

Mount Wellington

A remarkable natural setting

Hobart enjoys a wonderful setting at Sullivans Cove

A fantastic landscape surrounds the city, and the placement of the city within this landscape brings a level of immediate quality to the city.

Wrapping around the western bank of the River Derwent and its estuary and running back into the city-fringe bush land of Mount Wellington's foothills, the natural environment that surrounds Hobart is nearby and easily accessible. The water is a consistent feature and the coastline offers multiple opportunities for recreational activities.

The Queens Domain and the Royal Tasmanian Botanical Gardens, Cornelian Bay, Regatta Grounds, Wellington Park, Knocklofty Reserve, Ridgeway Park, Sandy Bay beach and Bicentennial Park are recreational areas in close proximity to the city centre. These vast parklands offer a diversity of recreational possibilities for the people of Hobart - space for sporting activities, space for big events or quietness. As such the qualities of these natural reserves are valuable assets for a busy city.

With such a beautiful location and so many amenities nearby - it is regrettable that the city does not utilise them more. Many new qualities could be added to the city of Hobart if the city become better connected with the surrounding landscape.

Wellington park

Ridgeway Park

Bicentennial Park

The Royal Tasmanian Botanical Gardens

Tasman Bridge

Regatta Grounds

Sullivans Cove

Cornelian Bay

Queens L

Hobart Rivulet



The city fabric reaches the water and the

city's significant silhouette is wonderfully

experienced from the water

Mt. Wellington rises behind the city

Sandy Bay beach

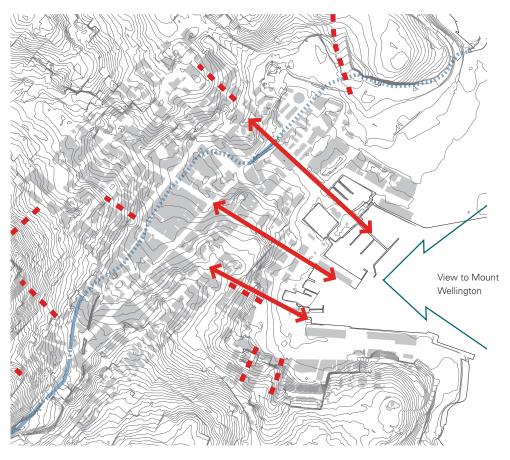
Summary: Weak integration between the recreational spaces and the city grid

The harbour, Queens Domain and the Royal Tasmanian Botanical Gardens, Cornelian Bay, Regatta Grounds, Wellington Park, Knocklofty Reserve, Ridgeway Park, Sandy Bay beach and Bicentennial Park possess great recreational potentials for the city centre but today the integration between these recreational spaces and the city grid is in various degrees of disorder.

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A characteristic topography



0 100 200 300 400 500 m

Topography and streets with steep grades in the city centre



Significant topography

The topography of the city of Hobart is distinctive and dramatic. Apart from the man-made city fabric, the landscape is a significant feature of the city. It is the location by the water, but also the city's specific topography - where the city rises from the water and at the same time is encircled with contour lines. The city is rising around and above Sullivans Cove.

The lively topography in certain streets create a strong sense of character and distinction.

Accessibility challenges

A number of streets are affected by grade changes created by topography. Murray Street is one of the most distinct streets in regard to topography.

Beautiful views

The topography also offers spectacular views to the harbour along a selected number of streets.

In a few cases on Campbell Street and Argyle Street one gets a great view from the city to the water.

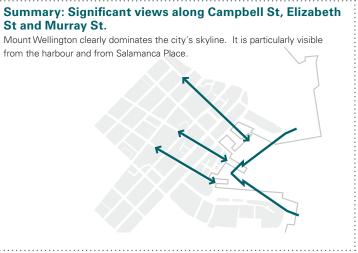
At 1,270 m high Mount Wellington's top is an important point of orientation and the city is framed by the steep heights and iconic vistas of Mount Wellington. It is particularly visible from the harbour and from Salamanca Place.

These views are important in terms of understanding distances, creating a sense of place and in significantly characterising the individual streets. Thus, it is unfortunate that some of these views are effectively blocked by high-rise buildings at the harbour e.g views to the water

The Hobart Rivulet

The Hobart Rivulet flows down from Mount Wellington and underneath the city of Hobart into the River Derwent. The lower portion of the rivulet has been piped through the city and runs below the central city area. In some places of the city centre the city's historic Rivulet is being exposed e.g. through a viewing portal in Elizabeth Mall and in a small open channel in Collins Street.





An active working harbour

A living harbour city

The Cove supports a broad range of uses and the area includes some of the city's most popular public spaces. This diversity has enlivened the Cove, making it a favourite part of the city for locals and visitors. The active working harbour with great diversity of ships and activities is a unique quality for the city and a great attraction for visitors.

The Hobart waterfront provides a rich diversity of activities for people to enjoy, from a working port, to commercial, recreational, educational, event venue and major tourist destination pursuits. In addition to visiting vessels such as cruise liners and container ships, Victoria and Constitution docks are home to a permanent fishing fleet and a variety of seafood vendors. The waterfront's flexibility in maintaining working port activity while playing host to major cultural and sporting events is crucial to its success.

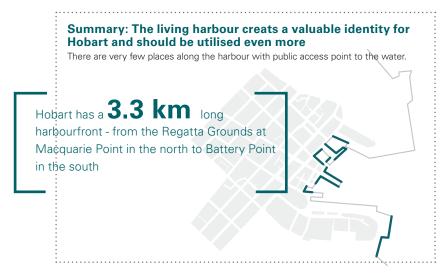
Access to the water in Sullivans Cove

The water is also an important part of the historical past of Hobart, a past that could add to the authenticity of the place. Water provides the opportunity for many different activities: fishing, sailing etc. These activities and alternative uses provide a valuable addition to the life in Hobart.

The proximity to the water is a valuable amenity for Hobart. As a great amenity it has the potential of attracting people to the area from other parts of the city and region. Utilizing the water is key to creating a strong identity. The public should be able to easily engage in water activities and feel welcome to use this attractive public space.

An under-used harbour front

Hobart harbour front has great potential for walks along the water, where fine views to the city and the Cove can be enjoyed, but there are very few invitations to do so. Hobart has the distinct possibility to become a 'worldclass waterfront city' where the city's fantastic location by the water is celebrated.





Dock for Antarctic and Southern Ocean vessels



Constitution Dock - public dock with private boats, fish & chips boats and fine views back to the skyline of Hobart.



Victoria Dock with access to the fishing fleet where one can get close to the water and have fine views back towards the skyline of Hobart.



The Commonwealth Scientific and Industrial Research Organisation (CSIRO) has facilities that are open to the public with science research activities and history.

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Weak connections to the water

Weak connection between water and city

The city's location at the water is one of the city's strongest assets. The harbour lies as a direct neighbour to the city centre, but the connections between the city and the water are generally poor.

Today there are no real obvious or pleasant pedestrian routes between the city and the harbour, except in few places where the city offers a view towards the harbour and the water e.g. Campbell Street. Traffic barriers in the form of Davey Street and Macquarie Street contribute to the impression that the harbour is cut off from the rest of the city.

The pedestrian connections between the water and the city are perceived as uninteresting and relatively unattractive.

There is great potential to improve the quality of the public spaces along Sullivans Cove and improve the connections between the city and the water

Entry to Hobart - as a cruise ship tourist Cruise ship docking and passengers disembarking at Macquarie Wharf No 2 Shed in Sullivans Cove is a weak arrival point, with a messy and confusing layout. Here you are met with the backside of the harbour and lots of parked cars. The direction to the city centre is very unclear.

It is important to improve the cruise ship facilities and enhance the visitor experience, celebrate the arrival to Hobart, and make it a world class destination for international tourists.

Welcome to Hobart!

600,000 visitors to Hobart a year









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- the movement

Weak pedestrian network in the city centre

A good pedestrian network

A good pedestrian network invites people to walk because it is appealing, comfortable and uninterrupted. Links bring them from one end of the city to another. A pleasant streetscape is appealing in all aspects: it is comfortable, and interesting to walk along, and the quality of the facades, ground surface and other street elements is high. A high quality pedestrian network consists of a number of well connected pleasant pedestrian routes. A good network also relates to a hierarchy and variation in the different streets. This makes the experience of walking more interesting but also the city more legible, since it is easier to navigate.

There is more to walking than walking

Walking is first and foremost a type of transportation, but it also provides an opportunity to spend time in the public realm. Walking can be about experiencing the city at a comfortable pace, looking at shop windows, beautiful buildings, interesting views and other people. Walking is also about stopping and engaging in recreational, social and commercial activities because you have planned to do so or because you are tempted as you walk along. At some point we are all pedestrians walking from public transport, the bike rack, a parking structure or from home. As such, streets should be welcoming to all of us.

Walking in the city centre

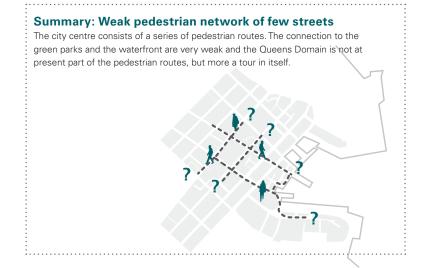
Hobart has a weak pedestrian network. Many important destinations like the Queens Domain are not connected to the primary walking network in the city centre. The streets tend to be dominated by vehicular traffic (See p 35). Walking is not an attractive mode of transport and people are primarily walking to reach a certain destination and not walking for pleasure. Hobart has a series of beautiful streetscapes and interesting attractions creating the potential for a good walking city. Over the years a number of street improvements have been made. These improvements include upgrading Elizabeth Mall and parts of Liverpool Street, Collins Street and Murray Street.



0 100 200 300 400 500 m

Daytime primary walking network and destinations in the city centre

Secondary walking link Main walking link Primary destinations





Weak connections to key destinations

Destinations - as buildings and as city spaces

A destination is characterised by its particular significance within a wide field of functions and activities. Elizabeth Mall and the Botanic Gardens are typically regarded as particular destinations, though they fulfill widely different needs for the city's overall functionality. Likewise, the Elizabeth Mall is a particular destination because of its role as an attractive and integrating element in Hobart's city centre. All destinations fill special needs for the city and provide the broad range of activities for the inhabitants of Hobart and its many visitors.

Scattered destinations

Hobart's destinations are scattered around the eastern and northern part of the inner city. Large parts of the inner city, the west and southern part in particular, are without any destinations.

The positive aspects of the way the destinations are spread out is that they may act as fixed points for a future network. It is easier to create a strong network if there are a number of popular destinations to connect. For instance, Queens Domain, the waterfront, and the important destinations along Salamanca. If the goal is to create a lively city, some destinations will take priority over others. Destinations that people are eager to visit often (e.g, Salamanca Place or the Elizabeth Mall) are strong generators in a network, while destinations visited once or twice a year are of less importance (e.g, Town Hall, Botanical Gardens or Maritime Museum).

Entry points to the city centre

The grid structure of Hobart is a significant feature. The grid as an organising structure is neutral and ultimately open. It allows for expansion and makes entry into the city centre possible from all directions. The consequence is that a clear experience of a city centre is lacking.

The city's entry points are important places which should give clear signals of arrival to the city centre. Hobart is characterised by weak entry points with no indication of where the city centre begins. The pedestrian entrances to the city centre are also important. Are they welcoming? In general, the entrances do not invite pedestrians into the city centre.



Important destinations are not well

connected to the pedestrian network

The playground in Princes Park is a destination near the city

The entry points to the city are unclear and not inviting.

Lack of street diversity

Streets are used for the same purpose

The streets of Hobart primarily serve as traffic corridors. Over time their role, as infrastructure to make traffic run smoothly, has become more and more dominant thus eliminating a number of other functions which streets are also used for, such as recreation, trading, and as informal meeting places.

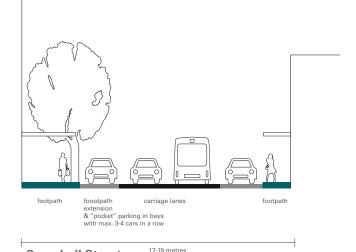
The streets now work as part of a big traffic machine, where their main purpose is to deal with as much traffic as possible. This has a major effect on the atmosphere in the streets. Because of the general low attractiveness of the streets the walking experience is not very pleasant. As a consequence of this and, as a general trend in the western world, less people choose to walk as the impediments for pedestrians in general have entailed the disappearance of some user groups from the streets (e.g the elderly and children)

Streets as public space

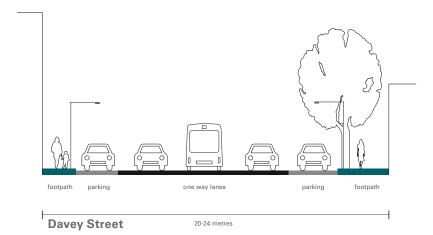
Streets and squares can act as connectors as well as urban lounges and meeting places. They also play an important role as the scene for activities of a more urban character than green recreational spaces. Daily social encounters and special events such as crafts or farmers markets, street concerts, buskers and street artists, street side exhibitions, and festivals need inviting streets and squares to take place.

