines Hutt Street from South Terrace to Bartels Road**.

PART TWO

Moving now to the content of the *Concept Plan*

NEXT STEPS REGARDING STAGE TWO

The final recommendation suggests that the City of Adelaide could take two directions as the decision maker. They are

OPTION 1 – SHORT-TERM IMPROVEMENTS TO HUTT STREET

- Option A/B is supported by retaining 132/112 parking bays, repairing, maintaining and cleaning the existing footpath, and enhancing tree surrounds where possible.
- AND improving existing public realm street furniture, bike parking, lighting, scooter parking, and electric bike parking bays.
- AND the remaining budget is to be allocated to invigorate heritage buildings, many of which are in poor condition along Hutt Street, while also seeking a Code Amendment.

OPTION 2 – STRUCTURAL IMPROVEMENTS TO HUTT STREEt

However, Option D (parallel parking) and Option E (changed angle parking) is recommended for its future perspective as it

- Best aligns with previous community consultations and the Lord Mayor's Roundtable recommendations.
- AND it may enable businesses to have more opportunities despite some initial disruption.
- AND it should improve the safety of residents and visitors (safer footpaths and roads through traffic calming) and for cyclists and other wheeled personal transport (with improved cycle lane)
- AND allows for additional greening initiatives along the Street.
- AND allows verandahs to be replaced on heritage buildings (Option E).

This option also implements the best thinking about improving the livability of residents in changing circumstances, which is foreshadowed in the City Plan 2036. As such, it is the preferred option.

Recommendations 3 The preferred options are Options A/B or D/E, depending on the intent.

Some background to the *Concept Plan* is provided**.** Please do not hesitate to contact me should you wish any clarification.

Yours Sincerely

[redacted]

Elizabeth [redacted]

Date 28 March 2025.

Attachment 1

THE BACKGROUND

2.1 STREET CHARACTER

Any consideration of the revitalization of Hutt Street should be based on retaining its attractive "village-like" atmosphere, with cafes, restaurants, and day-to-day essential community services alongside a broader range of services and shops. These are located on a green, leafy, wide road with many historic buildings, business premises, and community services on both sides.

There is considerable community support for retaining the character of Hutt Street, as acknowledged by the first Lord Mayor's Roundtable, subsequent Community Engagement events, and community surveys.

2.2 ENTRY STATEMENT – STAGE ONE

The State Government commitment of $3m was for an entry statement linking near southern suburbs to Hutt Street. This work occurred through 2024.

2.3 THE MASTER PLAN FOR HUTT STREET

2.3.1. Principles

Based on research initiatives dating back to 2013 and more recent community consultations, the City of Adelaide approved the 2022 draft Master Plan guided by the following principles.

- Provide a well-planned street.
- Celebrate and reinforce the existing leafy green streetscape.
- Establish a business and retail identity
- Rationalize the reallocation of public space from vehicle use
- Create a new public heart
- Public art opportunities, activation and improved amenities.

10 Key Ingredients of a Main Street was a reference table in the draft of the Hutt Street Master Plan, which assessed these characteristics. It appears to reflect Jan Gehl's, an Adelaide-based thinker, innovative work on the importance of people in the city.[2]

ELEMENTS IDENTIFIED IN THE MASTER PLAN	ASSESSMENT GIVEN IN THE MASTER PLAN	POSSIBLE IMPROVEMENTS IMPLEMENTED THROUGH THE CONCEPT PLAN (OPTION D)
High-quality public realm	OK	Yes
Diverse commercial miz with good shopfronts	Poor	No
Public spaces that promote activity	OK	Yes

[2] Hutt Street A Master Plan, page 24.

Identifiable branding	OK	No
Accessible and safe for all users	Poor	Yes
Green	Good	Yes
Connected, human-focused with a 'heart'.	Good	Yes
Celebration of local and heritage character	Good	No
Tailored events and activations	Excellent	No
Stakeholder collaboration	Excellent	Yes, but not in the long term

When only looking at 'public realm' actions to improve Hutt Street, it should be acknowledged that it has three sides and needs to be looked at more holistically, including the impact upon the two privately owned sides and how they can be improved.

2.3.2 Budget allocation

The City of Adelaide placed an amount in the city's 202/2026 budget for the Hutt Street revitalization works. At its meeting on 27 June 2024, the City of Adelaide approved an indicative forward estimate (new & upgrade) within the Long-Term Financial Plan for Hutt Street of $2.5 million for detailed design occurring in 2024/25 and $10 million for construction occurring in 2025/26 and 2026/27.' [3]

It could have been helpful to residents and traders if the options presented in the *Concept Plan* had been costed. For instance, what is the difference in cost between Options B and D? Additionally, some work is affecting the Hutt Street Master Plan, which has not yet been finalized and may impact the project's cost. For instance, the renewal of stormwater facilities along Hutt Street is still under investigation.

2.3.3 Car Parking

It was apparent from the early stages of the Hutt Street Master Plan's development that the issue of car parking would be contentious. Unsurprisingly, some city residents and businesses in the southeast part of Adelaide are still divided when selecting the appropriate options. Several local meetings were held on the *Concept Plan* to gauge the community response, which included comments such as

- A more significant number of parks along Hutt Street means greater convenience for residents in getting coffee and having social interactions. Additionally, it enables trips to dry cleaners and grocery stores, where managing heavy or awkward bags may be necessary, particularly among an ageing population.
- Residents also wished to indicate their support for the traders and the recognition that they are an essential part of Hutt Street.

[3] City of Adelaide Council Minutes.

- On the other hand, those supporting fewer car parks allow greater use of footpaths by some businesses and a separate bikeway to be used by other wheeled transport ie scooters, skates, skateboards and electric bikes.
- Continuous footpaths across minor street entrances, such as Mc Laren Street, would introduce some level of traffic calming. Parking along Hutt Street would not be allowed in this area when traffic is
- Improved protection of the street trees would occur with all options, with a greater ability to do so with those with fewer car parks.

2.4 ELEMENTS LOST FROM/NOT ADDRESSED BY THE HUTT STREET MASTER PLAN

Several elements are not addressed in the *Concept Plan*, some of which feature in the Hutt Street Master Plan. They are

- Recognition of First Nations and, in particular, the Kaurna peoples.
- More road calming strategies, including but not constrained to
    - Reduction of the speed limit. This has become a common practice among neighbouring councils advocating road safety. [4]
    - Traffic lights that are responsive to pedestrians/cyclists.
- Heritage buildings. The recent demolition of 187-189 Hutt Street recognized the vulnerable status of these buildings. Before committing to any public realm upgrade, the Council should prepare a Code Amendment to make Hutt Street part of the Historic Area overlay, which they are currently excluded.

  As part of this Code Amendment, all presently unlisted historic buildings should be protected from demolition through Local Heritage listing or identified and mapped as Representative buildings.

The City Plan 2036 indicated a rise in population in the SE of the city. The City Plan 2036 notes that this increase in population will impact Hutt Street as the existing public transport is poor and can be improved by expanding the existing light rail system (which will complement the existing free City Connector bus service).[5] Early planning suggests it will operate along Hutt Street and not impact its green canopy. It may, however, lead to greater density along this transport hub. [6]

2.5 FEDERAL GOVERNMENT'S CONTRIBUTION.

The Federal government has announced a grant to the City of Adelaide project (based upon Option D) of $7.32M from its *Thriving Suburbs* program. This grant 'drives urban economic prosperity by providing access to funding for community-focused infrastructure projects throughout Australia's urban, suburban, and peri-urban communities'. [7]

[4] Re Unley Council's recent decision see indailysa.com.au/news/just-in/2025/02/11/unley-road-speed-limit-changes-tomorrow.
[5] City Plan 2036, Page 84.
[6] City Plan 2036, Page 87.
[7] Obtain further details at https://business.gov.au/grants-and-programs/thriving-suburbs-program.

The City of Adelaide is congratulated for seeking outside funding sources for its activities.

Administrative note: Late submission

To: Adelaide City Council

Subject: Objection to Proposed Hutt Street Car Park Restructure

Dear Council Members,

I am writing as a long-term resident of the area to express my strong opposition to the proposed Hutt Street restructure that would significantly reduce car parking in favour of expanded pedestrian areas, social spaces, and a new bicycle lane.

I have lived in this neighbourhood for over 20 years. I am not a business owner, but I care deeply about the vibrancy and character of Hutt Street and the wellbeing of the local community. Over the past few weeks, I have personally spoken with many, many of the business owners on Hutt Street. The overwhelming response been opposition to the plan. Their view is clear and consistent: removing car parks will drive customers away and seriously damage their businesses.

