

Main Streets Revitalisation

O'Connell Street

70% Design Overview Package



Main Streets Revitalisation – O’Connell Street

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Project Vision

‘The vision for O’Connell Street is to revitalise the street to encourage the residents of, and visitors to, Adelaide to enjoy the special, heritage, retail and dining experiences, village community atmosphere and safer street scape environment whilst catering to all users, now and in the future’

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Design Principles



Prioritise Pedestrians

Provide areas to optimise the footpath by improving crossing points across the street and provide thresholds with side street and lane-ways.



Coordinated Street Furniture and Public Art

Rationalise business signage and public street furniture. Work with businesses to remove fixed outdoor dining and replace with removable furniture. Rationalise and locate urban elements within activity zones. Encourage a public art strategy that includes large scale mural opportunities, integrated architectural or landscape architectural work, community art and temporary exhibition and activation spaces.



Optimise Activity Zones

Optimise activity zones to include space for event/activations to replace the community space at 88 O’Connell Street and develop an O’Connell Street brand that represents the community’s experience and desire for the street as a ‘bustling, sophisticated and metropolitan main street.’



Revive, Add Surprise and Sparkle

Establish opportunities to refresh the public realm with new or refreshed materials and public street furniture. Provide a more curated commercial mix designed to be enjoyed as a ‘shopping experience’ rather than shopping for convenience. Clusters of retail/clothing shops and complimentary neighbourhood style hospitality venues such as wine bars.



Improve Cycling

Contribute to safe cycling for residents, families, children and commuters that connects with the Adelaide cycleway network.



Robust Greening

Incorporate street tree planting and additional greening to provide valuable shade, amenity and cooling.



Future tram line extension

Ensure design will continue to be serviceable and adaptable in the future when the tram network extension to North Adelaide is endorsed and adopted.

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Design Facts

	 Car parking spaces	 Trees and Garden Beds	 Activity Zone (incl: footpath)	 Raised Road Safety Thresholds (number)	 Traffic Speed Limit	 Carriageways
Existing (Current Condition)	77 Parking spaces 19 loading zones	70 trees 0 garden beds	7,290 sq.m	0	50km/h	2 lanes plus 1 lane for right hand turns each way + parking
Asset renewal only						
Concept Design	77 Parking spaces 22 loading zones	79 trees 510 sq.m garden beds	7,125 sq.m (Reduced due to bike lane installation)	13	40km/h	2 lanes plus 1 lane for right hand turns each way during peak hours + bus stops + no parking 1 lane plus 1 lane for right hand turns each way during off-peak hours + parking + bus stops
70% Detailed Design	77 Parking spaces 22 loading zones	97 trees (due to increase along Park 4) 648sq.m garden beds (due to increase in scope to side streets and Park 4 frontage)	7,300 sq.m (due to increase in scope to side streets)	7	40km/h - TBC	2 lanes plus 1 lane for right hand turns each way + parking + scrambled crossing at Archer Street with designated right hand turns + auto pedestrian activation in N-S alignment

Notes:

Refer to Appendix A and Appendix B for further information regarding:

- Transport Patterns
- Precinct Parking Opportunities.

These numbers are based on the Concept and may change during design development.

- The reduction in vehicle speed limit provides a safer pedestrian and bicycle friendly street reconfiguration.
- Increased activity zones allows potential to increase economic vitality.
- Removal of short term parking spaces during peak hours is adequately compensated by easing traffic flow an provision of 2 hour parking in 88 O’Connell Street development.
- An updated street survey and consultation is required with emergency services and service authorities (gas, water, power etc.) to further resolve the design.
- Changes may occur in detailed design due to DIT approval requirements, sight-line assessments, vehicle turn path assessments and safety assessments" or similar.

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Design Summary



OVERALL PLAN
N.T.S.

Summary of Features

New footpaths and renewal of road surface and kerbs

Greening – new tree planting to infill already established street tree canopy, to enhance link to surrounding Park Lands.

New raised **threshold crossings** to unsignalized side streets and laneways with a future local speed limit reduction, prioritising pedestrians, improving safety and accessibility.

Reserving a ‘no significant work’ zone along the central median zone of the street for future tram network extension, whilst providing standard renewal improvements at road surface level only.

