

The background image shows a harbor scene with several sailboats and a large ship in the distance. In the foreground, two people are seen from behind, looking out at the water. One person is wearing a red long-sleeved shirt, white pants, and a red hat. The other person is wearing a green shirt, dark pants, and a white hat, and is carrying a large black backpack. A teal-colored circular overlay is positioned on the right side of the image, partially covering the people and the harbor scene.

## Recommendations


1

Analysis in short:

the landscape

Weak connections to amenities

The city centre enjoys a remarkable natural setting but the city centre is not connected to the fantastic amenities.



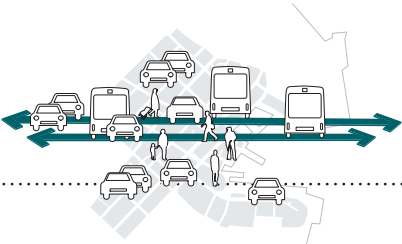
2

Analysis in short:

the movements

Cars first, people second

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



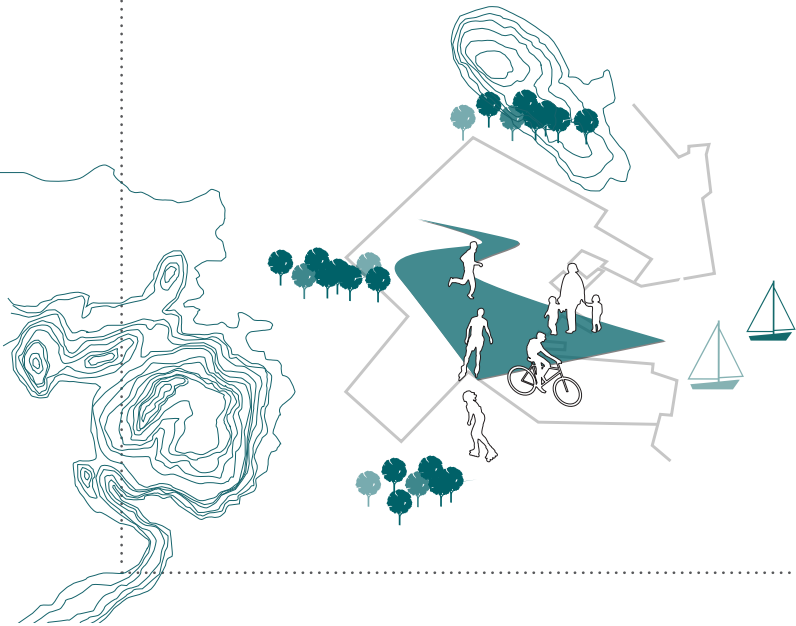
1

Recommendation in short:

the landscape

Identify and connect the city's distinctive landscape features

- Make the most out of Hobart's remarkable natural setting
- Strengthen the waterfront as a people place!



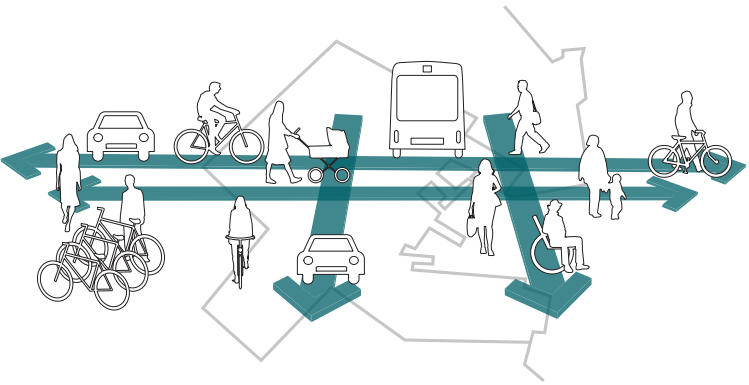
2

Recommendation in short:

the movements

Ensure a fine city for people

- Ensure a city centre with a 21st century traffic system
- Ensure a good city for walking
- Ensure a city centre for cycling



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

3

Analysis in short:

the city life



Uniform use of the city centre

The city centre is lively in relation to work- and shopping hours but the city is rather monofunctional.



3

Recommendations in short:

the city life

Develop a more diverse and liveable city centre


- Create a more diverse city centre with invitations for all
- Develop a vibrant city centre with versatile public space



4

Analysis in short:

the visual environment



Lack of visual pleasures in the street environment

City streets of Hobart lack a beautiful street environment of high quality and durable materials.




4

Recommendations in short:

the visual environment

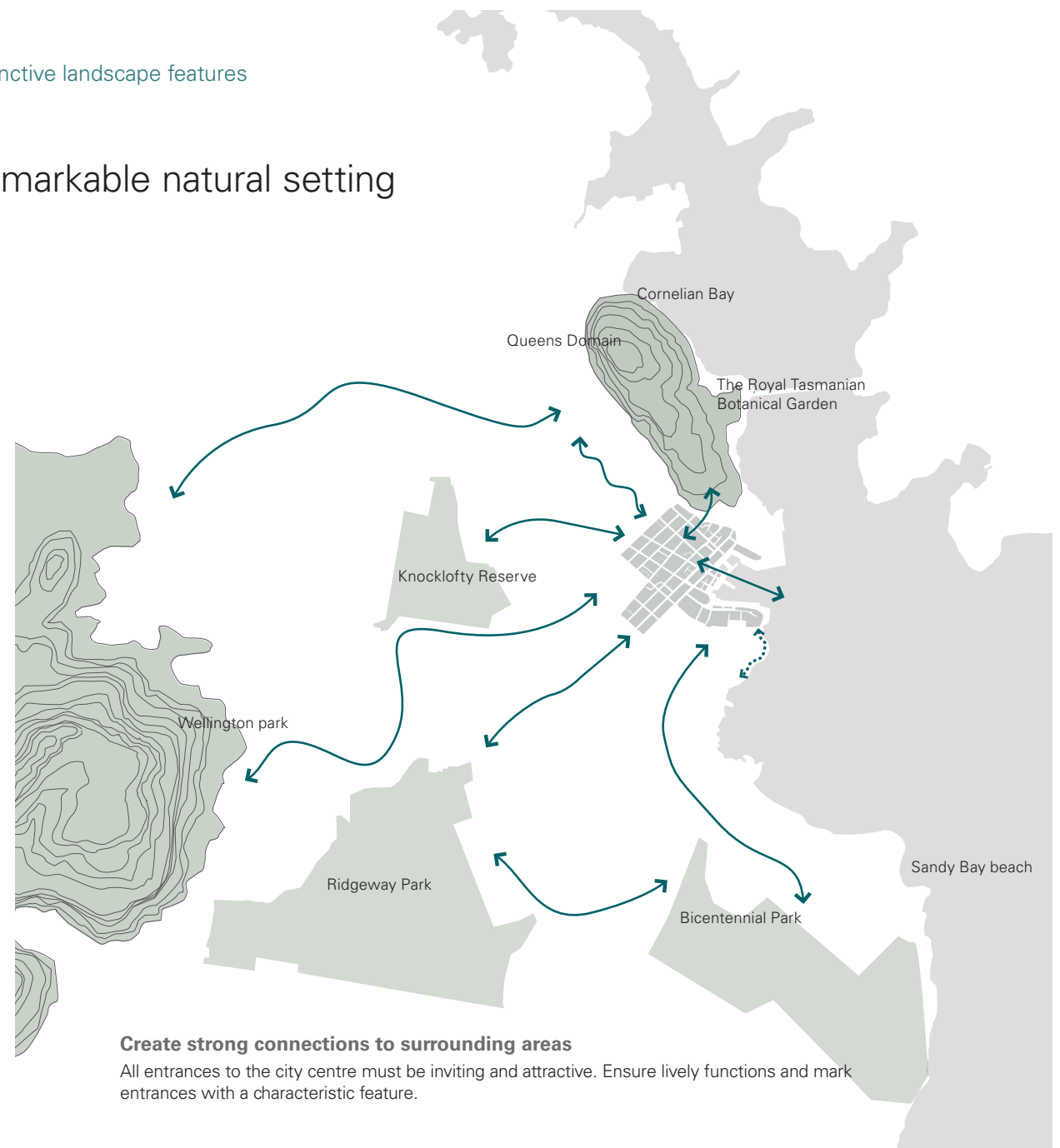
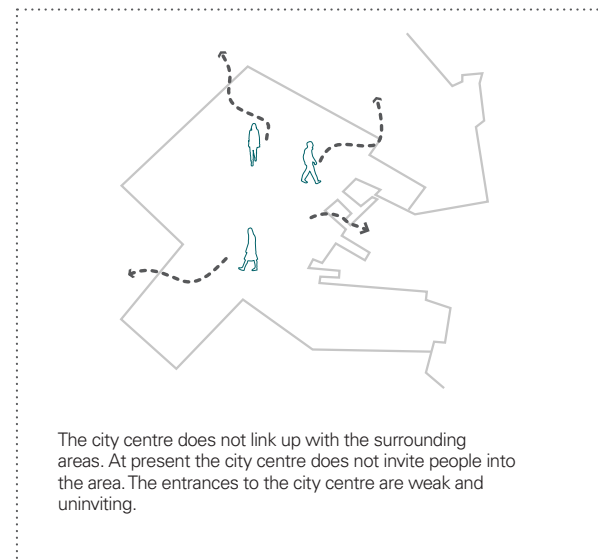
Ensure visual delights!

- Ensure a city centre with beautiful and surprising environments
- Create a city centre with high quality streetscapes!



# 1 Make the most out of Hobart's remarkable natural setting

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 potential for the city centre but today the integration between these recreational spaces and the city grid is insufficient. A lively city centre needs to be well-integrated with the neighbouring city areas. High quality links leading to and from the city centre should therefore be developed. If needed, existing routes should be strengthened, physically and visually, and new ones could be added.



## Create strong connections to surrounding areas

- Develop a strategy for connecting the city with the vast parklands - Queens Domain and the Royal Tasmanian Botanical Gardens, Cornelian Bay, Sandy Bay beach, Wellington Park, Knocklofty Reserve, Ridgeway Park and Bicentennial Park and develop a network of scenic recreational biking and walking identifiable green routes connecting the city centre to these amenities. The fantastic amenities surrounding Hobart should be easily accessible for the many people living in the city centre and the thousands of tourists visiting Hobart.
- Ensure that these routes are clearly identifiable and well linked to the city centre network and leading straight into the city centre. Make them easily accessible for the many people living in the city centre and the thousands of tourists visiting Hobart.

- Strengthen and celebrate the Rivulet linear park connection between the city centre and Wellington Park.
- Make sure that the city centre is easy to get to and from by establishing a multitude of attractive routes connecting with the surrounding suburbs: Glebe, North Hobart, South Hobart, Dynnyrne and Sandy Bay by convenient routes giving high priority to pedestrians, cyclists and public transport.
- Ensure that links are followed by recognisable elements to ease way finding, these may be interactive or offer various treats and comfort.
- The barrier effect of Brooker Highway, separating the city with Queens Domain and the many destinations it

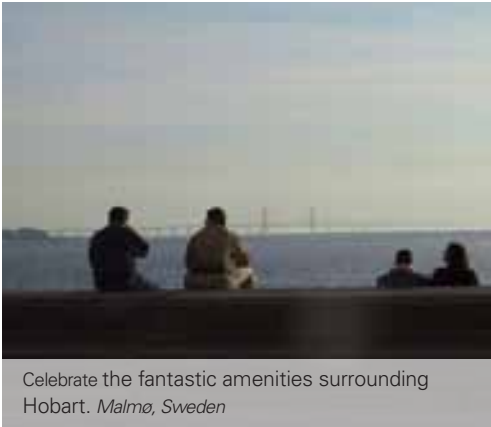
encompass, should be addressed and convenience for pedestrians and cyclists should be stepped up. Develop a strategy for connecting the city with the Queens Domain.

- Redevelop the Brooker underpass at Railway Roundabout into a safe and inviting link.
- Celebrate and strengthen the fantastic views to particularly to Mount Wellington and the Cove. Visual contact with the water and the surrounding scenery create interesting end points and add attractively to the links.

