



Melbourne Street

Concept Package

REVISED
DECEMBER 2025



City of Adelaide

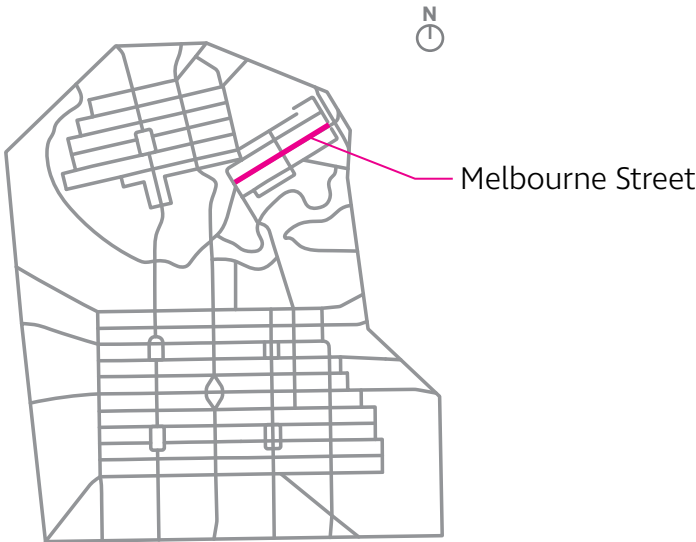


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Acknowledgement of Country

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

City of Adelaide acknowledges the traditional country of the Kurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kurna people living today.



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Part one

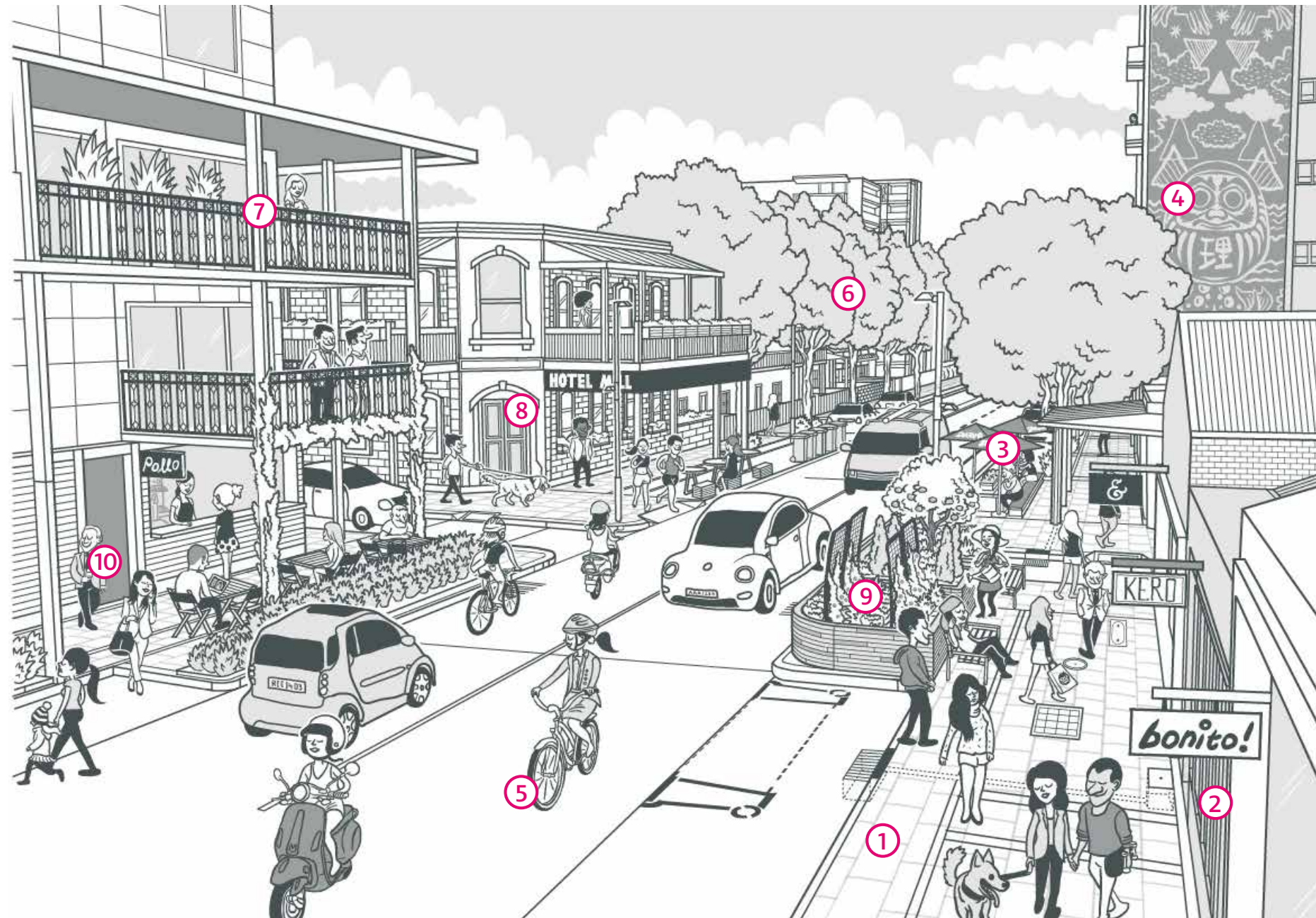
What Makes a Great Main Street



What Makes a Great Main Street?

An integration of design and place-led approaches will lead to a successful, thriving, beautiful, and connected main street.

Here are some of the key ingredients that go toward making a great main street:



1. High quality public realm and amenities

2. A diverse and competitive commercial mix with active frontages and attractive shopfronts

3. Public spaces / gathering spaces that encourage active and passive activity

4. Authentic marketable and identifiable destination branding on-street and online

5. Accessible and safe for all users, including pedestrians, cyclists and vehicles

6. Green, connected canopies, shaded and pleasant

7. People living close by, servicing and supported by the local population, with a human scale density and a "heart"

8. Celebration of the unique local and heritage character

9. Tailored events and activations that act as an anchor for visitation by locals and external visitors

10. Connected stakeholders working collaboratively towards a common vision

Executive Summary

Melbourne Street

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

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

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

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

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

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

“The street doesn't reflect its million dollar suburb like it once did.”

- Focus Group Participant



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



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

Vision

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



Guiding Principles

Melbourne Street

Community engagement was undertaken between 7 March and 4 April 2022 to seek feedback on the draft Vision and Design Principles, to better understand community priorities for Melbourne Street (refer to Part 3 Community Engagement for more detail, page 16-20). These Design Principles set the foundation for, and guide the concept design presented in this document.

These Design Principles are listed in order of priority:



Unique brand and identity

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



Refresh the public realm

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



Vibrancy & Creative Connections

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



Curate the business and commercial mix

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



Accessibility & Connectivity

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

WE ARE HERE

(This document)

Milestone / Document	City of Adelaide	Date	Description
Melbourne Street Master Plan	City of Adelaide	December 2021	A Master Plan was reviewed and endorsed by Council in December 2021.
Draft Concept Options	City of Adelaide	May 2022	Four concept design options were developed and presented to Council in May 2022.
Short-Term Improvement Works	City of Adelaide	August 2022	State Government \$1M Grant funding received for the project.
Project Budget and Priority for Delivery	City of Adelaide	June 2023	Council approves the project budget of \$6.5m New & Upgrade for planning and design in 2025/26 and construction to commence from 2026/27.
Revised Concept Plan	City of Adelaide	November 2025	Present concept plans revised to consider the approved project budget.
Next steps			Engage with Community through Detailed Design phase to ensure alignment of expectations. Further review, revise and refine the design documentation to align with community feedback and approved budget.

COMMUNITY ENGAGEMENT MILESTONES

Period	Activities
Research (2019—2020)	Design led research and data collection to inform action and integrated business plan
Short term (2021—2022)	Lord Mayor Roundtable established and stakeholder engagement commenced Shared visionary activities and common themes identified by stakeholders
Medium term (2023—2025)	Delivery of short-term activation, improvement and engagement projects Stakeholder feedback and short term trial monitoring evaluation
Long term (2025—2026)	Phased improvements to continue to be funded, designed and delivered Concept Design commences including data analysis, further investigations and continued stakeholder engagement