New road **Lighting** to improve safety.

Street Furniture new coordinated street furniture suite, with delineation of tree and garden bed surrounds

Public Art with Gateway Artwork opportunities at both entries to the streets and at key nodes along the street.

Parking is maintained with on-street parking during off-peak hours with 2-hr parking in 88 O’Connell Street. No overall loss of parking spaces.

Park Lands Connection: Future rejuvenation of Kangatilla Reservoir Park (Park 4) with community activity areas with event infrastructure, perimeter fitness track, picnic and BBQ facilities.

Additional Traffic Controls and modifications for safer crossing and reduced vehicle accidents.

As recommended in the CoA North Adelaide Local Area Traffic and Parking Management Plan (2017), vehicle speed limits are being reviewed with the aim to introduce a **speed limit reduction** for O’Connell street, reducing the number of vehicular accidents.

Future Pedestrian Actuated Crossing (PAC): The feasibility and impact of a PAC near Gover Street will be assessed to improve safety when crossing the street improving access bus services, street offerings and North Adelaide Primary School.

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Design Driver - Heritage

Piccadilly Cinema / 1940 / Art Deco



Oxford Hotel / 1859 / 1884 / Italianate



Archer Hotel / 1849 / Boom Era



Heritage Materials



Materials Palette

Bronze, Spotted gum

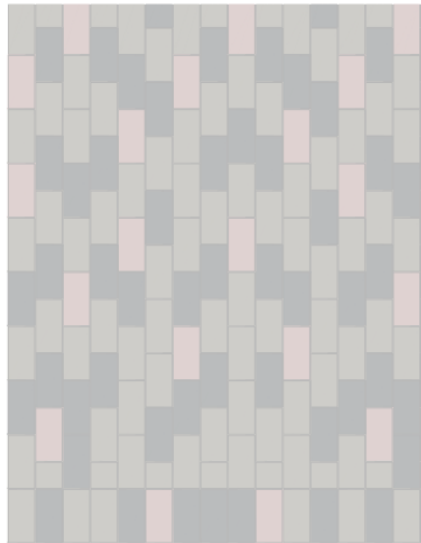


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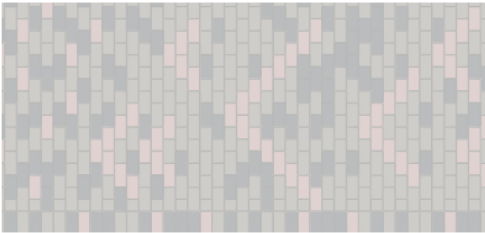
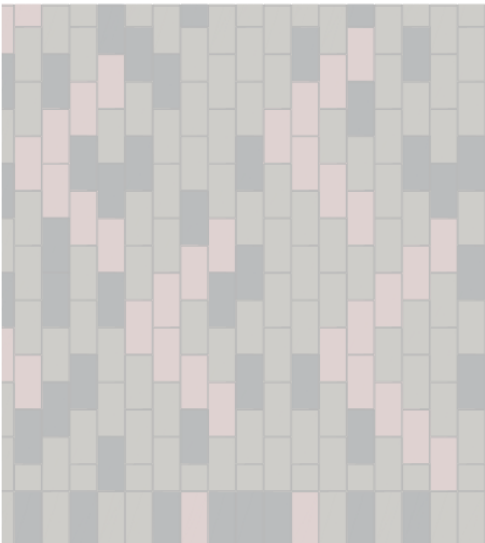
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Paving Strategy

Primary Paving - Type 1
(design from 88 O’Connell)