The Council believes this plan will enhance vibrancy - but the people whose livelihoods depend on the street say otherwise. Many businesses rely on customers who make short, spontaneous visits - "drop in and drop out." Reducing access by car will reduce these visits and erode the street's economic life.

Furthermore, the proposed bicycle lane is unnecessary. There is already a well-established, under-utilised bicycle path one street to the west. It services large office buildings, not small independent retailers. Adding a second lane on Hutt Street duplicates existing infrastructure and does so at great cost to the businesses who rely on car access. The volume of bicycle traffic on Hutt Street is currently low and does not justify this intervention.

In addition, Hutt Street already has ample green space, including the wide median strip with its mature plane trees - a central, attractive feature that contributes to the street's character. There is no pressing need

to add further greenery at the cost of essential infrastructure like parking.

Bluntly, this is a waste of millions of dollars and a misguided plan that risks damaging, not enhancing, the street's vitality. If there are funds available for public amenity, a far better use would be investing in the surrounding parklands - adding tennis courts or other recreational facilities that would benefit the wider community.

While I am pro-development and welcome thoughtful investment in our city, this proposal is a step backward. It prioritises form over function, and ideology over lived reality. I urge the Council to reconsider before real and lasting damage is done to one of Adelaide's most cherished mixed-use streets.

Sincerely,

Greg [redacted]

[redacted]

[redacted]

Administrative note: Late submission

From: Charles [redacted]
Sent: Friday, 4 April 2025 2:19 PM
To: Anna Deller-Coombs <adellercoombs@urps.com.au>
Subject: Hutt Street Masterplan i

Information Classification: Protected

Good morning Anna,

Thank you for the opportunity to participate in the workshop on 19 March on the Hutt Street Revitalisation project.

Further to our comments on the day, a summary of our review is provided below:

Hutt Street (Carrington Street – South Terrace)

-

- A review of SA Police casualty crash history for this section of Hutt Street for the past ten years of available data (2014-2023) highlighted the following key findings:
    - 33 casualty crashes occurred on Hutt Street between Carrington Street and South Terrace.
    - 91% of casualty crashes occurred at intersections.
    - The casualty crash types were right turn (13), hit pedestrian (9), side swipe (5), right angle (4) and hit fixed object (2) crashes.
    - 64% of casualty crashes involved vulnerable road users.
    - Cyclists were involved in four of the right turn crashes as well as four of the side swipe crashes.
    - In many crashes where a vehicle collided with a pedestrian, the vehicle was turning onto Hutt Street from a side road.

- With respect to the design options proposed, RAA considers that the current ***Option E*** provides the most effective balance of the proposals discussed as it improves the environment for cyclists, pedestrians and amenity, whilst minimising impact for traffic movements and parking in this section of Hutt Street.

- RAA recommends that the project should also consider improving safety at Hutt Street intersections and crossings, particularly to mitigate collisions with vulnerable road users. Accordingly, the following treatments could be considered to improve conspicuity and safety for cyclists and pedestrians:
    - install raised threshold treatments at intersection crossings,
    - install countdown timers for pedestrian crossing movements,
    - control turn movements (left/right turn arrow installation and changes to phasing, including pedestrian head-starts),
    - design on-street bicycle lanes to continue through intersections,
    - provide areas for cyclists to store at intersections (including when performing a non-conventional right turn),
    - investigate opportunities to install protected intersection design, an example of which is shown at Albert St / Landsdowne St in Melbourne

- *Safe Systems Solutions* provides some information on the benefits of protected intersections, including reducing turning speeds, improving sight lines and separating road users.



Regards
Charles

[redacted]

5/03/25 — BUSINESS FORUM
WRITTEN SUBMISSION.

Administrative note: One of the two pieces of feedback- Late submission

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Subject: Strong Opposition to Hutt Street Revitalisation Proposal – Impact on Business Viability

Dear Council

We, the business owners, operators, and stakeholders of Hutt Street, strongly **object to the proposed revitalisation plan** due to the devastating consequences it will have on our businesses and community. While we support thoughtful urban renewal, the **removal of nearly 60% of parking spaces (from 131 to 57)** is unacceptable and will significantly **reduce turnover by at least 40%** for businesses that rely on customer accessibility.

Key Issues with the Proposal:

1. **Severe Business Impact – Loss of Trade & Clientele**
    - Many Hutt Street businesses depend on customers who drive to access services.
    - IQMS has already lost a client who has moved north due to concerns over customer parking. Their clients visit weekly and **are not city-based, meaning they cannot rely on walking or cycling** to access their services.
    - If customers **cannot park, they will not come**, and businesses will **continue to relocate or shut down**.
2. **Bicycle Lanes Offer No Value to Retail & Hospitality**
    - The assumption that increased bicycle access will support retail and hospitality is flawed.
    - Hutt Street is **not a cycling destination**, and riders do not typically frequent local businesses in a way that sustains long-term trade.
    - Bicycle lanes in other parts of the city, such as **Frome Street, have been a disaster**, leading to congestion, confusion, and loss of business.
3. **No Meaningful Increase in Public Activities**
    - The council has not outlined **what "public activities" will increase** as a result of this plan.
    - The reality is that Hutt Street is **not a European city centre** with naturally high pedestrian volumes—this is **Adelaide, Australia**, where retail success is reliant on vehicle access.
    - The proposed changes **fail to attract additional foot traffic** but instead **deter existing customers** who have supported Hutt Street businesses for years.
4. **Public Realm Upgrade – Fine in Theory, Flawed in Execution**
    - Aesthetic improvements are **welcomed**, but the fundamental **requirement for business success is accessibility**.

[redacted]

- If the street looks better but **customers cannot find parking, they will simply avoid the area.**
- The council must clarify **exactly how the public realm will be upgraded** in a way that **genuinely increases foot traffic** rather than just restricting vehicle access.

Alternative Solutions – What Needs to Be Done Instead

If the goal is **to support businesses while improving Hutt Street,** we urge the council to consider the following:

✅ **Maintain and optimize existing parking spaces** instead of removing them.

✅ **Enhance streetscaping and pedestrian experience** without sacrificing accessibility.

✅ **Introduce short-term parking solutions** to allow for quick customer turnover without reducing overall availability. (2 hrs min)

✅ **Improve public transport access** rather than forcing reliance on cycling infrastructure that **does not align with business needs.**

✅ **Consult with business owners properly** and conduct a **realistic economic impact study** before implementing changes that **drive businesses away.**

Final Statement – Immediate Reconsideration Required

This proposal, in its current form, **will devastate the Hutt Street economy.** It is deeply concerning that the council is willing to **repeat the failures of Frome Street,** ignoring the clear warnings from business owners who **understand their customers far better than urban planners do.**

While a **better-looking Hutt Street is welcome,** a **dead Hutt Street full of empty shops and struggling businesses is not.**