Streets are everywhere but often their potential as great places to just be is not recognised. To reap their social and recreational potential they must be designed for pedestrians and fit the human scale. Squares, both large and small, should function as destinations for people. Like pearls on a string, they can become points of activity and concentrated public life along corridors of pedestrian movement. The streets primarily serve as traffic corridors for vehicular traffic and there are no visual distinctions between different streets.

Elizabeth Street 18-20 metres



Campbell Street ¹⁷⁻¹⁹



Summary: The streets of Hobart primarily serve as traffic corridors

The large street widths have great potential that can be utilised for more recreation activities, improved conditions for cyclists and pedestrians and dedicated bus lanes. More could be done to individualise the streets for specific amenities, in terms of street trees or an extensive art program.



Choice and variation - laneways and arcades

Unexplored potential of laneways

Today, the majority of inner city laneways work as service lanes for shops and eateries and are treated as "back-of-house" with inadequate lighting and closed facades. Most of the inner city laneways are untidy and run down and are often used as storage spaces for rubbish, goods delivery or parking. Laneways offer very different urban space experiences compared to the primary street network - here you have an opportunity to explore. The intimate lanes can create a secondary network in the city, with their own separate identities. Much of the character of the existing lanes is derived from their origin as service lanes providing access to industrial buildings. Lanes have the opportunity to have many different identities, where the artistic and playful come together. The city centre lanes have fantastic potential for strengthening the public realm and increasing pedestrian opportunities. The city centre's human scale, the quality of materials and the network of lanes represent potential not yet fully realised.

A system of arcades

The arcades, while creating short-cuts, have the effect of removing public life from the streets.

Due to the nature of the long city blocks and the need for short cuts, a system of private interior shopping arcades Cat & Fiddle and Centrepoint Arcades have been developed over the years. The use of the arcades is rather uniform, dominated by retail and occasionally cafes and eateries. Due to similar use and little variation in appearance, the different arcades seem rather generic and alike. In fact there are few, if any, indications revealing that we are actually in Hobart.



Pedestrian movement on a summer weekday

Survey of pedestrian traffic

As part of the public life survey, a pedestrian traffic survey was undertaken on selected streets throughout Hobart. Counts were made in the period between 8am and 12 midnight and totals were determined for daytime and evening traffic on each street. In total, approximately 158,500 pedestrians were recorded during Tuesday, the 2nd of March.

Pedestrian traffic contained along shopping streets

The general walking pattern shows that the highest concentrations of pedestrians are found in the retail core around Elizabeth Mall. Most of the pedestrian traffic is located in shopping streets and there is a limited spread over the rest of the city centre. The busiest areas in the city centre are Elizabeth Mall, The bus mall and Liverpool Street.

Limited pedestrian activity at night

Compared to daytime traffic, pedestrian numbers drop dramatically when shops and offices close down and the majority of all visitors leave the city centre. Large sections of the city centre become more or less deserted.

This can be attributed to a lack of diverse functions in the city centre, where people enter the city mainly for shopping and working, and leave when the work day ends. Only Salamanca Place and Morrison Street experience a fair number of pedestrians at night.





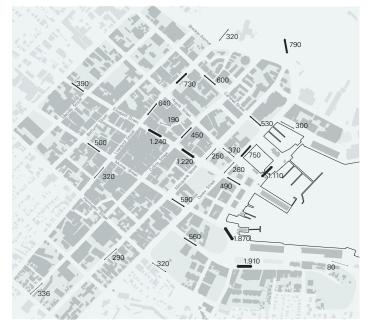
Reasonable numbers of pedestrian but concentrated in a small area in and near Elizabeth Mall, The bus mall and Liverpool Street of the city centre. Hobart becomes inactive after 6pm when the shops and offices close. The counts display a remarkably quiet city at night time on a normal weekday.

Evening traffic makes up **14%** of total pedestrian

traffic

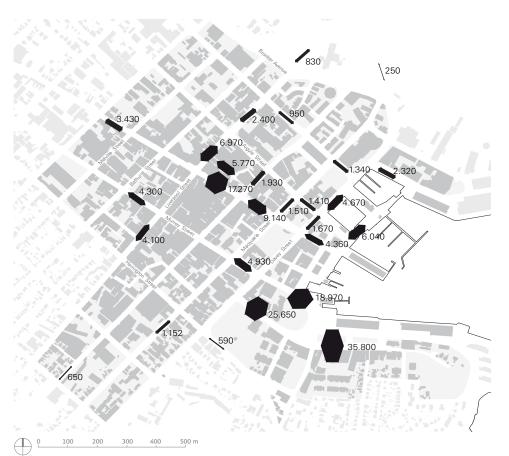


Pedestrian traffic - day time Summer weekday 8am - 6pm. Tuesday the 2nd March 2010. Weather: Mild 22° C



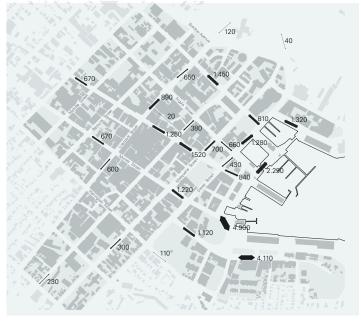
Pedestrian traffic - evening Summer weekday 6pm - 12 midnight. Tuesday the 2nd March 2010. Weather: Mild 18° C

Pedestrian movement on a summer Saturday



Pedestrian traffic - day time

Summer Saturday 8am - 6pm, the 6th March 2010. Weather: Mild 24° C



Pedestrian traffic - evening Summer Saturday 6pm - 12 midnight, the 6th of March 2010. Weather: Mild 19° C

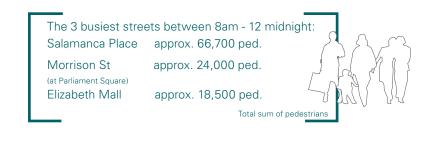
Increased activity compared with weekday

In total, pedestrian traffic recorded in the streets on a Saturday is approximately 216,000, 36% more pedestrian traffic than recorded on a weekday. Pedestrians are still spending most of their time on shopping streets, but they are also starting to take more advantage of the harbour front, with increase of levels along Franklin Wharf. There is also an enormous increase in pedestrian traffic along Salamanca Place as a result of Salamanca Market on Saturdays.



More pedestrians than on weekday evenings

There is a lack of pedestrian activity during Saturday evening compared to Saturday daytime. Similar to the situation during the week, levels of pedestrian activity substantially drop after 6pm. Evening traffic is primarily present along Salamanca Place. Private arcades such as Elizabeth Lane and the Arcade, which attract over 25,000 pedestrians during the day, are completely shut down at night. There are more people in the city centre on a Saturday evening than on a weekday. The busiest places are again Salamanca Place and Morrison Street.



Comparison Weekday - Saturday: Number of pedestrians between 8am - 12am - sum of counts in number of selected streets



Summary: More pedestrians on weekend than weekday There are no significant changes in the use of the pedestrian network on a Saturday apart from the high number of pedestrians on Salamanca Place and Morrison Street because of Salamanca Market and it is important that the city acknowledges the influence of the market. Saturday evenings also have more people than weekday evenings. The busiest places are Salamanca Place and Morrison Street.

36% more pedestrian traffic recorded on a Saturday compared with a weekday.

Pedestrian movement on a winter weekday

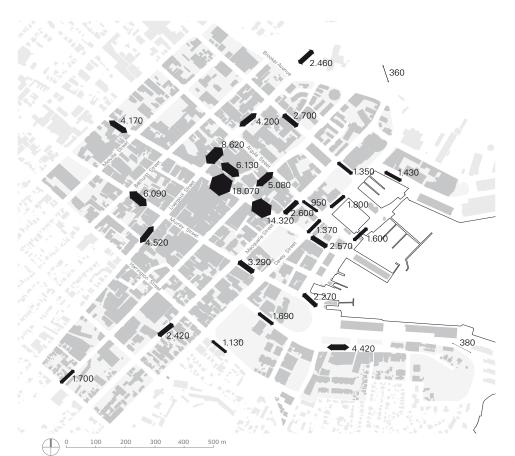
Fewer pedestrians compared to a summer weekday

There are fewer pedestrian volumes (-26%) during winter than during summer. In total, approximately 117,300 pedestrians were recorded during Thursday, the 5th of August. Basically the same pattern is repeating itself during the different seasons.

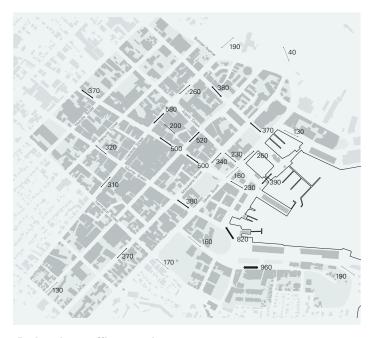
Low level of evening traffic

At night, the same patterns are found as summer weekdays and Saturdays. Not much is going on. The busiest locations are Salamanca Place and Morrison Street.

The 3 busiest streets between 8am - 12 midnight: Elizabeth Mall approx. 18,700 ped. Elizabeth bus mall approx. 14,800 ped. Liverpool St approx. 9,200 ped. (between Argyle St and Elizabeth St)

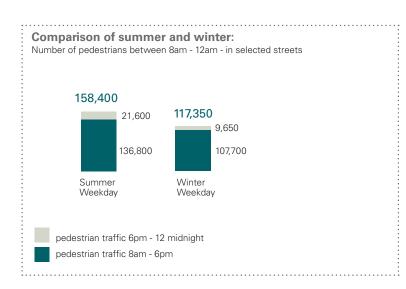


Pedestrian traffic - day time Winter Weekday 8am - 6pm. Thursday the 5th August 2010. Weather: Cloudy 12° C



Pedestrian traffic - evening Winter Weekday 8pm - 12am. Thursday the 5th August 2010. Weather: Fine 7° C

26% less pedestrian traffic recorded on a winter weekday compared with a summer weekday.



Comparison to other cities



Christchurch, City Mall (2009)

14,500 ped. btw 10 am - 6 pm Total length: 750 m Street width: 17 m Status: Pedestrian street dominated by shopping. City centre population: app. 2,000



Odense, Vestergade (2008)

21,760 ped. btw 10 am - 6 pm

Total length: 500 m Street width: 10 m Status: Main street dominated by shopping, cafes and restaurants. Pedestrians only. Cycling allowed 9pm - 9am. City centre population: 7,400



Launceston, Brisbane St Mall (2010)

19,030 ped. btw 10 am - 6 pm Total length: 130 m Street width:11 m Status:Pedestrian street dominated by shopping and cafes. City centre population: 500



Perth, Murray Street Mall (2009)

44,900 ped. btw 10 am - 6 pm

Total length: 314 m Street width: 20 m Status: Pedestrian street dominated by shopping. City centre population: 1,450



Sydney, Pitt Street Mall (2007)

49,670 ped. btw 10 am - 6 pm

Total length: 186 m Street width: 18.5 m Status: Pedestrian street dominated by retail. City centre population: 15,000



Copenhagen, Strøget (2005)

56,400 ped. btw 10 am - 6 pm Total length: 1,000 m Street width: 8 m Status: Main street dominated by shopping, cafes and restaurants. Pedestrians only. City centre population: 7,600 **Pedestrian streets around the world on a summer weekday** When comparing Elizabeth Mall with other pedestrian streets around the world the number of pedestrians is high. During a summer weekday approx. 20,000 people walk through Elizabeth Mall. Cities bigger in size such as Perth, Sydney and Copenhagen experience higher numbers however cities of the same size as Hobart such as Odense and Launceston experience similar numbers.





Hobart, Elizabeth Mall 2010

19,720 ped. btw 10 am - 6 pm Total length: 160 m Street width: 18 m Status: Pedestrian street dominated by shopping and cafes.



Comparison of pedestrian street traffic flows on a summer weekday between 10am - 10pm

pedestrian traffic 6pm - 10pmpedestrian traffic 10am - 6pm

Deterioration of the pedestrian environment

Footpath interruptions

A tour through the study area disclosed many interruptions of footpaths. Entrances and exits to parking garages are the primary cause of footpath interruptions in the city centre, and lanes are the next most common reason.

Low pedestrian priority

A clear sign of low pedestrian priority is found in the many minor side streets and delivery lanes which cross footpaths on all streets. This is unfortunate as it forces pedestrians to walk up and down different levels, which is an obstacle for the elderly, people with children and people with disabilities. Another issue is that people have to take extra care even when they are on the footpath. This is not easily explained to children and it demands constant awareness from pedestrians. Cars driving in and out of garages have to cross the footpaths; Who has priority - the pedestrians or the cars?