Paving Type 2- Chevron



Paving Type 3a
Heritage buildings

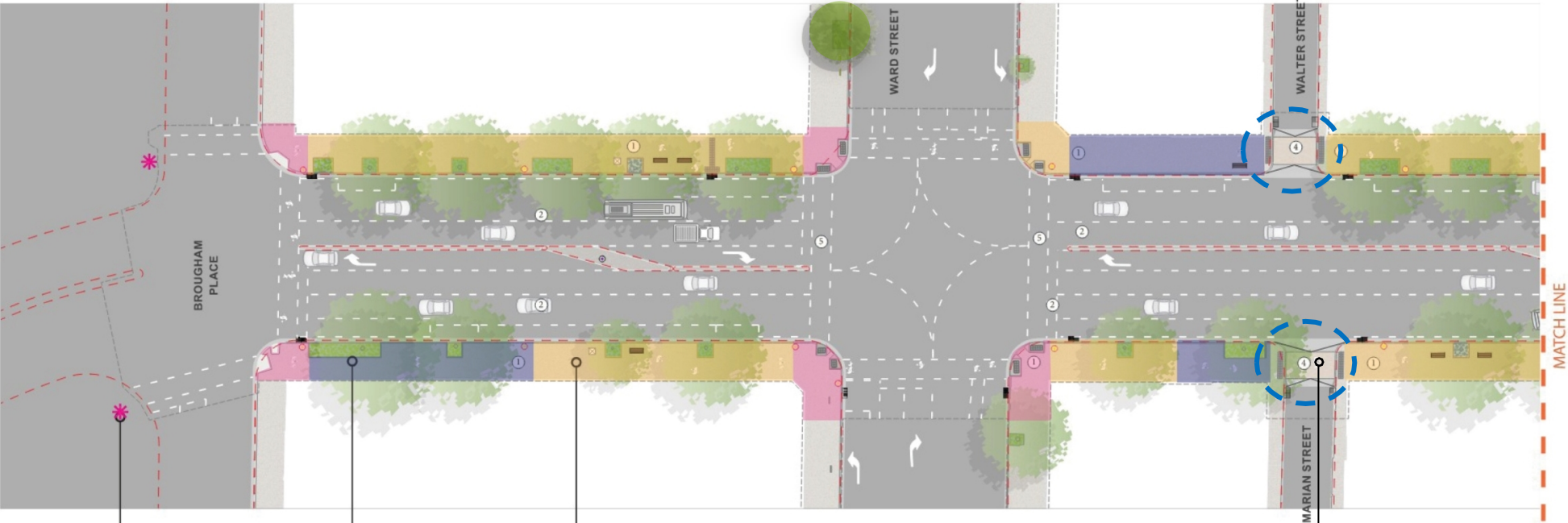
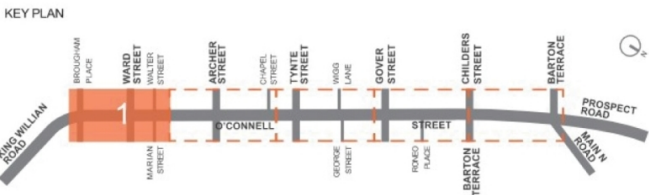


Chevron brass inlay



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O'Connell Street - PLAN 1 of 5



GATEWAY ARTWORK OPPORTUNITIES

Celebrate destination venues with iconic public art

INCREASED PLANTING

Understorey planting maximised where possible, while considering space required for parking and outdoor dining areas.

OPTIMISED FOOTPATHS

Optimise the footpath by removing clutter to alleviate pedestrian pinch points and congestion as well as provide more room for outdoor dining and greening

RAISED THRESHOLD

facilitate pedestrian movement along the street and connect the street, making it safer for pedestrians

