

Our Places

Hutt Street Revitalisation Revised Option B and E

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

Program: Infrastructure

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

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

Purpose of this Workshop

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

Option B :

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

Option E :

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

KEY QUESTION

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

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

Main Strategic Objective:

Our Places

Interesting, purposeful and safe

Facilitate and activate our places in a safe and accessible way for our community

Benefits

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

Hutt Street Revitalisation

Pedestrian Crossings

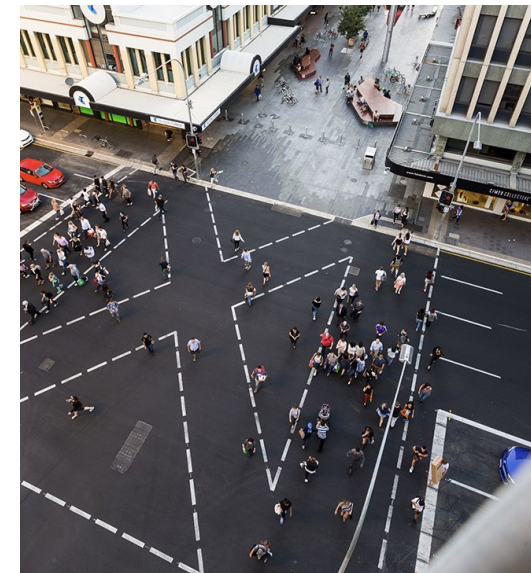
Pedestrian Refuge Mid-Block crossings

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