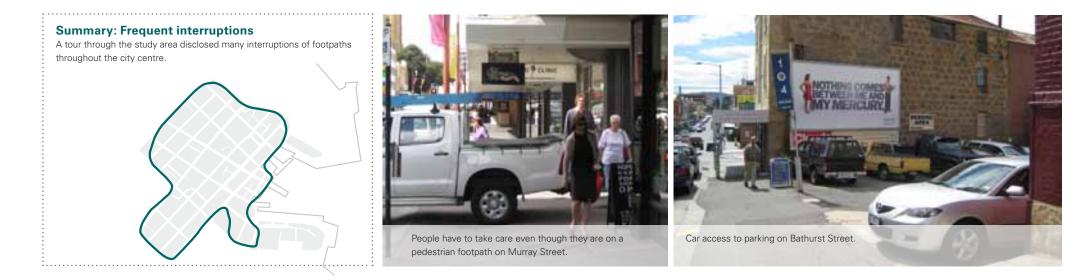
Pedestrians must be alert and often have to stop and wait for cars. This is an unsafe situation especially for elderly, children, people with special needs etc. It is important that pedestrians feel safe on the footpaths. Ideally, footpath design gives pedestrians the right of way, so it is clear to cars that they must wait for pedestrians.



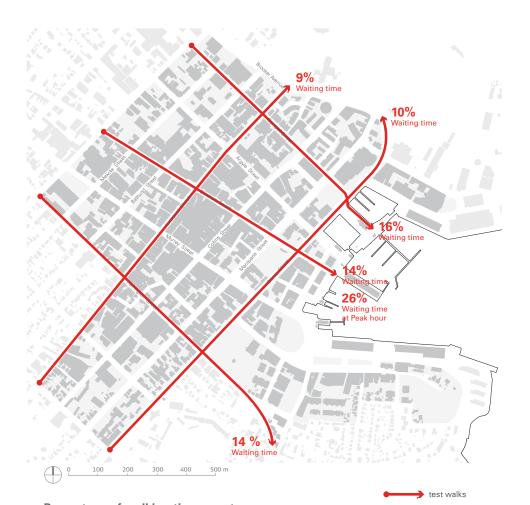
 Footpath interruptions by car access ramps recorded in
 • Footpath int

 the studyarea
 In total: 353

 Source: Field survey, March 2010
 • Footpath int



Getting across the city - test walks



Pedestrians as a secondary group

For the comfort of pedestrians and the vitality and functional quality of the city, it is important that people can cross the streets frequently and in an uncomplicated manner. It is a relatively simple experience in most cities. In Hobart the focus has been on vehicular traffic and ways of facilitating car movement. This is a very unfortunate development because pedestrians in general and especially children, senior residents and disabled people do not feel invited to walk in the city.

Getting across town - Test walks

In order to evaluate the walking quality offered, five test walks were carried out. In each case walking time as well as waiting time at traffic intersections were recorded. When you walk down Elizabeth Street, how much time do you spend waiting at crossings? The walking is calculated based on an average walking speed of 5 km per hour.

Long waiting time - push buttons

Test walks show that pedestrians have to "apply" by pushing buttons to cross the street. In some locations, particularly on streets with heavy traffic, waiting times are found to be long. When the lights turn green pedestrians are given very limited time to cross the street, often 10 sec. but even as little as 6 sec. At wider streets, it can be hard to make it adequately to the other side on time, especially for the elderly and disabled. It also sends a clear signal that cars have higher priority than people.

Percentage of walking time spent on waiting at crossing signals Source: Field survey, March 2010



this may invite jaywalking when no vehicular traffic is present - which can create dangerous situations. Davey Street and Elizabeth Street

Elizabeth Street (from Brisbane Street to Franklin Wharf) Here is the longest waiting times in the selected streets:

Walking time: Waiting time: Total trip:

10 min 9 sec. 3 min 42 sec. 13 min 51sec.



Traffic dominated city

Traffic volumes in the city centre

Over the years, unlimited vehicular traffic has been allowed into the city which has caused deterioration of the streetscape and problems for the pedestrian landscape. Most planning has gradually been focused at increasing capacity for motor vehicles in order to make traffic run smoothly through the city streets. Through the years growing numbers of motor vehicles have been passing through the city centre, some with errands in the city, others on their way to other destinations. The result has been a traffic dominated city where every last breathing space has been used for an extra lane of traffic.

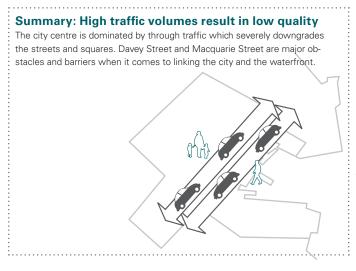
A traffic dominated city

Visiting Hobart today, it is evident that there is a need to make decisions regarding priorities. Today most streets are treated in similar ways regarding road layout, traffic management and design. Some streets even suffer from a layout that could be described as urban motorways e.g. Davey Street, Macquarie Street and Brooker Avenue with 60 km/h speed limits.

The design and the use of the city's streets lets the cars be dominant. This creates unattractive spaces, but also dangerous traffic situations for vulnerable road users.

Conflict between vehicles and pedestrians is one of the major problems in cities today. In many cities traffic has steadily increased. It is important to look at the traffic in city centres with a critical eye and especially pay attention to unnecessary through traffic which conflicts with the creation of a lively and peoplefriendly city environment. In order to develop a good city for people and to improve the overall city quality the number of private motor vehicles driving through the centre needs to be decreased and/or driving speeds reduced. Other modes of transport need to be developed in order to offer people an alternative to the car.





Perceived noise

Streets affected by high levels of noise. Noise levels are measured in dbA. Sound levels double for every 8 dbA. 68 dbA is twice as loud as 60 dbA, and 76 dbA is four times as loud as 60 dbA etc. A spot survey of noise levels carried out on an ordinary weekday between 10am - 12pm reveals that noise levels frequently rise to high levels. Hobart has tremendous noise levels in Davey Street, Macquire Street and Brooker Highway with its more than 80 dbA during the day gives hardly any possibilities for engaging in conversation. Similar noise levels are recorded in the other study streets, with trucks as the main offenders as they halt and accelerate.



60-84dbA A stressful traffic environment.

not impossible. Davey Street

Talking and listening becomes hard if



56-62dbA

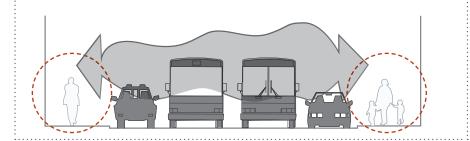
A more peaceful environment. Good possibilities for communicating with others. *Franklin Square*

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Traffic flows versus quality



This table covers a 'classic' street section with 2-4 lanes for vehicular traffic and a width of 10-30 meters.



Flow versus quality

A rule of thumb: the more traffic, the lower the quality of the environment for pedestrians and cyclists. 'Quality' in the table has to do with multiple factors: safety, comfort and the possibility for public life to take place.



	average daily total	pedestrian environment	environmental factors - noise & polution	bicycle safety & enjoyment Cyclists are able to ride safely in the traffic flow with cars. It is pleasant.	
very pleasant street	1,000 cars	Pedestrians and cyclists are able to share the road with cars and cross safely at any time. Recreational life (e.g. outdoor cafés) has good opportunities. It is likely there will be a lot of open and active facades at ground floor level.	No noise problems. Pollution is at an acceptable level to breathe and see. Buildings can have windows open to the street. Street trees and greenery have good oppportunities if the right conditions are available.		
pleasant street	5,000 cars	More separation between cars, pedestrians and cyclists is necessary. A dedicated zone for pedestrians is necessary along facades, that can be used when needed. It is possible to cross midblock. Recreational life still has good opportunities. It is likely there are still cafés and active facades at ground level.	Only minor noise problems. Pollution is at an acceptable level. Street trees and greenery have good oppportunities if the right conditions are available.	Cyclists are able to ride safely in the traffic flow with cars. It is a good experience.	
okay street	10,000 cars	People are able to cross at intersections and carefully at mid-block. It is still possible to sit at a bench and have an okay time, but you will choose to be somewhere else with lower traffic impact if you have the option.	There will be noise and pollution issues, especially at peak hours. People are able to talk, but need to stand close. Buildings are not able to have windows open to the street, because of noise and pollution.	Cycle lanes are necessary and cycle tracks are advised. It is an okay street to cycle along.	
unpleasant street	25,000 cars	Crossing at intersections only. It is an unpleasant experience to walk along the street and there is no recreational life on footpaths.	Noise and pollution problems are significant. People are unable to hold a conversation.	Cycle tracks (raised, separated space for bicycles) are necessary. The quality of cycling is very low.	
very unpleasant street	50,000 cars not fit for pedestrians!	Crossing at intersections only and waiting times are increased significantly. Guard rails, barriers and similar interventions are often introduced in order to prevent pedestrians walking into car lanes. No pedestrian quality.	Severe noise and pollution problems. In pollution terms, it is a street worth avoiding if one wants to stay healthy. Only some of the more tolerant species of trees are able to survive.	Cycle tracks (raised, separated space for bicycles) are definitely necessary. Cycling is an unpleasant experience, and is not recommended.	

Source: Gehl Architects

Your car is welcome in Hobart

Parking in the city centre

Parking currently dominates Hobart's city centre. Compared to the size of the city, Hobart hosts a very large number of parking spaces in the city centre.

A total of approx. 8,150 parking spaces (2,525 on-street and 5,625 in structures) equally spread in the city centre give a wide range of choices for people who choose to drive to the city. Almost all streets have on-street parking. The large amount of parking options; on street and inside parking structures is an open invitation to take the car into the city instead of using other traffic forms. This invitation generates more traffic in the city centre.

Conflicts with pedestrians

Parking in buildings is generally a good idea since it can potentially lower the number of parked cars in the streets. But parking buildings also come with a set of challenges.

First of all, how do the parking structures meet the public realm? In several cases the parking buildings are tall and communicate 'parking building' to the street, and give a poor impression as experienced at street level.

Another question is, how are the ground floors organised? When you walk along it, do you look in on parked cars? Unfortunately this is the case in some places, in the city centre, which contributes to a poor pedestrian environment e.g on Argyle Street. Finally, there is the potential for dangerous situations when cars drive across the footpath to enter or exit a parking building. This situation ought to be organised as gently as possible so the disadvantages for pedestrians are minimised. In several cases the very wide entrances/exits create unpleasant 'holes' in the facade.

There are **8,150** parking spaces in the study area which is a high number for a city the size of Hobart





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Cars first, people second on the foreshore

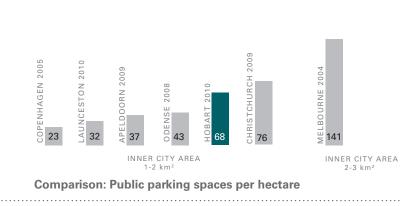
Comparison to other cities

Many leading cities around the world are developing strategies to gradually reduce inner city parking. Copenhagen has developed an effective parking policy where 2-3% of inner city parking has been removed each year during the last 20 years. Alongside the positive side effect of less traffic the road space has been reclaimed for cycle lanes and widened footpaths. At present the excess width of the Hobart streets is used for car parking.

In Hobart the overall goal has been to offer the maximum number of parking space in the centre of the city.

If Hobart continues to increase on-street parking it would be a step in an unattractive direction. In order to reduce vehicular traffic through the city and start improving the streets a parking strategy identifying parking needs and goals for reducing parking in the city centre is needed.

Given the high number of parking spaces available it is not recommended that parking in the city centre is increased. Increase in parking capacity should in the future be linked to public transport in the form of park and ride facilities, which are currently successfully being introduced in many other cities.



Parking along the waterfront - a space demanding necessity

Hobart's waterfront, the biggest asset of the city, has excessive surface parking that takes up a lot of space that could be used for much more attractive purposes. The fact that there is almost continuous parking by the waterfront also means that a lot of car traffic is directed into the waterfront area.

The parking along the waterfront has a big negative impact on the urban environment. There is naturally a need for a certain amount of parking spaces for visitors at such a popular location, but the question is if the current capacity reflect the actual demand. Hobart has more than 2 times the number of parking spaces compared to Odense, Denmark.

Big surface parking spaces significantly degrade the visual environment. Besides being space-demanding and ugly, parking on the surface also makes the urban realm undefined. It discourages public life by making the urban realm too wide and contributes too few edges that can activate the public realm.



Comparison: Amount of public accessible parking spaces



Public transportation system

Getting to and from the city

A well organized public transport system can provide people with a transportation alternative to the car when they are going to and from the city, as well as give people the ability to move around the city without a car.

