

icap

Inner City Action Plan

preliminary report to the Hobart City Council

prepared by the Executive Manager City Design



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The Inner City Action Plan

The Inner City Action Plan, provides considerations and recommendations of actions that the Council should assess in determining how to fulfil the recommendations contained in *Hobart 2010 – Public Spaces and Public Life: A city with people in mind.* Gehl Architects 2010 (Gehl 2010...Report).

The ICAP is a plan for now, the future and a platform for continuing development and study.

It contains recommendations for individual projects. These are pieces of the greater jig-saw puzzle, progressively being connected to become an active colourful whole.

When the recommended actions are activated;

- Elizabeth Street will provide a vibrant active spine to the City
- Pedestrian will move smoothly between destinations throughout the City
- Cyclists will safely travel to work and play through a thoughtfully shared environment
- Motorist will maintain a significant role in supporting the commerce of the City
- Public transport will be more predictable, more regular and have more destinations
- Sullivans Cove will be even more welcoming and active for more of the time
- An increasing population will reside in new and underutilised City buildings
- The Town & Gown Precinct will expand throughout the northern corner of the City
- Shopping in the City will be revived
- Nightlife will be revived, spaces will be invigorated & more people will enjoy the City.

The main aim is to attract people and activity into the city.

The Gehl 2010 Report Hobart: A City with People in Mind

Response to Recommendations

The Gehl 2010 Report contains 230 separate recommendations.

These range from major infrastructure projects that would change every street in the City through to socialising recommendations, such as: *'Invite people to stay in the City after working hours...'*

All of the recommendations have been considered, referenced, ranked, commented on and linked to timely proposed actions.

The Approach to the ICAP

The ICAP, is the distillation of Gehl's recommendations from options, through review and challenges to concepts and finally to a suite of actionable proposals. These actions are described in the Inner City Action Plan (ICAP).

The Gehl 2010 Report is part of the first stage of Hobart's Inner City Development Plan. It provides an extensive range of advice, based extensively on the observations, experience and applications of Gehl Architects.

There is Analysis, Recommendations and Data but there is no detailed consideration of the resources and scheduling required to significantly change the physical infrastructure and socio-cultural interaction in the City.

Careful consideration has been given to the Gehl 2010 Report, particularly in response to the recommendations it contains and to the responses received during the Community Engagement and Stakeholder Consultation.

The Inner City Action Plan completes the first stage of Hobart's Inner City Development Plan.

The second stage will require the ranking of the projects and determining those that will advance to detailed scoping and economic assessment, prior to design, detailed documentation, procurement, allocation, production and operation.

The ICAP endeavours to provide a plan that explains the changes that are required to achieve the more vibrant sustainable city to which the Council aspires.

However, most of the projects will require detailed design and evaluation, broad based scoping, careful economic and resource planning, targeted community engagement and the resolve to provide continual improvement and a sustainable future for the City.

To this end, the ICAP is the road map for Hobart, *a city with people in mind*.

The Council

This is an opportunity for the Council to activate its extensive resources and work closely with the wider community if Gehl's vision is to be realised.

Physical changes are needed across many areas, including:

- Elizabeth Mall needs much better integration with the City's retail offerings. The Mall should be only part of a great City life experience. It is the place to meet friends to start a shopping adventure, to have coffee and to recuperate before pressing on to another activity!
- The Bus Mall is dour and must be renewed in line with a contemporary public transport system.
- The interaction of pedestrians, cyclists, motorists and buses is a muddle. It needs improvement to make it efficient, safe and enjoyable.
- The access to and from the City from the surrounding areas is poorly articulated. Defining the gateways and the connecting linkages to significant destinations around the City is essential.

There may be 230 recommendations but collectively they are about providing a bank of options that can be combined in endless ways, but which hinge upon 12 key recommendations determined in the Gehl 2010 Report. The combination that is decided upon must incorporate the best of Hobart's current attributes with a balanced selection of these recommendations.