0 5 10m
Scale 1:500 @ A3

PAVING LEGEND

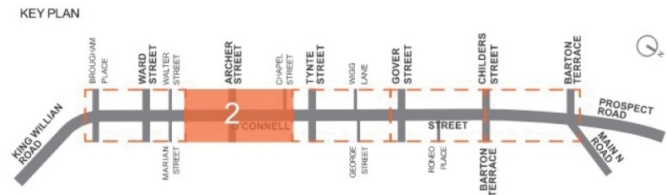
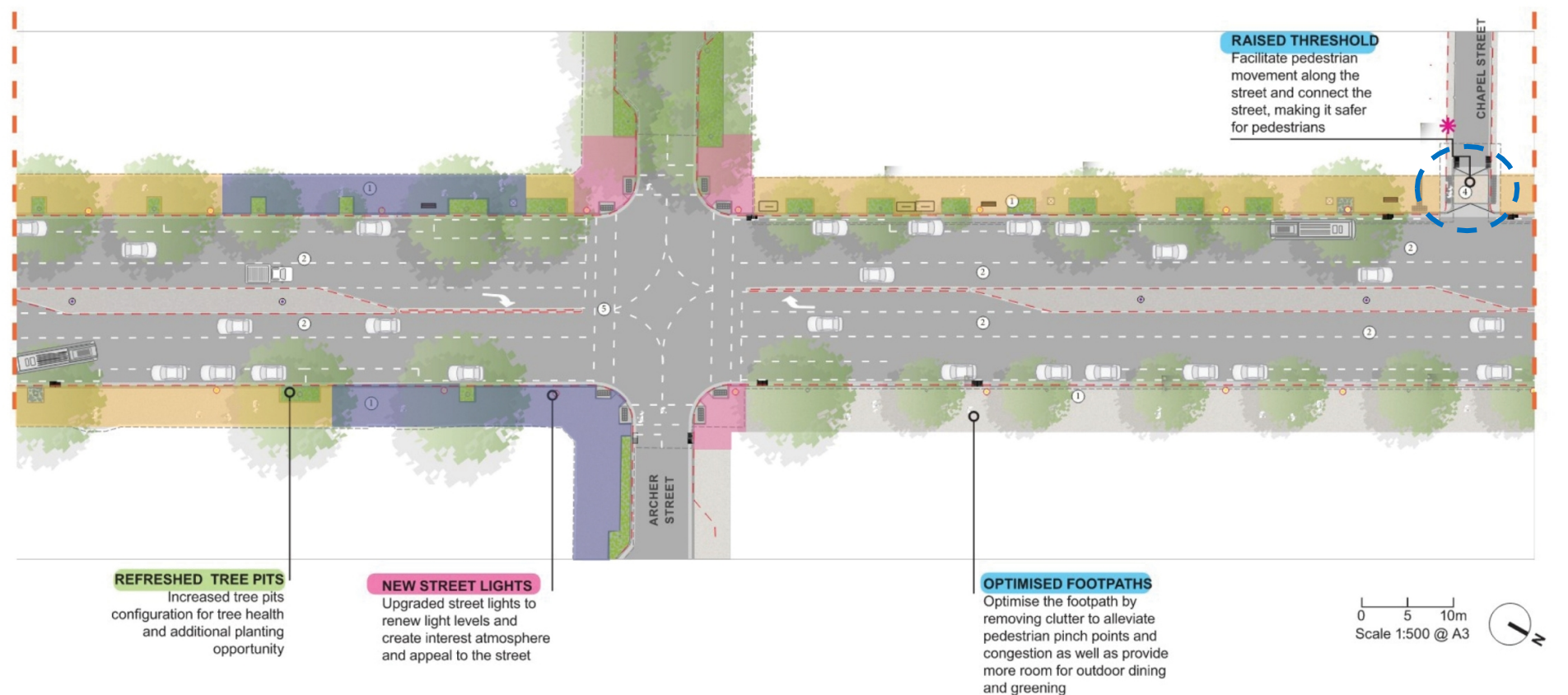
- Paving Type 1 – Primary Paving
- Paving Type 2 – Chevron (nodes)
- Paving Type 3a – Heritage building frontages

LEGEND

- | | | | |
|--------------------|----------------------|--|------------------------------|
| EXISTING TREE | EXISTING KERB | DOUBLE CATCHPIT | NEW FOOTPATH PAVEMENT |
| NEW TREE | EXISTING AWNING | BIKE RACK | NEW ROAD SURFACE |
| GARDEN BED | PROPERTY BOUNDARY | BIN | DRIVEWAY |
| PERMEABLE PAVEMENT | TACTILES | NEW SMART STREET LIGHT POLE WITH LED LUMINAIRE | RAISED THRESHOLD PAVEMENT |
| | KERB RAMP | FAUX HERITAGE LIGHTS RETAINED | UPGRADED PEDESTRIAN CROSSING |
| | BENCH | PUBLIC ART OPPORTUNITIES | |
| | UPGRADED BUS SHELTER | | |

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O'Connell Street - PLAN 2 of 5

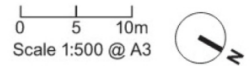


PAVING LEGEND

- Paving Type 1 – Primary Paving**
- Paving Type 2 – Chevron (nodes)**
- Paving Type 3a – Heritage building frontages**