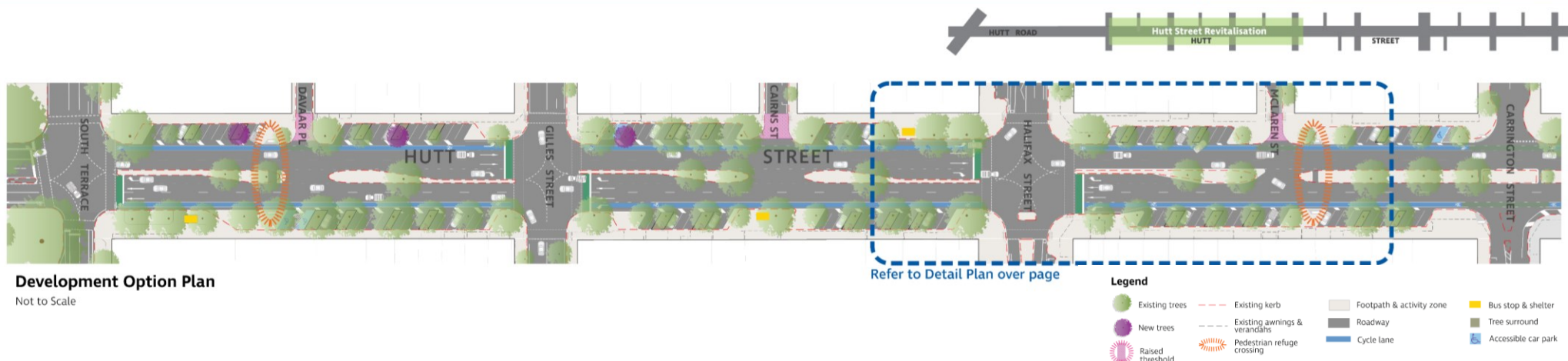


Scramble Crossings

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



Hutt Street Revitalisation Revised Option B



Parking

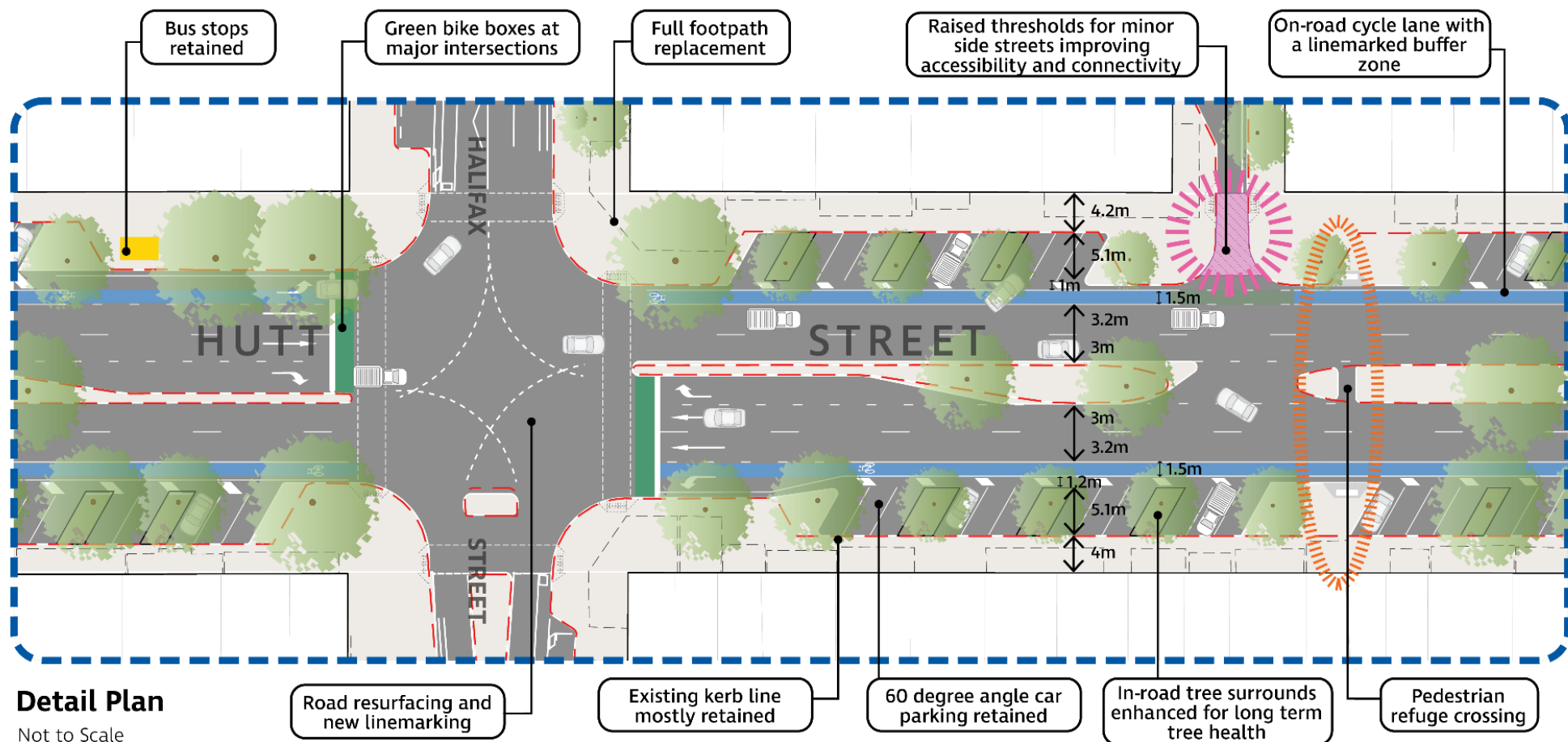
- Existing car park spaces in Hutt Street between South Terrace and Carrington Street = 132
- Original Option B, reflected **112** parking spaces
- Each pedestrian refuge crossing will require the removal of 5 car parks to accommodate pedestrian ramps **(-10)**
- Parking in proximity to the intersections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

Bike Lane (on-road)

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

Hutt Street Revitalisation

Revised Option B – Design Features



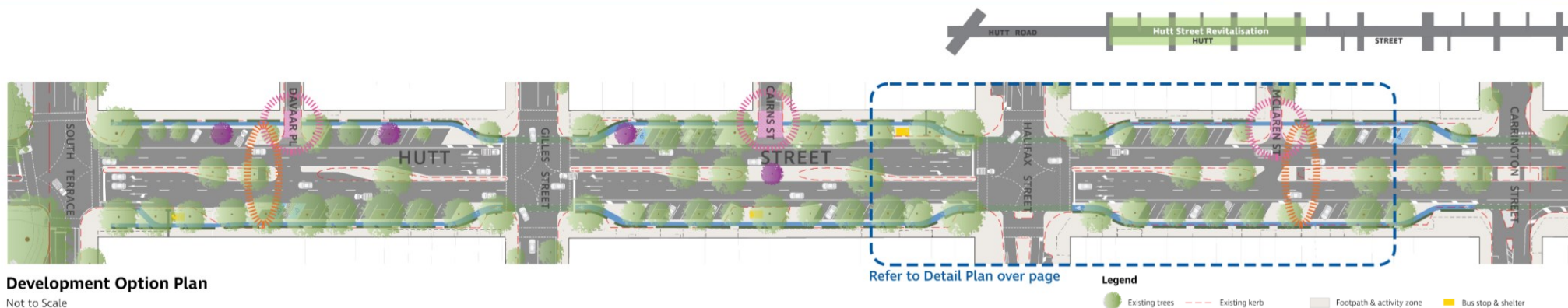
Note: dimensions vary due to on-site conditions

Hutt Street - Revised Option B



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

Hutt Street Revitalisation Revised Option E



Parking

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

Bike Path (on footpath)