Understanding Gehl's report is a challenge because it contains no "*this is how to do it*" recommendations.

Gehl's recommendations are powerful because they are for the Council to decipher, and assemble into value added actions.

The Recommended Priority Projects

The ICDP Steering Committee discussed the following projects as those most likely to be supported within the context of recommendations in the Gehl Report, and agreed that the CAPT should consider, develop, scope, assess and cost the proposed projects and include the results in the Inner City Action Plan.

There are many possible program actions able to be generated from the Gehl 2010 Report.

The Project Steering Committee (ELT) and City Action Planning Team (CAPT) made careful and balanced evaluations of a wide range of options before deciding on the following priority list.

Although the engagement with the public and the consultation with the stakeholders generally was overwhelmingly in favour of moving forward with the main recommendations of the Gehl Report it is important to take into account the economic and resource impacts of any actions that follow.

The 15 recommended priority projects have been selected to provide a broad base onto which future projects can be added, designated as follows:

- AP01** Upgrading Liverpool St & Collins St, Between Murray St & Elizabeth Street
- AP02** Redesigning the Bus Mall – Collins Street to Macquarie Street
- AP03** Pedestrian & Cyclist Access - Lower Elizabeth Street
- AP04** Linking the Hobart Rivulet Park along Collins Street to the City
- AP05** Upgrading Elizabeth Mall & Wellington Court
- AP06** Develop & Enhance - Campbell Street Educational Precinct
- AP07** Improved Access from the City across Brooker Avenue to the Domain
- AP08** Castray Esplanade Pedestrian & Cycleway
- AP09** Improve Community Facilities – Criterion Street & Mathers Lane
- AP10** Evaluate & Recommend a City Wayfinding System
- AP11** Develop & Promote an Inner City Courtesy Zone
- AP12** Identify & Record All Retail & Service Businesses in the City
- AP13** Review & Recommend Opportunities to Promote City Living
- AP14** Consideration of Appropriate Development of Salamanca Place
- AP15** Activating Public Places

Addenda A.1 – Awnings and other shelters in public spaces

Addenda A.2 - Information Booth and Viewing Gallery to the Hobart Rivulet, Elizabeth Mall

Addenda A.3 - Connecting Wellington Court to Argyle Street

Addenda A.4 - Community Engagement Stakeholder Respondents

Referencing Critical Timelines

It is important to understand that any dates shown in this report indicate the earliest date that preliminary investigation, scoping and concepts would be developed. They are not representative of project completions.

ICAP REFERENCE PLAN



Hobart – After Gehl, Phase One Projects at a Glance



AP06 EDUCATIONAL PRECINCT

'By upgrading... Campbell Street it can realize its potential as a vital and attractive generator of quality public life.'

AP05 ELIZABETH MALL

'Create a more diverse city centre with invitations for all.' Elizabeth Mall should remain the heart of the city retail district; Its character should be continually enhanced.

AP01 LIVERPOOL ST.