Part two

Project Context



Melbourne Street, 1910
State Library of South Australia

City Context

Melbourne Street

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



Street Context

Melbourne Street



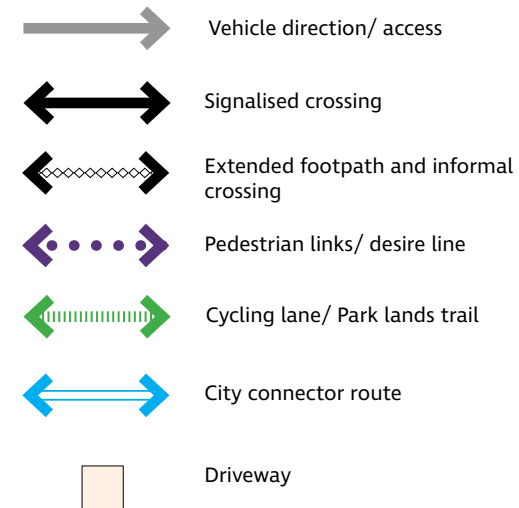
Existing Street Dynamics

Melbourne Street

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

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

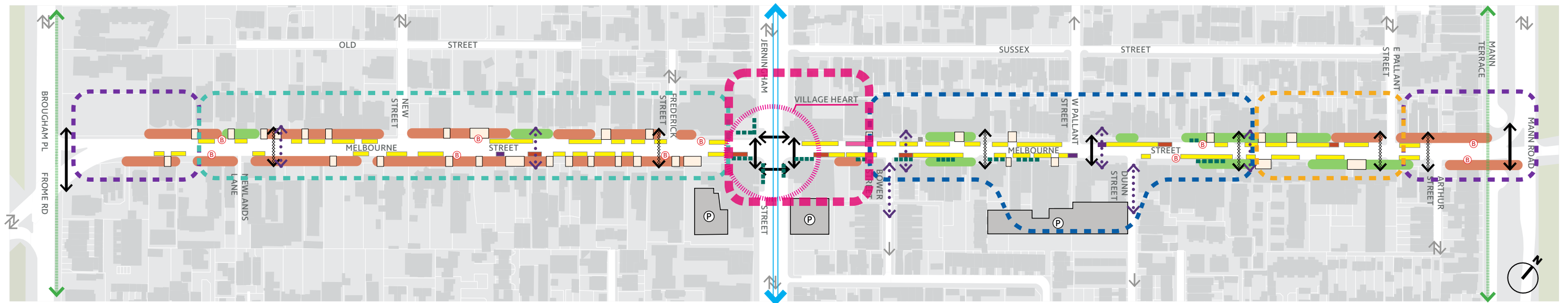
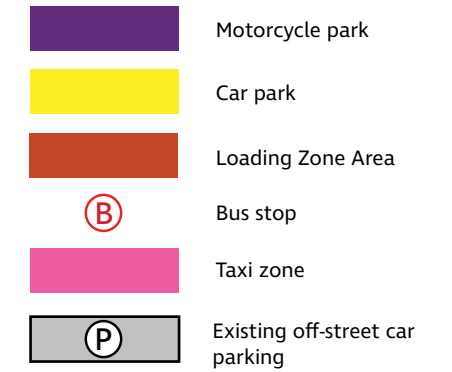
Movement



Pedestrian Comfort



Facilities



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

Key Statistics

Melbourne Street

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

Population



LOW POPULATION
2,473 People
33 declined from Previous Year

Based on ABS Resident Population 2021, Profile ID



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

2nd least

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

Age Groups & Background



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



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



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

Housing + Income



HIGH INCOME LEVELS
20% above metropolitan Adelaide average



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

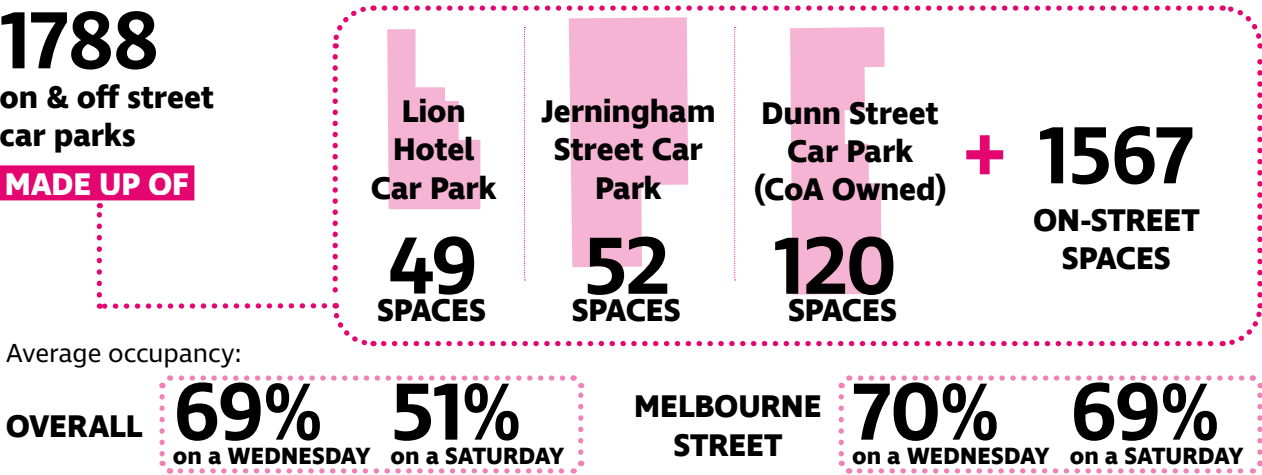


GROUP & SINGLE PERSON HOUSEHOLDS
High levels of group households and single person households



Availability of parking

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



Good proximity to cycling routes

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



Bus Service

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



High vehicle volumes in peak hours

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

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

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

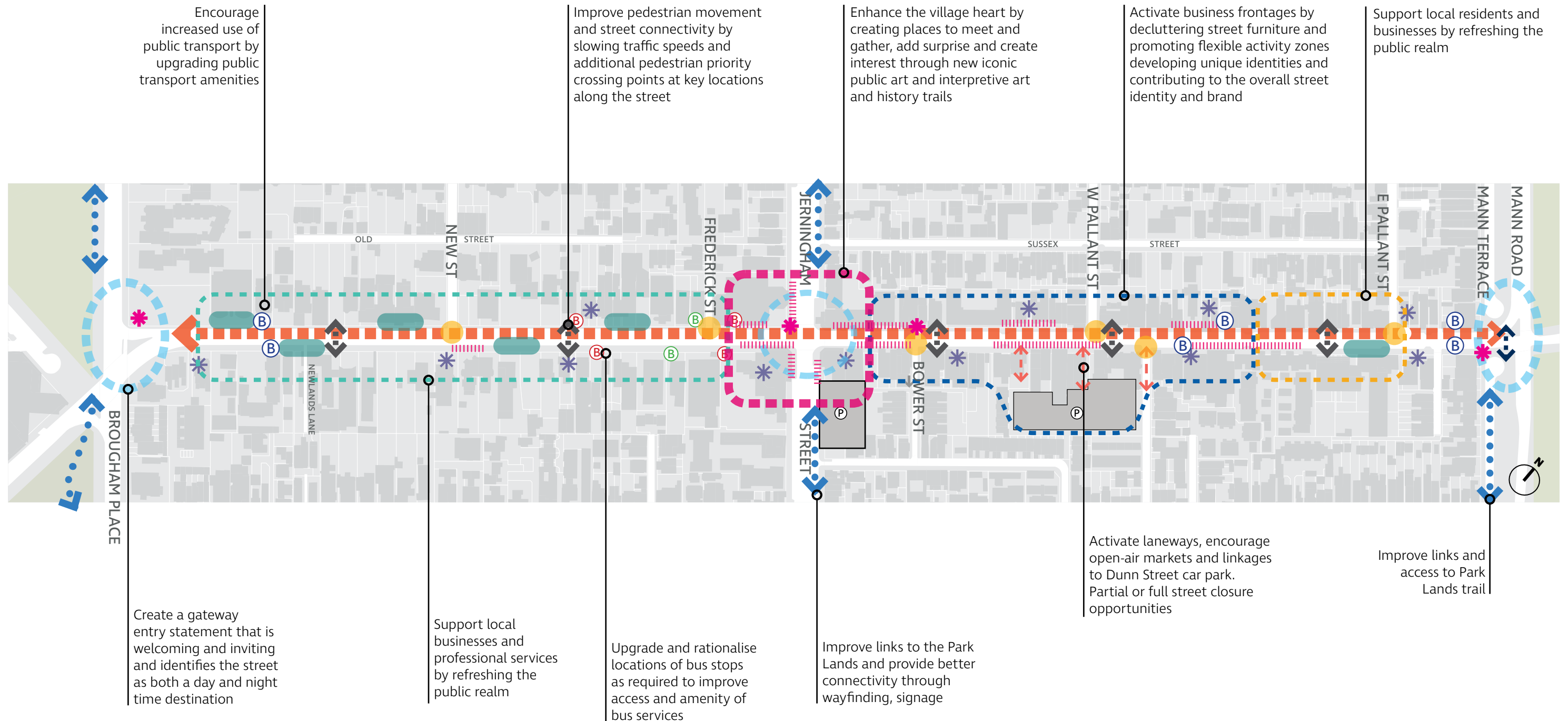
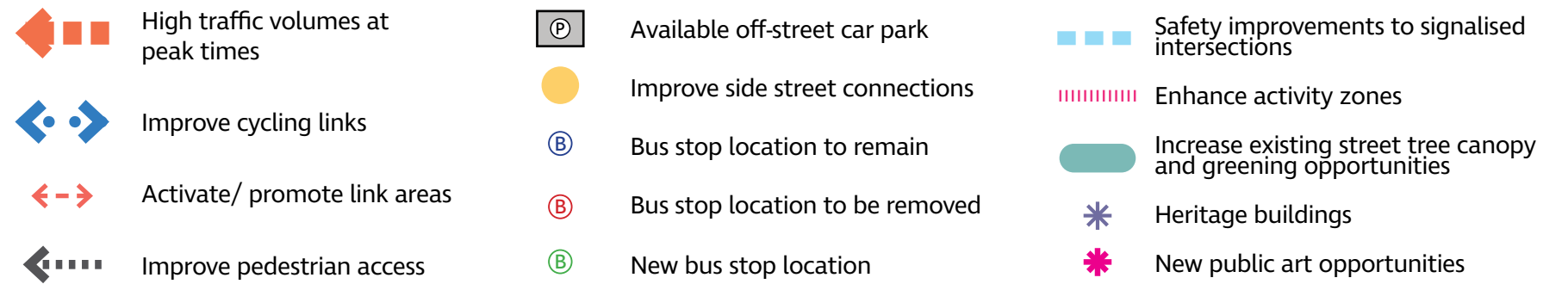