The public transport system in Hobart consists of buses connecting the city centre with the surrounding suburbs. The buses offer surface transport desirable for especially seniors and school children and there are close links between the bus system and the pedestrian network. Bus stops are generally evenly distributed throughout the study area.

The bus system may work even better

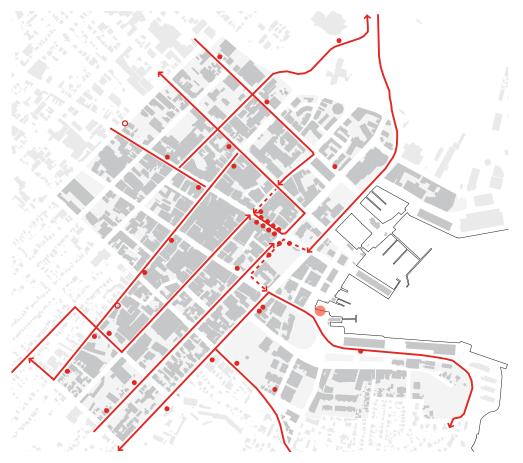
Although there are a number of positive features about the bus system there are also some negative aspects. The bus routes are laid out so that there are buses in nearly all streets in the city centre. Do all streets need to accommodate buses? Waiting for the bus is an experience that could be improved. The lack of seating at bus stops outside the bus mall is a problem. Additional shelters at bus stops along the busiest routes would protect users from weather conditions.

Other current problem are; high speed outside peak, low speed during peak, somewhat tired bus fleet, difficulties navigating the bus schedules and the information on routes and timetables.

Summary

The public transportation system should be developed further in the future to continually provide better alternatives to car driving.

> Only **7%** travel to work by public transport -but **20%** of Hobart residents walk to



0 100 200 300 400 500 m

Public transport - Buses in the city centre Source: City of Hobart, March 2010

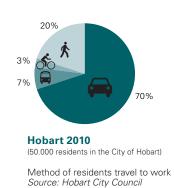


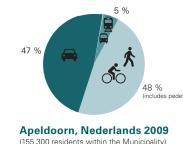
Mode of travel to work

work in Hobart

The graph show the percentage of the Hobart City Council area population that travel to work in Hobart. The majority of people travelling to work arrive by private cars (70%), only 7% arrive by public transport and 20% arrive on foot to the city centre.

Few people travelling to work by soft means of transportation (walking, cycling and public transport) in Hobart. Just 30% compared to 53% in Apeldoorn, 82 in Odense and 69% in Copenhagen.





Method of travel to work

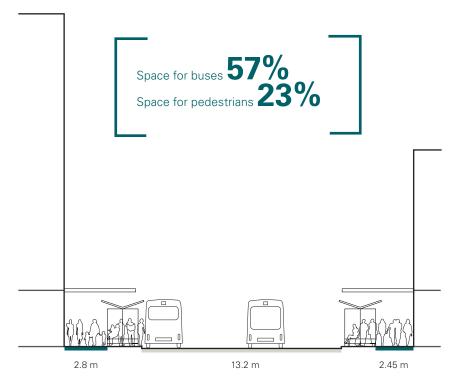
Source: City of Apeldoorn



Odense, Denmark 2007 (186,700 residents in the municipality)

Method of travel to work Source: City of Odense





Section of Hobart bus mall

в

An uneven layout! The bus mall has a large surface with four bus lanes in two directions and narrow, cluttered footpaths on both sides.

A central situated bus mall

Hobart Bus Station, more commonly referred to as "Hobart Bus Mall" is a section of Elizabeth Street located between Macquarie Street and Collins Street, which serves as Hobart's primary bus terminus in Hobart's city centre. There are also several stops located in nearby Franklin Square. The bus mall lies central to the retail heart including many leisure activities of the city centre Hobart Bus Station is utilised by thousands of commuters every day, bringing city workers into Hobart from outlying suburbs, and the neighbouring cities. Approx. 850 buses move through the bus mall every day.

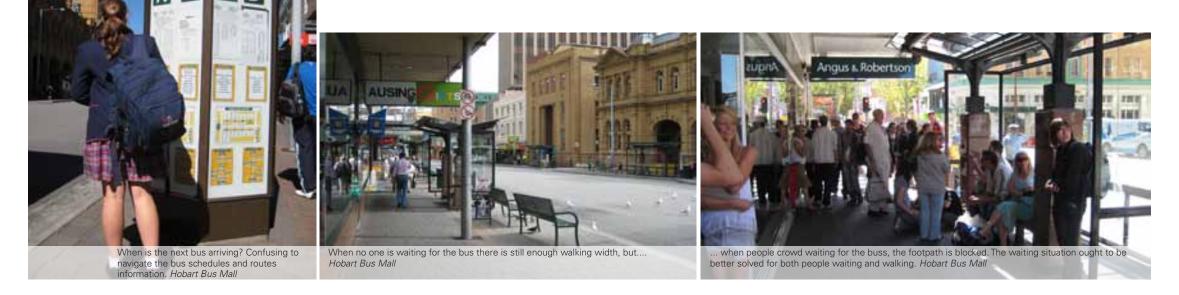


Poor quality of public space

It is important to remember that time spent on the bus represents only a portion of the experience for bus users. For the rest of their journey, public transport commuters are pedestrians. Therefore the quality of the bus system should not be judged by the bus journey alone, but also by the net effect that bus traffic has on the public realm and on the walking environment. Often the quality of the public spaces linked to important bus stops or bus routes is poor.

An uneven layout

The space for bus traffic is fairly generous and pedestrians is cramped on the narrow footpath. There are 23% space for pedestrian compared to 57% space for buses. The survey of pedestrian traffic on a weekday between 8am - 6 pm, recorded large volumes of pedestrians in the bus mall; a total of 17,000 pedestrians. The highest volumes of pedestrians were found between 8am - 9am and between 12pm - 5pm.



An incoherent cycling environment

Cycling as a desirable transport mode

Cycling is like walking - it is all about opportunities and convenience. Cycling is an attractive alternative mode of transport – inexpensive as well as an excellent way of exercising and remaining healthy. In cities worldwide, cyclists are increasing in numbers where conditions for cycling are safe and attractive. In a number of cities, cycling has become the favourite choice in transportation, offering the same freedom of motor vehicles, just less congestion, pollution, and parking problems. In many other cities policies to improve conditions for bicycling have become prominent in recent years: Melbourne, Sydney, and New York to name a few.

Hard times for cyclists in the city centre

Hobart's city centre does not invite or encourage people to use bicycles as primary daily transportation. The inconsistent cycling amenities in the city centre have forced people to ride in between cars and buses, making it unsafe and hazardous to cycle. The oneway traffic system is confusing and makes people improvise and take risks by attempting 'creative' manoeuvres to avoid detours, which creates dangerous situations for all on the road. Bicycle infrastructure is found in some locations in the city centre, but does not create a coherent network.

However, Hobart has excellent conditions for cycling, with climate and topography presenting few difficulties (Please see the bicycle catchment area on page 39) and an increasing resident population. The street widths in Hobart should make it possible to integrate a superior network of bicycle lanes.

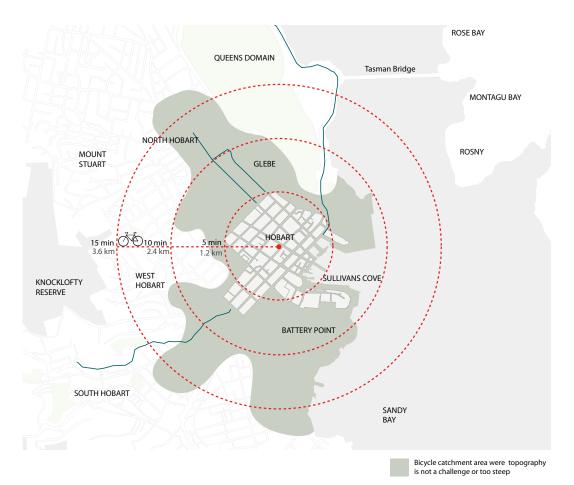


Bicycle parking

Existing	cycle I	anes i	n the	city	centre	
Source: City	/ of Hoba	art, Marc	h 2010			



Cycling in Hobart



Short distances

The very low density of the Hobart metropolitan area means that many people live far away from where they work. However this illustration pinpoints how easily accessible destinations could be on bicycles. The illustration shows that the terrain is not a big obstacle within a catchment area. Approx. 7.400 people live within the catchment area and for them cycling is a realistic mode of transportation. It takes only just 15 minutes (3,6 km) of cycling from Sandy Bay, North Hobart or the recreational Knocklofty Reserve to the city centre.

Cycling in Hobart - only for the brave

Due to the lack of a cycle network, one with the ability to take you from door to door, cycling has become predominately a recreational activity and not the transport mode for the majority of cyclists. Taking on the city streets is an intimidating thought for many people.

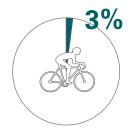
Very few commute by bicycle in Hobart, partly due to the topography of the city -particularly west and south and the unsafe cycling conditions in the city centre, but also due to poor conditions for cyclists into the city centre. Tasman Bridge is especially a challenge for cyclists. In order to get more people cycling, perception of safety is the key. Accordingly, a large majority of the few cyclists on the streets in Hobart are young, fit males who are able to cope better with bicycle-hostile environments

In Copenhagen, Denmark, cycling is a preferred mode of transportation. The city has managed to gradually increase its network of bicycle lanes and infrastructure, thereby encouraging still more people to choose the bicycle for commuting. At present, 37% of all those commuting in Copenhagen, are done by bicycle. The city council aims at reaching 50% before the year 2015, by continuing to upgrade the network. In Copenhagen, where a safe bicycle infrastructure has developed gradually over the decades, the majority of cyclists are women and all generations are found cycling. Safe cycling is not a question of protective gear or a compulsory helmet law, but of safe and quality infrastructure.



Hobart - bicycle modal share Cycling as a sort of sport - mainly

for younger men in sports gear on "Tour de France" bicycles



Copenhagen- bicycle modal share Cycling as a mode of transport - for all generations in everyday clothes and on upright bicycles 55% 45% 37%

> Percentage of cyclists by sex in Copenhagen.



Cars dominate the street, leaving little space for cyclists. Davey Street





Low density of residents in the city centre

Importance of residents in the city centre

Having residents in the city centre means that people live in and care about the city. Residents contribute to the vitality day and night, going about their daily tasks. Particularly in the evening, residents, even if relatively few in numbers, create an image of a city lived in and looked after.

The population in numbers

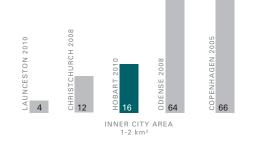
Hobart has approximately 49,600 people living in the city. Besides its residents, the city receives a very large number of visitors. Around 640,000 tourists visit the city every year (2009). This figure includes international and national visitors and day trippers as well as people staying over night.

Hobart city centre has a huge surrounding area; Greater Hobart with 209,287 people. Approximately 1,900 of these people live in the study area. The amount of residents in the study area is relative low compared to other cities.





Comparison: Number of residents per hectare Comparing the number of residents per hectare in Hobart with other cities it is clear that the density of residents is not very impressive. Hobart has 1/6 th number of residents per hectare than Odense and 1/3 of Melbourne.



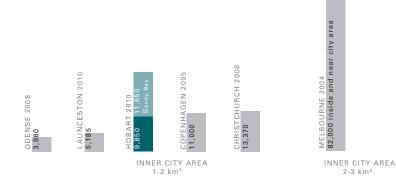
52 INNER CITY AREA 2-3 km²

A significant number of students enrolled in the city



Source: City of Hobart, March 2010

Comparison: Number of students in the city centre Compared to other cities, Hobart is fortunate to have a significant number of students enrolled in the city centre.



Importance of students in the city centre

Students make a strong contribution to the city's vitality and cultural diversity, providing a youthful stimulus and international perspectives. Students come and go day and night, keeping the city active in the evening. They also tend to engage more overtly with the street scene because they have more time available.

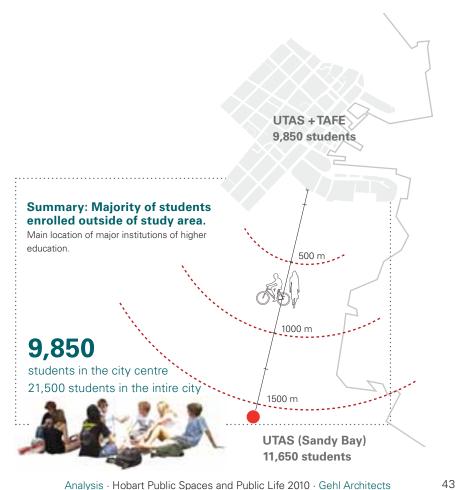
Students in Hobart's city centre

The number of students attending academic institutions and universities in the study area and just outside is approximately 9,850 and is mainly concentrated along Campbell street.