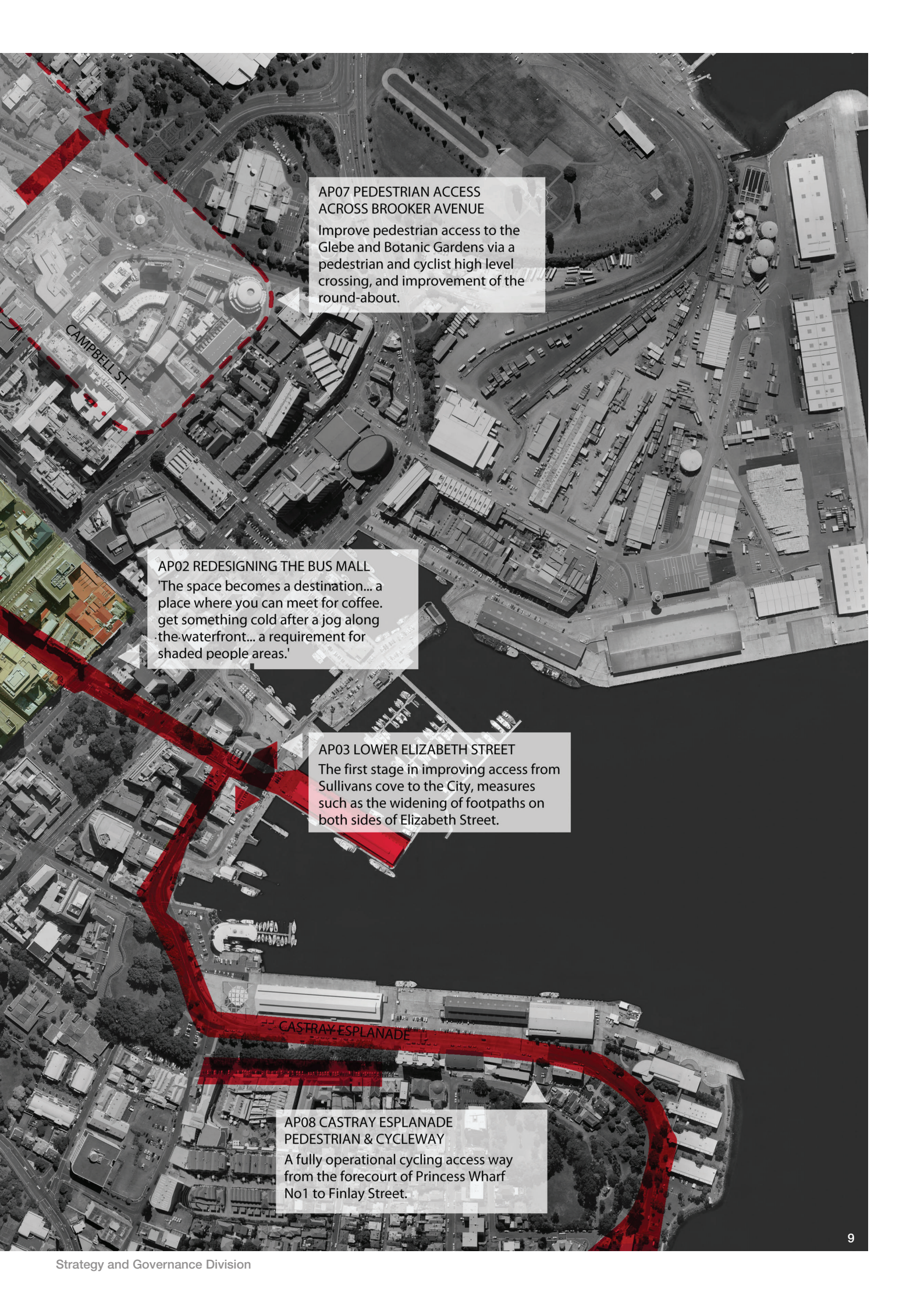
'Pedestrian priority streets that prioritize walking... Pedestrians, bicyclists, and slow driving vehicles travelling in a common area.'

AP11 INNER CITY COURTESY ZONE

Courteous, fair and equitable movement whether on foot, bicycle or car.

AP04 RIVULET LINK

Introduce appropriate planting and street furnishings to '... be interactive... offer(ing) various treats' and comfort along Collins Street.



**AP07 PEDESTRIAN ACCESS
ACROSS BROOKER AVENUE**

Improve pedestrian access to the Glebe and Botanic Gardens via a pedestrian and cyclist high level crossing, and improvement of the round-about.

AP02 REDESIGNING THE BUS MALL

'The space becomes a destination... a place where you can meet for coffee, get something cold after a jog along the waterfront... a requirement for shaded people areas.'

AP03 LOWER ELIZABETH STREET

The first stage in improving access from Sullivans cove to the City, measures such as the widening of footpaths on both sides of Elizabeth Street.