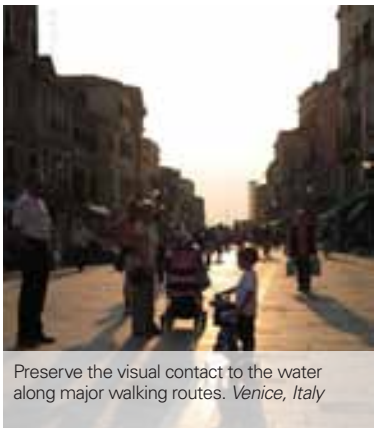




Enjoy the fantastic views Hobart offers.  
*Mount Wellington, Hobart*



Celebrate the fantastic amenities surrounding  
Hobart. *Malmö, Sweden*



Preserve the visual contact to the water  
along major walking routes. *Venice, Italy*



Establish green routes connecting the city  
centre with surrounding neighbourhoods and  
nature. *Austria*



Establish routes that offers good walking and  
cycling conditions. *Denmark*



Invitations to play along the way.  
*Copenhagen*



Make the connections through the parks more comfortable, safe and  
inviting, so many choose to use the green routes. *London England*



Flowers and green create a scenic walking route.  
*Brisbane, Australia*



The gateways should signal a change  
of focus to an increased pedestrian  
priority. *Copenhagen*

**Strengthen contact between the city centre and to the water**

- The streets connecting the city centre and the waterfront are essential in knitting the city and the water closer together. To obtain a lively city centre and a lively waterfront high quality connections must serve as invitations.
- Improved accessibility is crucial. The barrier effect of Davey Street and Maquarie Street, separating the city with it's harbour, should be addressed and convenience for pedestrians and cyclists should be stepped up.
- Develop a strategy for bringing people to, and connecting the city with, the waterfront today.

**Create inviting and attractive gateways to the city centre**

- Create strong and attractive entry points in connection to the entry of the city centre. Create a sense of arrival and invite people to enter the city centre. When arriving at Hobart city centre people need to feel welcome in order to have a positive experience of the qualities, amenities and the cultural and historical activities and sights available in the city. The 'invitation' starts at the arrival to the city centre and at the gateways to the city centre. The most important gateways should signal a change of focus to an increased pedestrian priority.
- The gateways should also be linked to the city network, both visually and physically. It should be easy to find your way and orient your self! The focus should be on legibility. Establish a legible and well defined threshold that

underlines the change to the inner city. A message that signals to the motorist that they now have reached a zone where all road users have the same priority.

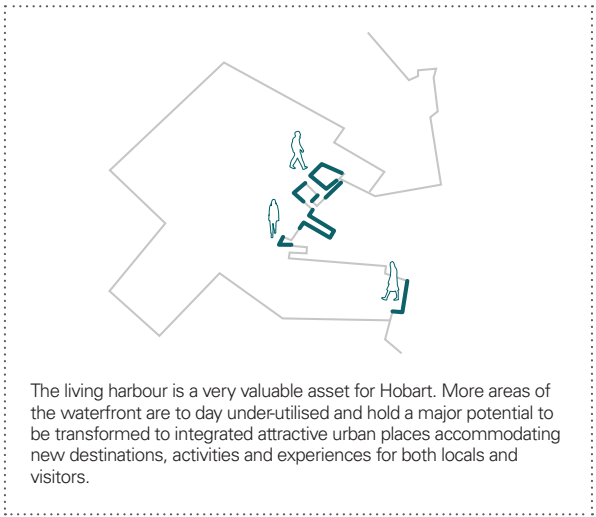
- The gateways should signal a change of focus to an increased pedestrian and cycling priority.

# 1 Strengthen the waterfront as a people place

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. The harbour has the possibility to be an even stronger asset for Hobart if the active working harbour with great diversity of ships and activities pursuits were strengthened.

As a key amenity, a vibrant and inviting waterfront is an important element in attracting people to live, work and visit the area but also beneficial for the image of the city as a whole. The waterfront should be redeveloped into a people place, offering a multitude of activities for all user groups.

Develop the waterfront area into a world class people place so that the waterfront becomes a true city destination. Create a fantastic public realm and human scaled buildings and spaces.



## Develop a connected waterfront promenade and upgrade the adjoining streets and squares

Ensure a strong connection between the water and the city

- Waterfront promenade
- Hobart Railyards
- Important waterfront squares

### Develop the waterfront into a true city destination

- Celebrate Hobart as a 'Waterfront City - Australia's Great Southern City'. The waterfront should be developed into a connecting public space of high urban quality for traditional port functions and commercial, recreational and educational pursuits.
- Ensure and protect the living harbour as a fantastic identity for Hobart.

### Develop a continuous waterfront walk

- Develop a waterfront walk a continuous pedestrian route along the waterfront connecting the different experiences offered along the city's waterfront. Develop a place to walk, exercise and enjoy the views and water related activities as an amenity that will be appreciated

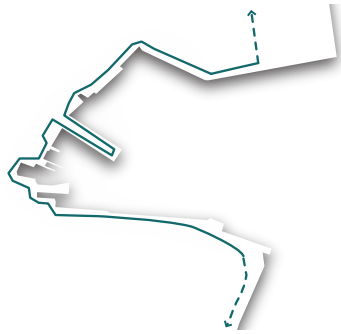
by all age groups throughout the seasons. Public access should be provided all along the waterfront and pedestrian traffic should be prioritised.

- Expand the present waterfront walk and develop a continuous and pleasant waterfront walk from the Regatta Grounds at Macquarie Point in the north to Battery Point in the south and beyond to Cornelian Bay and Sandy Bay.

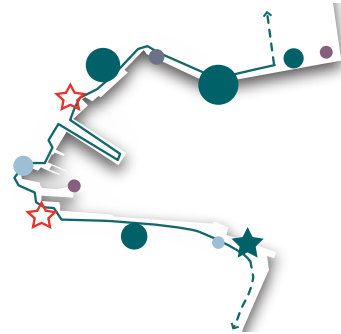
### Create diverse spatial experiences along the waterfront

- Strengthen the cove edge into a major recreational destination, without compromising the working harbour - with a sequence of destinations and public spaces improving the invitations to stay. A dynamic sequence of connected but diverse outdoor spaces accommodate diverse functions throughout the seasons and ensure that all users feel welcome.
- Ensure a unique identity of each space that is expressed with different landscape elements related to the space scale, use and specific setting. The character and use of each space should support the local context and neighbouring districts.





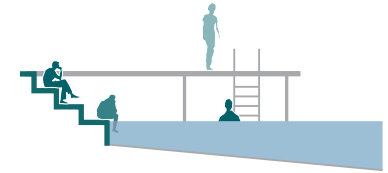
Develop a public walk stretching along the entire waterfront to connect different waterfront areas and ensure that all people have access to the water.



Provide a variety of spaces that accommodate for different uses and experiences along the waterfront. Develop urban as well as landscaped qualities.



Use the opportunity to develop water related activities that supplement existing activities in the city.



Make sure that there are different ways of experiencing the water by providing a varied edge to the water. Provide physical access to the water.



Plenty of seating opportunities should be provided along the waterfront  
*Malmö, Sweden*



A waterfront square with a pavilion for different uses like music, theatre performances or just for shade on a sunny day. *Hudson River Park, New York, US*



Develop invitations for a wide range of water activities.  
*Copenhagen*



Steps and low level decking form an attractive access to the water.  
*Aarhus, Denmark*



High quality urban waterfront walk  
*New York, US*



Renew the staying options along the waterfront.  
*Copenhagen*



Fresh seafood market.  
*Sydney, Australia*



Varied edge to the water with different characteristics and uses should be developed along the waterfront walk. *Copenhagen, Denmark*

- Create destinations and attractions along the waterfront and add new experiences and activities.
- Introduce Mawson Place as a true waterfront square as a new anchor point at the end of Argyle Street and expand the square towards the water (facing the big water level) and let it step down to the water and give people opportunity to touch the water.
- Build upon the new waterfront square at the public space in front of Princes Wharf No1 Shed.
- Introduce a mix of functions and invite for a more diverse public life and invite people to populate the waterfront at all times.

#### Introduce activities related to the water

- Introduce more water related activities - physical activities, more invitations for families and children, recreational facilities and more cafés with outdoor seating. Activities provided by the waterfront should supplement the city centre so that the waterfront becomes a valuable extension of the city.
- Make sure there is activities in, on, and near the water. Explore the possibilities to get close to the water through stairs, floating elements, inlets, islands, jetties, bridges etc.
- Introduce artistic water elements in the city centre - referring to the water and Hobart as a waterfront city.

#### Ensure a multifunctional use of Hobart Railyards

- Support and encourage the development of the Hobart Railyards at Macquarie Point area as a multifunctional area with a mix of functions and housing. Ensure an integration with the city.
- Develop ideas for the temporary use of the Hobart Railyards at Macquarie Point area until further developments can be put in place.



# 1 The waterfront as a true city destination



Franklin Wharf - before

### Character and space

A waterfront walk where people can walk, sit and enjoy the water. A new meeting place in the living harbor with a rich diversity of activities - from traditional port and fishing functions to commercial, recreational and educational pursuits

### Activity and building edge

A beautiful waterfront walk with a good building edge that activates life along the water and a playful 'water'square' in connection to the waterfront walk. The wooden steps gives a opportunity to come close to the water surface

### Connections and movements

A harbour square forms a new anchor point for Argyle Street at the waterfront

### Develop a continuous waterfront walk

The walk linking amenities along the entire Sullivans Cove with grand views, open air, physical activity and stimulated senses. This link should offer opportunities for a wide range of activities from enjoying views of the harbour and the Cove, to experiencing the working harbour to enjoying physical activity.

This link should allow for a wide variety of different recreation. Everything from taking a nap, to taking a canoe ride; from enjoying lovely views to people watching. Along this link, public space should provide areas for people to meet, play, and interact along the city's greatest asset; the active harbour. The waterfront walk should be a vibrant

testament to the diversity and the distinct character of Hobart.

Whether it be working in the fishing fleet, enjoying a meal or snack, checking out an interesting art exhibit, or taking a jog, this link can facilitate activities appealing to residents and visitors alike.

### Everyday life and great events

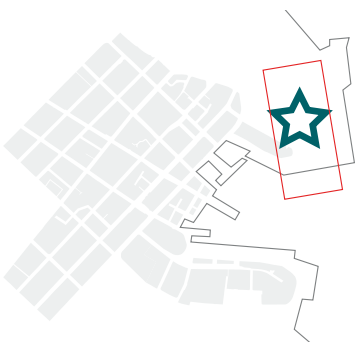
Mawson Place has a potential to be developed into a space that offer something for all user groups. The space can both be strengthened as a pass-through space for pedestrians and cyclists and at the same time be a place to stop.

- The vision about an active space requires a flexible space that can be transformed.
- A big enough space for holding large events.
- A space that inspires play and invites you to enjoy the afternoon on at bench in the sun.
- Stairs could extend from the extended Mawsons Place, connecting the square with the water.
- A water theme could be a strong identity for Mawsons Place. Water invites for play as well as peaceful experiences.



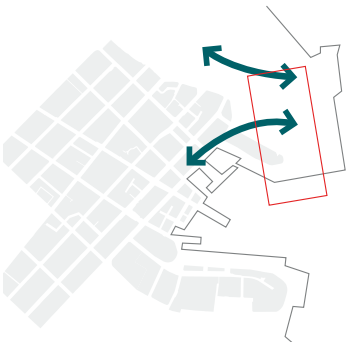


# 1 Development of Hobart Railyards at Macquarie Point area



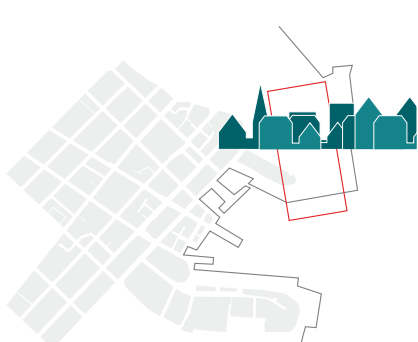
**Supplement to the city**

Investigate how Hobart Railyards can supplement Hobart; What is Hobart lacking at the moment? How can Hobart Railyards be a valuable addition to the existing and what special qualities should it hold?



**Links with the surroundings**

Ensure strong connections with the rest of the city centre and Queens Domain. Walking, cycling and transport links are of high importance. Ensure a high level of continuation of existing street grids and urban pattern. Improve Evans Street and Davey Street as important interfaces and links to the city. Given the extraordinary location of Hobart Railyards, the waterfront should be celebrated by an urban formulated public space relating to its highly urban situation.



**Multifunctional mix of use**

The buildings at Hobart Railyards ought to hold a multi-functional mix of use, within the buildings and within the individual quarters. Ensure passive surveillance by placing residences low and in close contact with public space. Build low and dense and avoid tall buildings creating problems at the micro-climatic level.



Hobart Railyards at Macquarie Point area

**Different types of waterfronts**

Harbours and waterfronts all over the world are being redeveloped, with varying results. There is a wide range of waterfront types, from the 'recreational waterfront' of Battery Park waterfront in New York, to the more authentic, local character of Granville Island in Vancouver. The particular quality or challenge of Hobarts' Sullivans Cove is to maintain the great variation of functions and still have a sense of unity, a special place of high quality. Other waterfronts are more specialized as tourist destinations or local recreation areas. Hobarts' Sullivans Cove has the possibility to explore its great span of very different function, and becoming a world class water destination.



## Waterfronts around the world



An urban waterfront park, *Battery Park, New York*



**Battery Park** and the long stretch of parks on the old piers along the Hudson River are places for New Yorkers to recreate. The different parks are linked with a dedicated skate and bike route all along the waterfront. The parks are well furnished with public tables and benches and offer places to visitors with different characters. There are invitations for all ages and a great variety of places for play and relaxation.