Walkable neighbourhood

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

Opportunities

Melbourne Street



Part three

Community Engagement



Community Engagement Process

Melbourne Street

Each of the main streets across the city have active and engaged traders, property owners and residents including traders and precinct associations. The City of Adelaide has adopted a place-led, evidence based approach to developing designs that will deliver positive outcomes for the community, and has sought feedback from stakeholders at key milestones during the development of the concept design. A number of studies and community and business engagements have been undertaken in Melbourne Street over the last few years.

Phase 1 - Benchmarking

Since February 2021, the following was achieved:

- Place audits for each of the streets
- Single Point of Contact (Place Coordinator) allocated to each Street to build relationships and community connections, and to identify opportunities that are place specific.
- Lord Mayor Round Tables
The Lord Mayor Roundtable worked together with stakeholders to address challenges and identify opportunities to improve the amenity of the Main Streets for businesses, residents, and city users.
- City User Profile Survey – City of Adelaide
The City User Profile survey is important for profiling our city residents, workers, students, and visitors - it tells us, who uses the city, how they use it and how their behaviours are changing. Designated questions were asked to identify the mainstreet profiles as an area of importance and prepare CoA for future needs and help measure how successful our current city initiatives are.

June 2021: Focus group discussions were led by consultancy Square Holes on behalf of the City of Adelaide to better understand people's perceptions regarding the Melbourne Street precinct, including how people visiting the street felt, how often they visited and how they believe it could be improved.

Phase 2 - Vision and Design Principles

March - April 2022

Stakeholders were asked to review and comment on the proposed vision for Melbourne Street, rank and prioritise a range of design principles (objectives), to create a series of themes for the street.

Phase 3 - Concept Design

- Stage 1: Wombat Crossings

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

- Stage 2: Public Realm Refresh

Stakeholders will be asked to provide feedback on the proposed concept design for Melbourne Street, to ensure it aligns with community expectations and the agreed design vision and principles. If supported, this design will then form the basis for detailed design development for construction; pending funding availability.



Summary of Results

Phase 1 - Benchmarking

Square Holes was engaged to conduct focus group discussions for four priority main streets (Hindley, Melbourne, O'Connell and Hutt Streets) with residents living within three kilometres of each area, to understand the strengths and challenges of each of the main streets by gaining an in depth understanding of residents' attitudinal and behavioural responses to the relevant street.

Objectives of the research included:

1. Understand residents' use and interaction with each given main street
2. Examine residents' perceptions of the individual character and strengths of each main street
3. Examine residents' perceptions of the shortcomings of each main street
4. Identify the key competitors to each main street, including other streets and precincts
5. Explore drivers to increase resident visitation

Summary of findings:

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

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

- Focus Group Participant

"More parklets for businesses and calm peak hour traffic"

- Focus Group Participant

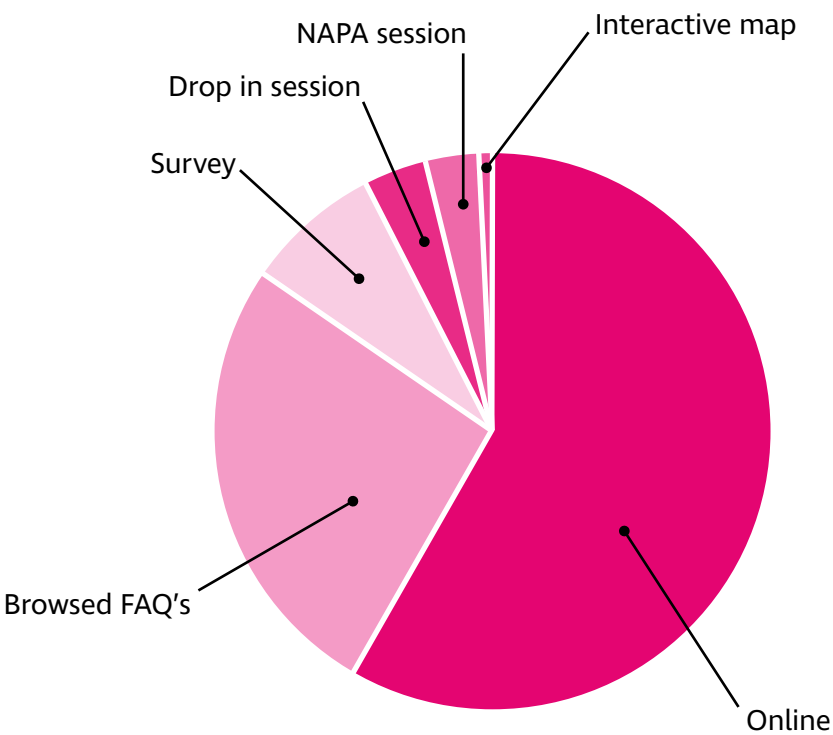


Summary of Results

Phase 2 - Vision & Design Principles

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

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



*NAPA = North Adelaide Precinct Association

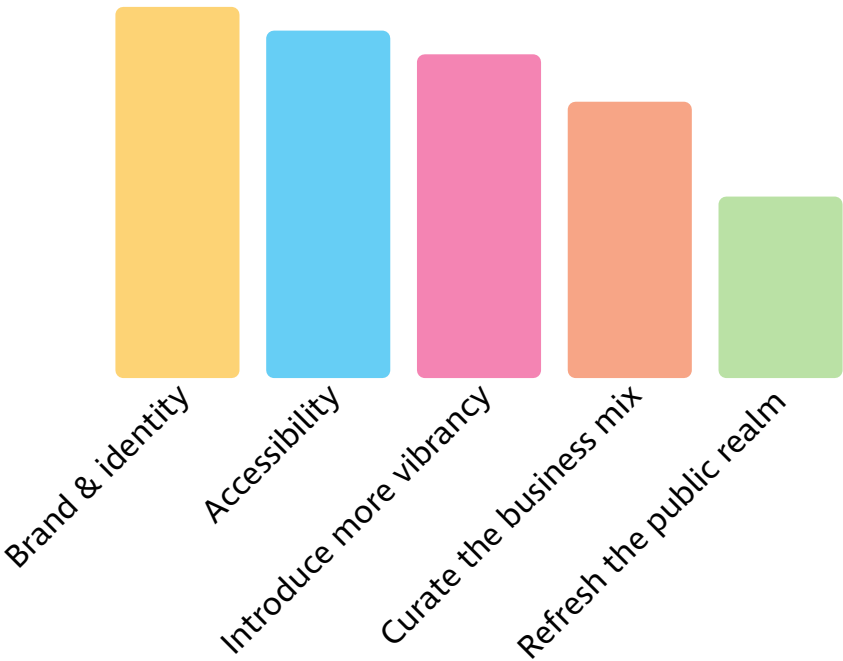
A 'ranking question' was used as a tool to better understand community priorities on the identified Design Principles for Melbourne Street.