**AP08 CASTRAY ESPLANADE
PEDESTRIAN & CYCLEWAY**

A fully operational cycling access way from the forecourt of Princess Wharf No1 to Finlay Street.

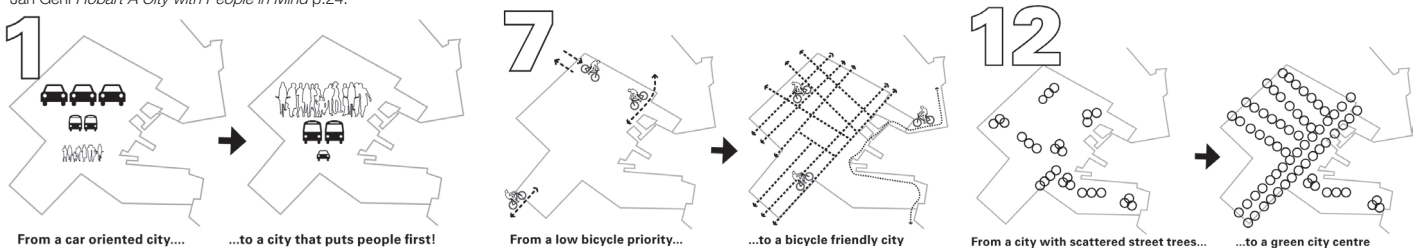
Action Project One – AP01

Upgrading Liverpool St & Collins St, between Murray St & Elizabeth St

The Challenges, Analysis and Recommendations – Gehl Hobart 2010

“Streets are everywhere but often their potential as great places to just be [in] is not recognised. To reap their social and recreational potential they must be designed for pedestrians and fit the human scale.”

Jan Gehl *Hobart A City with People in Mind* p.24.



Responses to Public Engagement

Do you support this concept?

Creating a city with dignified connections.

Yes
88%

No
12%

How important is...?

5 = High 1 = Low

Creating green city boulevards	4.1
Creating urban city streets	3.9
Creating pedestrian priority streets	4.1
Creating urban fine grain	3.9

Gehl Report Comments:

Pedestrian priority streets focus on:

Collins St and Liverpool St between Murray St and Elizabeth St as pedestrian priority streets and prioritised walking.

Pedestrians, bicyclists and slow driving vehicles travelling in a common area.

No kerbs have been installed and it is a more negotiating 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 street support pedestrian flow.

Widespread opportunity 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.



AP01

Upgrading Liverpool St & Collins St, Between Murray St & Elizabeth St

Considerations

A significant proportion of retail trade takes place within Liverpool Street and Collins Street between Elizabeth Street and Murray Street. Gehl identified Liverpool Street and Collins Street as important streets to be upgraded to increase priority for pedestrians.

Elizabeth Mall is an exclusively pedestrian place during retail trading hours, with limited delivery access in the non-trading periods of the day.

Murray Street currently provides an important vehicle link from areas north of the City, through the City particularly for motorists accessing Salamanca Place and travelling to destinations serviced by Sandy Bay Road and Davey Street. Careful traffic modelling is required to determine alternate routes for this traffic to reduce its impact on Murray Street and to avoid moving the problem to another location.

The upgrading of Liverpool Street will take advantage of the developed Myer Department Store and associated hotel development to ensure that the retail heart of the city demonstrates a sustainable future. The actions recommended to upgrade Liverpool Street, take into account the likely impact on the Inner City retail environment, particularly the blocks bounded by Liverpool Street, Harrington Street, Collins Street & Argyle Street; including Murray Street.

Liverpool Street has been a main across town thoroughfare through the inner city since the earliest days of Hobart Town; it has attracted major development and institutions along its length; including the Royal Hobart Hospital, the Police Headquarters and major retail facilities including the Myer Department Store.