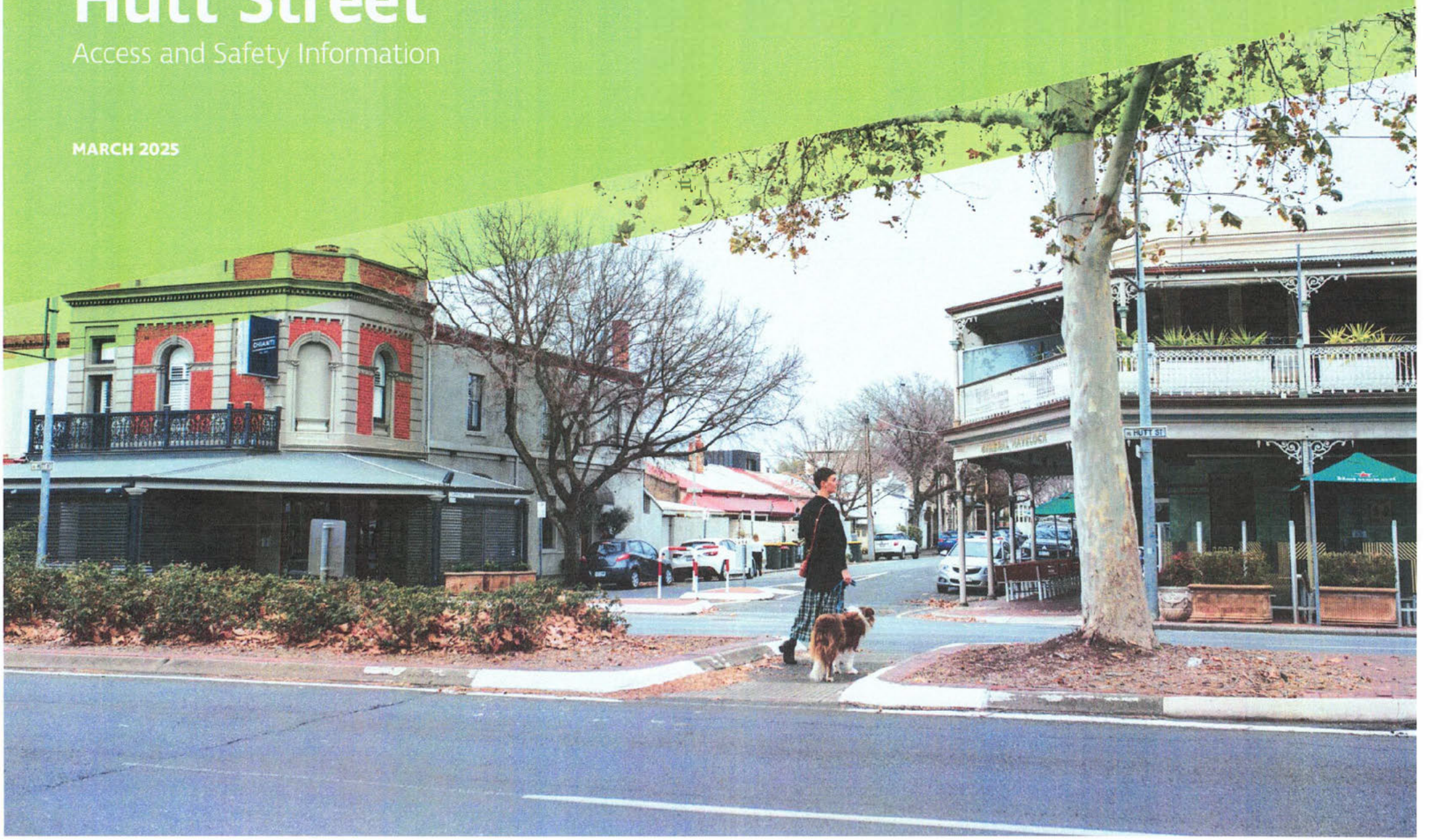
We **demand that the council rethink this strategy** before it is too late.

CITY OF ADELAIDE

Hutt Street

Access and Safety Information

MARCH 2025



WE - HUTT ST ORGANISATIONS HAVE SOUGHT LEGAL ADVICE

Hutt Street

THIS REPORT IS out of touch with HUTT ST REALITY

Access and Safety Information

Hutt Street contributes to the vibrancy of our city as a visitor and community destination and is a popular commuter route for motorists accessing the CBD. During peak hours, Hutt Street facilitates just over 15,000 vehicles movements at the southern end per day. At the northern end, vehicle movements increase to over 23,000 vehicles per day.

What has shaped our design intent from an access and safety perspective?

As part of master planning and early site investigations, we have collected a range of information. This existing information is important and provides insight into current access and safety, however other factors, such as strategic plans, have been considered as part of the development of the concept development options and more specifically, proposed design elements that are aimed at improving accessibility and safety. As part of the Council's endorsed City Plan (2024) one of the future investment opportunities for Local Area 11: Hutt Street (page 188) is:

- Upgrade the Hutt Street main street including safe pedestrian crossing and conditions for walking, wheeling and cycling, review of angled parking and road function, and support for economic and business trading.

The City Plan also has four priorities being:

- Priority 1: A Greener Cooler City
- Priority 2: Transport Diversity
- Priority 3: A City of Neighbourhoods
- Priority 4: Housing Diversity for a Growing Population

As part of Strategy 2 a key recommendation is the development of an Integrated Transport Strategy (ITS). Various discussion papers have been completed that provide direction in developing an ITS. These are available at the following link:

Integrated Transport Strategy | Our Adelaide — NOT HUTT STREET

One of the ITS discussion papers is titled Cycling & Cycle Parking. The following is an excerpt from this paper:

"Providing improved cycling facilities will give people safer and more equitable choices about how they travel to, from, and within Adelaide. It will contribute to improving the overall liveability for our city for everyone. More people cycling more often in Adelaide will create numerous benefits:

Public health and wellbeing

- *Better physical health and reduced risk of serious illness*
- *Improved mental health and wellbeing*

Transport and urban liveability

- *Lower travel costs and shorter travel times*
- *Reduced network congestion*
- *Safer streets*

BUSINESS LOSS INCOME

Environmental

- *Decreased carbon emissions*
- *Improved air quality*

LIMITED PARKING CUSTOMERS WILL NOT COME

Equity, access and inclusion

- *Increased social participation* — INCORRECT · ASSESSMENT
- *Improved transport options for those unable to drive, such as children, the vision-impaired, and the elderly* — MINIMAL

Economic

- *Increased economic output per capita* — IT WILL REDUCE TURNOVER
- *Reduced infrastructure maintenance*
- *Reduced public health system costs"*

Council is committed to delivering on our endorsed strategic plans and aligning with the South Australian Road Safety Strategy 2024, which notes that local government as road managers, have a "shared responsibility for a safe road environment for all road users".

Finally, there is a large proportion of people who are interested in cycling, but don't feel safe enough to do so. Research indicates that people demonstrate a strong preference for protected cycle lanes that provide continuous protection and safety throughout their journey, particularly in streets with large volumes of car traffic.

What information have we collected?

OUT OF DATE

Master Planning Access and Use Surveys

As part of early planning and site investigations, Council collected a range of information to better understand the way people get to and from Hutt Street.

Surveys were completed to document pedestrian movements, cyclist movements, vehicle movements, parking usage and public transport use. This data was summarised and reported in the Master Plan for Hutt Street. ***See pages 6-10 at the back of this document.***

THIS IS AUSTRALIA NOT EUROPE

THIS PROJECT IS ASSESSMENT IS OUT OF TOUCH AS REDUCED TRAFFIC ON HUTT ST WILL REDUCE INCOME FOR ALL BUSINESS - RETAIL. CAFE ETC

Hutt Street

Access and Safety Information

A study on the traffic patterns was undertaken to look at the traffic volume and depicted in the following precinct map:

SPEED REDUCTION WILL NOT BENEFIT TRAFFIC

Hutt Street

Impacts to the wider transport network are being considered and potential mitigation measures will need to be developed when the project progresses.

The project design supports policy to reduce through traffic on city streets.

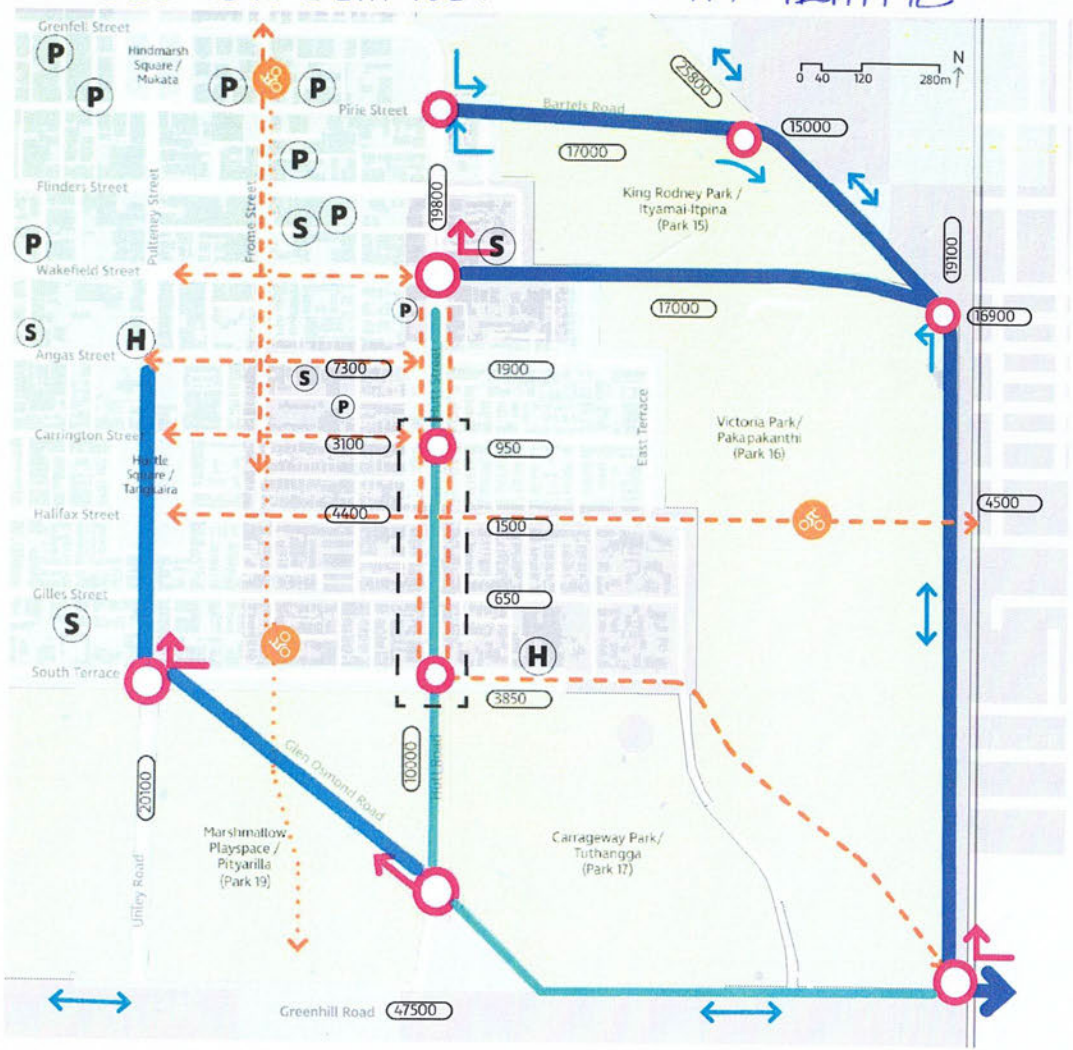
Projected traffic increase onto parallel routes does not take into account mode shift and personal choice or decision to use other modes of transport.