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

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

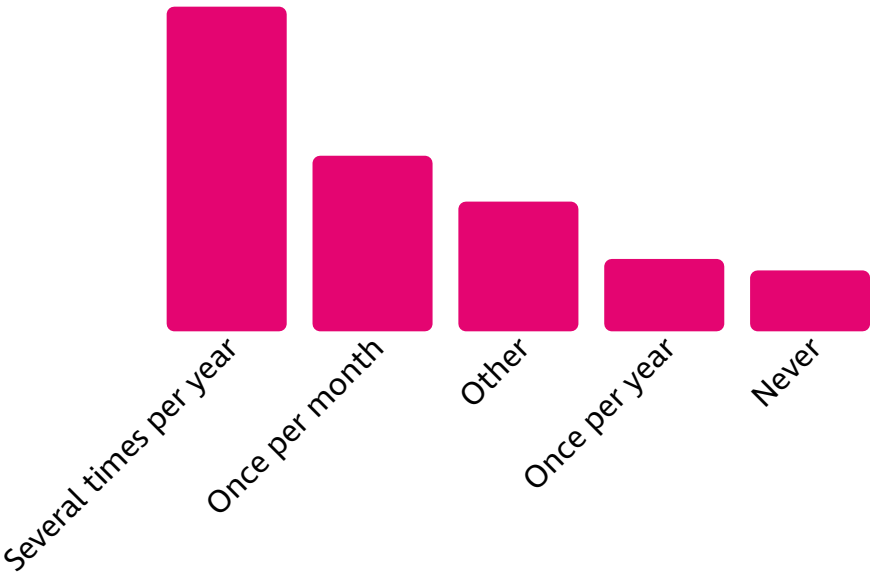
Design Principles - highest priority:

*Top priority (first choice/preference) results only



Support for Jerningham Street closures - highest priority frequency:

*Top priority (first choice/preference) results only



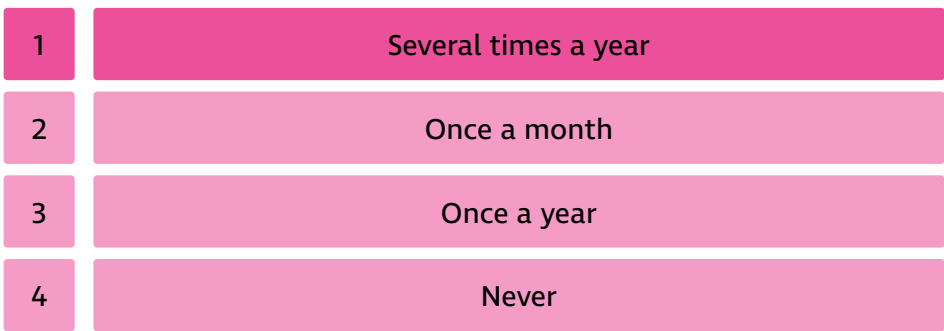
Design Principles - highest importance:

*Results of all preferences, averaged



Support for Jerningham Street closures - highest ranking frequency:

*Results of all preferences



Community Feedback

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

"Introduce recycle waste bins recycling green waste."

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

"Increase activity at the northeast end."

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

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

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

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

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

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

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

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

Part four

Concept Design



Design Principles

Melbourne Street

The concept design consolidates community feedback, data analysis, and a variety of design expertise, to set the framework for a cohesive design. These Design Principles, prioritised by the community, set the foundation for, and guide the following concept design. Refer page 8 for more information regarding community feedback results.



Unique brand and identity

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



Refresh the public realm

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



Vibrancy & creative connections

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



Curate the business and commercial mix

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








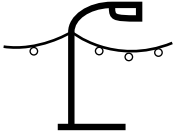
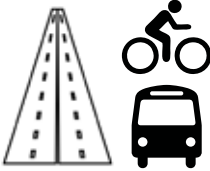
Accessibility & connectivity

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

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

Design Summary

Melbourne Street

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

Notes:

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

² Increased activity zones allows for potential to increase economic vitality.

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

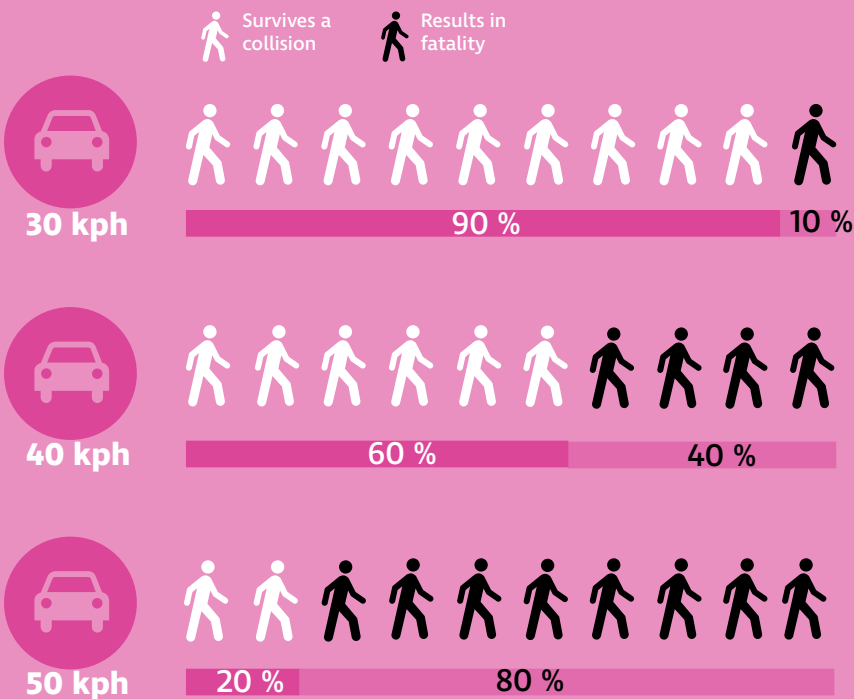
- Refer to Appendices A to F for further information regarding Transport Patterns, Precinct Parking Opportunities, and Traffic and Transport Impacts.
- These numbers and quantities as based on the Concept and may change during design development.
- Parking numbers for the existing condition based on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

Design Benefits Statistics

Melbourne Street

A safer street

Pedestrian Priority



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

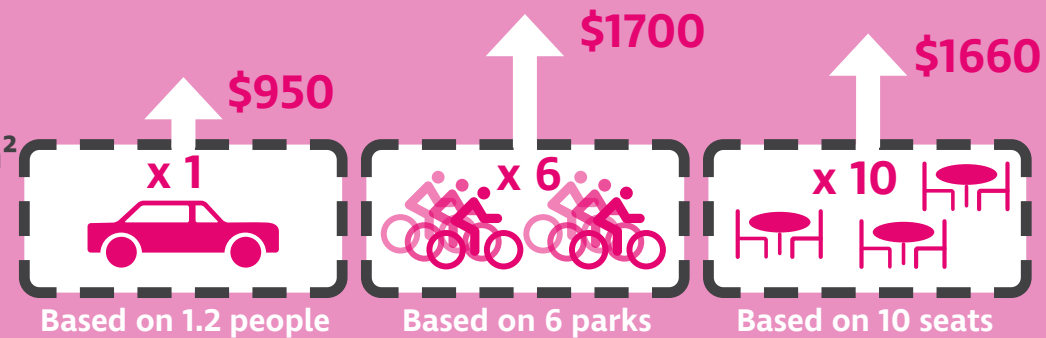
A slower street

encourages people to use active transport and spend time on streets, contributing to sense of community. More people walking, wheeling, cycling and dwelling is **better for business**. A slower street will contribute to improving people's health and wellbeing and help main streets thrive.

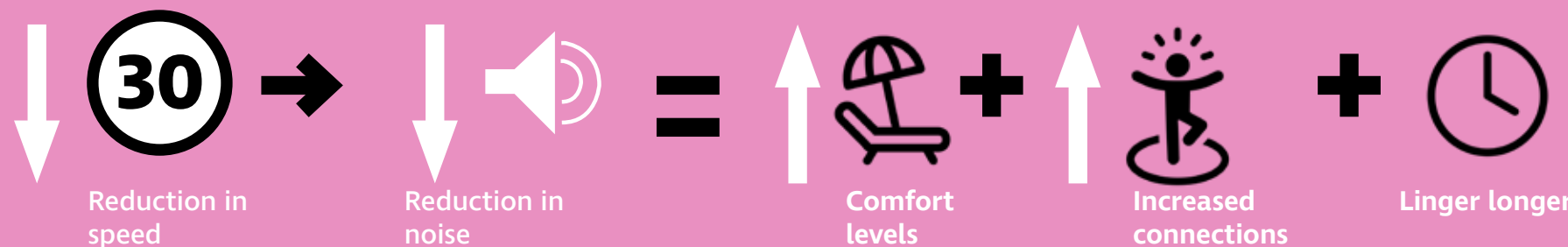
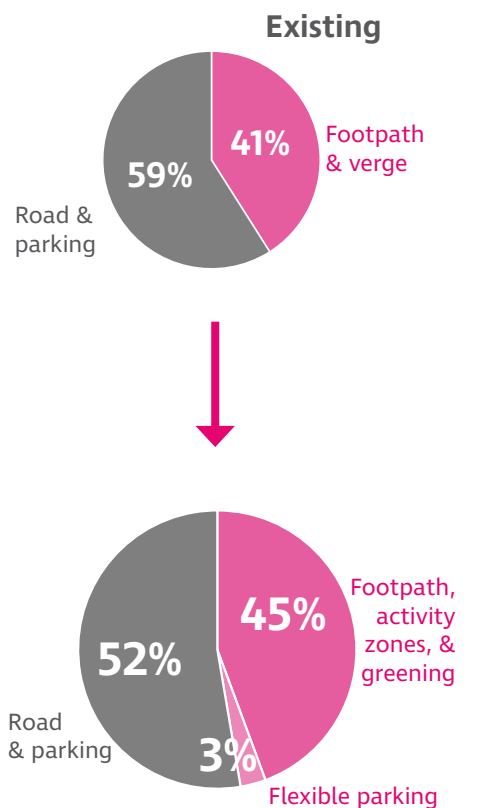
Daily Spend*

Area: 13m²
car park space

*Refer Appendix F



Reallocation of private vehicular space to space for people



Reduced noise. The World Health Organisation (WHO) suggests traffic noise is the second biggest environmental stressor on public health, after air pollution.