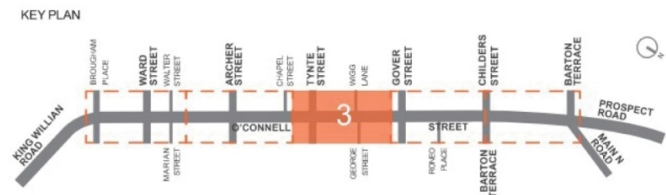
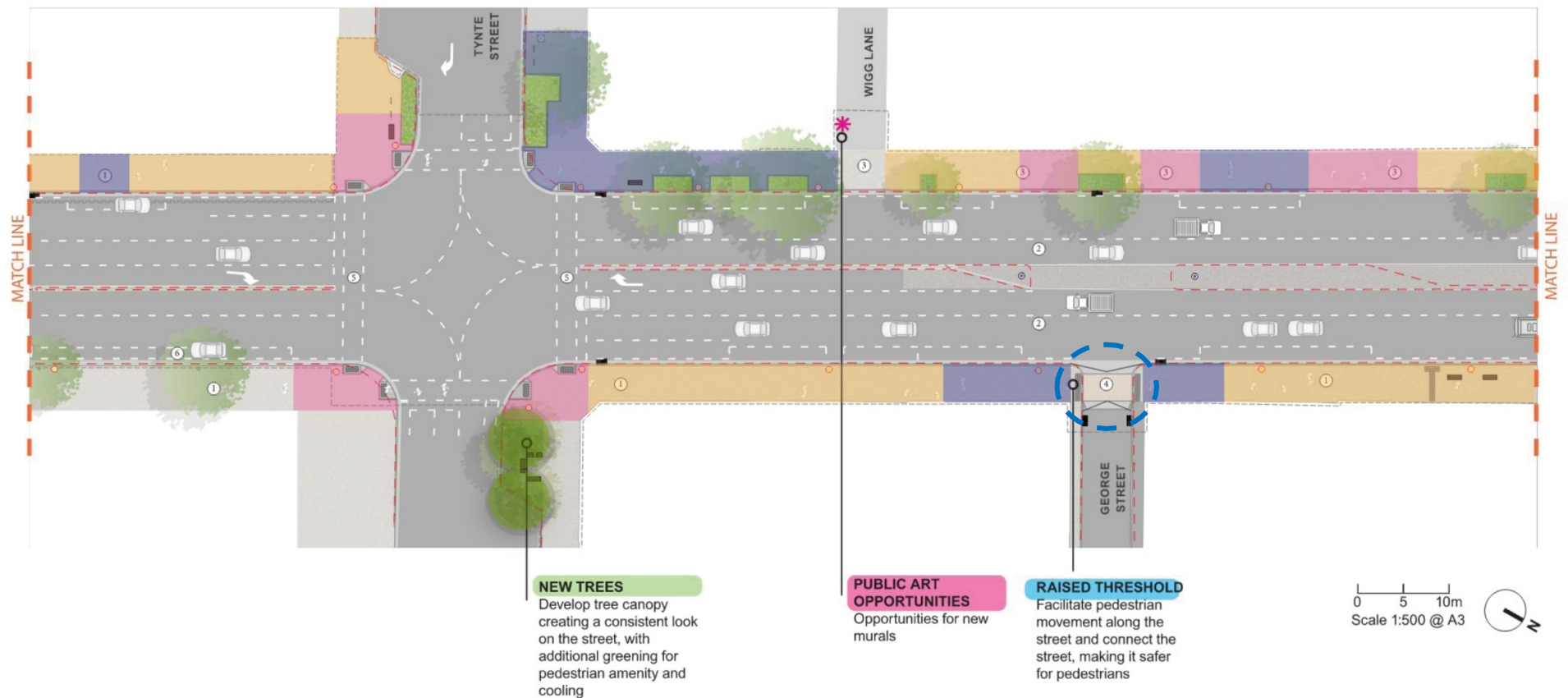
LEGEND