Map shows daily traffic volumes (number of vehicles per day). The number of vehicles per day figure is informed by Department of Infrastructure and Transport's data.

Hutt Street is currently 50kph, and is proposed to be 30kph through the village centre between South Terrace and Carrington Streets with a change in the street configuration to support the reduced speed.

Legend

- (P) Destination Traffic Generator - Off-street car parking space
- (S) Destination Traffic Generator - School/University
- (H) Destination Traffic Generator - Hospital
- Projected vehicle traffic increase
- Assumed through-traffic reduction
- Vehicle traffic unchanged
- Future intersection modifications to accommodate potential additional movements
- Movements identified for potential intersection modifications
- Potential increase in turning vehicles
- Suburb-to-suburb through traffic redistribution
- Popular cycling routes
- Increase in cycle traffic with a higher footfall also anticipated but not shown



Mapping information source: Infraplan February 2023

Hutt Street
Access and Safety Information

Safety Incident Statistics

The following table summarises the number of reported incidents that have occurred along Hutt Street, within the project area (South Terrace to Carrington Street):

Average 6 per year
Lowest of the City.

ROAD CRASH DATA 2019-2023

HUTT STREET BETWEEN CARRINGTON STREET AND SOUTH TERRACE

ID	SEVERITY	ROAD CRASH TYPE	DATE	APPARENT CAUSE	VEHICLE CONTROL
1	Property	Hit Parked Vehicle	25/06/2020	Reverse Without Due Care	No Control
2	Property	Rear End	29/11/2019	Follow Too Closely	No Control
3	Minor Injury	Hit Pedestrian	25/09/2019	Reverse Without Due Care	No Control
4	Property	Side Swipe	27/09/2022	Opening or Closing Door	No Control
5	Property	Right Angle	31/10/2023	Reverse Without Due Care	No Control
6	Property	Right Angle	16/07/2023	Reverse Without Due Care	No Control
7	Property	Right Turn	15/12/2022	Fail to Stand	Traffic Signals
8	Serious Injury	Hit Pedestrian	23/02/2019	Fail to Give Way	Traffic Signals
9	Property	Side Swipe	8/02/2019	Incorrect Turn	Traffic Signals
10	Property	Side Swipe	18/04/2023	Change Lanes to Endanger	No Control
11	Property	Right Angle	28/11/2021	Fail to Give Way	No Control
12	Property	Roll Over	9/07/2023	Inattention	Traffic Signals
13	Serious Injury	Right Turn	6/09/2021	Fail to Stand	Traffic Signals
14	Property	Side Swipe	7/05/2021	Overtake Without Due Care	Traffic Signals
15	Minor Injury	Right Turn	26/10/2020	Fail to Stand	Traffic Signals
16	Serious Injury	Hit Fixed Object	2/02/2020	Inattention	Traffic Signals
17	Minor Injury	Right Turn	26/03/2019	Fail to Stand	Traffic Signals
18	Minor Injury	Right Turn	18/02/2023	Fail to Stand	Traffic Signals
19	Property	Right Turn	10/01/2023	Fail to Stand	Traffic Signals
20	Minor Injury	Right Turn	10/09/2020	Fail to Stand	Traffic Signals
21	Minor Injury	Right Angle	4/01/2020	Fail to Give Way	Traffic Signals
22	Property	Rear End	7/12/2023	Inattention	Traffic Signals
23	Property	Hit Pedestrian	12/10/2023	Inattention	Traffic Signals
24	Minor Injury	Side Swipe	18/03/2022	Fail to Give Way	Traffic Signals
25	Minor Injury	Right Turn	8/03/2021	Fail to Stand	Traffic Signals
26	Minor Injury	Right Turn	21/02/2021	Fail to Stand	Traffic Signals
27	Property	Rear End	31/07/2020	Inattention	Traffic Signals
28	Minor Injury	Hit Pedestrian	22/07/2020	Fail to Give Way	Traffic Signals
29	Property	Right Turn	16/07/2020	Fail to Stand	Traffic Signals
30	Minor Injury	Right Turn	18/07/2019	Fail to Stand	Traffic Signals
31	Minor Injury	Right Turn	17/01/2019	Fail to Stand	Traffic Signals

Hutt Street

Access and Safety Information

Traffic Signal Audit

In late 2024, an audit was undertaken of the signalised intersections along Hutt Street between Hutt Street and South Terrace (Cira, 10 August 2024). This audit included a detailed inspection of existing infrastructure and noted where improvements were required to comply with Australian Standards, Austroads' Guides and SA Government (Department for Infrastructure and Transport) standards.

The findings of this audit will be further considered as we progress the detailed design for Hutt Street.

Will the lane widths proposed in some options comply with requirements?

Lane widths proposed under options B to E do vary, depending on the parking arrangement and location of the kerb. In some instances, the lane width proposed is the minimum acceptable width under the Austroads' Guide.

HUTT ST IS SAFE TO DRIVE THROUGH

Where the minimum width is proposed, this has been agreed with both the SA Public Transport Authority and the Department for Transport and Infrastructure who are collectively responsible for bus operations in South Australia.

Community Feedback

NOT FROM HUTT ST

During master planning we collected feedback from community using a range of mediums to better understand their perspectives. Feedback collected between 2015 – 2019 indicated that some members of the community wanted improved bike infrastructure and a street that better balanced the needs of users including pedestrians of all demographics, amongst other views. This is a snapshot of the views expressed, but if you would like to read more about the previous consultation and feedback provided you can view the Master Plan – Research and Engagement summary here.

Our current consultation on the Hutt Street Concept Development Options has provided further opportunity to hear from the community. The outcomes of this consultation will be reported to Council as part of information to support further decision making for Hutt Street.

OUT OF DATE

"Attract more young people and young families to the area."

"I think Hutt St would benefit from: a separated bike lane, more pedestrian crossings, more outdoor dining, more tree planting and change to one lane of traffic for most of the street in order to accommodate the above."

"Ensuring access through to Park Lands for all road users, cyclists and pedestrians are included. Giving local restaurants, cafes and business owners priority on footpaths and taking out car parking for more outdoor dining."

"Access to Hutt St by bike is ok for me as a confident rider but not ideal when riding with my wife or friends - it just doesn't feel that safe. I love the concept image of wider footpaths, protected bike path and narrow car lane reinforcing Hutt St as a place for people."

SELECTIVE FEEDBACK IS USED TO SUPPORT THE PROJECT

ALL HUTT ST BUSINESSES DO NOT AGREE

Hutt Street

Access and Safety Information

MINIMUM ENGAGEMENT
PEOPLE WILL NOT WALK FROM THE CITY TO HUTT ST.