A quieter street means a more comfortable street for people to have conversations and community interactions. Reduced need for longer sight lines means better visibility and more space for trees and greening, adding to the comfort levels of the street.

Improved liveability & increased visitation

Design Overview

Melbourne Street

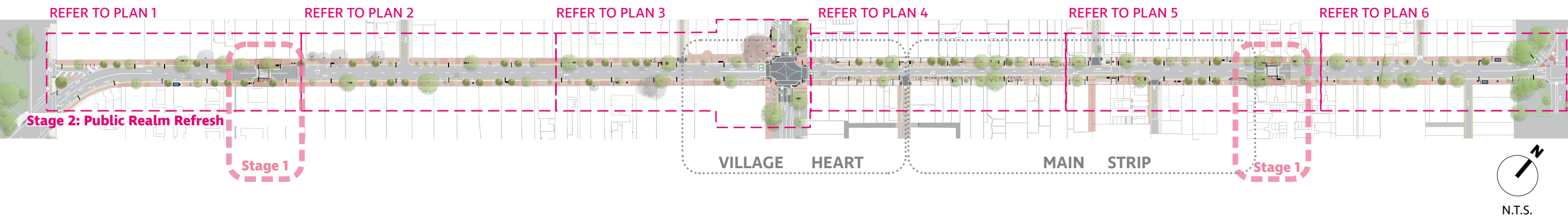
Since 2024, short-term improvements from the 2023 Concept Design Plan have enhanced and activated Melbourne Street (Refer Appendix I). Building on this move, long-term works are proposed, including:

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

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

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

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



STAGE 1: Wombat Crossings (2026)

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

STAGE 2: Public Realm Refresh

Lighting

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

Street Furniture

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

Vehicle Speed Limit

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

Bus Stop Rationalisation

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

Tree Planting

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

Stormwater System Renewal

- Stormwater system upgrade where required.

Wider footpaths within the Village Heart & Main Strip

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

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

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

Parking within the Village Heart & Main Strip

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

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

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

Public Art Opportunity within the Village Heart

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

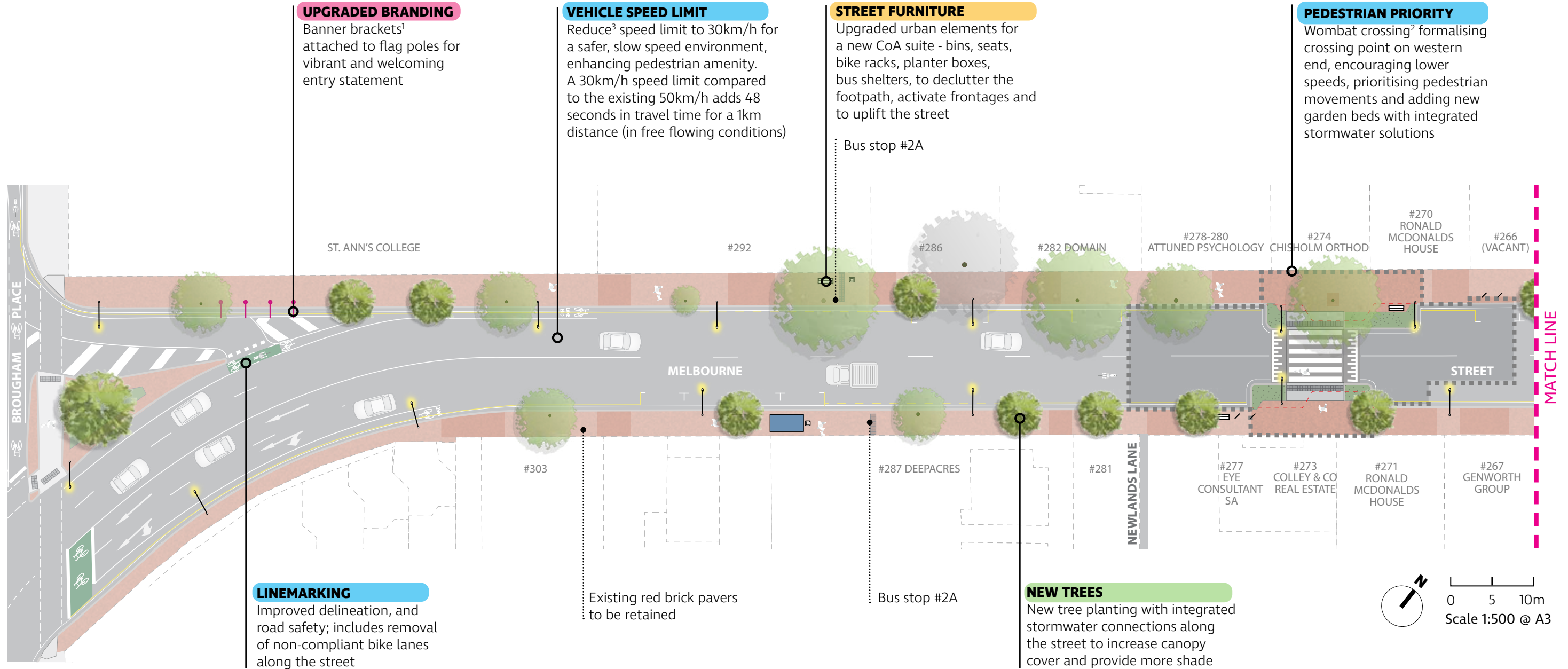
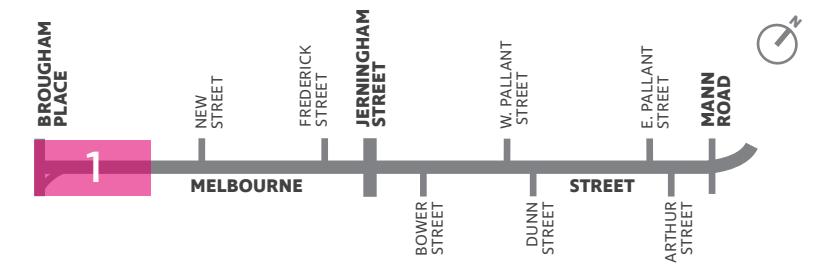
Notes

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

Concept Design

Melbourne Street - Plan 1 of 6

KEY PLAN



LEGEND

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

Notes:

¹Funded by State Government / DIT \$1M Grant Funding (refer Appendix I)

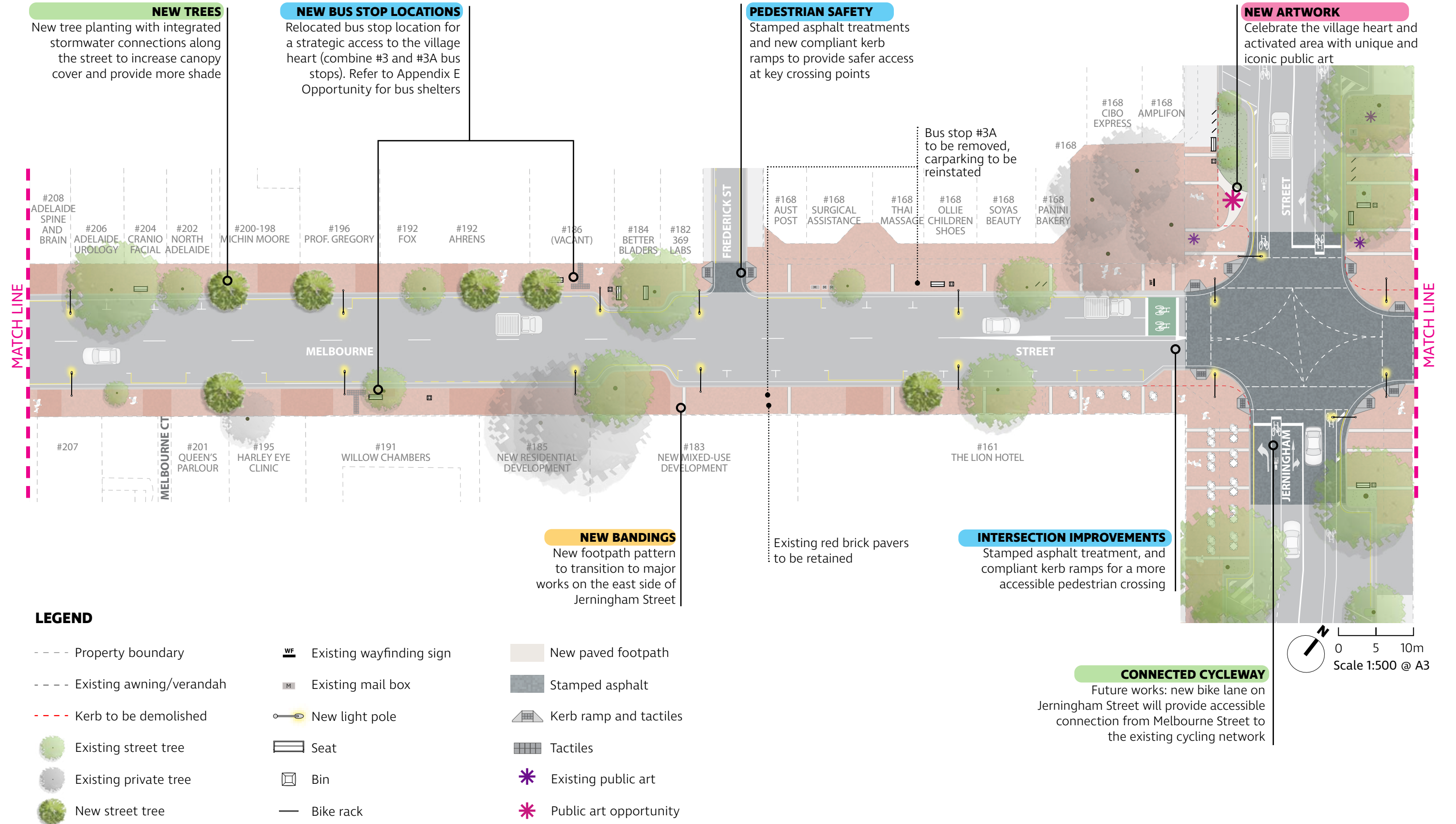
²Stage 1: funded by the Government of South Australia via the 2023-2026 National Road Safety Program - \$600k Grant Funding (refer Appendix J)