Outside the study area in Sandy Bay are the University of Tasmania with approx. 11,650 students. The students at Sandy Bay spend most of their time at an isolated university campus instead of participating in the city life. In Adelaide and Melbourne, for examples major student institutions have been located in the central areas of the cities and the daily life of students contribute to the vitality of their cities.

No student housing in the city

No formal student accommodation is provided in the city centre. Generally in Hobart, student housing consists of on-campus accommodation provided by the universities or students share a rented house in the suburbs outside Hobart city centre.



A monofunctional city centre

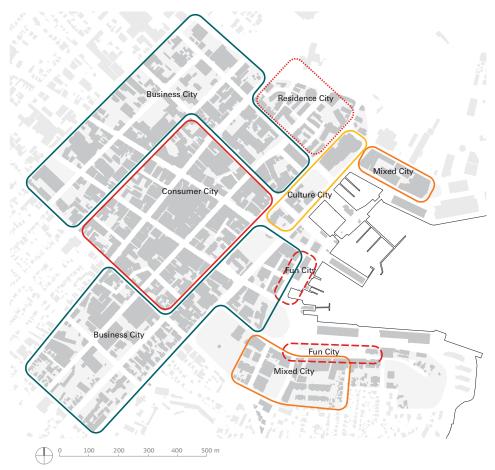
Functions in the city centre

The city is suffering from the unfortunate modernistic planning ideals of the post war period. Even though an increase in diversity has been achieved, many of the different functions are still clustered in a way that promotes mono-functional areas, which are only active at limited time periods. Retail is concentrated in and around the Mall, nightlife in the harbour, and cultural institutions along Davey Street. Shopping spaces are deserted at night and during other non-shopping hours.

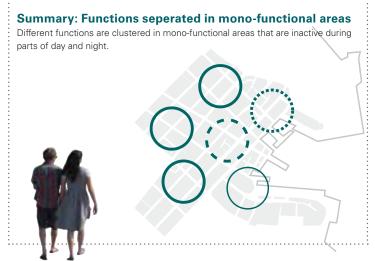
The importance of diversity

Diversity creates areas that are stimulating and vibrant, with a multitude of people and activities occurring at different times of the day, week and year. Diverse neighbourhoods provide their own natural surveillance through the presence of inhabitants and visitors. Therefore are more likely to be perceived as safe and comfortable areas. Dwellings have the positive effect in generating life during times when other functions, such as commercial areas, are closed.

Areas with one primary use, such as office buildings, tend to only be lively in the morning, at lunch time and again during the evening rush. Outside these hours, these areas appear deserted and can act as barriers within the city. The clustering of similar functions is detrimental for city life and the perceived safety of the city. Overall, Hobart's city centre would gain from a continued policy of introducing more mixed uses.



Functions in the city centre



Salamanca Square - a diverse neighbourhood

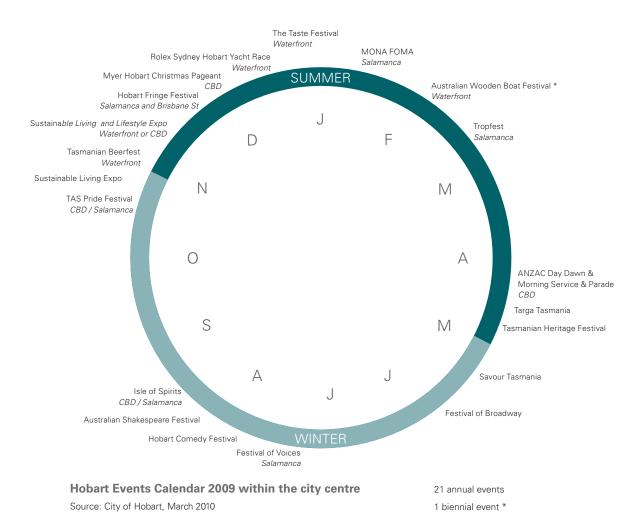
Salamanca Square, a sheltered public square ringed by housing, shops, cafes, and restaurants, the centrepiece fountain and its lawns are a safe environment where children play alongside individuals and families.

Salamanca Square is a diverse neighbourhood that provides it's own natural surveillance through the presence of inhabitants and visitors. Therefore, it is perceived as a safe and comfortable area.



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A festival city



Cultural activities in the city centre

Throughout the year Hobart proudly celebrates festivals which provide a wealth of cultural and entertainment diversity.

A seasonal city

The seasons bring many recurring events with themes of music, the arts, heritage, buskers, floral displays and local produce. The event calendar shows that Hobart is an event active city nearly all year round. The exception is the winter time where it can be challenging to lure people on to the streets, but certainly not impossible. The majority of events in Hobart take place in summer and autumn. Having more events spread throughout the whole year would be beneficial. All events do not have to be big and expensive. Many smaller events scattered throughout the city centre would also have a very positive effect.

Variety of events

A broader variety of events in the city centre would invite different users and age groups with different interests. For example; a skating festival, a sing-along festival, fashion week, Hobart by night (lighting festival in public spaces), flea markets, historic walks in the city centre, art festival for children etc.

The positive aspect of events is that they gather a lot of people, which adds life and bustle to the whole area in which they take place. For example, once you are in the city centre for an event, you might also go for a coffee, lunch or shopping.



Places for recreation

Incomplete public space network

Hobart has some variation of public spaces from the harbourfront to the east and Queen's Domain park landscapes to the north. Hobart city centre has few open spaces for pedestrians only. The existing open spaces are scattered in a small area of the city centre and there is no public space network connecting the open spaces. The most important spaces are Elizabeth Mall, Franklin Square, and Salamanca Place. These make up the backbone of Hobarts's open spaces In total, the city centre has 11,000 square metres of public squares and public pedestrian priority streets and 60,400 square metres of green open space.

Streets of Hobart are mostly wide enough to allow both large numbers of pedestrians and footpath dining. However, they frequently suffer from the impact of heavy traffic which reduces their potential usage.

Beautiful green resources

Hobart has many green spaces - parks and gardens within the city centre: Princes Park, Franklin Square, and St. Davids Park are open every day of the year and offer a diversity of recreational opportunities for the people of Hobart.

In close proximity to the city centre is Queens Domain a major sporting, cultural and bushland focal point. It offers a diverse range of entertainment and recreational opportunities. The Royal Tasmanian Botanic Gardens feature fine collections of exotic and native plants and have 450,000 visitors every year.

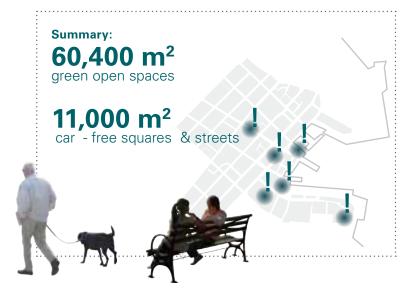
Little variation in use

The spaces in Hobart city centre offer little variation in function. Land uses surrounding the open spaces are often monofunctional. Several spaces are used only at lunchtime and none of the squares and parks are night time destinations except Salamanca Square.









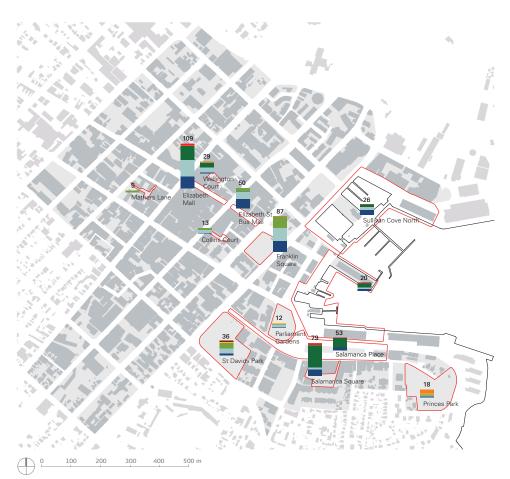


The network of car-free streets and squares in Copenhagen comprises 100.000 m2 (2005).

Copenhagen case study

Copenhagen has turned a car orientated city into a people oriented city in a step by step process through 40 years. The development has involved stopping through traffic, reducing the number of car parking spaces in the centre and increasing the amount of space set aside for pedestrian activities from 15,000 m2, when the first pedestrian scheme was introduced in 1962, to the present day 100,000 m2 of car free streets and squares. these streets and squares now form a coherent network of high quality walking links and public squares for recreation, all of high quality and unique character.

Where do people stay in the city centre - weekday



Average number and distribution of staying activities

12pm - 4pm, Tuesday the 2nd of March 2010



Survey of staying activities

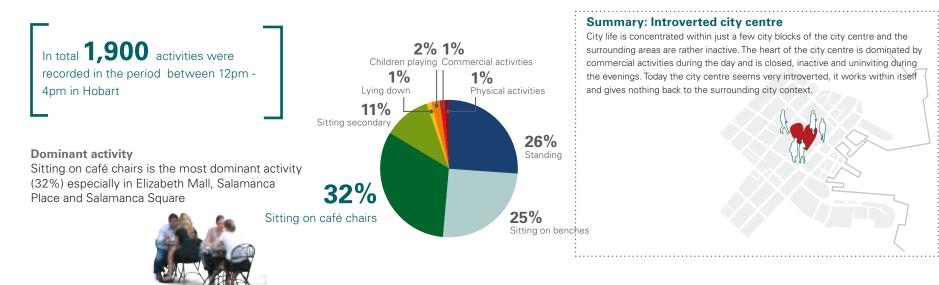
A vibrant city does not necessarily have the same amount of public life everywhere. Less populated spaces are important for getting some peace.

The survey of the staying activities illustrates how the public spaces are used. Surveying what people do in the spaces is important because the number of people, in itself, does not tell much about the public spaces. Surveying what people are doing indicates which public spaces people choose to spend their time. Comparing a public space, where many people sit on benches and socialize, with another public space where many people are waiting for the bus, but not sitting on benches shows that the first public space is a space people like to be in - and choose to spend time in.

The survey registers the number of people staying in each place in the following categories: - those who are standing, sitting or lying down as well as those who are engaged in cultural or commercial activities, such as vendors and street artists or children playing. Stationary activities were recorded in 13 locations in the city centre between 10am and 8pm.

Minimal activity near the waterfront

The popular public spaces are Elizabeth Mall and Franklin Square. The moderately used spaces consist of Salamanca Place, Salamanca Square and Elizabeth Bus Mall. The rest of the surveyed spaces in the city centre are not frequently used. The activities are mostly sitting on benches (resting, socializing), sitting in cafés (resting, socializing) and standing (looking at goods on the street, speaking to friends and relatives).



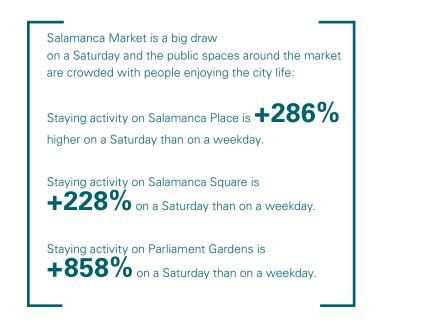
Where do people stay in the city centre - Saturday

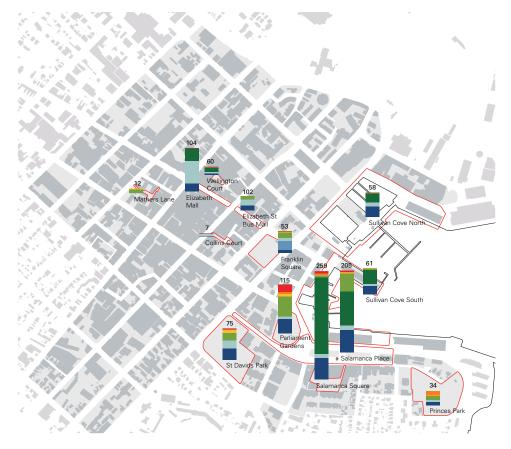
A popular Saturday Market

The market that takes place on Saturdays along Salamanca Place is a model for the level of activity Hobart should expect throughout the city centre. Both along Salamanca Place and within Salamanca market, there is a consistently high level of activity and diversity of activities. Currently, this activity is mostly contained within Salamanca Place.

Few activities for children

Of all the activities that were recorded on a Saturday, only 2% represent activity for children. There is a markedly low number of playgrounds and places designed for children within Hobart. Currently, the activity is limited to the playground on Princes Park with minimal activity in Wellington Court and Salamanca Square.





0 100 200 300 400 500 m

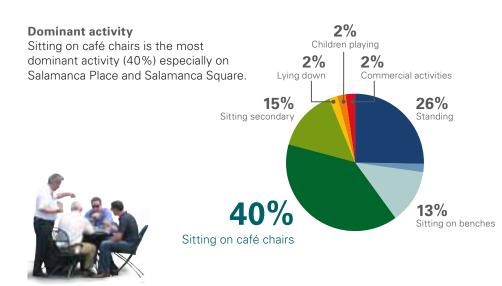
Average number and distribution of staying activities

recorded on a weekday

12pm - 4pm, Saturday the 6th of March 2010

* Only parts of Salamanca Place was counted because of Salamanca market. Stationary activity at the Market was counted at 10am and had a total of 2,050 people standing and sitting + 340 market stalls.