Pedestrian movement

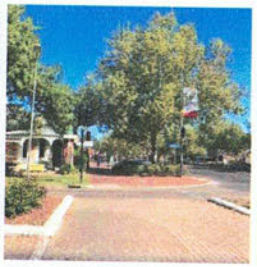
Hutt Street's tree-lined footpaths, central median and footpath extensions at intersections provide comfort, easy crossing of the street and good walkability. However, large obstructive zones of outdoor dining furniture, non-compliant kerb ramps and long waits at signalised crossings decrease the friendliness of the street for pedestrians.



Large outdoor dining areas restrict footpath space



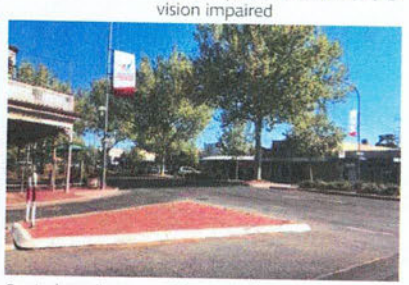
Tree lined footpaths provide shaded walking options



Central medians provide ease of crossing, but non-compliant kerb ramps to not cater for the vision impaired



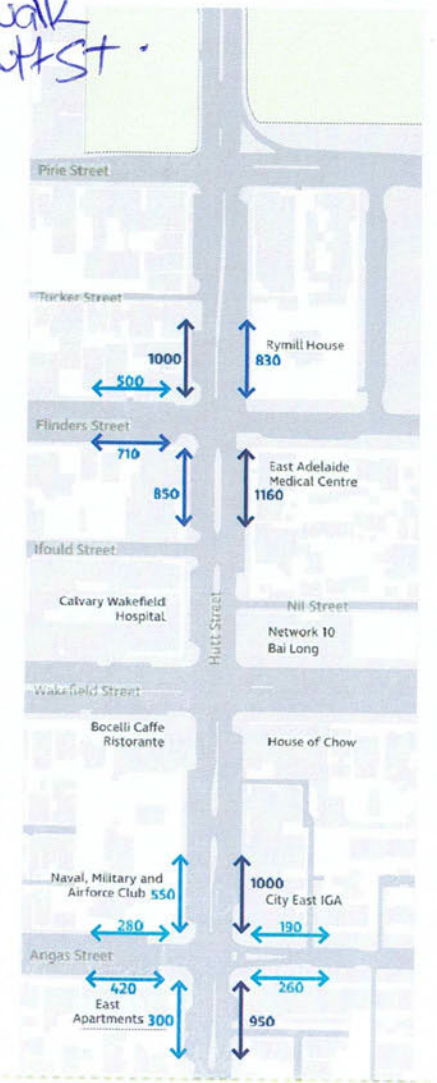
Footpath extensions at intersections reduce crossing distance

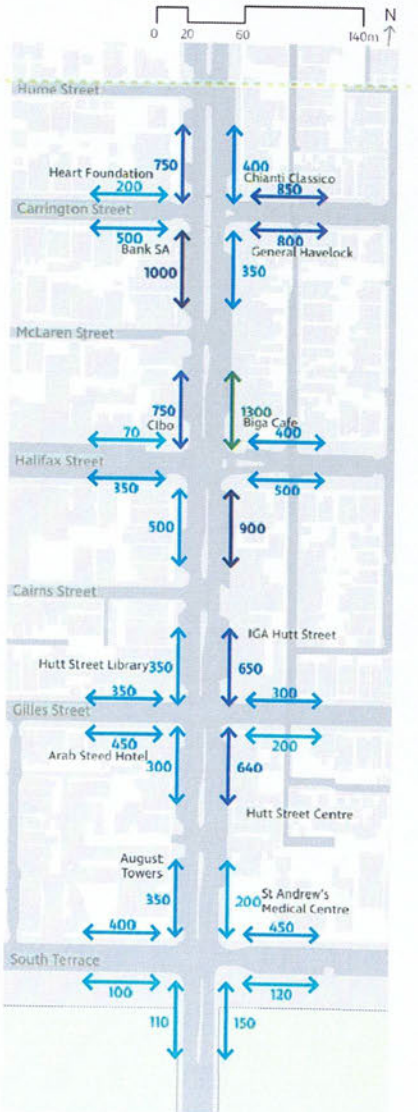


Central medians provide easy informal crossing opportunities

Under 300 pedestrians
300-599 pedestrians
600-899 pedestrians
900-1199 pedestrians
1200-1499 pedestrians

Hutt/Flinders counts undertaken on Thursday 21 September 2019 6am-8pm
Gilles/Hutt counts undertaken on Thursday 12 November 2019 6am-8pm
Angas/Carrington/Halifax/South Terrace intersections with Hutt Street counts undertaken on Thursday 31 October 2019 6am-8pm





ALL FINDING REPORTED DO NOT REELECT THE RESIDENTS IN HUTT ST.

Hutt Street
Access and Safety Information

SURE MAKE HUTT ST APPEARANCE IMPROVE.

Cyclist movement

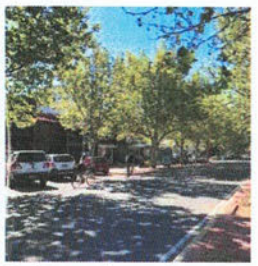
A modest number of people on bikes use Hutt Street as a cycling route, while Halifax Street, and to a lesser extent Flinders Street, provide more popular cycling links for commuters from the eastern suburbs into and out of the City.



Some cyclists (including delivery couriers) choose to use the footpath



Cyclist traveling south on Hutt Street



Cyclists traveling north on Hutt Street

INCORRECT.



Halifax Street cycling route



Signalised crossing for cyclists at Flinders Street



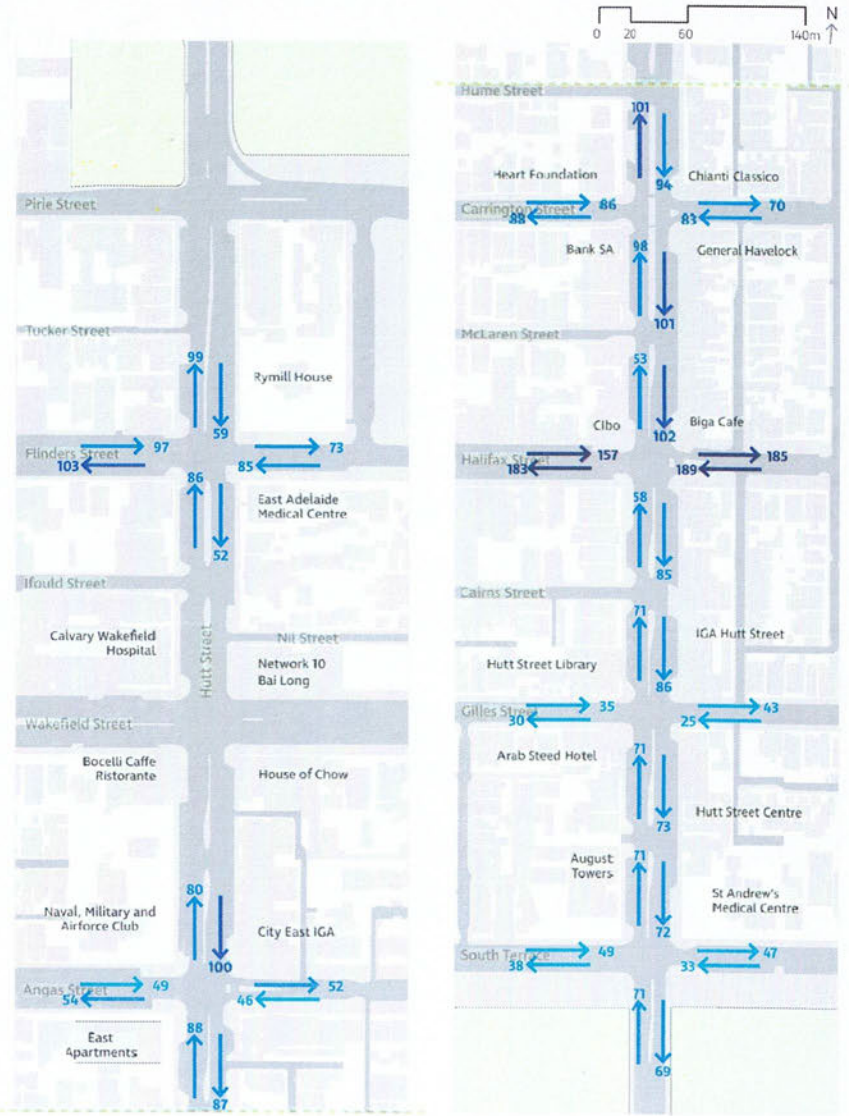
Easy informal crossing via central median at Carrington Street

Under 50 cyclists ⟷

50-99 cyclists ⟷

100-150 cyclists ⟷

150-200 cyclists ⟷



Hutt/Flinders counts undertaken on Thursday 21 September 2019 6am-8pm
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Angas/Carrington/Halifax/South Terrace intersections with Hutt Street counts undertaken on Thursday 31 October 2019 6am-8pm

Hutt Street

Access and Safety Information

Vehicle movement

Hutt Street facilitates up to **over 23,000 vehicles in the north**, carrying traffic of a regional-wide origin, reducing to just over **15,000 vehicles in the south** as commuters use the western connecting streets to access the CBD.