A strong local character, *Granville Island, Vancouver*

**Granville Island** is special in it’s dedication to local produce and the special mix of functions. The character of the former industrial site is kept and includes a working cement factory. There is a large farmers’ market, an art college, a small shipyard, houseboats in a mix of artisan’s studios, hotel, shops, tennis courts and a small beach. There are no chain stores and only local products are sold on the island, which give it a unique character.



A multifunctional city district , *BO01, Western Harbour, Malmö, Sweden*



**Bo01** has a tight, irregular internal block layout protects inhabitants from strong and cold sea winds. Most importantly this contributes to a sense of human scale: delineating views and providing a sense of intrigue and delight through a sequence of spaces. The development is energy-neutral, producing as much as it consumes, due partly to alternative energy sources and energy efficient design. Apartment buildings have been designed for mixed use - the ground floor level of buildings has a higher floor to ceiling height to allow easy conversion to shops when and if the need arises. Bo01 represents part of Malmö’s transformation from a depressed industrial city to a thriving new multi-cultural centre of knowledge and advancement.



## 2 Ensure a city centre with a 21st century traffic system

### A strategic vision for mobility is needed

In order to bring prosperity and progress to the city, Hobart needs to address all forms of traffic at a political level by determining a vision for the city. This vision should address the future of the city, how to re-connect the city with the water with high quality street, and how large parts of the inner city can be transformed into multi-use areas for shops, restaurants, offices, theatres, cafes and much more. The vision needs to include clear goals for strengthening of public transport, a higher priority for pedestrians in the city centre in general, a gradual transformation of Davey St. and Macquarie St. into green city boulevards and city “roads” into urban city streets, the introduction of a bicycle culture and better facilities for recreational activities.

### A balanced mobility approach

Like most other cities Hobart has faced an ever growing demand for access by car to the city centres. Vehicular traffic is dominating Hobart city centre and has a negative effect on a number of streets and public spaces. City streets have been turned into highways and the flows of through traffic through the city centre are high.

Travelling to the city centre is one category of challenge. How do you get there? After arriving another aspect of mobility is in focus: how do you get around.? This is internal accessibility, which is mostly on foot. The growing number of cars has lead to a gradual decrease in quality of the internal accessibility and mobility for visitors, employees and residents in the centre. A balanced approach both for external as well as internal accessibility is suggested. Traffic calming of vehicular traffic and more focus on quality for people in transit, cyclists and pedestrians is needed. A smooth transition between external and internal accessibility can be achieved by a high quality environment for moving around on foot.

Already today 20% of the residents of Hobart City Council area arrive on foot to the city centre, so there is a strong tradition to base further development and improvements on.

### Traffic reduction

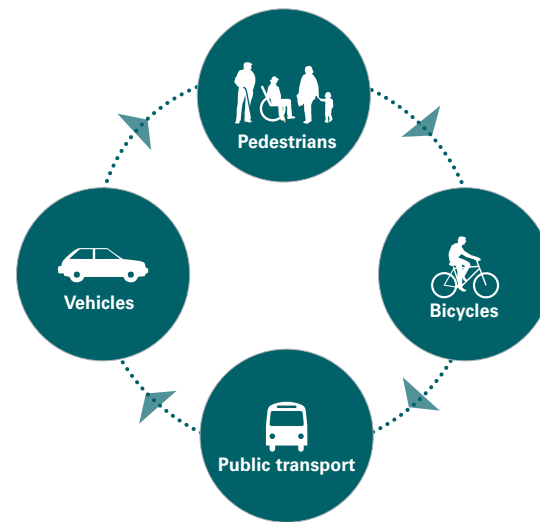
In order to improve the quality and vitality of inner city Hobart a reduction in vehicle traffic volumes and speeds need to be achieved. The through traffic with no business in the city centre should be redirected.

No drastic or sudden measures are suggested, but rather a firm policy over a period of 10 to 15 years with reductions being introduced in small increments.

Hobart city centre is currently car dominated. In a gradual process a better balance between walking, public transportation and private motor vehicles can be achieved

### A traffic calmed city centre with access for all

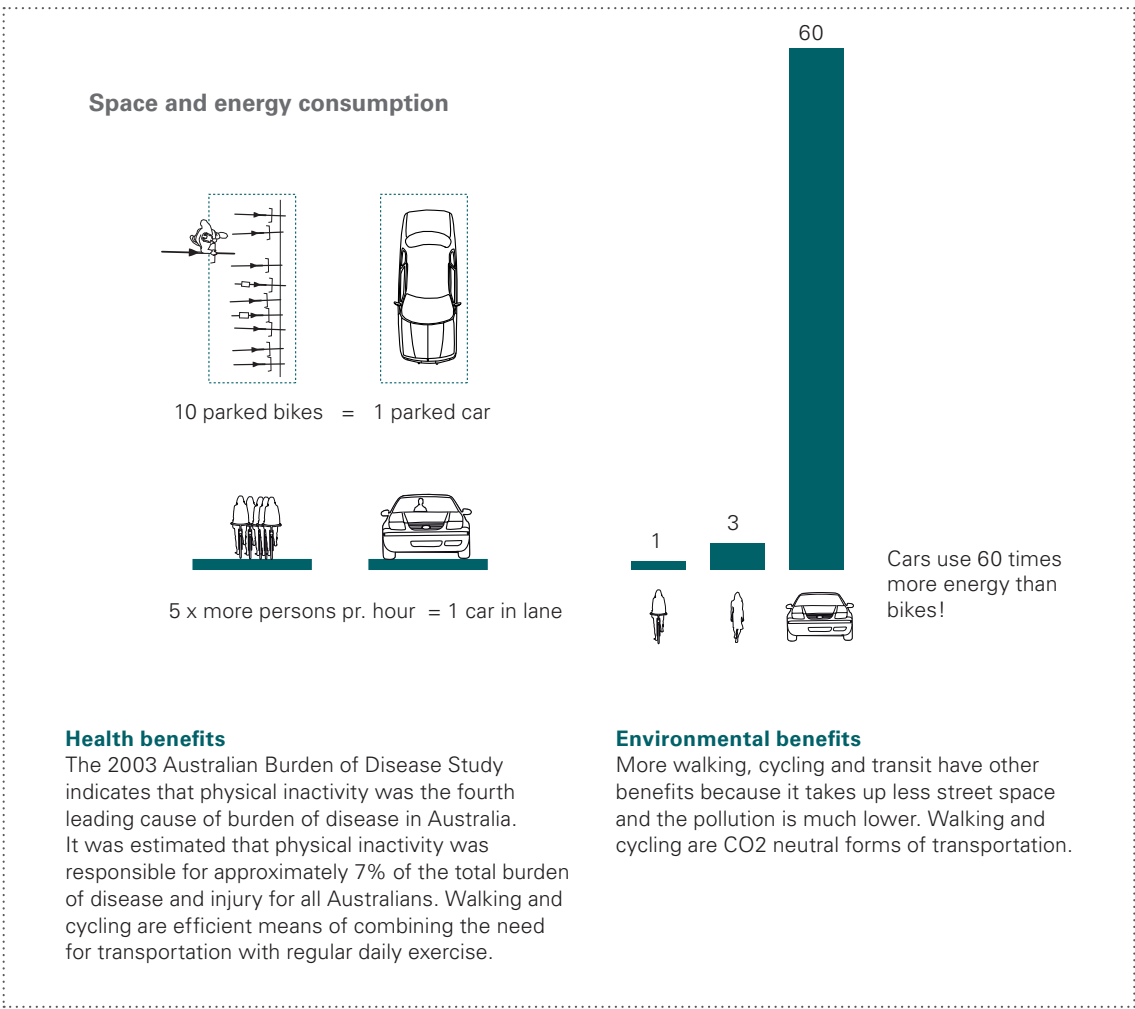
Many cities outside Europe have created new policies based on a vision of what the city should be like, and shaped traffic patterns to achieve this vision. Portland, Oregon is an American city with the typical new world problems of long distances which has been particularly successful in creating a high quality city centre based on public transport, pedestrian traffic, cycling and controlled vehicular traffic.



Plan for people - Improve the basic quality of the environment and legibility in the city centre by upgrading streets into more attractive, inviting and safe routes for pedestrians and bicycles. Think in terms of ‘people capacity’ instead of ‘vehicular capacity’ and put people first in the planning process.







**Create a traffic calmed city centre**

- Hobart city centre is currently car dominated. Reduce car dominance and create a better traffic balance step by step by means of new street layout and street use aiming to invite people to walk, bike and use public transport.
- A long term strategy and plan for the reduction of urban through-traffic should be developed.
- Transform Davey Street and Macquarie Street from heavy traffic barriers to green city boulevards with generous footpaths, dedicated bicycle lanes, dedicated bus lanes and wide pedestrian crossings to break down the large scale street environment.
- Encourage slow and sustainable traffic modes.

**Change one-way streets to two-ways**

- The analysis of traffic volumes shows that the one-way streets act as barriers in the pedestrian network. Convert all one-way streets into two-way streets. Highest priority could be Campbell Street, Argyle Street and Murray Street.

**Introduce lower speed limits**

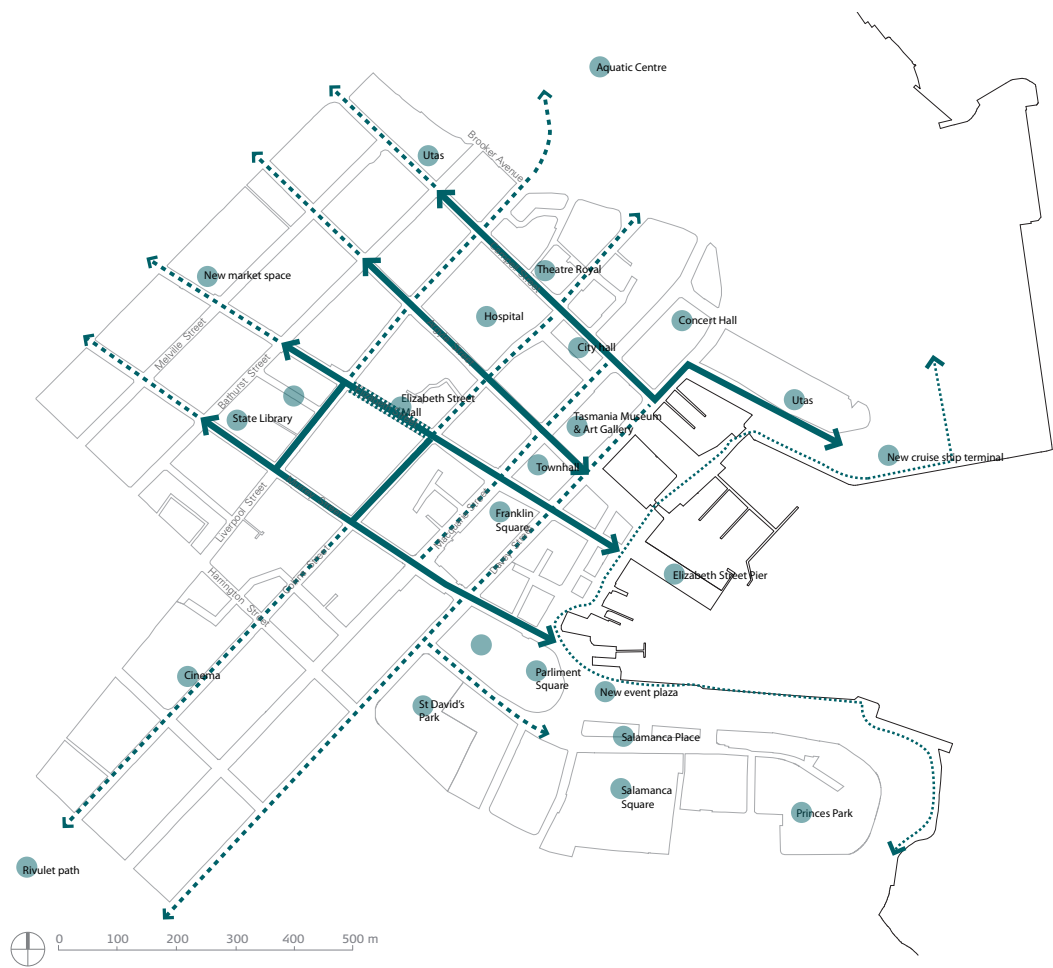
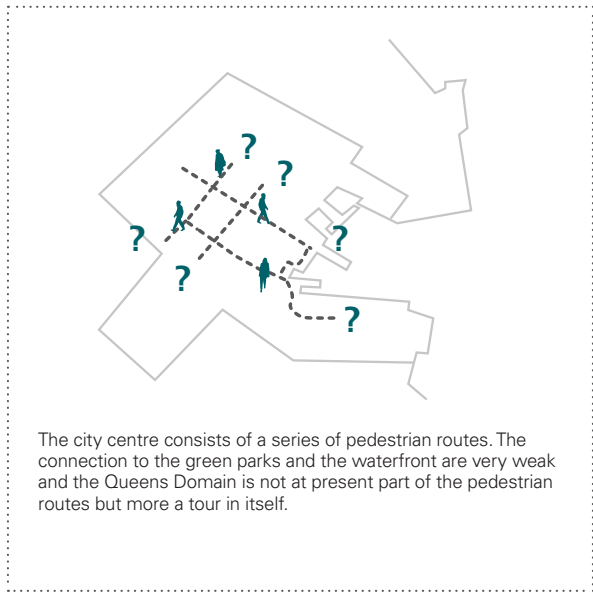
- Lowered speed limits and the introduction of speed reduction measures in the inner city area will reinforce the perception of the streets being city streets and not vehicular traffic thoroughfares.