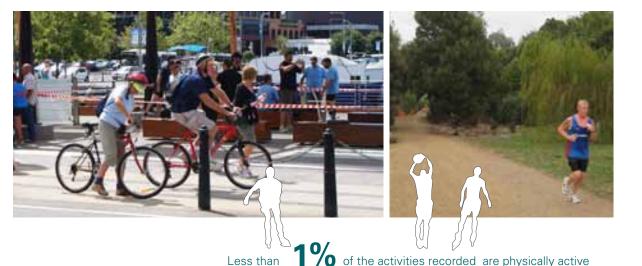




In total **4,290** activities were recorded on a Saturday in the period between 12 pm - 4 pm in Hobart The Saturday activity level was **226%** of the activities

Gehl Architects · Hobart Public Spaces and Public Life 2010 · Analysis

Staying activity - significant patterns



Note: Percentage of all recorded activities in all spaces on a weekday



Note: Percentage of all recorded activities in all spaces on a weekday

Something is lacking

People are not spending a long time in the city centre and their activities while in the city tend to be somewhat the same every time they visit, with shopping as a predominant activity. This relates to a number of reasons of which one factor has to do with the current quality level of the public spaces. Some public spaces are worn down and in need of a "refresh" and new thinking regarding the general layout of the space, the design profile and the future use (e.g. Salamanca Place and the harbour front).

Very little physical activity were observed

Only 11 people (1%) in total are registered doing physical activities throughout all the spaces studied, over a registration period of 9 hours on a weekday. Physical activities as a category may include activities such as playing ball, skate boarding, tai-chi and others. The people doing 'physical activities' used one of the two following spaces: St. Davids Park and the Harbour front. While there are few recorded physical activities in the stationary locations, quite a few people use the Queens Domain, the railway cycle path and the Rivulet Park for jogging and walking.

Exercising is a substantial part of most people's lives, and physical activities contribute positively to the public life in public spaces. But if people are to be physically active in the public realm, there must be spaces that invite these types of activities.

Hardly any children playing

Children playing are good indicators of a city that has been created for all users. Public spaces require extra features in order to invite children and elderly people to use and enjoy them. The city centre only has 2 public playgrounds, one in Princes Park and one in Wellington Court. A public space can also appeal to children and invite them to play even though it is not organized as a playground. Spaces in the city centre do not have this quality. The city centre of Hobart still has a long way to go in order to become a more inviting place for families and children.

Patterns of use on the harbour front

Unbalanced traffic mix along the harbour front

The harbour front is the main area for pedestrians in Sullivans Cove, but cars dominate the streetscape. Many modes of traffic are sharing the limited space: pedestrians, bicycles, cars, buses and trucks. Additional to that is street parking along Franklin Wharf which takes up a lot of space.

There is almost no space left over that can invite staying activities. Places with benches and outdoor seating could do a lot, as well as smaller spaces where children could play.

Very little activity at the harbour front

The harbour front is made up of large hard surfaced areas with few options for other activity patterns such as walking and sitting down. This is a less than ideal design given how large they are and the very limited number of alternatives.

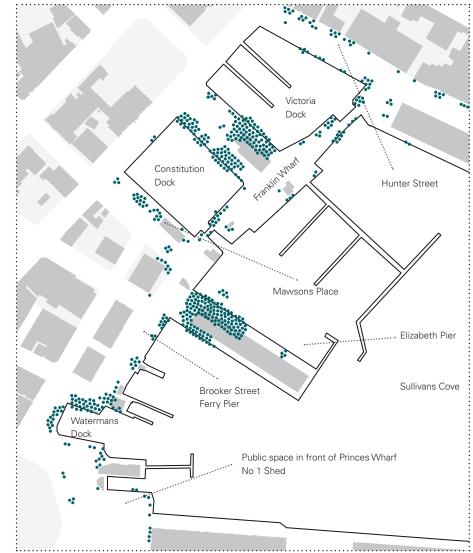
The city centre lacks spaces for a variety of daily life. Few places are inviting for children or elderly. Throughout a summer weekday approx. 594 people engage in activities, stop to rest, play or visit cafes on the waterfront. The activities are mainly concentrated around Elizabeth Pier and Franklin Wharf. The large harbour spaces are hard to fill with people and look deserted when they are empty and are waiting for events to happen.

Almost all of the public spaces at the harbour front are "floating" spaces without active edges to define and activate them. The most attractive, well-used and successful waterfront open spaces around the world have well-defined and active edges. Mawsons Place is one of the few spaces in human scale with the potential to be linked to its rich edges.

Given the scale of the waterfront the activities are spread over a large area leaving the overall feeling that some areas are deserted and that a more intimate scale in some spaces would improve conditions for public life and intensify the activities actually happening here.

City of Hobart wishes to collaborate with the State Government to facilitate the redevelopment of the Hobart waterfront as a public space for the enjoyment of all. This possibility of experiencing the city from the seaside has tremendous assets and also encompasses the possibilities of placing outdoor, recreational activities along the water inviting people to make use of their fortunate setting.

The map to the right shows where the staying activities take place throughout a summer weekday.



Staying activity on the harbour - Use pattern on a summer weekday

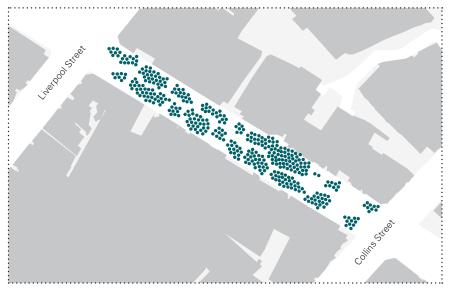
Where staying activity was recorded.

Accumulation of 6 recordings carried out on a summer weekday between 10am and 8pm



atmosphere where businesses can flourish and places where people will want to return. Franklin Wharf

Patterns of use on Elizabeth Mall



Staying activity on Elizabeth Mall- Use pattern on a summer weekday

 Where staying activity was recorded. Accumulation of 6 recordings carried out on a summer weekday between 10am and 8pm



Few people engage in staying activity in different activities while they are in the Mall.

The busiest place in the city centre on a weekday

Elizabeth Mall has the highest registered number of people engaging in staying activities on a daytime weekday. Most of the staying activities taking place are people sitting on benches or outdoor café seating and `standing': window shopping, waiting for each other, etc.

Although a substiantial number of pedestrians come to the Mall on a summer weekday (19,720) few of them (390) choose to spend time there. Few people engage in staying activity in different activities while they are in the city.

There is an enormous potential in working out how more people can be invited to spend more time and engage in different activities while they are in the city. People are there, they just need the proper invitations for them to start doing other things than just walk up and down the Mall.

Elizabeth Mall stands out as the special place it is. It is the most people oriented, friendly, car free place in the city, offering more seats than any other location in the city.

From a more critical angle it can be pointed out, that Elizabeth Mall is very different and disconnected from the rest of Hobart. It stands out as a small strip of people friendly turf, where a much wider part of Hobart city centre should bring this message to the city visitors. Or to phrase it more directly - Elizabeth Mall has too much of everything and the rest of the city too little. Elizabeth Mall is very successful thanks to a very professional effort on management and marketing. It is perceived and handled not as a city street but as a shopping mall, with all the advantages and shortcomings this implies.

The map to the left shows where the staying activities take place throughout a summer weekday.



Mawsons Place should overlook Sullivans Cove and not just the fish and chips boats in Constitution Dock. The square lacks a visual and physical connection with Sullivans Cove.



Salamanca Place - the busiest place on a Saturday

Salamanca Place - the busiest place on a Saturday

Salamanca Place consists of rows of sandstone buildings, formerly warehouses for the port of Hobart Town that have since been converted into restaurants, galleries, craft shops, offices and retail opportunities. On Saturdays it is home to Salamanca Market, a weekly market organised by the Hobart City Council that has been operating since the 1970's. Local traders sell everything from honey to straw dolls, and buskers provide entertainment and it has become Australia's biggest outdoor market.

Generous space for cars.

Salamanca Place has a distinctive character, largely as a result of the almost intact row of heritage sandstone warehouses that address the street and the expanse of lawn and trees that separates the warehouses from the Wharf.

Salamanca Place is the main public realm for pedestrians and stationary activity in Hobart, but cars dominate the streetscape. Many modes of traffic are sharing the limited space: pedestrians, bicycles, and cars, The space for traffic is fairly generous and pedestrians and outdoor café seating are cramped on the narrow footpath.

The current intrusion of car parking and the routing of vehicles through the lawns make pedestrian connections particularly difficult. The expansive roadway on Salamanca Place provides short term parking but leaves only a modest footpath, which has become one of the city's most popular outdoor dining areas There is almost no space left over that can invite staying activities. Places with benches and outdoor seating could do a lot, as well as smaller spaces where children could play.

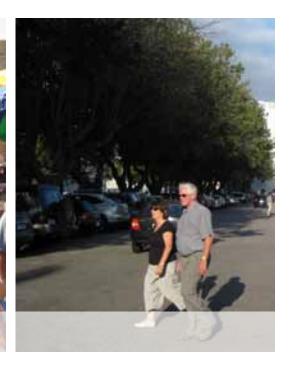
The question to be asked is who does Salamanca Place want to invite, the cars or the pedestrians? All visitors eventually become pedestrians and they create a vibrant and attractive atmosphere where businesses can flourish and with places people wish to return to. Salamanca Market has approx. **347,000** visitors every year **340** market stalls

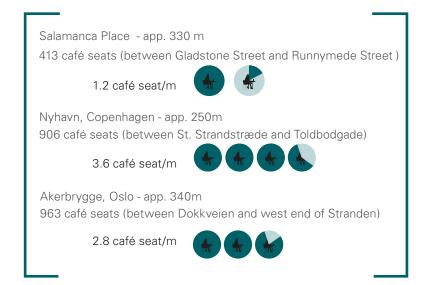
2,050 visitors were counted on a Saturday at 11am, February 2010











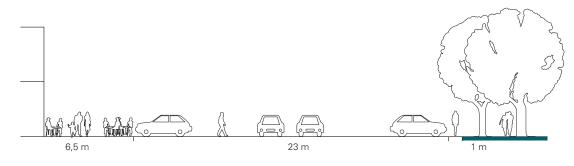
Comparison: Number of seats on outdoor cafés per metre.

Café seating along Salamanca Place

Looking at the number of café seats along Salamanca Place it is very limited in comparison with other waterfront streets around the world.

The outdoor options you do find here often create problems by taking up space for pedestrians and, is is difficult to get a view to the water.

Is it the pedestrians or the cars that Salamanca Place want to invite?



Section of Salamanca Place An uneven layout. Salamanca Place has a very large surface for vehicular traffic and a cluttered footpath on the building side.





When sitting at the outdoor servings in Salamanca Place - you do not sense that you are in a special area close to the water. You sense the closeness of the parked cars!



Dining with your car at Salamanca Place - creates odd situations and poor conditions for coffee drinkers, as well as pedestrians. Even though the fine quality - you do not sense that you are in a special area close to the water.

Limited outdoor café seating

Recreational city life

The culture of outdoor café life has developed rapidly in many countries around the world. This has significantly changed the usage patterns of city centres. Today summer activities are of a much more recreational nature. Drinking coffee is an uncomplicated way of combining several attractions; being outdoors, enjoying pleasant views and the ever-present entertainment of watching people pass by.

Quantity of outdoor serving areas

The number of 1,456 outdoor café chairs is low when compared to other cities. Most chairs are found in areas such as Elizabeth Street Mall and Salamanca. Many of the cafés close down with the business hours and leave the city centre empty. Hobart offers an abundance of smaller establishments offering a wide range of various foods and cultures. Cafés providing outdoor seating are spread in the central area of the city centre and the harbour front with higher concentrations in the retail heart and at Salamanca. Northwest of the city heart and between the city heart and the harbour have practically none of this type. By encouraging and supplementing seating in general, including outdoor cafe seats, people are invited to stay longer, which will encourage spending and boost local businesses. As such public life is good value for money.

Comparison: Number of outdoor café seats

Few outdoor café seats compared to other cities surveyed. Over the past 20 years, the outdoor serving culture of Copenhagen has been expanding greatly. It has changed from being a daytime activity, to a day and evening activity and also expanded from summer to all year - during the cold winter guests are supplied with blankets and heaters. Being an outdoor city with a fantastic climate, Hobart has the potential of offering an even more extensive culture of the outdoors.



Comparison: Number of outdoor café seats

Summary: Low number of outdoor café seats

for the day.