³ Lower speed limit subject to Department for Infrastructure and Transport (DIT) approval



Concept Design

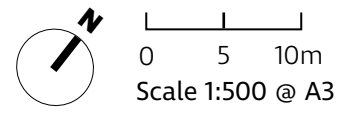
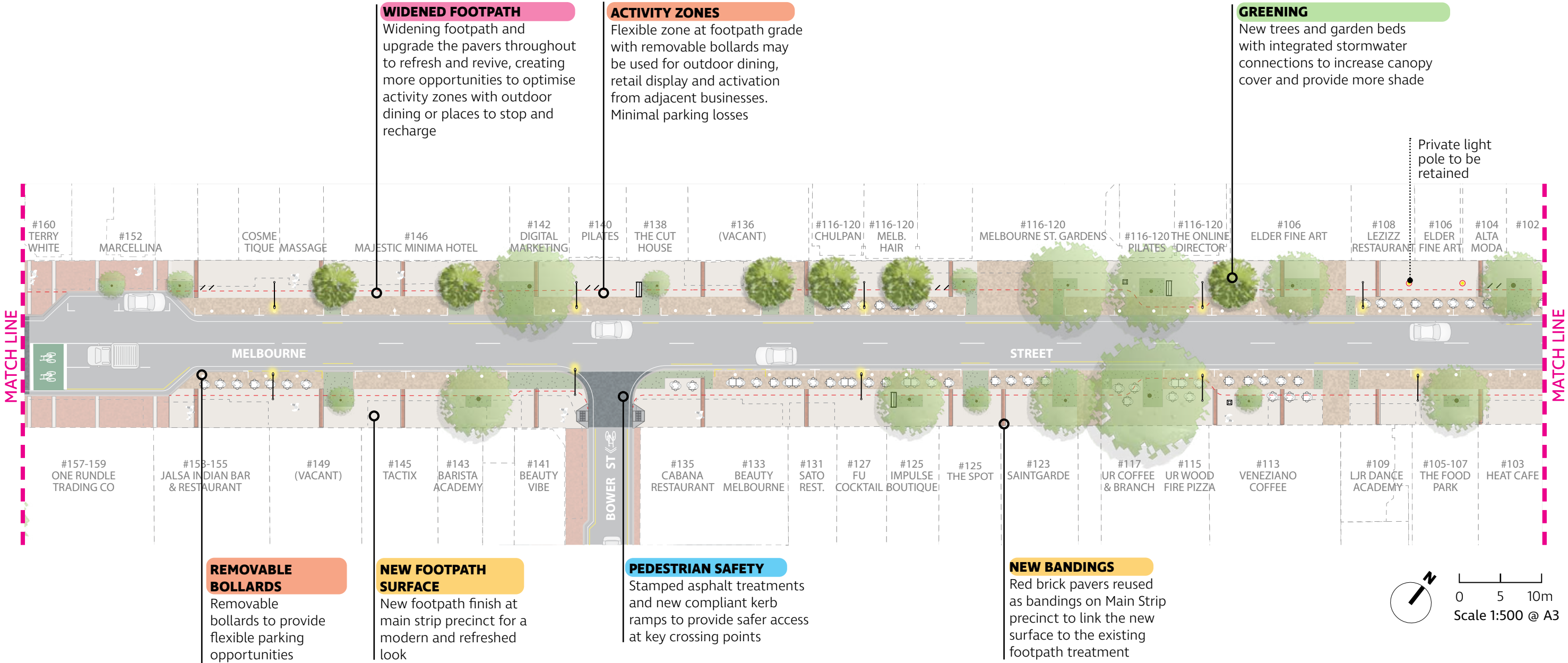
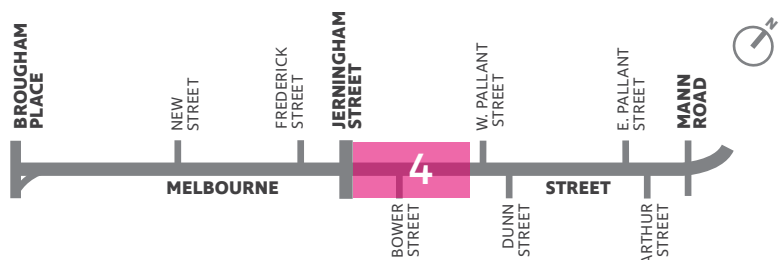
Melbourne Street - Plan 3 of 6



Concept Design

Melbourne Street - Plan 4 of 6

KEY PLAN



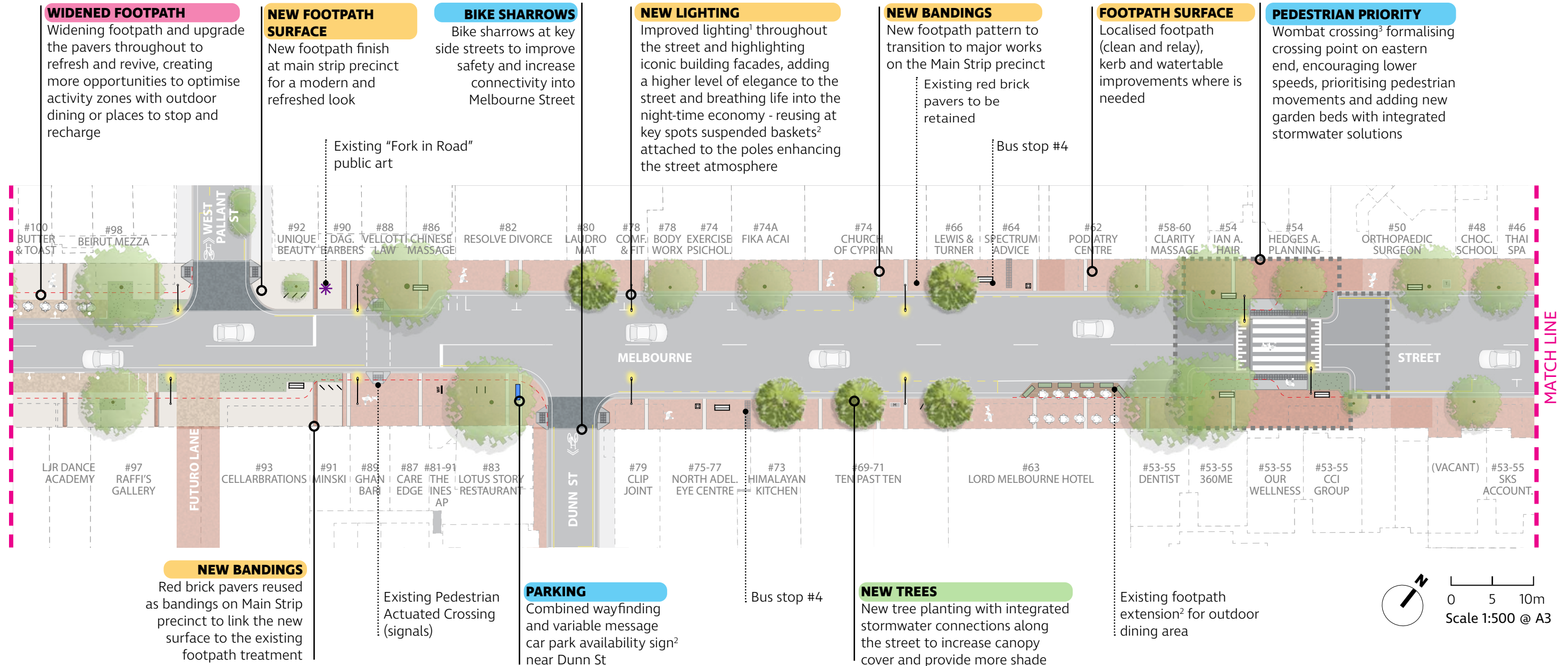
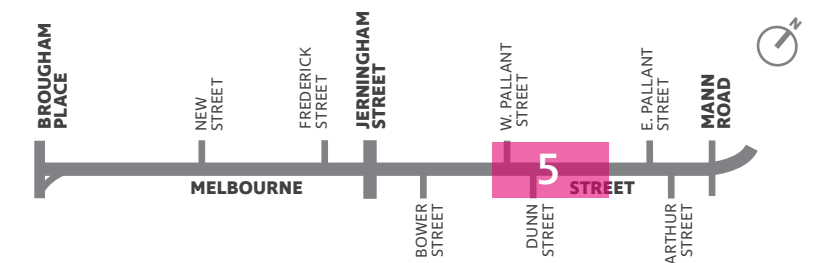
LEGEND