**Create a city centre with dignified connections**

- To give higher priority to the pedestrians and support a better balance between traffic modes a set of street typologies is suggested.
- Introduce differentiated street types of street typologies that identify the vehicle and pedestrian networks.
- Develop a versatile pedestrian network offering a variety of street types (See page 92)

## 2 Ensure a good city for walking

Hobart has a weak pedestrian network. Make walking the most attractive mode of transport by giving high priority to pedestrians to create more lively and social environments. When traffic moves more slowly there tends to be more urban activity and more opportunities to meet in the public realm. This means that people that walk or cycle contribute more to the liveliness of an urban area.



### Proposed future pedestrian network

The future pedestrian network should include the main streets and squares and connect the most important destinations

- Pedestrian mall
- Primary walking links
- Secondary walking links
- Recreational waterfront promenade
- Destinations

#### Extend and connect the pedestrian network

- Ensure a coherent pedestrian network of convenient walking links to key destinations, public transport and major parking facilities. An extensive pedestrian network consisting of attractive walking routes, car free streets and pedestrian priority streets is key to a successful city where walking is a competitive transportation mode.
- Create good routes for promenades which encourage people to walk through the expanded city heart. Ensure that the pedestrian network facilitate walking loops rather than only walking from 'A to B'.

- Break down traffic barriers and scale down major traffic structures, roads and intersections to provide a human scale street environment.
- Improve the pedestrian conditions along the major traffic streets by stepping up pedestrian priority and widen footpaths where appropriate. Whenever the route crosses a main street, a good wide, clearly marked crossing should be provided at street level, allowing for people to safely and conveniently cross the street. All pedestrian connections should be at the same level and footpaths taken over minor side streets to avoid unnecessary footpath interruption. In general, intersections should priorities pedestrian and vehicle requirements equally.

- Links with public transport and major parking structures need to be strengthened.

#### Develop a versatile pedestrian network

- Introduce differentiated street types of street typologies that identify the vehicle and pedestrian network. The revitalization of 4 vital links (see page 92) is suggested to upgrade the existing pedestrian network and ensure pedestrian and bicycle friendly connections. To ensure vitality and contribute to a sense of place, each link should be upgraded creating its own unique identity.



Wide and clearly marked pedestrian crossings.  
*Copenhagen, Denmark.*



Wide pedestrian crossing placed in the desire line.  
*Copenhagen, Denmark*



Timed pedestrian signals informing pedestrians about waiting /crossing time.  
*Copenhagen, Denmark.*



Footpaths, lanes and car free streets as aesthetic pleasures, indicating high priority for pedestrians and upgrading 'the walking brand'. *Nottingham, England*



Right of way for pedestrians as overruling principle in city centres. footpath taken over minor side streets with low traffic. *Lyon, France.*



Provide wide and comfortable footpaths with high quality pavement. *Melbourne, Australia*



Street seating for a little resting time.  
*Cordoba, Spain*



Comfortable benches offering passers-by a rest.  
*Barcelona, Spain*

- Strengthen the main west-east corridors between the city centre and the harbour as vibrant streets for more than just commuting.
- Introduce more pedestrian crossings to accommodate desire lines and to make detours unnecessary. Redevelop the Brooker underpass into a safe and inviting link.

**Improve comfort and reduce barriers**

- Better accessibility for all is crucial. It is important to have particular focus to accessibility for both children, elderly persons, sight impaired and persons that are in wheelchairs. To improve the pedestrian accessibility

a zoning of the footpaths could be introduced with a dedicated zone for street furniture and a free space for walking.

- Reduce the barrier impact on Davey Street and Macquarie Street by raised footpath crossings.
- Avoid unnecessary footpath interruptions by taking the footpath over minor side streets.
- Progressively remove push buttons and reduce waiting times at intersections for pedestrians, in particular along main pedestrian routes. Traffic signals with time displays should be used so that pedestrians know how much time

they have to get across the road and audible signals ought to be standard in dense city areas.

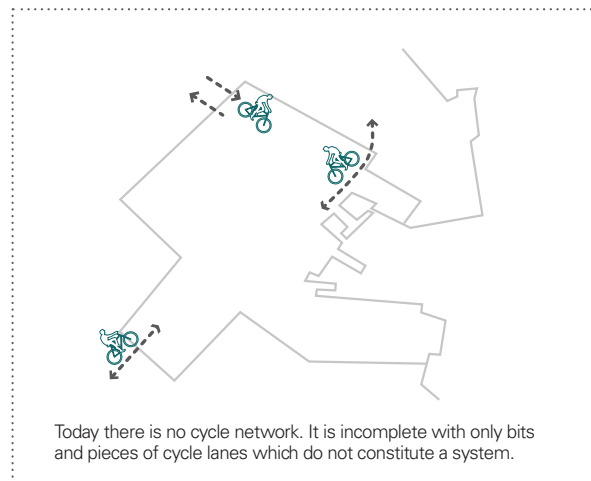
- Develop and introduce better signs and way finding elements to support accessibility and orientation.
- Develop guidelines to install more public seating that will offer passers-by a rest and help the elderly and families with children.
- The traffic noise and emissions should be minimised to create a more attractive footpath environment.



## 2 Ensure a city centre for cycling

Hobart's bicycle network ought to be better at inviting more people to ride bikes, especially for short distances within the city centre and to and from neighbouring areas. Hobart has excellent conditions for cycling, with climate and topography presenting few difficulties (Please see the bicycle catchment area on page 43)

In the proposed Regional Arterial Bicycle Network Plan the existing regional routes are supplemented with an inner city bicycle network with dedicated bicycle lanes to create efficient bicycle use. The main cycle routes are thoroughfares that connect to the regional bicycle network and neighbouring areas, and should have dedicated bicycle lanes in order to create a safe bicycle system that invites all user-groups to cycle. Ensure bicycle access to several other inner city streets where destinations are located. This can be done either with dedicated bicycle lanes or other measures such as traffic calming initiatives to ensure bicycle friendly environments.



### Develop a bicycle friendly environments

- Develop an active bicycle policy to encourage all user groups to cycle as much as possible. Set a goal for how many people should commute by bicycle to work by 2030 and create a strategy to reach the goal.
- Complement the streets with dedicated bicycle lanes with bicycle friendly environments so it's possible to take the bicycle from door to door. Cyclists should be able to go to all major city destinations and destination areas. Safe streets for cyclists are either when the bicycle is safely separated from cars or when motorised traffic is integrated in streets at similar speeds to cyclists.

### Develop a door-to-door bicycle network

- Develop a safe and well connected bicycle network connected to all major destinations and places where people want to go. A consistent, connected bicycle network is essential in establishing an attractive

alternative to vehicular traffic or public transport. Once the network has reached a substantial quality and size, cycling becomes a very attractive way of moving between e.g. home and work.

- Ensure that bicycles are physically separated from motorised traffic. A bicycle network should invite all user groups - including children and elderly people and safety is absolutely crucial! Any sort of lines painted are a start. Raised bicycle lanes are a very safe way of creating bicycle routes. On one-way streets, the bicycle lanes should always be placed on the left hand side i.e. in the direction of travel.
- Implement the on-road and path cycle networks identified in the Hobart Regional Arterial Bicycle Network Plan.
- Develop a continuous cycle network system within the cycle catchment area (on selected streets)

- Ensure strong connections with cycle routes in the suburbs.
- Strengthen the Hobart Rivulet Linear Park and improve the landing to the city on Molle Street.
- Develop a system of safe, dedicated cycle lanes.
- Continue to revert one-way traffic streets into two-way traffic to increase legibility and safety for cyclists.

### Raise the comfort for bicyclists

- Introduce proper and secure bicycle lanes placed between footpaths and parking, preferably at least 1.50 m wide. Be consistent in the placement and design of bicycle lanes. Highlight bicycle lanes through intersections to raise awareness. Provide dedicated bicycle signals at intersections.





Cyclists should always drive closest to the footpath inside the parking. *Copenhagen, Denmark.*



Cycle paths marked at major crossings raise awareness of the cyclist. *Copenhagen, Denmark.*



Cycle lanes separated from traffic with median. In Copenhagen a kerb is used. *Melbourne, Australia*



Cycling can be permitted in both directions in one way streets but should then be clearly separated from traffic. *Sydney, Australia*



Bicycle parking should be provided in all places where people want to go and as close to the destination as possible. *Melbourne, Australia*



Convert parking spots into bicycle parking facilities. *Copenhagen, Denmark*



Dedicated traffic signals for cyclists. Cyclists start six seconds before cars to allow them to be seen in an intersection. *Copenhagen, Denmark*



Counters at busy routes can register the number of cyclists passing during the day and year. *Odense, Denmark*



To ensure easy wayfinding a consistent signage program is needed. *Odense, Denmark*



Establish a cycle network integrated with public transport and allow bicycles to be taken onboard buses. *Arizona, US*

- Make cycling a desirable, alternative transport mode. Introduce a 4-6 second head start at intersections.
- Ensure wayfinding for new cyclists and visitors which is equally important for cyclists as well as for pedestrians. Estimating distances and proposing possible routes are helpful elements
- Develop a bicycle survey to benchmark the number of cyclists and bicycle infrastructure projects each year. Conduct surveys regularly to follow the progress closely.
- Provide public “end-of-trip” facilities in strategic locations and make cycling facilities a priority for all new buildings in the city.
- Continue to develop safe and accessible bicycle parking facilities in the city centre. Ensure convenient locations for parking facilities. Bicycle parking has two sides. One side

relates to the cyclists’ need for a safe and convenient way of parking the bicycle at a desirable distance from the end point of the journey. Another side relates to the more aesthetic issues where uncoordinated cycle parking can have a serious downgrading effect on streets and squares, hamper pedestrian passage and block entrances. Regular bicycle counts indicate if there is a sufficient amount of parking provided.

**Promote cycling with advantages and campaigns**

- Be creative in your work to establish a bicycle culture, explore the potential of e.g. cultural campaigns, programs for specific target groups and marketing. Make the cyclist visible in the urban environment. In order to develop a bicycle culture in the city, it is recommended that the city arranges and participates on a number of levels: from annual events, programs aimed at specific target-groups, marketing and to physical structures that support the development. It must be stressed however, that the

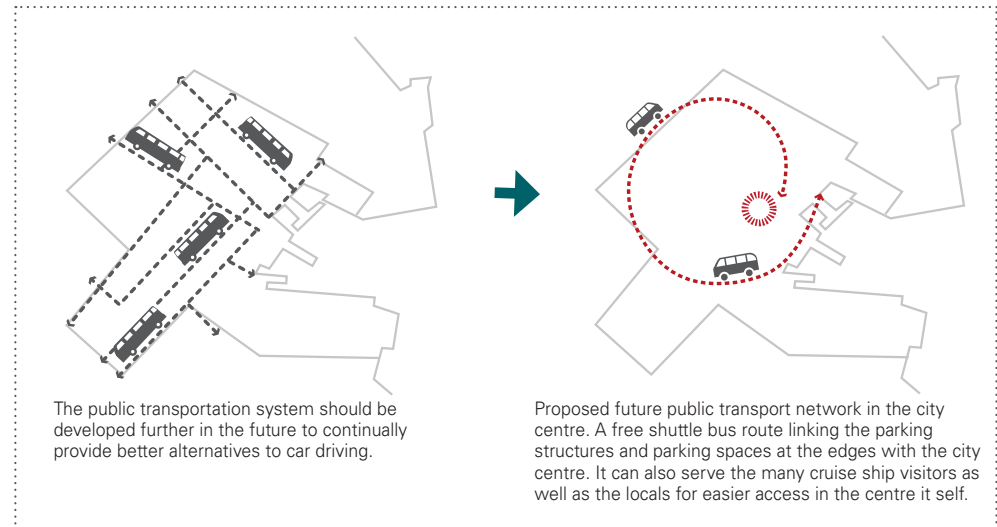
more widespread the effort, the greater the effect. It is recommended to aim at a large variety of user groups with a particular focus on “developing the new users”.