54

Café seating is limited to a few selected areas with many small lunch time

cafés but unfortunately most of the cafés close when the businesses close













Except from Elizabeth Pier and Watermans Bay almost no outdoor café seating is recorded adjacent to the water with a water view. This pinpoints an obvious under utilization of an exceptional great potential for the cove.

A fair amount of public benches

Quality seating is a precondition for good city life

When inviting people to walk and enjoy the public realm, it is important that different opportunities for pausing and resting are provided.

Resting is an integral part of pedestrian activity patterns. Good seating opportunities give people the option to pause and rest in order to be able to walk further and enjoy public life and city activities.

Apart from the number of public seats, other factors are important in order to provide good quality seating. Experience shows that the most popular seating is of good quality, has a nice view, sufficient sun/shade and shelter, and most importantly is located close to important pedestrian routes and destinations.

Good comfortable seating in the right location provides visitors with rest and an opportunity to stay longer, which contributes to a more lively city. This is one of the keys to encouraging people to walk, enjoy and spend time in the streets.

Many benches but not where needed

The city centre has approximately 1,120 seats on public benches, which is good when compared to other cities. Unfortunately public seats are concentrated in a few selected areas such as Elizabeth Street Mall and they are mostly located in parks and squares with few on the streets.

Public seating doesn't seem to be part of general street program. There is almost no public seating outside the retail heart of the city, and few public seats are found along the waterfront.

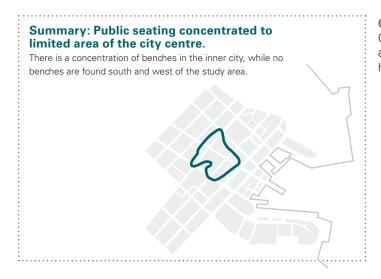
Concentration of public seats in the ciy heart

There is a substantial lack of public benches outside the retail "heart" of the city and along the waterfront which are locations where the most people come.

Salamanca Place which should be a welcoming market place offer only approximately 18 seats on benches for the 35,800 walking visitors during the Saturday market. The general lack of benches and of proper seating environments tell people to keep walking and discourage the elderly and families with children from visiting at all.



Number of seats on public benches in the city centre		1 - 4	seats
Seats on benches in total: 1.120	•	5 - 14	seats
Source: Field survey, March 2010	•	15 - 29	seats
	•	30 - 49	seats
	_		



Comparison: Number of seats on public benches Compared with other cities, Hobart has a generous amount of public benches - concentrated in the retail heart.



Comparison: Number of seats on public benches







There are not many benches inviting for a rest at Salamanca Place.

Secondary seating options are popular in a city without benches. *Liverpool Street*





When you can't find a seat you have to sit on 'whatever' you can find when you need a rest. *Davey Street*

Absent user groups

Low diversity in age and gender

Age and gender surveys were performed on two selected streets to determine how the public realm is used by males and females and different age groups. The selected locations were Salamanca Place and Elizabeth Mall.

Few children and senior citizens

When we look at Hobart and the users of the city; children and senior citizens are not present. The low number of children and senior residents indicates accessibility issues. What is missing are public spaces in the city centre which are attractive for children and encourage children and caregivers to enjoy the public life of the city.

The majority of the city has a low quality pedestrian environment and few possibilities for stationary and recreational activities. The streets in the city centre are not pleasant to walk on with children or for people with limited degrees of ability. There is a lot of traffic and the recreational facilities are concentrated in an area close to the harbour.

Elizabeth Street Mall

11am - midmorning

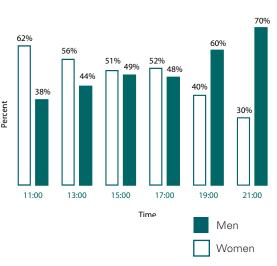
The elderly had their peak presence at this time of day. Woman and children are also present in high volumes in the first half of the day.

9_{pm} - evening

After 5:00 pm, all shops and cafes along the Elizabeth Street mall close, and the street becomes absent of activity. As a result, children, women and the elderly are no longer encouraged to visit.

Who are the people using Elizabeth Mall? The average of all people recorded on a spring weekday on Elizabeth Mall:

Children (0 - 14 years):	4%
Young people (15 - 30 years):	57%
Middle-aged (30 - 65 years):	37%
Elderly (65+ years)	2%

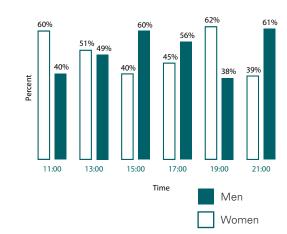


Salamanca Place

Who are the people using Salamanca place? The average of all people recorded on a spring weekday on Salamanca Place:

8%

Children (0 - 14 years):	8%
Young people (15 - 30 years):	33%
Middle-aged (30 - 65 years):	52%
Elderly (65+ years):	6%



Summary: Children and elderly poorly represented The survey illustrates a city centre primarily inhabited by young people.



Few public places for children



Hardly any children playing

Children playing are good indicators of a city that caters for all users. Public spaces require a little bit extra in order to invite children and elderly people to use and enjoy them. Hobart's city centre has very few public playgrounds.

The staying activity survey showed children playing in Princes Park and in Wellington Court, but only 33 children were observed there between 10am and 8pm. Hobart's city centre still has a long way to go in order to become a more inviting place for families and children.

The public spaces are generally surrounded by traffic and parents do not let their children loose to play. A future development of the public spaces could improve the conditions for children.





What is open at night?

Evening activities

The number of evening activities and their location are important factors in the vitality of the city and the perception of safety. If there are too few activities or if the evening activities are very concentrated, the visitor gets the impression of a deserted city and avoids going there in the evening.

Quiet evenings

The map to the right highlights the facilities that are open during the evening hours (after 9pm) on a normal summer weekday within the study area. The recordings show that most of the city is relatively quiet in the evening. The recording shows one small concentration of activity on Salamanca Place. Most of the evening activities are restaurants and bars and the city at night tends to be monofunctional.

It is striking that Elizabeth Street Mall and the adjoining streets are almost devoid of evening activities to such an extent that practically nothing has been recorded in these streets.

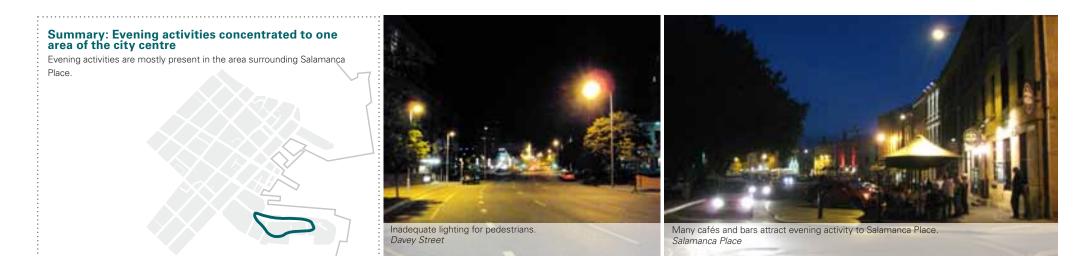
Evening safety

To achieve a more citywide location of evening activities and also improve perception of safety it is recommended to develop and implement a policy that will extend or spread out night time activities to larger parts of the city centre.



between 9 pm - 11 pm Source: Field survey, March 2010

- Retail shops, kiosk, stalls
- 24 hour co 0 total -0
- Entertainr theatres, cinemas, clubs otal - 11
- Accomoda total = 24



Perceived safety



The Elizabeth Bus Mall is perceived as unsafe. *Elizabeth Bus Mall, Saturday evening Note: The field survey March 2010 also included a study of which streets were perceived as respectively safe and unsafe to walk through at night.*



The Elizabeth Mall is nearly unused after hours and is one of the places experienced as unsafe during the evening and night due to its monofunctional use. *Elizabeth Mall. Saturday evening*

A quiet city centre at night

The fact that most of the city centre closes down around 6pm is magnified by the low level of pedestrians. There are not many people in the city centre in the evenings and there are not many public transport services to and from the city centre.

Security is an important factor of public life. People need to feel safe during the day, as well as at night, in order to want to visit the city. 'Perceived security' and 'real security' are not identical phenomena, making streets perceived as safe has much to do with creating a friendly environment that people find inviting. The presence of residents and activities in the city, both during day and night, helps people to feel safe. Lights on in windows in the evenings – indicators of 'eves on the street' – give people the feeling that help is close by if trouble should arise. The scale and detailing of buildings is also important at night, as well as transparency and light from window displays. Furthermore, sufficient light to find your way and the ability to recognize the faces of passers-by, assist to a general feeling of safety. Poor visual quality and lack of orientation possibilities can create a feeling of insecurity. Feeling insecure induces a stressful state of heightened awareness which most people would rather avoid.

Monofunctional areas

Many of the monofunctional areas of the inner city are perceived as unsafe. This is particularly problematic when people have to pass through the areas in order to get to night time destination, home or to public transportation nodes.

The bus mall is perceived as unsafe

Public transportation nodes are important destinations during the day, but also at night. Routes to and from the nodes, as well as waiting areas, need to be perceived and experienced as safe. No passive surveillance is provided to the bus mall in Elizabeth Street at night, as the many surrounding office towers are deserted. In the eastern part of the bus mall the inactive Franklin Square creates a unsafe barrier on the way to the night time activities at the harbour.

Inadequate lighting at major streets

In general, street lighting in Hobart is directed towards the roads. Only the Elizabeth Mall, parts of Liverpool, Murray and Collins Street have dedicated pedestrian lighting. The major roads have very poor lighting for pedestrians. Along Davey Street there is no lighting directed toward the footpaths and hardly any light in ground floor windows.







Why looks do matter

TEDDY BEAR

The visual environment expresses the state of the area and is a communicator between the residents/ businesses and the visitors: 'this is our community, welcome'.

The vocabulary includes street furniture, planting, paving, ground floor frontages, lighting, art, water elements etc. but also a general treatment of the spaces, that is the layout for roadspace, footpath, crossings, spatial definitions, and scale.

Aesthetic and visual qualities are part of our perception of city quality.

What we touch and look at both close and far away, forms part of the urban experience. Richness in form and detail, elegant proportions and material stimulates our brains. Express the identity of each space with different landscape elements and provide a richness in sensory experiences by including greenery, art, water features, lighting, heritage, etc. in the design.

The quality of the visual environment has a great influence on the overall quality of the public realm.

The basic needs and the sensory experiences of humans remain consistent across the globe. They are the product of man's biological history over many thousands years.

The way we as human beings perceive and experience places is tied to our senses. The human is a walking being, moving with an average speed of 5 km/h. We experience the city from an average height of 1.70 m. The human brain needs approximately 1,000 new stimuli per hour in order to remain alert.

This is why we enjoy walking along city streets with frontages that vary, they keep our brains stimulated. Likewise, richness in form and detail, elegant proportions and materials with texture and relief stimulates our brains. A high quality streetscape also means high quality in the details.

High quality streetscape on Collins Street

An incomplete street tree pattern



Street tree planting in the city centre Source: City of Hobart

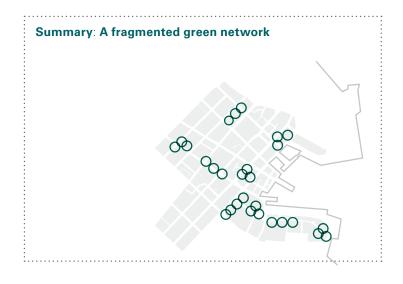
Note: One dot does not correspond to one tree - indicative only

Current issues

Existing street tree planting extends through much of the city centre and shows a very fragmented green network. The map on this page shows existing street trees in the city centre.

Normally, street trees and other vegetation substantially enhance the quality of urban spaces and the pedestrian experience. Street trees and green gardens can be used to indicate pedestrian priority and contribute to establishing a street identity and hierarchy in the city centre.

Viewed in terms of ecological function, Hobart's street trees represent an incomplete system with many gaps. Street tree planting in the city centre is difficult for a number of reasons; the streets generally have narrow footpaths covered by awnings, shade from large buildings, and limited root space adds to the difficulties. The general effect of these difficulties is that Hobart is not experienced as a green city. Street trees tend to be in either a poor shape or of a tall and slender nature with limited impact on the streetscape.



A city with a decent scale

A human scale city

Hobart is a relatively low city with wide streets. High buildings have primarily been built in the area between the city centre and the harbour and have negatively impacted climate conditions. This is especially noticeable around the Hotel Grand Chancellor and 1-5 Franklin Wharf, where winds are strong at street level.