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

Concept Design

Melbourne Street - Plan 5 of 6

KEY PLAN



LEGEND

- ■ ■ Extent of works - wombat crossing
- - - Property boundary
- - - Existing awning/verandah
- - - Kerb to be demolished
- Existing street tree
- New street tree
- WF Existing wayfinding sign
- M Existing mail box
- New light pole
- Seat
- Bin
- Bike rack
- New paved footpath
- Driveway/flexible parking
- WSUD garden bed
- Stamped asphalt
- Kerb ramp and tactiles
- Tactiles
- Removable bollards
- Existing public art

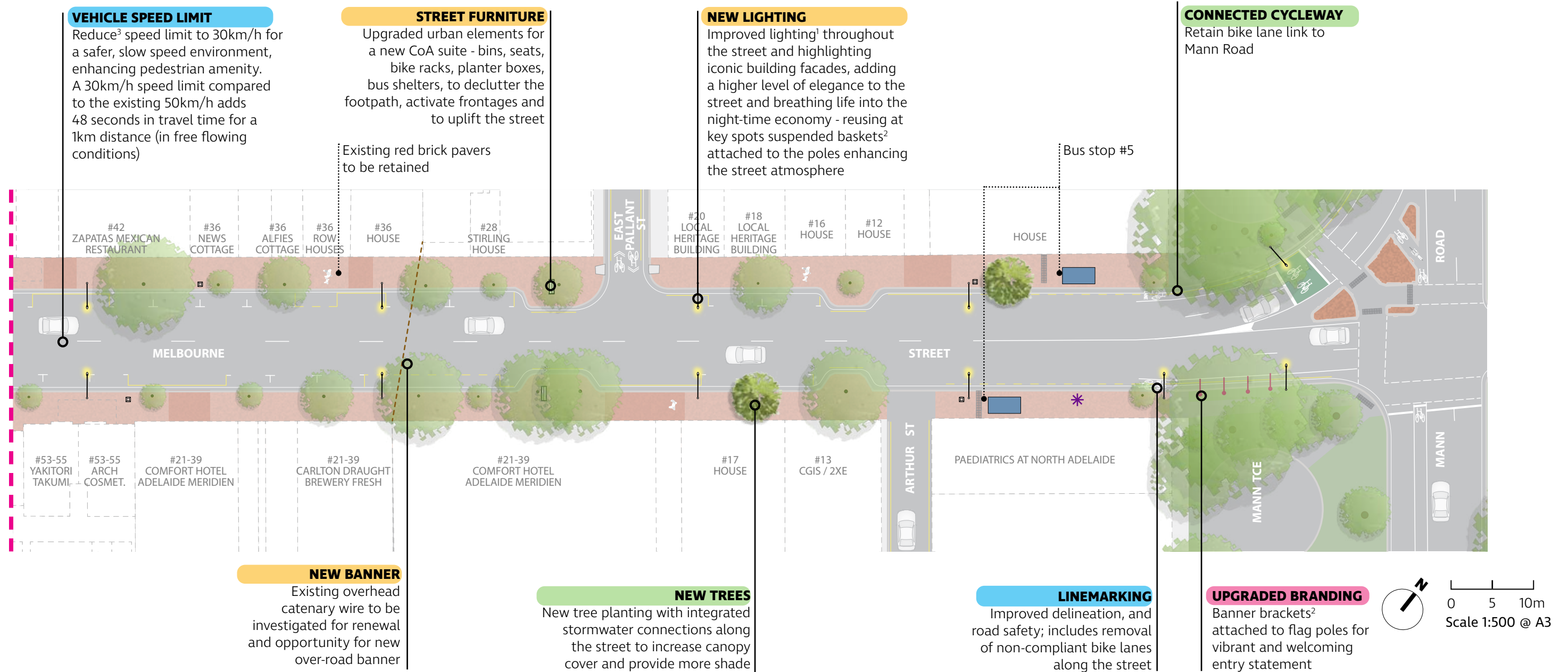
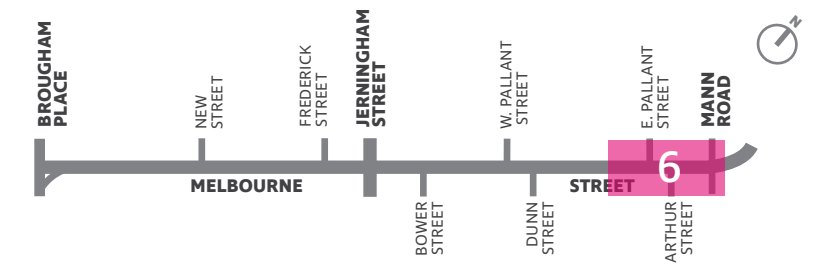
Notes:

- ¹Light pole locations are to be determined in detailed design
- ²Funded by State Government / DIT \$1M Grant Funding (refer Appendix I)
- ³Stage 1: funded by the Government of South Australia via the 2023-2026 National Road Safety Program - \$600k Grant Funding (refer Appendix K)

Concept Design

Melbourne Street - Plan 6 of 6

KEY PLAN



LEGEND

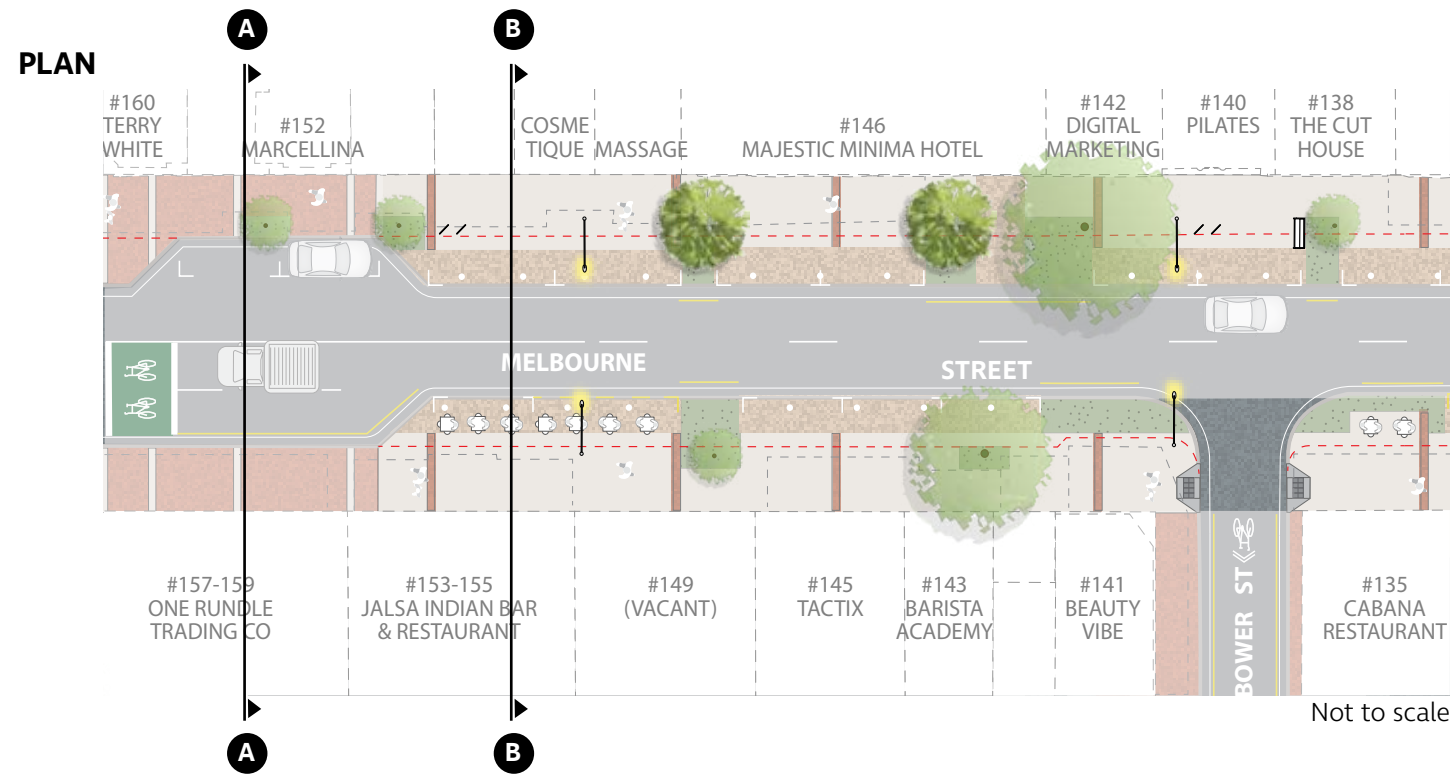
- Property boundary
- Existing awning/verandah
- Existing street tree
- New street tree
- New light pole
- Banner pole
- Seat
- Bin
- Bike rack
- Existing public art
- Existing kerb ramp
- Tactiles
- Bus shelter