Hutt Street **functions as a commuter route in the peak hours** of 8-9am and 5-6pm, with predominately northbound movement in the morning and southbound movement in the evening. This commuter direction is clearer in the southern end, while the northern end has less defined directions of movement in the peak hours as it also feeds commuters from the north and east into the CBD via the intersecting streets (predominately Flinders and Wakefield streets). Movements into and out of the **intersecting streets** also **have less defined peak hours**, reflecting the **services and attractors** such as schools, hospitals, businesses and residential areas that **people may be accessing at more varying times** across the day.



Little vehicle movement towards the south in the mid-afternoon



Hutt Street and Halifax Street intersection



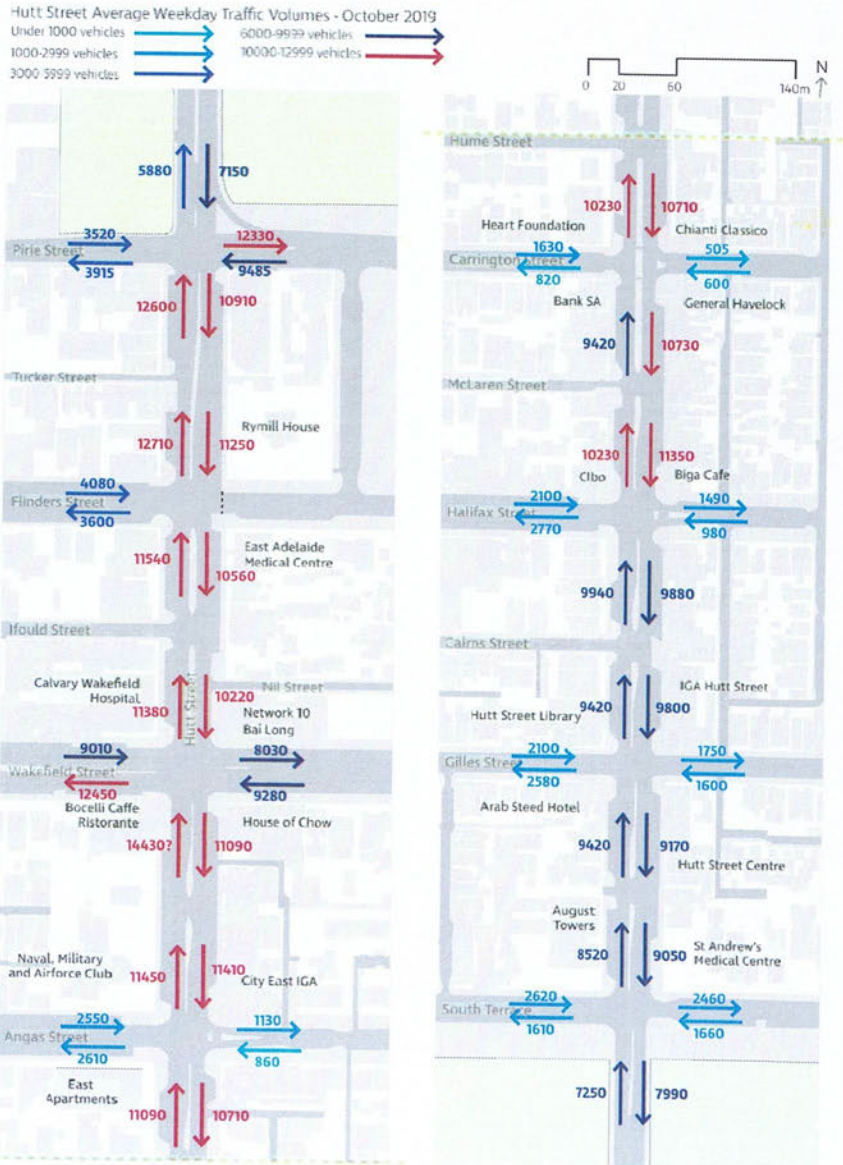
Little vehicle movement in the core Main Street zone in the mid-afternoon



Bartels Road provides key vehicle route from the east and into the city and Hutt Street



Wakefield Street carries the highest volume of vehicles of all the intersecting streets



PUBLIC TRANSPORT TO HUTT ST FROM OUTSIDE OF THE CITY WILL BE BECAUSE they have ACCESS to PARKING.

Hutt Street
Access and Safety Information

Public transport

Hutt Street is serviced by bus along its entire length, with eight bus stops. The free City Connector bus also services the street, turning west along Halifax Street. **While well connected to many suburbs, bus boarding numbers are currently low**, with some stops servicing less than 10 boardings.



The 171 travelling south along Hutt Street



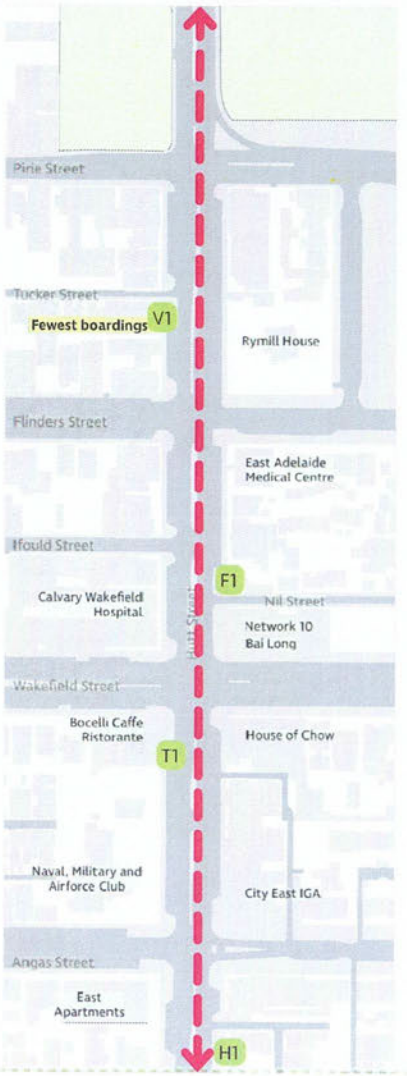
K1 bus stop, near South Terrace



Bus stops along the street are in good condition and comfortable for people waiting

Bus Stop	Routes/ Destinations	Average weekday boardings/ month	Average weekend boardings/ month
V1	150, 150/B/P, 155, 157/X to NW (Largs Bay)	3	1
F1	98C + 99C - free city connector 147 to E (Beaumont)	9	3
T1	98A + 99A - free city connector 150, 150B, 150P, 155, 157/X to NW (Largs Bay) 170,172,173 from S (Urbrae/Blackwood) 174,178/M/S/X to NE (Paradise) 637 School Service - Kingswood 820, 821, 822 from E (Burnside, Stirling)	38	8
H1	98C + 99C - free city connector 147 to E (Beaumont) 170, 171/A, 172 to S (Urbrae, Mitcham) 820, 821, 822 to E (Burnside, Stirling)	34	12
S1	98A + 99A - free city connector 150, 150B, 150P, 155, 157/X to NW (Largs Bay) 170,172,173 from S (Urbrae/Blackwood) 174,178/M/S/X to NE (Paradise) 637 School Service - Kingswood 820, 821, 822 from E (Burnside, Stirling)	61	37
Q1	98A + 99A - free city connector 150, 150B, 150P, 155, 157/X to NW (Largs Bay) 170,172,173 from S (Urbrae/Blackwood) 174,178/M/S/X to NE (Paradise) 637 School Service - Kingswood 820, 821, 822 from E (Burnside, Stirling)	77	31
J1	147 to E (Beaumont) 170, 171/A, 172 to S (Urbrae, Mitcham)	29	10
K1	147 to E (Beaumont) 170, 171/A, 172 to S (Urbrae, Mitcham) 820, 821, 822 to E (Burnside, Stirling)	26	8

Bus boardings counted between July 2018-June 2019





Hutt Street

Access and Safety Information

Parking

5 years Ago.
Incorrect AVERAGE TODAY 2025

A study undertaken in November 2019 identified that **parking utilisation on Hutt Street and intersecting streets between Angus Street and South Terrace is average, at around 63%** over a three day study period. This figure **peaks at lunch time on weekdays** (up to 80% occupancy) and is lowest in the late afternoon (approx. 50% occupancy), before a slight increase over dinner hours. **On Saturdays**, the occupancy during the **day remains steady** (under 60% occupancy), before **peaking during dinner hours** around 7:30pm (approx. 75% occupancy).