- | | | | |
|--------------------|----------------------|--|--------------------------------|
| EXISTING TREE | EXISTING KERB | DOUBLE CATCHPIT | ① NEW FOOTPATH PAVEMENT |
| NEW TREE | EXISTING AWNING | BIKE RACK | ② NEW ROAD SURFACE |
| GARDEN BED | PROPERTY BOUNDARY | BIN | ③ DRIVEWAY |
| PERMEABLE PAVEMENT | TACTILES | NEW SMART STREET LIGHT POLE WITH LED LUMINAIRE | ④ RAISED THRESHOLD PAVEMENT |
| | KERB RAMP | FAUX HERITAGE LIGHTS RETAINED | ⑤ UPGRADED PEDESTRIAN CROSSING |
| | BENCH | PUBLIC ART OPPORTUNITIES | |
| | UPGRADED BUS SHELTER | | |



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O'Connell Street - PLAN 3 of 5



PAVING LEGEND

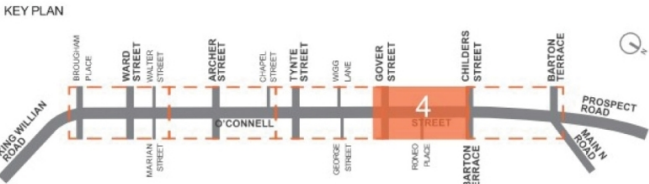
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LEGEND

- | | | | |
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| NEW TREE | EXISTING AWNING | BIKE RACK | ② NEW ROAD SURFACE |
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| | UPGRADED BUS SHELTER | | |

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O'Connell Street - PLAN 4 of 5

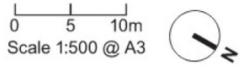


RAISED THRESHOLD
facilitate pedestrian movement along the street and connect the street, making it safer for pedestrians

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facilitate pedestrian movement along the street and connect the street, making it safer for pedestrians

OPTIMISED FOOTPATHS
Optimise the footpath by removing clutter to alleviate pedestrian pinch points and congestion as well as provide more room for outdoor dining and greening

REFRESHED TREE PITS
Increased tree pits configuration for tree health and additional planting opportunity



PAVING LEGEND

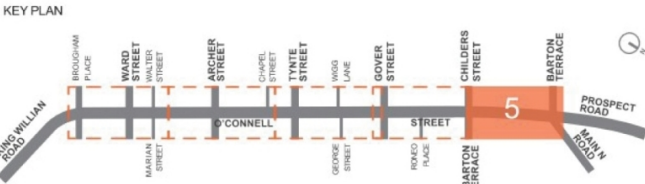
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LEGEND

- | | | | |
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| EXISTING TREE | EXISTING KERB | DOUBLE CATCHPIT | NEW FOOTPATH PAVEMENT |
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| | BENCH | PUBLIC ART OPPORTUNITIES | |
| | UPGRADED BUS SHELTER | | |

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O'Connell Street - PLAN 5 of 5



OPTIMISED FOOTPATHS

Optimise the footpath by removing clutter to alleviate pedestrian pinch points and congestion as well as provide more room for outdoor dining and greening

PUBLIC ART OPPORTUNITIES

Installation of themed public art along shared area adding movement unique elements to the street