- Develop information campaigns focusing on: motorist awareness, safety, cyclist behaviour, health and sustainability.
- Introduce bicycle events like “Ciclovias” - closing city streets during Sundays to allow cyclists to make use of the city centre.
- Integrated possibilities for transporting bicycles on buses, taxi, ferries and water taxis.
- Investigate the viability of public bicycle hire schemes.

## 2 A bigger role for public transport

### Create a strong public transport system

Public transport directly to the core of the city is essential so it is recommended that the area around the existing bus mall will remain the central exchange point for bus passengers. The existing bus mall will have to be changed so it is a point for interchange but not a waiting place for buses. High comfort, high frequencies for buses and an Intelligent information system that inform the passengers about the time for the next departure are recommendable features of a good public transport system.



Public transport node integrated with the entrance to the hospital and a cafe. *Brisbane, Australia*



Expand the use of information about waiting times until next bus on displays (For the tram in this case). *Athens, Greece*



Pillars that show bus routes, schedules as well as how many minutes to the next bus (1 minute in this case) - is a general feature in the city centre. *Copenhagen, Denmark*



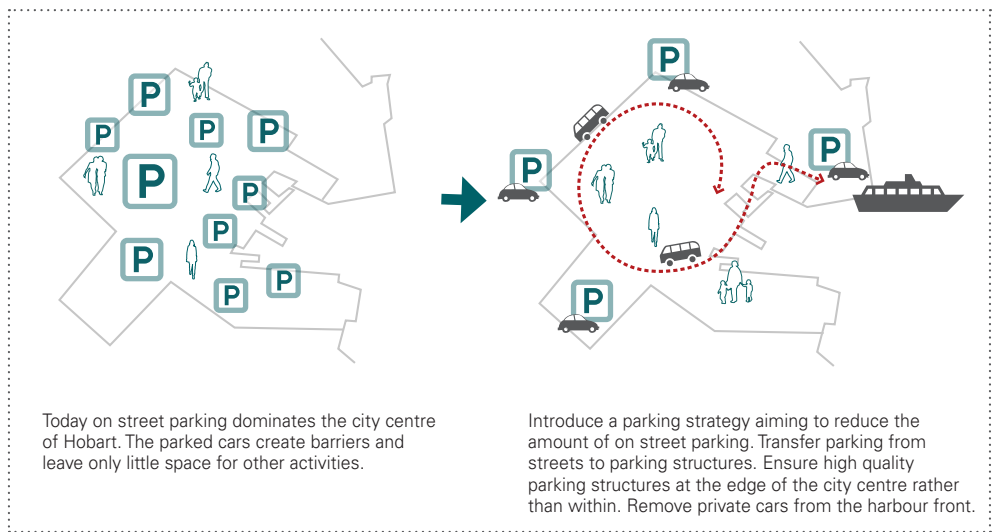
Ensure easy access for all passengers by entering directly from street level. *Vienna, Austria*

### Rethink and simplify public transport

- Investigate how buses (or light rail) can provide a simplified, attractive, silent and pollution free public transport service. A future transport system should incorporate a strong sustainable dimension.
- Create a system of dedicated city routes and dedicated suburban routes
- Introduce a simple one route shuttle system in the city centre and serve this route by free service buses.
- Avoid bus layovers and major bus stops in the city centre by replacing interchanges and layovers to the periphery of the city centre.
- Ensuring a frequent running 24 hr public transport system with a high evening and weekend coverage to support public life activities outside peak periods.
- Provide dedicated bus lanes in selected streets eg. Davey Street and Macquarie Street, to improve efficiency and reliability of public transit service.
- Strengthen a sustainable public transport system - no fumes, no noise, green energy.
- Ensure that links to and from the public transportation nodes, and the nodes themselves, are safe at night with high quality lighting and the presence of people.
- Redevelop Elizabeth Street Bus Mall into a more people friendly space and give higher priority to the pedestrians by introducing a pedestrian priority street.
- Introduce a free shuttle bus loop connecting the key destinations in the city centre and future parking structures in the periphery of the city centre.
- Investigate and consider public transport ferries from Brooker Street Ferry Pier to Bellerive Village, Lindisfarne, Montagu Bay, Howrah Point, Sandy Bay and Lower Sandy Bay
- Investigate the possibility to reuse Hobart Railyards (North rail link) and introduce passenger train or other transit options links to the north.



## 2 A critical look at parking



### Make it easy to find parking in Hobart

Parking is at present offered everywhere in the centre of the city. Besides the through traffic a lot of driving in the centre is a function of searching for vacant parking spaces as close to the destination as possible. This creates unnecessary cruising traffic in the centre. An updated parking system where it is easy to find the parking lots and easy to make your errands combined with a high quality pedestrian network are important elements in a 21. Century city accessibility strategy. An active information system which shows where the closest vacant lots are can reduce the need for more driving around. High quality pedestrian environments and shuttle bus service should be seen in conjunction to the new and existing parking structures around the centre.

No drastic changes in parking should be made in one go. A combination of incremental steps are recommended to reduce the on street parking while new structures, a high quality information system and the improvement of the environment are implemented.



### Reduce the amount of parking

- Transfer parking from streets to parking structures.
- In order to reduce the amount of parking in the city centre gradually reduce traffic coming into the city centre.
- Consider a parking zone in the city centre that only offers a limited amount of short-term on-street parking and review pricing of on street parking.
- Raise on-street parking prices in the city centre.
- Promote relocation of parking structures to the entry points to the city centre and ensure strong links with public transport.
- Introduce parking information at strategic locations. Too many cars are driving through the city centre to look

- for empty spaces to park. This unnecessary traffic could be reduced by better traffic management and a parking information system that gives the visitors clear information about where to find available parking. Establish parking Information located at the important 'gates' to the city centre.
- Ensure that new parking structures should include active ground floor frontages. Investigate the possibilities to create active functions at ground floor level in existing parking structures.
- Create new possibilities for parking in structures that are integrated with other functions.
- Improve existing public parking structures.
- Get as much car parking off streets and open spaces

- as possible, reduce the traffic numbers and speed in the city centre - this will significantly raise the quality of streets and open spaces.
- Introduce parking in 'pockets' between street trees, max. 3-4 cars in a row, on selected streets.
- It is crucial that the waterfront is kept free of unnecessary parking. There is naturally a need for a certain amount of parking spaces for visitors and different harbour users at such a popular location. Remove private cars from the harbour front.

## 2 A city centre with dignified connections

### Develop a strong and clear street hierarchy

Through the development of a street typologies pointing out the differentiated street types, certain street types can then be refined through the design of lighting, paving, street furniture, planting etc.

The analysis section indicated that the majority of all streets in the city centre generally serve the same purpose as transport corridors primarily for vehicular traffic, as service roads and as parking spaces.

Consequently many of the streets look very alike and the distinction between them is weak. This creates a sense of indifference towards the individual streets and the adjoining squares and parks.

Differentiate the various streets by introducing distinct design profiles related to a difference in traffic use and local character. Ensure that streets are not only for transport, but also for a wide range of more social and recreational activities.

### Identify 4 Street typologies:

- Green city boulevards
- Urban city streets
- Pedestrian priority streets
- Urban 'fine grain'

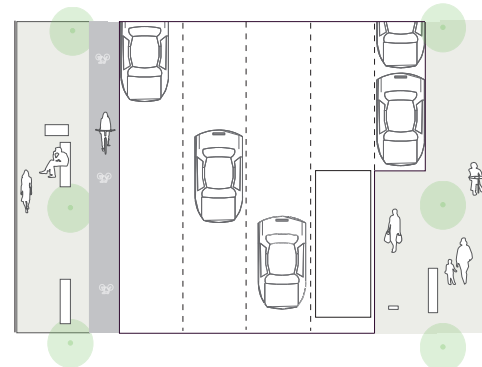
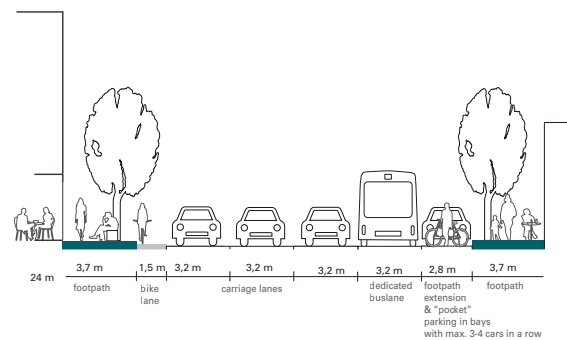


### Green city boulevards

Davey Street and Macquarie Street ought to be developed into green city boulevards offering improved visual and physical quality both for motorists and pedestrians.

### Green city boulevards focus on;

- From urban mini-motorways to city boulevards supporting all means of transportation; walking, bicycling, public transport and vehicular traffic.
- Davey Street, Macquarie Street ought to be developed into green city boulevards offering improved visual and physical quality both for motorists and pedestrians.
- Planting trees in the streets tends to soften the street environment and give character to the street and the city. The wide streets could provide room for outdoor cafes, wider footpaths, cycle lanes and street trees.
- Footpath with dedicated zones for walking and furnishing ensuring sufficient width for walking; footpath taken across intersection with minor side streets.
- Simple and clearly marked crossings along the street supporting desire lines.
- Opportunities for public seating for resting and socialising.
- Dedicated bicycle lanes on one side of the street.
- Dedicated public transport lane.
- Coherent street planting adding character and easing informal pedestrian and bicycle crossing.
- Lighting in human scale ensuring orientation, feeling of safety and atmosphere.
- Parking in 'pockets', max. 3-4 cars in a row, on both side of the street.



The section is an in-principle drawing of Davey Street. Davey Street and Macquarie Street varies in width.

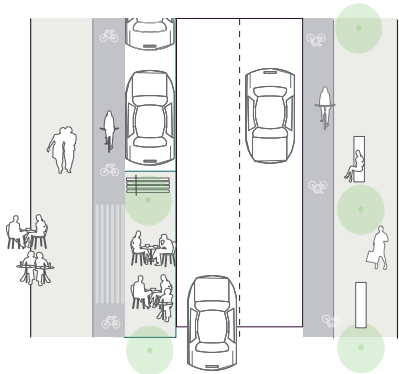
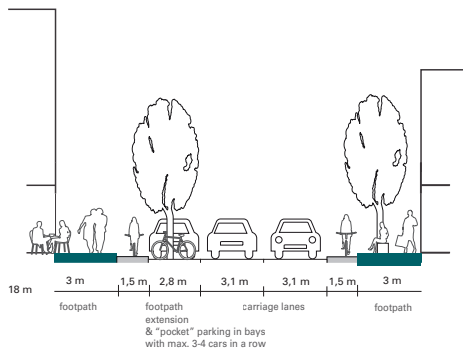


Boulevards are grand city streets carrying heavy volumes of traffic, while still providing an attractive environment for walking and for cycling. Street trees and wide footpaths are essential parts. *Copenhagen, Denmark*



Urban city streets focus on;

- The east - west links to the water along Campbell St, Argyle St, Elizabeth St and Murray St should be supported as urban city streets suitable for walking, bicycling, public transport and vehicular traffic.
- Collins St, Liverpool St, Bathurst Street and Melville Street as city streets suitable for walking, bicycling, public transport and vehicular traffic.
- Wide footpath with dedicated zones for walking and furnishing ensuring sufficient width for walking; footpath taken over minor side streets.
- Simple, clearly marked and slightly raised crossings along the street supporting desire lines.
- Active ground floor frontages should allow passers-by to window shop. Where the pavement is wide enough, shops should be encouraged to set up outdoor displays, further blurring the boundary between inside and out and encouraging a mood of diverse community activity.
- Widespread opportunities for public seating for resting and socialising.
- Dedicated bicycle lanes on each side of the street.
- Street trees adding character and recreational dimension.
- Lighting in human scale ensuring orientation, feeling of safety and atmosphere.
- Short term parking in bays on one side of the street, max. 3 cars in a row.



The section is an in-principle drawing for Campbell Street.



## 2 Campbell Street as an attractive urban city street



Campbell Street - before

### Connections and movements

Strengthen the corridors between city and water. Fine city street with clear priorities of pedestrians and cyclists.

### Activity and building edge

A street where there is room for creativity and innovation. Small new business, culture institutions, galleries, arts and craft, theater Provide opportunity to stop and rest, promenade and people watching.

### Character and space

The paving is taken across all minor side streets in order to increase the pedestrian priority. A deliberate lighting and furniture strategy would support the perception of one unified space.