MUST be Maintained.

Current parking condition

274 on street parking bays



90° ticketed parking near East Terrace



Parking along Flinders Street East



1hr 60° angle parking - typical from Angas Street to South Terrace



Motorcycle parking adjacent protuberances



Parallel parking and loading in Carrington Street east

THIS APPROACH & PLAN WILL REDUCE BUSINESS.



E1- General Enquiry

Submitted on	28 March 2025, 11:15AM
Receipt number	[redacted]
Related form version	[redacted]

Before you begin

Enquiry type	Parking

Enquiry details

Your enquiry	This is in regard to Hutt St revitalisation plans. Can this please be submitted to their survey. I have submitted a general feedback but feel that there has not been enough space. We have a unique section of street (between carrington and halifax) with essential small businesses that require quick short parking. Shoe repairs, photo hutt, chemist, newsagency, mens clothes, dry cleaning etc - all of which will not survive if patrons need to search out parking in all of the side streets, and will not find them. I had a loan car for several days this week and had to search up and down the entire length of carrington and halifax to east terrace to finally find one park. Why cant a designated park area be found. I am also a bike rider but we have Frome road such a small distance away. We need car parks to keep the businesses and services that we love, not just cafes. No suggestion has been given as to where people will park. These great ideas are ignoring the need for parking. We were told of a survey that said parking only in use 65% - but this is not the case between Halifax and Carrington. Another comment was that so many people shop on line. Not for the shops that we have along Hutt St. They are essential and quick pop in services. Please make them and so many of the requests of locals a consideration. Thank you

If possible, please upload any files related to your enquiry

Contact details

Title	[redacted]
Given name	Louise
Family name	[redacted]
Email	[redacted]
Preferred phone number	[redacted]

Hutt Street

28 March 2025

CITY OF ADELAIDE
Community Consultation
Hutt Street Revitalization Project
GPO Box 2252
Adelaide SA 5001

Email: feedback@ouradelaide.sa.gov.au/huttstreet

[redacted]

Hutt Street Consultation – Sandy Wilkinson

INTRODUCTION
Whilst I am pleased that Council is looking to endeavour to help improve Hutt Street, there are three sides to a street, the two sides and the bottom. I feel that the proposed public realm only approach only is unlikely to deliver the benefits that the street needs, which is improvements to the sides not the bottom.

I am a regular customer of various businesses in Hutt Street. I invariably am driving and park in Hutt Street.

I helped my developer client restore and develop behind what is now A Hereford Beefstouw Restaurant, which is the sort of thing that along with the restoration of the 3 storey terrace shops on the NE corner of Halifax Street has markedly enhanced Hutt Street.



PROTECT AND RESTORE THE HISTORIC BUILDINGS BEFORE RE-DOING UP THE PUBLIC REALM

The recent loss of Acacia Books, which was Local Heritage listed, but was supported by Council administration and the CAP to be demolished is a travesty that has diminished the character and appeal of Hutt Street.







There are many unlisted historic buildings in Hutt Street that are vulnerable to demolition.
Only the light green shaded and red shaded State listed General Havelock Hotel on this section of Hutt Street for example are protected.
The historic photo sheet attached shows some of the historic buildings south of the General Havelock.

Before embarking on another public realm spend of rate payers money the Hutt Street could be more significantly transformed by protecting by way of a Code Amendment and using rate payers money restore the historic buildings that form the two sides of Hutt Street.

NOT replacing all of the existing kerbing, lighting and paving could pay for the restoration of a lot of the historic buildings that line the street.

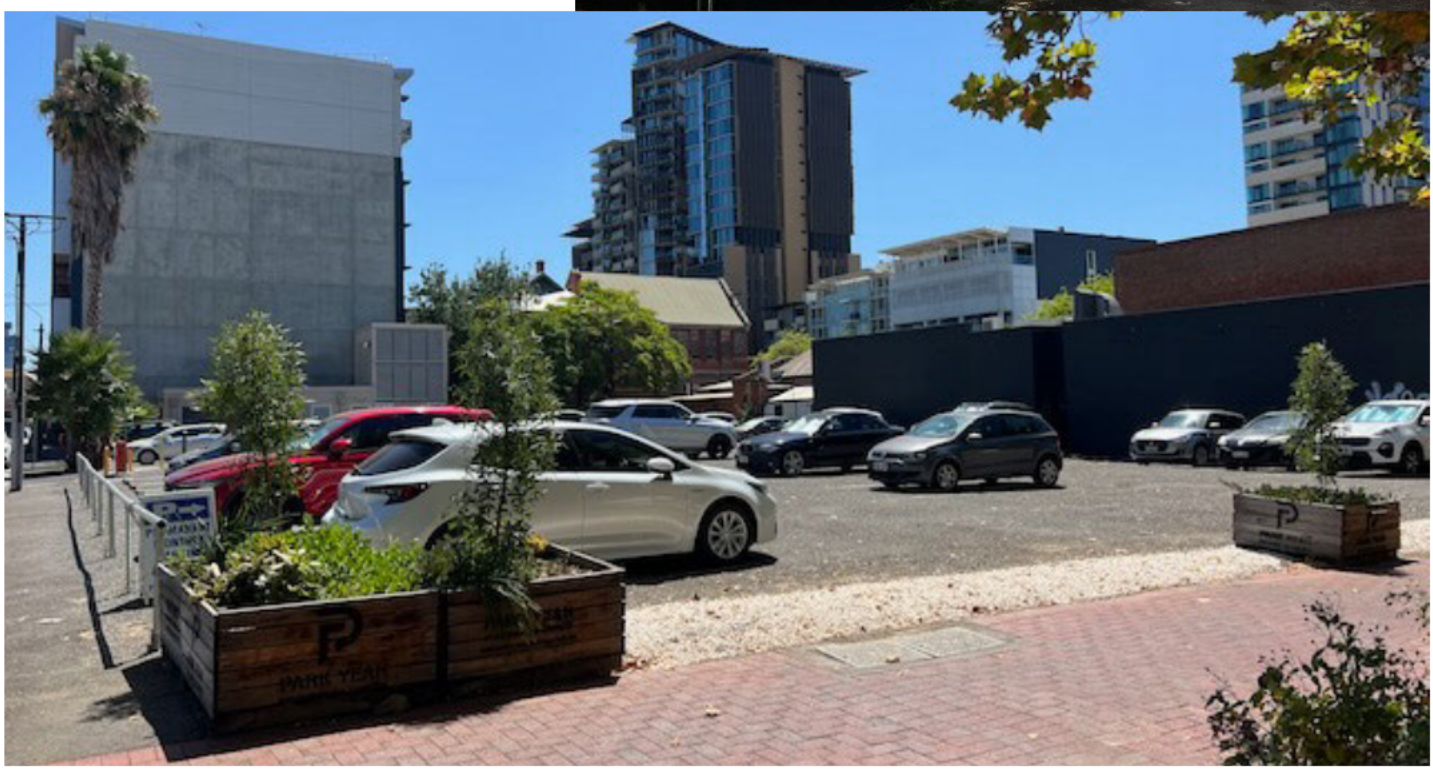
Hutt Street Consultation Submission from [redacted]

Too many unlisted historic buildings have been lost already, replaced for failed apartment developments that could have been built behind these and with open lot car parks.





Unlisted bluestone villas demolished Prematurely for failed apartment development that this now an open lot car park.





Unlisted historic house demolished for what is now an open lot car park.







17 Hutt Street corner villa being demolished

Much of Hutt Street that you would assume to be protected is not listed/protected.



The Arab Steed was not listed on account of its Art Deco makeover, so could be demolished.


This villa on the corner of Hutt & Hume Street is unlisted and could be demolished.