SAFE CYCLING

Re-direct cyclists onto a new and connected shared path network

GATEWAY ARTWORK OPPORTUNITIES

Celebrate destination venues with iconic public art

0 5 10m
Scale 1:500 @ A3

PAVING LEGEND

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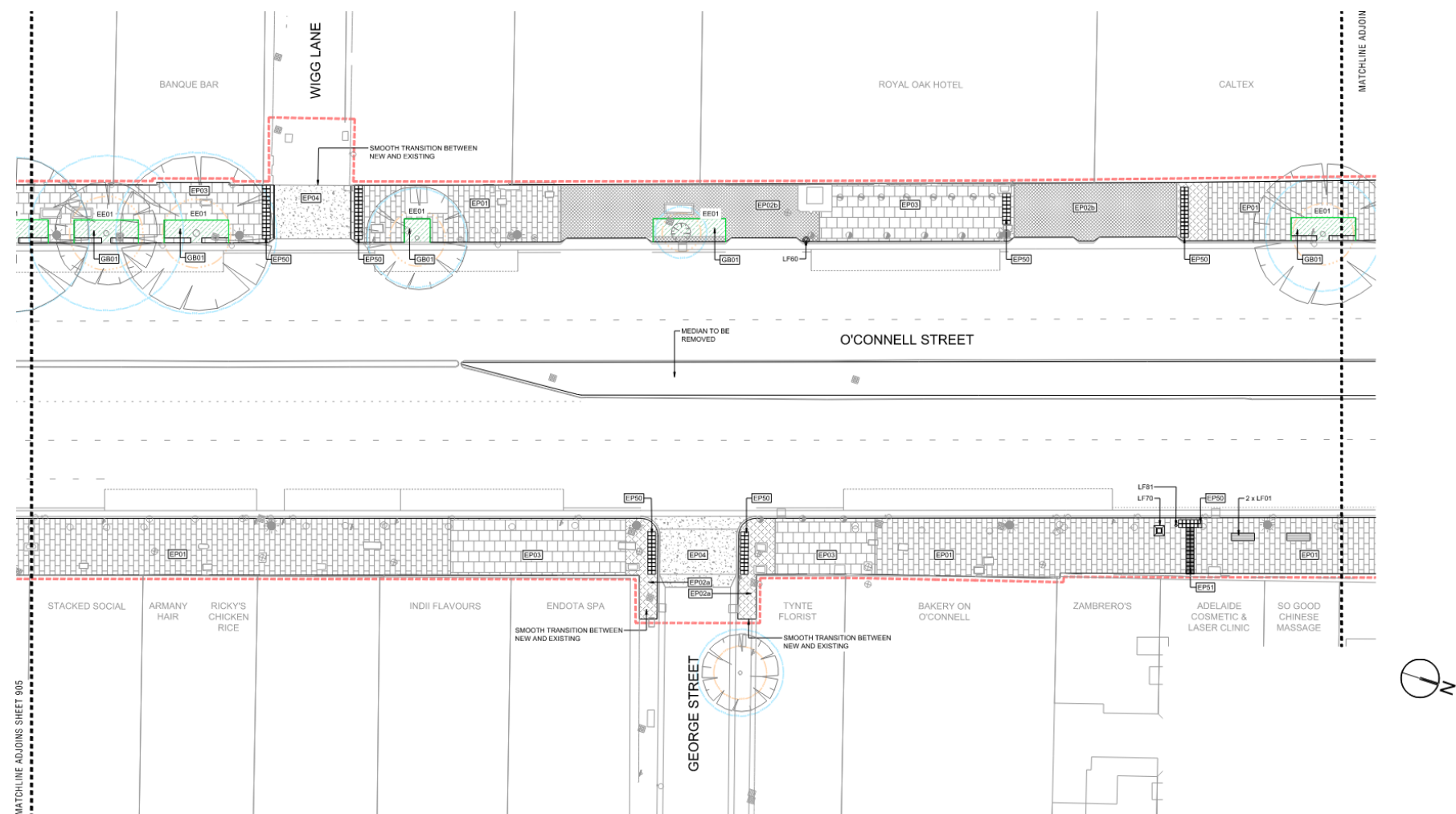
LEGEND

- EXISTING TREE
- NEW TREE
- GARDEN BED
- PERMEABLE PAVEMENT
- EXISTING KERB
- EXISTING AWNING
- PROPERTY BOUNDARY
- TACTILES
- KERB RAMP
- BENCH
- UPGRADED BUS SHELTER
- DOUBLE CATCHPIT
- BIKE RACK
- BIN
- NEW SMART STREET LIGHT POLE WITH LED LUMINAIRE
- FAUX HERITAGE LIGHTS RETAINED
- PUBLIC ART OPPORTUNITIES
- NEW FOOTPATH PAVEMENT
- NEW ROAD SURFACE
- DRIVEWAY
- RAISED THRESHOLD PAVEMENT
- UPGRADED PEDESTRIAN CROSSING
- SHARED PATH

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Detailed Design (Excerpt)



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Existing

Design

Artist’s Impression of
streetscape treatment
(looking south)



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Existing



Design

Artist's Impression of
streetscape treatment
(looking north)

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Existing



Design

Artist’s Impression
of raised threshold
at side street