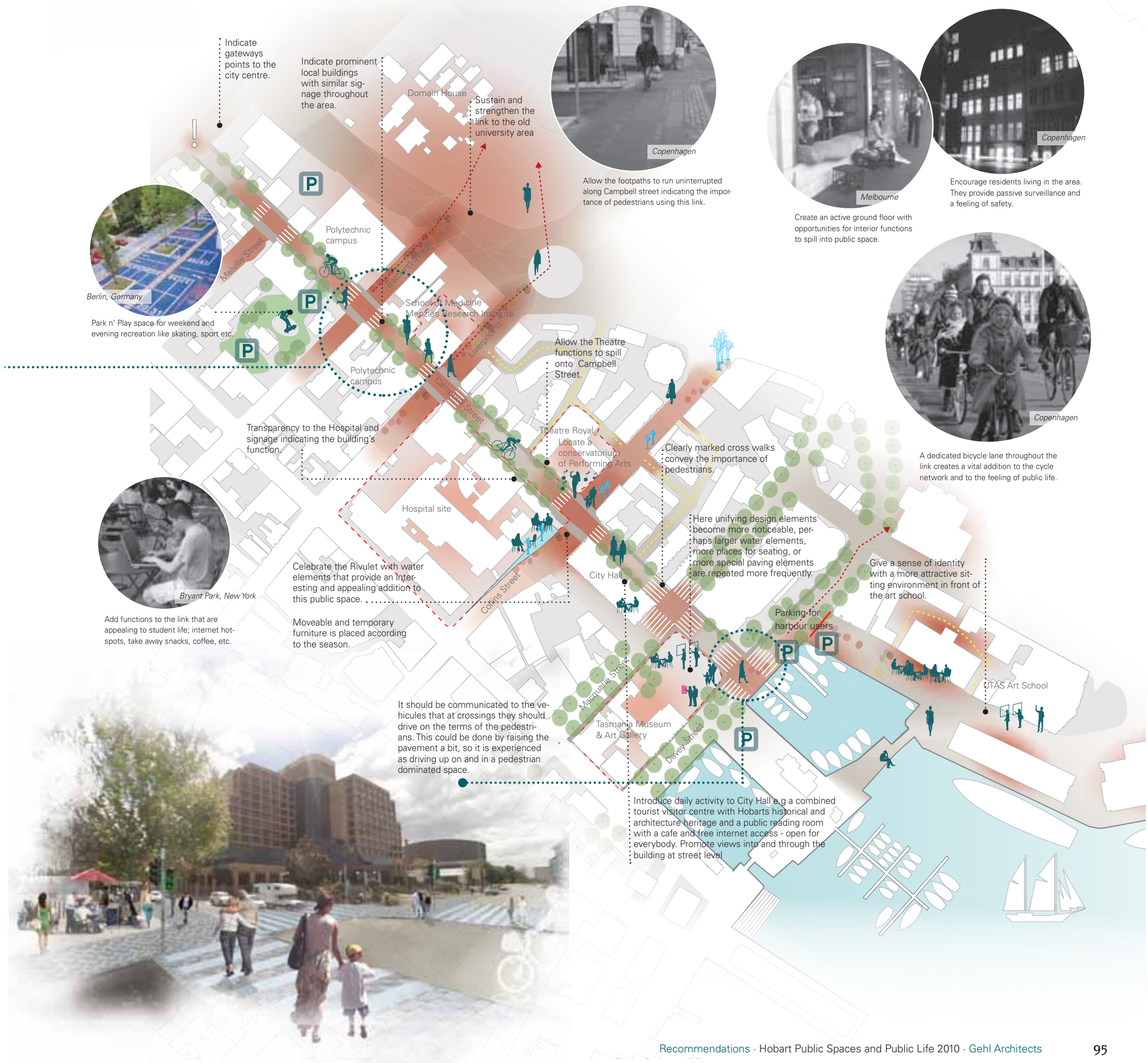
### The urban city streets - Pleasant strolls, a grand connection, and an attractive outdoor room

Today Campbell Street is characterized by traffic noise and pollution, vacant buildings, and “inactive” ground floor facades. But by upgrading this link Campbell Street can realize it’s potential as a vital and attractive generator of quality public life. As the analysis section indicated, university faculties are concentrated along the street.

By creating a welcoming and charming environment along Campbell Street, people can begin to enjoy public life along this link and spread out into the city centre as a whole. The result will be a dignified city walk. A town & gown walk!

- The traffic on Campbell Street should be narrowed down to 2 lanes dedicated to vehicular traffic and 2 lanes for bicycles.
- The pedestrian zone should be upgraded into an attractive pedestrian environment with wide footpaths.
- Pedestrians should be given high priority throughout the street. This will signify and enhance the main function of the street: the urban campus link!
- In order to increase the pedestrian priority one unified surface needs to be taken across all minor side streets. The intersections should also be pedestrian friendly by having traffic lights with countdown function.
- The opportunity to stop and rest, promenade and people watch, or grab a seat at an outdoor cafe should all be possible on the urban campus link
- The urban campus link reflecting the importance of this wide street running through Campbell Street and Hunter Street. This link incorporates several green elements to soften the urban environment and create outdoor rooms for people.
- The type and character of the lighting, landscape, paving and effects act to accentuate and promote these activities.
- Active ground floor frontages should allow passersby to window shop creating a concentration of small stores, workshops, and arts and crafts boutiques. Where the footpath is wide enough, shops should be encouraged to set-up displays along footpaths, further blurring the boundary between inside and outside and emphasizing a mood of diverse community activity.
- Trees along both sides of the street shield against traffic and create an outdoor room designated for pedestrians.
- New functions along the link provide people with reasons to stay.
- A unique public space can provide recreational opportunities during “no parking” hours, and dedicated bicycle lanes provide a missing link in the existing cycle network.



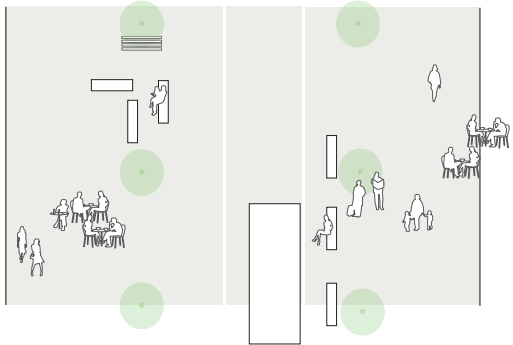
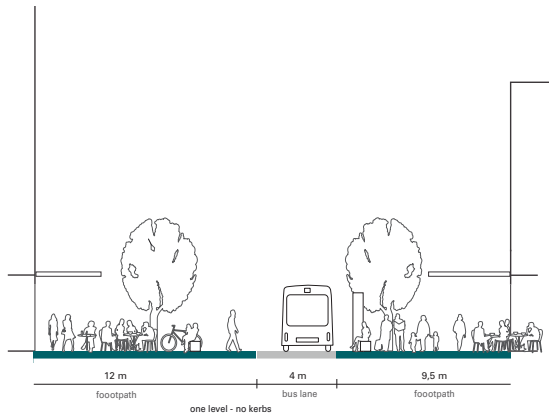




2

Pedestrian priority streets focus on:

- Salamanca Place, The bus mall, Collins Street and Liverpool Street between Murray Street and Elizabeth Street and Elizabeth Street from Macquarie Street to the water as pedestrian priority streets that prioritize walking. Pedestrians, bicyclists and slow driving vehicles travelling in a common area.
- No kerbs have been installed and it is more a negotiation process, than a right of way. These types of streets hold strong restrictions on vehicular traffic in terms of turning options and driving directions. Thus the level of vehicular traffic is low and space is gained for other people activities.
- Wide and clearly marked pedestrian crossings along the streets supporting pedestrian flow.
- Widespread opportunities for public seating for relaxing and socialising.
- Small scale greenery and art to add character.
- Lighting to ensure orientation, feeling of safety and atmosphere.
- Limited short term delivery parking.



The section is an in-principle drawing of the bus mall.

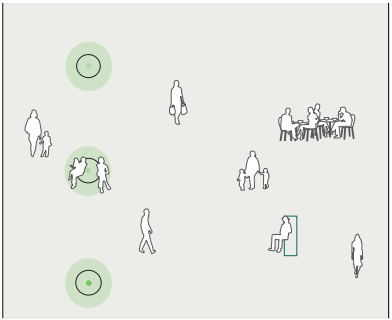
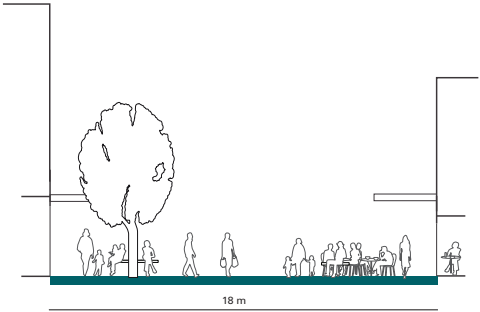


The one levelled pavement is divided into patterns defining the different zones for movement and for recreational purposes.  
New Road, Brighton, England



Urban 'fine grain' focus on:

- Elizabeth Mall, Criterion Street and the laneways as urban 'fine grain' provides for the comfort, engagement and entertainment of pedestrians, inviting a range of popular uses. They also create opportunities for innovation, surprise and unique approaches to both permanent and transient design.
- Retain and enhance the urban 'fine grain'.
- Pedestrian streets and laneways prioritize walking and are often part of a larger network of more or less pedestrianised streets and squares. Together they form a network of various experiences and possibilities for play in a calm and safe environment.
- The most successful of these types of streets are the ones with a multitude of activities extending into the evening.
- Small scale greenery and art to add character.
- Lighting to ensure orientation, feeling of safety and atmosphere.
- Develop a laneway strategy with directions for the city's quiet lanes so pedestrian movement through the city centre is enhanced and mixed use is encouraged.



The section is an in-principal drawing of the Mall.



Wall to wall paving defines the streetscape and sends a strong signal of pedestrianisation. Here kids can run freely to play and a multitude of activities can take place. *Barcelona, Spain*

## 2 The bus mall as a beautiful pedestrian priority streets



### Activity and building edge

The urban space is offering small scale city life, with shops, cafés with outdoor seating etc. Catch a bus or meet for a coffee, look at people, eat lunch on a bench or get something cold after a jog in the harbour promenade.

### Character and space

The space is the urban extension of the liveliness and activity of Elizabeth Mall. Planting and well-positioned public benches is a positive supplement and provide a place for resting and people watching.

### Connections and movements

A meeting place which strengthens the connection between the city centre and the water.

### Establish a pedestrian friendly street - Commercial and recreative pedestrian spaces with good recreative staying possibilities.

Elizabeth mall today is Hobarts main transportation node, used by 17,000 people every day. It's also in the heart of the city, close to the retail and leisure activities of the city centre. Spaces connected to bus stops are often of poor quality, and the Elizabeth bus mall is dominated by vehicular traffic with little space for pedestrians. But it's also a wide space, that inhabits some beautiful historic buildings - and with its important location and these wonderful amenities, the Elizabeth bus mall could be a welcoming people friendly place for both bus users and pedestrians passing through - a place for efficient transport as well as a place to stop and enjoy.

### A meeting place

The vision for the bus mall is that it will become a true entrance to the pedestrian streets. By offering new

activities and new functions in the ground floor of the existing buildings, the space has the potential of being activated both day and evening. The space can become a destination not only for catching a bus but also a place where you can meet for a coffee, look at people, eat lunch on a bench or get something cold after a jog along the waterfront walk.

- A meeting place which strengthens the connection between the city centre and the water.
- The space has the potential of becoming a lively urban space. The vision is a space which adjusted to the human scale and is developed into an urban oasis with focus on pedestrians.
- Bus traffic is gathered in the middle of the street, but buses are only driving one way.