OPPORTUNITIES EXIST TO RESTORE HUTT STREETS HISTORIC CHARACTER rather than redo all the public realm.







The original wide verandah which can be seen on the side of the General Havelock balcony Could be reinstated with this section only of the original historic kerb line.



These Victorian terrace shops are unlisted but have huge potential to enhance Hutt Street









This villa hides behind this building which they have failed to sell or lease in its present form.

PARKING

As a frequent customer in Hutt Street, I am aware of how crucial the existing angle parking is to the economic success of businesses in this street.
I am always to 'just' find a park in Hutt Street, often as another car is pulling out. There are seldom vacant parks and when I go to park in the adjacent side streets there are not many or any parks available.
Unlike Norwood Parade or King William Unley or Prospect Roads, there is not any parking available behind the shops that would enable the replacement of the angle parking with much fewer parallel parks.
There should not be reliance on the undesirable interim open lot car parks pictured before.
Open lot car parking needs to be prevented and removed as it detracts from any street, including Hutt Street.

BIKE WAYS

Having been on Council when the Frome Street Bikeway was done one street over, and with the existence of the Parkland Bikeway along East Terrace, I don't see why it is necessary to create another separated bikeway at the expense of the necessary angle car parking along Hutt Street.

LEVEL FOOTPATH CROSSINGS AT SIDE STREETS

I fully support lifting the footpath at the side streets. One could go further and raise the whole road level at the 3 main intersections to footpath level to calm the traffic and create a plaza feel at these intersections.

PAVING AND LIGHTING etc

I don't think there is need to replace the existing red brick paving which is only in need of a deep clean. The existing lights are not what is wrong with the street.

GREENING AROUND TREES

I support removing the bitumen around the base of the plane trees and the planting of the areas under these trees and harnessing stormwater to water these trees.

ALTERNATE OPTION

Options A-C maintain 2 lanes of traffic in each direction maintaining the existing a 4m footpath.
Option D pushes the kerb line out to 11.5m and adopts 1 lane of traffic in each direction.
Option E pushes the kerb line out to 6m which is incidentally where it historically was if you refer to the side of balcony verandah of the General Havelock Hotel, shown again here.



Much of the benefits of Option D & E, that of a wider footpath, could potentially be achieved by way of an option that hasn't been presented, which I will call Option F.
Option F would entail widening the footpath to its original 6m kerb line to accommodate the reinstatement of the wide verandahs that could once again grace the street, maintain the angle parking but, like Option D reduce the traffic to one lane of traffic in each direction with a painted bike lane as exists now.

CONCLUSION

A public realm consultant will always recommend a public realm solution because that is what is within their remit.
You can pave the street with gold whilst existing commercial property owners leave their tired looking buildings as they are, as they have for the decades since the last 'public realm upgrade'.
Council should accept that there will ostensibly be market failure in terms of renovating the buildings that line the street, which is why spending rate payers' money on listing and restoring the currently unlisted historic buildings, even rebuilding them as they were in part as they do in Europe has the potential to be transformative for Hutt Street.
In terms of the options, it is the parking, not necessarily the two lanes of traffic, that I think is so important to the commercial functioning of the street. Hence the option of widening the footpath to 6m and maintaining the angle parking at the expense of a second traffic lane that could be the optimum solution.

Thank you

[redacted]









WILKINSON ALEXANDER

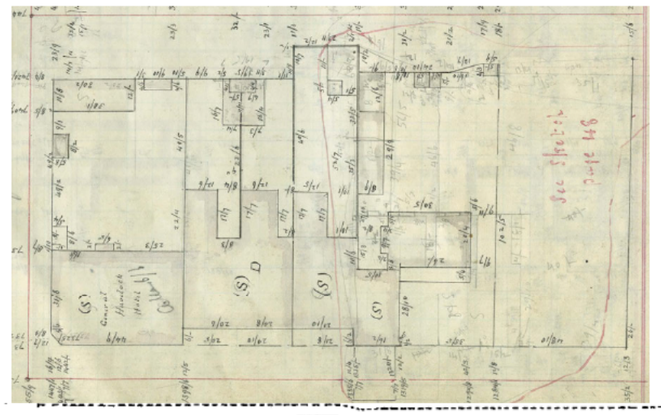
design + planning
by design

112 Osmond Terrace
Norwood, SA, 5067

Mobile 0407 493 192

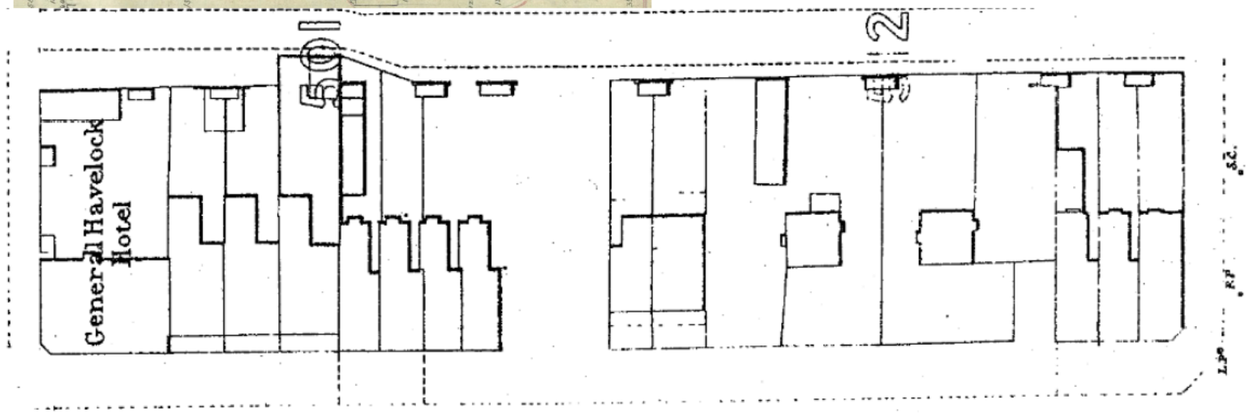
sandy@alexanderwilkinson.com.au
www.alexanderwilkinson.com.au



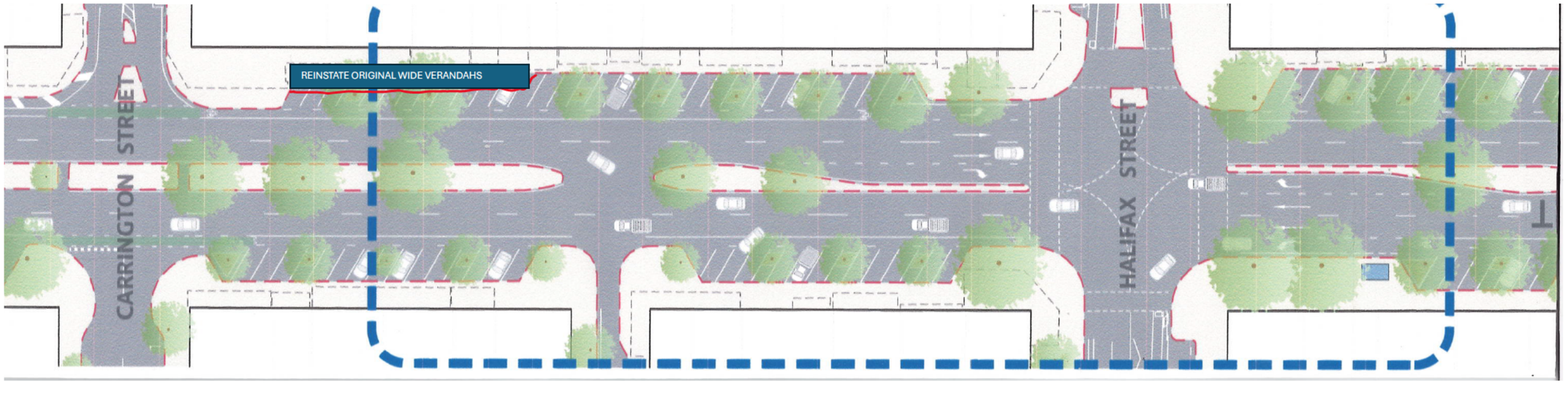












Adelaide

27 Halifax Street
Enter via Symonds Place
Adelaide SA 5000

(08) 8333 7999

Melbourne

Level 3 107 Elizabeth Street
Melbourne VIC 3001

(03) 8593 9650

Perth

Level 17 1 Spring Street
Perth WA 6000

(08) 6285 3177

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