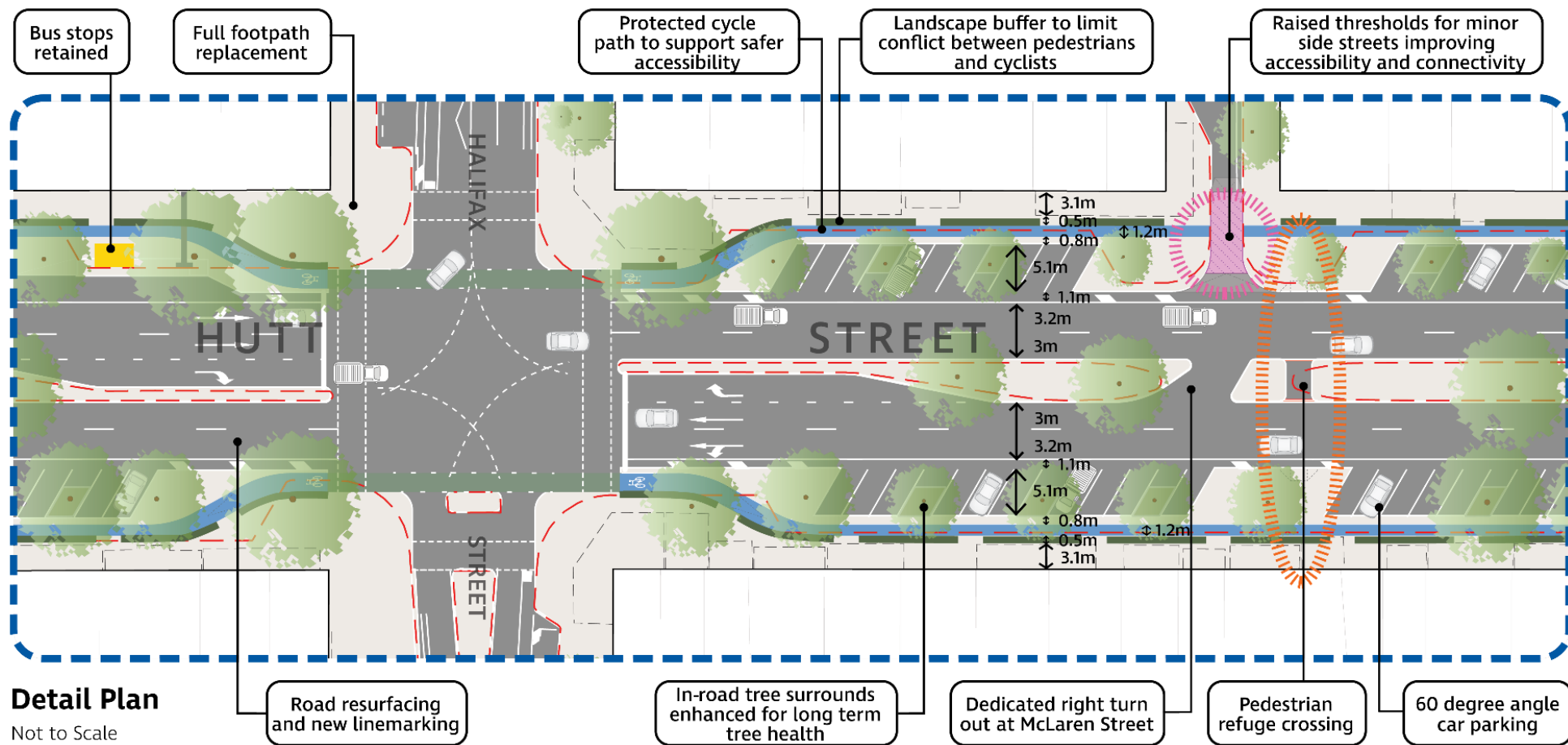
- 1.2m wide bike path with 0.5m vegetation buffer between pedestrian walkway and bike path to improve safety and risk of pedestrian / bike conflict
- To maintain compliant alignment with the Australian Standards, the bike path will impact existing outdoor dining areas
- Confident / commuter cyclists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

Footpath

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

Hutt Street Revitalisation

Revised Option E – Design Features



Note: dimensions vary due to on-site conditions

Hutt Street - Revised Option E



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

Hutt Street Revitalisation

Impact to outdoor dining



Option comparison table

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

Budget and Cost

Draft Budget position (grant funding not included):

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

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

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

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

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

Project Cost and Federal Grant Funding

Grant Funding Summary:

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

Risk:

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

Next steps and Delivery Timeline

Next Steps:

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

Delivery Timeline:

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

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