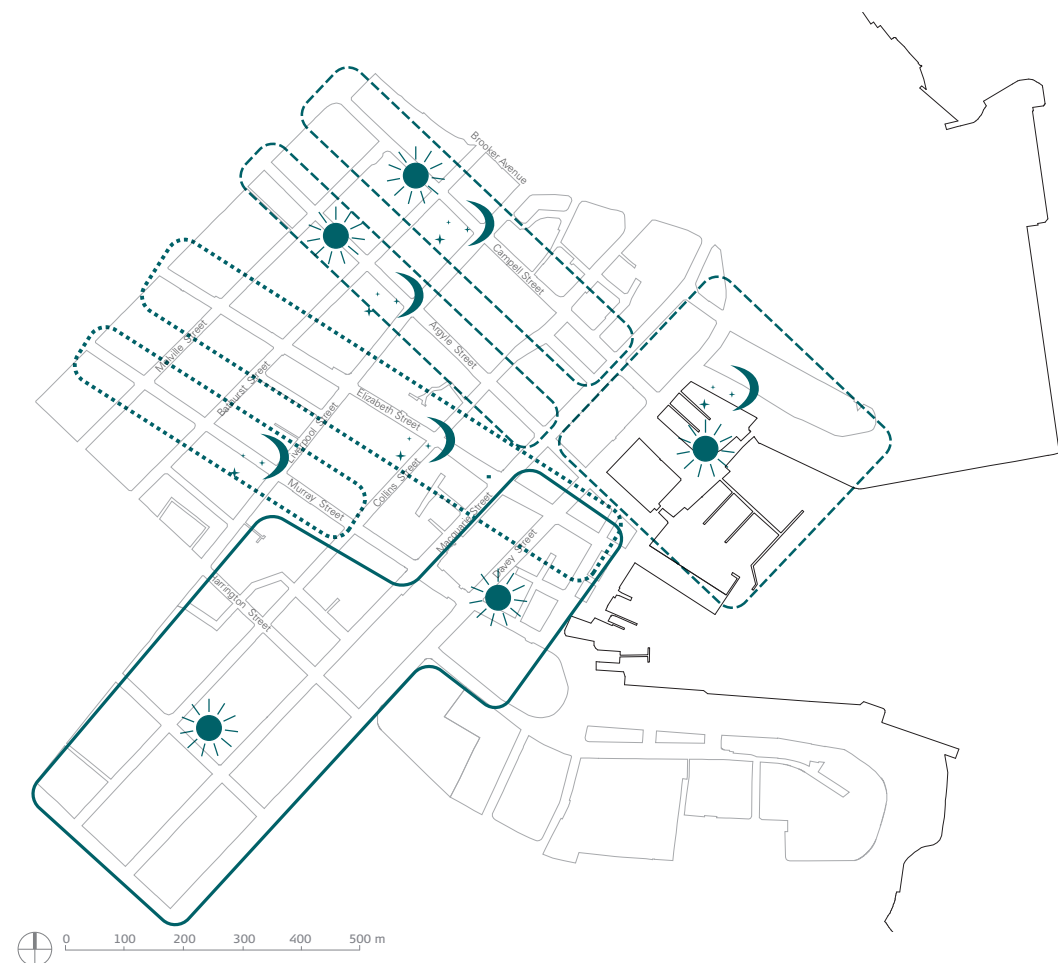
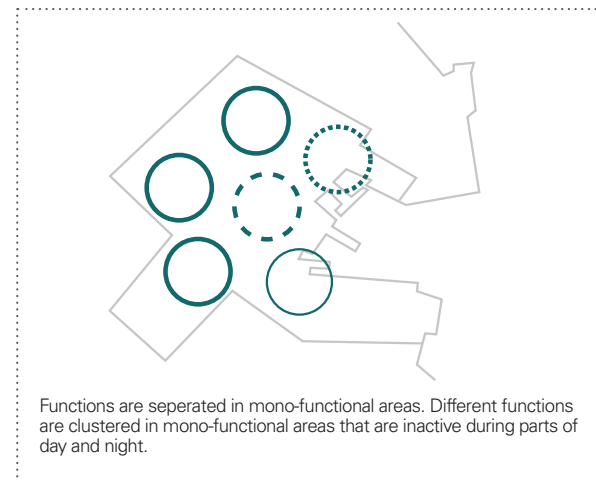
- An extended single-surfaced paving across the space will strengthen the perception of a unified square. It should be communicated to the buses that they should drive on the terms of the pedestrians. This could be done by stretching the paving from facade to facade and raise it a bit, so it is experienced as driving up on and in a pedestrian dominated space.
- The ground floor frontages surrounding the space should be more active in order to support the city life.





### 3 Create a more diverse city centre with invitations for all

The life in Hobart city centre is today mainly dominated by daily visitors coming to work and shop. To create a more lively city the public realm should be inclusive for all and create invitations for a wider range of user groups should be a focus. Families, children and elderly are currently under prioritised.



#### Create a diverse and liveable city centre

..... Strengthen nighttime activity

— Strengthen daytime activity

--- Ensure day- and nighttime activities



Introduce more daytime activities



Introduce more nighttime activities

#### Create a more diverse city centre with invitations for all

- Create a public realm that is inclusive and provide invitations for a wide range of users to enjoy and have fun in the public realm.
- Make the city centre an intriguing and amusing place to be. Make the public life more vibrant and the city more diverse by offering a wider range of activities and destinations for all user groups, especially at night.
- Create invitations for the high number of people living in the city centre and create more invitations for people working and studying in the city centre to stay in the city centre after working hours.
- In order to increase security in the city it is important to look at the possibilities for different activities to overlap each other during both day and night and to ensure the public spaces have a flexible design so they can offer many types of activities at the same time.
- Intensify the work for inviting people to the city, not only

to shop and work but also to have fun; and enjoy the city and fellow citizens. Help people to use the city in new and different ways.

- Develop more invitations in the public realm for the elderly both physical active and more passive. Invite 'coffee & knitt' clubs to locate at ground floors in central streets where they are visible.
- Introduce 'side-by-side' activities to support interaction e.g. invitations for children in connection to areas for outdoor serving.
- Ensure invitations for all user groups and promote the city centre as a destination for recreation.
- Provide a good balance between commercial staying activities (cafés) and public seating possibilities in the public spaces.
- Create invitations for active recreations for all ages.

Provide more opportunities for physical activities for all ages in the city centre.

- Locate new destinations strategically so that they strengthen the pedestrian network and create precincts that are lively day and night.
- Introduce daily activity to City Hall e.g. a combined tourist visitor centre with Hobarts historical and architecture heritage centre and a public reading room with a cafe and free internet access - open for everybody! Promote views into and through the building at street level.
- Develop a policy for gradual mixed use and encourage a mix of functions to create an active city centre where many people can meet and interact to contribute to a high comfort level and a general feeling of safety both day and night. Evening and night activity encourage people to stay out and thus support passive surveillance - 'eyes on the street'. Passive surveillance occurs naturally in mixed-use areas, where housing and functions that are open at night activate the edges of the public realm.





Create invitations for all user groups. Invitations to play petanque on the local square. *Copenhagen*



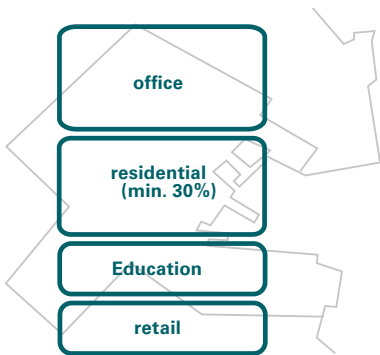
Plan for more activities for young people, and support overlap with other types of activities. *Odense, Denmark*



Encourage more opportunities for relaxing in the public spaces on a daily basis. *Bryant Park, New York*



Offer a mix of public and commercial seating possibilities in the same public space. *Aarhus, Denmark*



Promoting mixed-use by encouraging a combination of shops, residential, educational and office use in the individual buildings would be beneficial for the city centre.



Plan for a city that is active throughout all seasons, and a city that offers interesting things to do in the evening. An active city where many people can meet and interact feels much safer than a city where only a few people are using the public spaces at night.



Residents, light in the windows at night and eyes on the street creates a good feeling of safety, which is much more effective than emergency buttons and surveillance cameras. *Malmö, Sweden*



More housing and housing related services generate coming and going in the evenings. *Copenhagen, Denmark*

- Mixed use should especially be encouraged along routes connecting to public transport nodes and between night life areas. A combination of shop, residential and office use should be encouraged within the buildings. Residents, lights in the windows at night and people using the streets create a good feeling of safety.
- Work towards a multifunctional city centre and encourage a good distribution of functions in the city centre. Strive for a mixture of functions within every district and each urban block. Like Salamanca Square.

**Encourage more residential development**

- Set a goal for how many residents will live in the city centre by 2030 and create a strategy to reach the goal.
- Locate new residential development strategically so that lights from the windows of the dwellings give the pedestrian routes that are used at night a friendly and safe character. Develop housing to ensure that main pedestrian links have functions that overlap in time.

- Provide private outdoor space in direct relation to the apartments and with visual contact to public space - front gardens, balconies, roof terraces.
- Develop functions that support housing and improve the quality of living in the area.
- Bring students into the city instead of isolating most of them on campuses. Set a goal for how many students in the city centre by 2030 and create a strategy to reach the goal.
- Be creative and use every opportunity to increase the number of residences, including affordable housing and student housing.

**Encourage more education institutions in the city centre**

- Encourage higher education providers to locate departments and faculties to the city centre. All of the large universities should establish a presence in the city centre.

- Focus on inviting departments with students naturally interested in the city and urban life such as architects, planners, sociologists and anthropologists.
- Place new educational destinations strategically to strengthen the pedestrian network and create more diverse and lively areas.
- Encourage more students to study and live in the city centre; invite several university departments to locate to the city centre and encourage student accommodation to be built in the city centre.

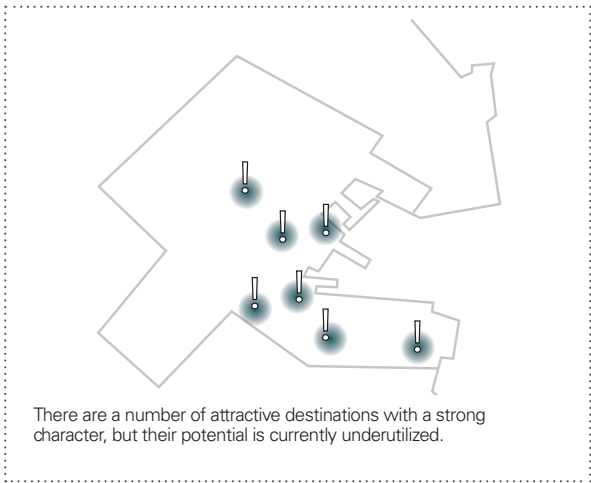
**Provide facilities and open space that make city living more attractive**

- Develop a series of small, human scaled environments that make the city more attractive to live in. Provide excellent intimate spaces very close to the residential developments; places for sitting, for children to play etc. Introduce pocketparks and explore the potential of the laneways.

### 3 Ensure a vibrant city centre with versatile public space

Hobart has a good base for becoming an active and vivacious city. The analysis of the public space and life in Hobart can be summarized as - the physical structure is there, but opportunities for a range of activities need strengthening.

Make the public life more vibrant and the city more diverse by offering a wider range of activities and destinations for all user groups, especially at night. Intensify the work for inviting people to the city, not only to shop and work but also to have fun; and enjoy the city and fellow citizens. Help people to use the city in new and different ways.



**Proposed future public spaces in the city centre.**  
The public spaces should connect to the future pedestrian network

- Existing primary public space
- Proposed primary public space
- Proposed park n' play space
- Proposed future pedestrian network

#### Develop versatile public spaces and celebrate the uniqueness

- Ensure a city centre with versatile public space and upgrade and strengthen each public space individual character according to functions and design profile.
- Ensure that they offer many types of activities and invite a wide range of user groups at the same time.
- Strengthen the opportunities for physical activities: play, sports and movement. Evening and winter activities should also be strengthened.
- The public open spaces should be connected in a network of strong links with fine walking and spatial qualities.
- A well functioning network connects the public spaces in an attractive and inviting way to lead people from space to space through the city.
- Strengthen the unique character of each place.

#### Create a programme for events

- Temporary interventions can be a way to invite people to spend time in the city, and inspire people to rethink how streets and squares can be used.
- Events and temporary measure can also contribute to creating a dynamic and exciting city environment.
- For the best results events should be coordinated with special activities that engage the local community and invite public involvement.
- Hobart would especially benefit from interventions that invite people to the city centre in the evenings, promote the city centre as a destination for recreation and invite families with children..
- Introduce more types of markets. Childrens toy market for instance.
- Introduce a farmers market with fresh vegetables and fruit, daily if possible, on the parking lot between Elizabeth

Street, Melville Street and Brisbane Street (Place the market on the part facing Elizabeth Street)

#### Encourage alternative uses of the city spaces

- Identify different types of public spaces to accommodate a wide range of use and activity; some fixed and others more flexible.
- Develop more opportunities for recreation in the city centre and improve the quality of existing recreational space.
- Introduce and integrate playful elements in the urban design to promote new experiences and invitations to stay.
- Invite people to stay in and use the city after working hours and at weekends, strengthen the recreational possibilities in the city. Integrate elements that invites for physical activities in the public space.





Recreative and cultural activities need to be strengthened in order to attract more people on the weekends. *Copenhagen, Denmark*



Health and physical activity is becoming more important. Provide more opportunities for active recreation. *Copenhagen, Denmark*



Temporary changes of streets or squares can invite for different uses and provide surprises in the city environment. *Copenhagen, Denmark*



Dancing lessons, market days, sports competitions etc. Activities that are repeated every week, month, year. *Strøget, Copenhagen*



Streets and public spaces can act as an extension of the city's museums, galleries, theatres and scenes. *Copenhagen*



Create more activities and dedicated spaces for families and children in the city centre. Provide more playful city elements. *Bryant Park, New York*



Playgrounds may have high sculptural value and thereby add quality to the city as well as providing playing options. *Sappora, Japan*



Plan for more activities for young people. Integrate new activities for young in the city environment to mix them with other user groups. *Copenhagen, Denmark*



Childrens toy market for all ages. *Denmark*



Children are playing on the seesaw. *Berlin, Germany*

- Develop special winter squares; place the city's outdoor iceskate rink on Mawsons Place and let the Christmas tree occupy 'Hobart's heart' on Elizabeth Mall.