Notes:

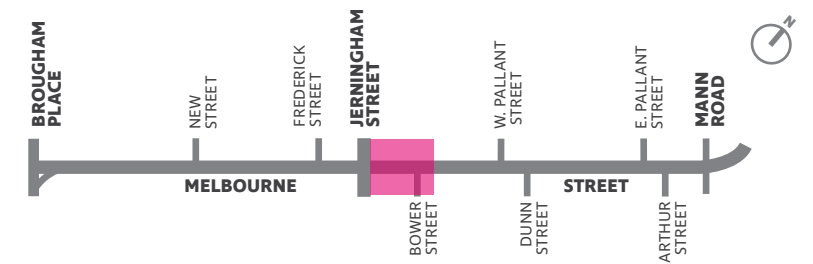
- ¹Light pole locations are to be determined in detailed design
- ²Funded by State Government / DIT \$1M Grant Funding (refer Appendix I)
- ³Lower speed limit subject to Department for Infrastructure and Transport (DIT) approval

Cross Sections

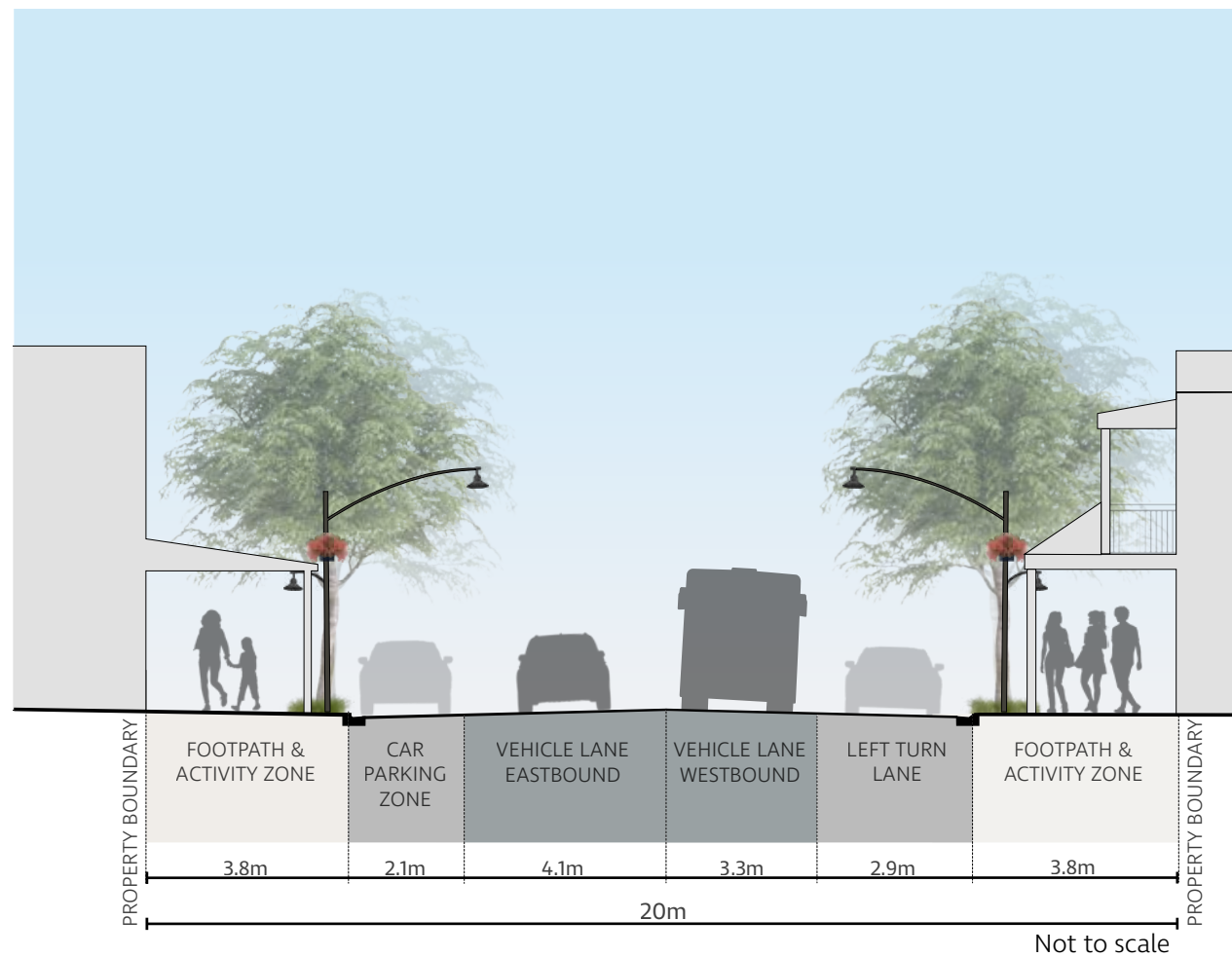
Melbourne Street



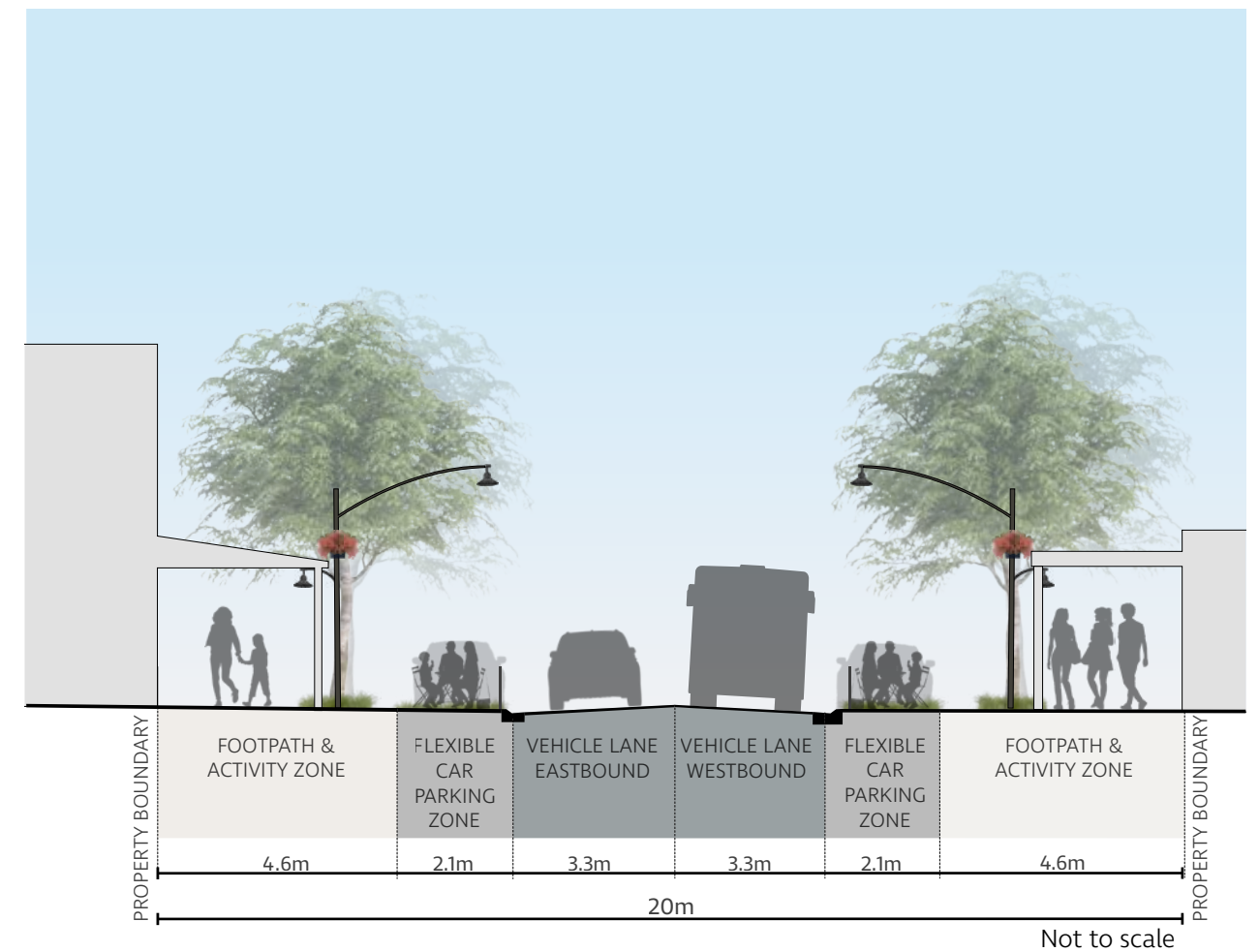
KEY PLAN



TYPICAL SECTION - A



TYPICAL SECTION - B



Artist's Impression

Melbourne Street

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



Artist's Impression

Melbourne Street

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



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