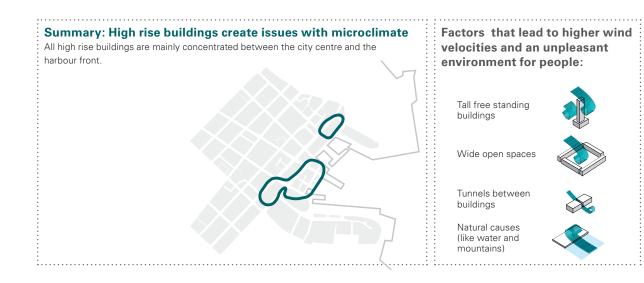
Conflicts with public life

One of the issues with high buildings is their impact on the microclimatic conditions at their base. When strong winds meet a tall free-standing building, turbulence and fast down winds will sweep the nearby streets in unpredictable ways. Fast winds lower the temperature of streets and public spaces, minimizing the comfort for people walking or staying nearby - effectively preventing public life. In addition, high-rise buildings cast long shadows impacting on the recreational value of city streets and squares. However grand it may appear as both skyline and from within its apartments or offices, poorly placed and designed high-rise buildings can render public space useless as a place for public life activities. Placing towers without consideration for the ground level conditions can result in public space with an absence of people and public life. It is, to some extent, possible to reduce the wind problems in connections with modern high rises by using forms as the tower-podium model which have been used in Vancouver, British Columbia. The wind however is still a problem in high rise areas in windy cities, despite all measures taken.



Building heights in the city centre
Source: City of Hobart, March 2010





Four seasons in one day!

Hobart enjoys a mild temperate maritime climate with four distinct seasons. In summer (December to February) the average maximum temperature is 21 °Celsius (70 °Fahrenheit), while in winter (June to August) the average maximum is 12 °C (52 °F) and the average minimum is 4 °C (40 °F)

Though often pleasant, the weather can be unpredictable and some days seem to have all four seasons thrown in! This creates excellent conditions for a thriving pedestrian culture, making most of what the city's public space has to offer. However, the microclimate is not always as pleasant and there are strong winds blowing in from the South Pole that high-rise buildings channel down to the streets and squares.

Heritage buildings in the city centre



Heritage buildings in the city centre

Source: City of Hobart, March 2010

Awkward mix of new and old

Despite all these positive values there are problematic issues related to some of the newer developments. Heritage buildings have been enveloped by new urban developments that do not consider the scale, design or importance of the heritage buildings.

Historical streetscapes

Hobart is fortunate to have preserved many of its historic buildings with low building heights, narrow frontages and rich architectural details, forming very pleasant and human scale streetscapes.

Heritage areas

Historical buildings and streetscapes add special quality to the city centre. The historical areas of the city centre have a scale of buildings which allows good sunlight access to public spaces and breezes without causing strong winds. Moreover, these areas have a richness of form and detail, elegant proportions, and warm materials with engaging textures and relief. These old buildings are difficult to replace.

The heritage buildings in Hobart city centre have much to offer as a historical record of the city's existence. It makes it possible to recall history and enjoy its presence.



Heritage buildings



Ground floor frontage quality

Importance of ground floor frontages

The design of ground floor frontages has a high impact on the attractiveness of the public realm. They are the walls of the urban environment, and contain the openings through which we see, hear, smell and engage in the city's million-faceted palette of activities. On the ground floor and at eye level we come close to the city.

Good ground floor frontages are active, rich in detail and exciting to walk by. They are interesting to look at, to touch, and to stand beside. High quality ground floor frontages create a welcoming sensation and encourage people to walk and stay in the city.

Transparency and small units

Other positive qualities include a high degree of transparency enabling interaction between activities inside the buildings and those occurring on the street. Also, frontages with many small units, many openings, and a variety of functions make streets more diverse, stimulating, and thereby attractive. Frontages with small units also provide a predominantly vertical frontage structure which has the important visual effect of making distances feel shorter.

Evaluations of ground floor frontages

In order to create an attractive, lively and people-friendly city, a substantial part of the ground floor frontage needs to be of high quality. Through previous Public Spaces and Public Life studies, a tool for evaluating ground floor frontages has been developed and is now used in many other cities.

The criteria presented on this page have been used in the evaluation of ground floor frontages in Hobart on the following page.

Metal shutters on storefronts outside shopping hours Recent years have seen a spreading of a very unfortunate habit - the complete closing down of storefronts outside shopping hours. The habit of closing down storefronts turns the streets into dark, unattractive tunnels by night and ruins any ideas of window-shopping and promenading in the evenings and on weekends. The city becomes dark, deserted and frightening. In Hobart this is a widespread trend especially on Elizabeth Street Mall where metal shutters deprive the city of its attractiveness and charm at night and turn it into a deserted place.

Closed facades

The shutters are of course part of an effort to avoid crime but their impact on the streets is so bad that they should be avoided because they tell everybody passing by, that this is not a safe place to be. It is important to note that a number of other safety measures which preserve the transparency between street and shop are available and are used in many other cities.



- active





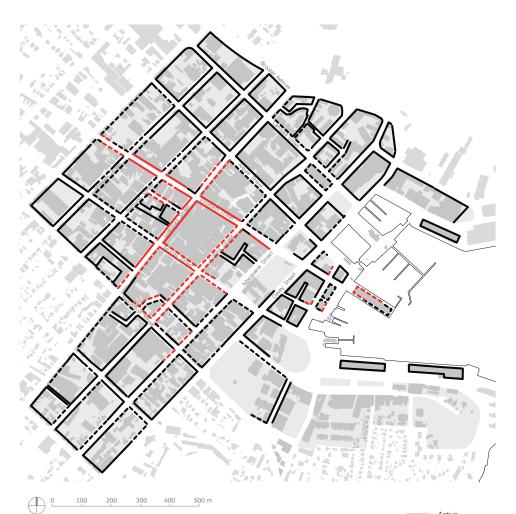
C – somewhere in-between



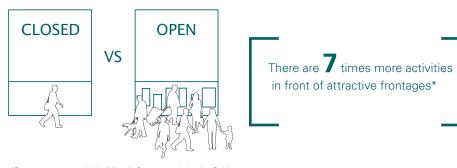


- Small units, many doors (15-20 doors per 100 m/328 feet) Large variation in function
- No blind and few passive units
- Lots of character in facade relief
- Primarily vertical facade articulation
- Good details and materials
- Relatively small units (10-14 doors per 100 m/328 feet)
- Some variation in function
- Few blind and passive units
- Facade relief
- Many details
- Large and small units (6-10 doors per 100 m/328 feet)
- Modest variation in function
- Some blind and passive units
- Modest facade relief
- Few details
- Large units, few doors (2-5 doors per 100 m/328 feet)
- Almost no variation in function
- Many blind or uninteresting units
- Few or no details
- Large units, few or no doors (0-2 doors per 100 m/328 feet)
- No visible variation in function
- Blind or passive units
- Uniform facades, no details, nothing to look at

Active and inactive ground floor frontages



Evaluation on ground floor frontages Source: Observation study, March 2010



Dull

*'Close encounters with buildings' - Survey made by Jan Gehl and Centre for Public Space Research, Copenhagen

Why looks matter

The design of the ground floor frontages is crucial for the vitality of public life. Surveys* show that pedestrians move slower in front of active frontages, more people stop and more stationary activities take place. All and all, the number of activities in front of attractive and active frontages is seven times as many as in front of inactive and closed frontages. In addition people move slower in front of the attractive frontages generating an additional 13% increase in the total activity. The result is that inactive, closed frontages pacify the public realm while open and active frontages activate it. Apart from this, attractive frontages make walking a more pleasant activity and the city a more beautiful place to be. Inactive frontages discourage people from walking down a street,

a fact that is reflected outside the inner city heart of Hobart.

Active frontages in the retail heart

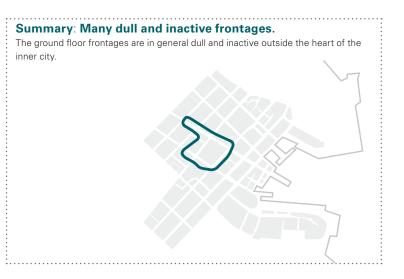
Active frontages are primarily found in the retail districts where shops, restaurants and bars promote themselves and the area through an attractive streetscape.

Active frontages are mainly found on Elizabeth Mall, along Liverpool Street and Murray Street where some cafes, bars and smaller shops contribute to a more attractive street environment.

Inactive frontages in the inner city

The area around the heart of the city is heavily dominated by dull, closed, and inactive ground floor frontages, mainly because of large blocks of poor architectural quality with no visual functions and no interactions with the surroundings. Large plots with surface parking with no frontages or edges contribute further to the dullness of the area. These units will also create open dark spaces and add a feeling of being unsafe at night.

The lack of interesting frontages generates an unpleasant and uninviting zone with poor visual quality and a pedestrian environment of low attractiveness.



Visual quality - street elements

Street furniture - a homogeneous design

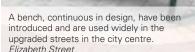
A high quality streetscape is also high quality in the details. Looking at the details of the city centre streetscape, a fairly big part of the street furniture tends to be low to poor quality. Uncomfortable and poor quality benches minimize the chance for people sitting down.

The street furniture is generally of low quality and poorly maintained. It is often placed in random congregations at inappropriate locations. A set of guidelines for placement, amount, and design of street elements and furniture could help the visual impression and the accessibility on the footpaths.

Street furniture that is continuous in design may give a more coherent expression when walking in the streets. If the street furniture is within the same design family, it is easier to get elegant, well functioning, and comfortable furniture from the beginning. It is also much cheaper to maintain.

Hobart has introduced a bench, continuous in design, that are used widely in the upgraded streets in the city centre. Benches outside the upgraded streets are of very different quality and style.

Bike racks are essential when wanting to invite people to bike. Bike racks them selves and the way they are placed in the streets ought to be carefully considered. Bikes and racks should not block the footpaths. *Elizabeth Street*



minitteen

Awnings - a significant feature

A significant feature of Hobart city centre and its urban structure are the awnings covering large stretches of the footpath. Traditionally there were beautifully detailed lace awnings supported by posts standing in the footpath, but many of these have been replaced by cantilevered box-like canopies to accommodate the introduction of the automobile.

The awnings provide shelter from rain, wind and sun, but can also make the footpath feel darker and less generous. They also block visual contact with the upper floors of adjacent buildings and views to the sky, thus limiting sensory stimuli to the horizontal plane. The awnings create a somewhat uniform pedestrian experience where the unique visual qualities of a street is not always exposed.

Footpath - paving quality

A new paving program has been designed to both overcome some of the current functional difficulties and to enhance the visual quality of the various streetscapes. The result has been remarkable and is a strong example on how quality materials and a skillful design can enhance the whole atmosphere of the city at street level. Visiting streets outside the newly paved areas, it is evident that help is badly needed. The old footpaths are characterised by frequent unnecessary interruptions, lack of kerbs, poor level of maintenance, and a variety of materials. Apart from aesthetic problems, this creates severe difficulties for the elderly, people with disabilities and people with prams.



Modern awnings are less detailed, do not go very well with the architecture and obstruct views to upper floors, street trees and the sky. *Elizabeth Street*



Worn-out patchwork pavement does not leave the impression of high quality footpaths. *Collins Street*

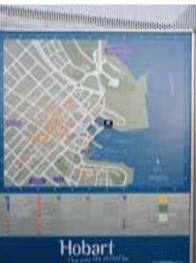


the footpath feel darker and less generous. Liverpool Street



Upgraded high quality tile paving on the footpath on Liverpool Street





Where are you? information stands are difficult to find in the city centre. *Elizabeth Street*



destinations

Wayfinding - where?

Wayfinding encompasses all of the ways in which people orient themselves in physical space and navigate from place to place.

There are some nice and artistic examples of signage in the city centre of Hobart, but it consists of solitary examples which do not contribute to a cohesive signage and wayfinding network.

Hobart city centre is in need of a signage and wayfinding strategy. Hobart needs to develop a family of signs that have been designed in a cohesive manner. A cohesive signage manual for the city, focusing on the city centre and major places of interest.



Naturalistic bronze sculptures at the harbour. Franklin Wharf



Elizabeth Mall



it is hidden and forgotten in a corner! Elizabeth Mall



Marking and story of a former shoreline Hunter Street



being told on information displays. Morrison Street

about the city's history. Liverpool Street

Public art and trace of history

Public art, water elements and historic sites can improve the quality of the experience of being in a city.

The Hobart City Council has a Public Art Strategy published in 2005. The document provides an overall context, key objectives, and vision for public art in Hobart and details the management structure of public art within the council. It also provides procedural guidelines for public art commissioning.

Public art in Hobart appears to be somewhat arbitrarily placed.

The city's history layer is being exposed in very few places and is difficult to find. You have to know it is there in order to find it! In some streets and by the waterfront information displays tell about the history of the city.

A public art masterplan would be a good tool for Hobart City Council. A masterplan that can be developed into a strong tool, providing guidelines for not only the placement of public art, water elements and historical features, but the quality and type of installations appropriate for specific spaces. A masterplan is currently under development.