#### Improve possibilities for staying

- The public spaces need a breath of fresh air. They must be more attractive and recreational. The recreational spaces must be the sparkling pearls in the network - that unify and intensify the experiences.
- Locate new public spaces strategically to strengthen the pedestrian network. Locate new public spaces along the main links so that they can provide opportunities for mental and physical pause in the urban landscape.
- Develop unique and inviting city destination spaces of world class quality e.g. a new Waterfront Square at Mawsons Place, Criterion Street, welcome plaza in front of State Library on the corner of Bathurst Street and Murray Street.

- Develop an event plaza at the waterfront in front of Princes Wharf No 1 Shed.
- Develop Salamanca into a people friendly space. Give more room to the urban life at Salamanca place, making it a welcoming destination for pedestrians not only on market day but during the weekdays as well.
- The development of the Parliament Square site, located at the rear of Parliament House within the boundaries of Murray Street, Davey Street and Salamanca Place feature a public space. The development principles encourage mix of uses and it is important that the public space of Parliament Square becomes open and invites people to stay in and use the city after working hours and at weekends.
- Introduce a park n' play space - a new hybrid between parking and recreational activities and an alternative to the hard surfaced parking spaces. According to the needs the space can be combined with parking pockets, playing

fields, playgrounds and public pocket parks. This will help to increase the sense of security and improve the visual environment in the area. Introduce a park n' play space on the parking space between Elizabeth Street, Melville Street and Brisbane Street and on the parking space on the corner of Campbell Street and Bathurst Street

- Improve the quality of green spaces to encourage recreation within the city and as assets for residents and neighbourhood identities. Strengthen the programming and invitations of the green spaces.
- Provide public benches for formal seating where needed especially along important streets and along key connections (outside Elizabeth Mall). A bench for resting every 100 metre. Improve the seating possibilities along the waterfront. Encourage a greater amount of café seats and benches.



### 3 Salamanca Place as a truly people friendly space



#### Activity and building edge

Opening up the outdoor cafes and shops along Salamanca Place to the shared space and the park. A place to people watch, eat and enjoy the art galleries.

#### Connections and movements

This side of Salamanca Place will now be a space for the priority of pedestrians. It's a recreational area with places to stay, play or stroll, and also an enjoyable link from the city towards the outer harbour.

#### Character and space

Salamanca Place is a flexible Place with strong character, lined with heritage buildings, the cafes and bars and its beautiful park keeps it lively day and evening, though Saturday is the peak of the week, when it becomes the Salamanca market, - the largest market in Southern Australia.

#### Salamanca Place today

##### - A car dominated place with lots of potential

Salamanca Place as it is today is already a place well enjoyed by the people of Hobart, it accommodates a great number of good restaurants, bars and cafés. It is close to the harbour, it is connecting to Salamanca Square, and it is home of the popular Salamanca market, where both residents and tourists gather on Saturdays, making it one of the largest markets in Australia.

The place being a popular destination, it is also overrun with cars, with a generous number of parking spaces blocking the outdoor seating areas. The roads are wide and unfriendly to pedestrians, leaving very little space both for walking and for shop activities to spill out onto the footpath. They also create barriers towards the park, and on the opposite side a barrier towards the waterfront.

#### Character, recreational qualities and versatility

The vision is to give more room to the urban life at Salamanca Place, making it a welcoming destination for pedestrians not only on market day but during the weekdays as well. It's a place of great potential which already has a lot of visitors, and amenities in form of food, culture, closeness to the Cove, and importantly, the weekly market.

- By limiting the vehicular traffic to Castray Esplanade, the urban life of shops and pedestrians are being encouraged to expand.
- A unifying groundfloor continuing all through the Salamanca Place makes it easy to adapt when its time for the market, and it emphasizes that this is a place for a variety of activities; walking, jogging, ball games etc.
- flexible street furniture in form of playful benches and flower pots diffuses the boarder between Place and park, making it comfortable to move between them, to

enjoy a coffee as your children play in the park.

- There is still plenty of parking possibilities, Though they are moved from the very centre of Salamanca place. Parking is for example still possible along Castray Esplanade, and in a proposed larger parking area behind the Place. There will also be a central drop off and pick up place for taxis.
- The park gets to play a larger part in the area, with more seating and better accessibility from all sides.



# Castray Esplanade - the important connection towards the water

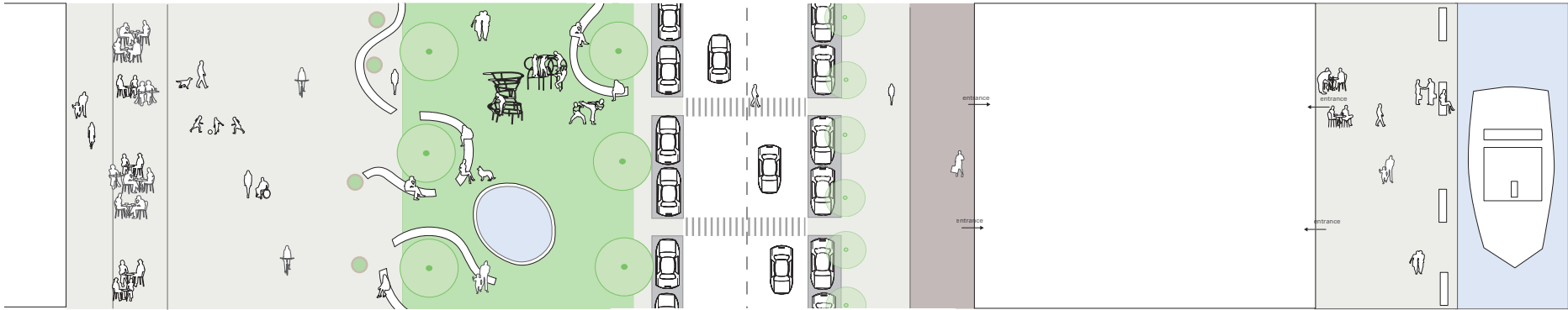
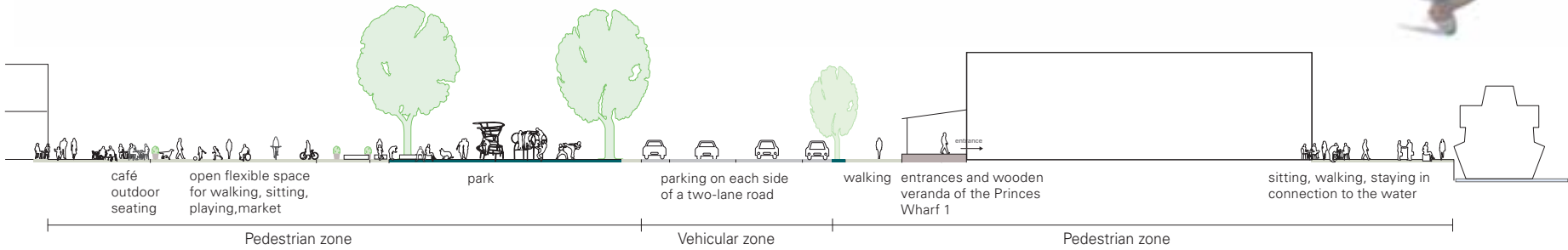


## Connections and movements

Two car lanes will run along the Esplanade, and parking will be available. Clear crossings will bring the pedestrians from the park towards Princes Wharf 1 to enjoy the new cultural building, where they on the other side can connect to the harbour promenade and fully enjoy the closeness of the River.

## Activity and building edge

Princes Wharf 1 facing Castray Esplanade on one side and the water on the other is getting redeveloped, and in the new design is a wooden veranda facing the Esplanade, creating an active edge towards Salamaca Place.



The section is an in-principle drawing of Salamaca Place

# 4 Ensure a city centre with beautiful and surprising environments



Temporary art in streets and laneways.  
*Barcelona, Spain*



A strong artistic concept forms a clear identity.  
*Palais Royale, Paris, France*



New lighting or temporary light art installations to focus on the city after dark.  
*Odense, Denmark*



Lightpoles as art installations.  
*Dublin, Ireland*



Art can be installed on all dimensions -let the paving tell stories. *Sydney, Australia*



At intervals the walking experience can be enriched by artwork which add extra quality to the walking experience. *Art installation, London*



Water jets offering fun for everybody.  
*Lyon, France*



Water elements integrated in the pavement.  
*Varde Torv, Denmark*

## Create a greener city centre

- Make Hobart a green city and make the green elements more significant in the city centre. Plant more trees and create more green connections. Greenery has a softening effect on the streetscape and effectively muffles the noise of traffic as well as cleans the air. Also the sustainable dimension needs to be investigated. Melbourne has made interesting solutions where street trees collect and filter storm water.
- 'Greening the desert' Plant 200-300 trees every year - use different types to create individual identities for different streets and areas. Use street trees to bring down scale, making streets to people friendly spaces. Plant more trees in traffic dominated streets to turn them into green streets - e.g. Davey Street and Maquarie Street.

## Maintain a human scale city

- Ensure a human scale city by developing a strategy for new development.
- Control building heights and protect pleasant climate against the strong winds. Create a building height strategy to prevent the high buildings spreading and overtake the

pleasant low, intimate city and affect climatic conditions negatively.

- Develop planning controls for the inner city area to maintain the present average building height of maximum 3-6 storeys along streets.
- The city centre would gain much from a building height policy to avoid becoming a high and dark city, where very little sunlight is allowed to reach street level due to the quantity of high buildings. Protect the low rise and finely detailed city areas from high rise buildings and make sure that new areas obtain qualities reflecting the older low rise city fabric
- Require that new buildings fit in with their neighbours, by considering scale, building heights and the relationship to the surrounding public spaces.
- Develop regulations for signage, canopies etc. in order to prevent inappropriate elements reducing the quality of the architecture and the street environment.
- Encourage awareness and promote sensitive re-use of

heritage buildings. Re-use old buildings for new purposes if possible.

## Improve the visual qualities by adding elements which increase delights for human senses

- Develop a catalogue of city designed street furniture and outdoor serving equipment to generally raise the quality. Furniture of similar design gives coherency to the route.
- Develop a bench program, with two or three specially designed 'Hobart' benches.
- Adopt a city colour or colour scheme for use in the city.
- Introduce a better signage - wayfinding system.
- Good lighting is important to increase safety and wayfinding at nighttime, but can also be a guiding element during the day. Develop a lighting strategy to ensure that pedestrian routes and main public spaces are well lit.



# Create a city centre with high quality streetscapes 4



Attractive retail units - many units, many doors, high level of transparency, variation etc. *Melbourne, Australia*



Raise awareness of the importance of transparent and interesting ground floor frontages. *Sydney, Australia*



Open and inviting frontages at night time too. *Copenhagen, Denmark*



Lighting spilling out from entrances to buildings and ground floors gives a sense of activity while reducing dark corners and niches. *Lyon, France*



Artistic lighting provide unique experiences and can be reasons for people to visit the city and its spaces at night.



Make a clear vision for new trees in the city centre and use strategic tree planting to create green streets.



An integrated way finding strategy should be developed and put in place. Map with walking distances. *London, UK*



Consistent furniture of high quality. *Aker Brygge, Oslo, Norway*



Good detailing is essential for more people to spend more time in the city centre. *Manly, Sydney, Australia*

- Develop standards regarding basic functional lighting for pedestrians to ensure safe and comfortable passage through the city. Include principles for transparent and lit street frontages and lighting of entrances to buildings.
- Develop strategies for artistic lighting that could contribute to making the city centre an exciting and intriguing night time destination. Use artistic lighting to stage individual spaces, buildings and areas.
- Replace heavy awnings along building fronts with light elegant Australian verandah type awnings.
- Develop an active ground floor policy ensuring that ground floors are carefully designed to a human scale and add quality to the pedestrian experience with interesting, active frontages.
- Ensure a high level of detailing, many entrances and interaction between the inside of the building and the outside. Ground level frontages can provide colour and vitality, make walking more interesting and pleasant and inviting people to stop, but too often pedestrians are met by dull blank walls. These types of frontages create

deserted areas in the city. A city-wide policy for the treatment of footpath frontages is required. The policy should be applied to all new and renovated buildings and should be linked to the street hierarchy. Guidelines for frontages should reflect the significance of the street for pedestrians and improve the experience of the city at "eye level".

- Open up the ground floor of the library towards Murray Street and Mathers Lane - with active, attractive and transparent groundfloor street frontages and an 'outdoor reading room' in Mathers Lane.
- Ensure that new developments on eg. Dunn Place, Parliament Square and Hobart Railyards have active and transparent groundfloor street frontages.
- Add an art program, to the Public Art Strategy, to complement with special programs for main squares and a strategy for temporary installations.
- The fact that Hobart is a waterfront city should be felt in all of the city centre by installing water elements reminding visitors and residents of the larger context. Celebrate the

water through the integration of water features in the public realm in selected streets, squares and parks. Use water in its various shapes - mist, fog, ponds, streams, waterfall, frozen state (winter time) etc. Develop new ways of signalling the Rivulet stream through artwork, lighting, artificial streams, fountains etc.