Collins Street; due to having a single traffic lane between Murray and Elizabeth Streets and bus counter flow lane from Argyle Street to service the Bus Mall; has significantly less through traffic than Liverpool Street. There are two important considerations requiring resolution in this section of Collins Street; ensuring responsible goods delivery and pick up from the retailers, including many of those in the Cat and Fiddle Arcade, and determining whether the existing taxi rank is suitably located.

It is no longer considered acceptable to use an inner city street as a vehicle thoroughfare and the Gehl Report recommends that focus be placed upon ‘...*Collins Street and Liverpool Street between Murray Street and Elizabeth Street...as pedestrian priority streets that prioritize walking. Pedestrians, bicyclists, and slow driving vehicles travelling in a common area.*’ (page 96).

Hobart’s retail core is effectively a sandwich between Liverpool Street and Collins Street, extending between Argyle and Harrington Streets. The centre of these three city blocks, in Liverpool Street, will be dominated by the proposed five storey high Myer Department Store. This impressive edifice will have one major entry point to the store from Liverpool Street. There is also an entry into the foyer of the 180 room hotel and conference centre to be located above Myer.

Not only will Myer generate significantly more pedestrian movements in Liverpool Street but it will provide through links to a new two level arcade on Murray Street and a connection into the Cat and Fiddle Arcade that provides access to and from Elizabeth Mall, Collins Street and Murray Street.

Immediately across the street from Myer is the recently revitalised Mathers Lane and the proposed Les Lees Arcade, these two links provide access to Mathers Lane Precinct and the Hobart Central Car Park in Melville Street.

AP01

Upgrading Liverpool St & Collins St, Between Murray St & Elizabeth St

Recommended Actions

- | | |
|----------------|---|
| AP01.01 | Evaluate the likely increase in pedestrian volume due to the changing retail facilities. |
| AP01.02 | Model the likely pedestrian movement patterns in Liverpool Street, crossing Liverpool Street, passing through the Myer site, using the Liverpool Street/Murray Street intersection and to and from the parking stations. |
| AP01.03 | Preliminary considerations indicate that the current crossing point should be maintained and an extra crossing point provided south of Criterion Street, these crossing points should be clearly defined. |
| AP01.04 | The kerb edge barrier fences should be removed from Liverpool Street and Collins Street between Elizabeth Street and Murray Street as a component of improving pedestrian access, reducing the traffic lanes and supporting a pedestrian priority street. The pedestrian movement areas should be increased in width and a suite of furnishings designed and installed. |
| AP01.05 | Evaluate the impact of reducing the traffic lane in Liverpool Street to a single through lane, including what speed limits and time constraints may be required. |
| AP01.06 | Evaluate the retail delivery needs of the shops along Liverpool Street and Collins Street and recommend appropriate measures for the location and time restrictions on loading zones. Particular attention is to be made to determine the impact of the new Myer loading dock. |
| AP01.07 | The proposed hotel will generate taxi and coach traffic. The likely frequency and volume of these vehicles should be evaluated and a scheme of operation agreed with the operator of the hotel to limit the impact of these services on the adjacent retailers and overall public amenity. |
| AP01.08 | There is no car parking included in the Myer development, shoppers picking up and dropping off of people and goods along Liverpool Street will have to be limited and modified traffic control measures may have to be operated to eliminate on-street queuing. |
| AP01.09 | The entry into Criterion Street from Liverpool Street should be severely limited, delivery vehicles should be limited to early morning and late evening access, motor cars other than those with private off-street parking should be excluded. |
| AP01.10 | Areas of Liverpool Street and Collins Street towards Murray Street should be developed as green zones of trees and planting, providing shade to both sides of the street for outdoor dining or just resting and relaxing. |
| AP01.11 | The street area lighting should be replaced with a modern high efficiency system, a consultant should be engaged to prepare and recommend an appropriate design. |
| AP01.12 | Improved street furniture should be provided, including bench seating, way-finding maps and interpretive information and suitable refuse bins. |
| AP01.13 | Due to commercial sensitivity of the Central Retail zone it is important that stakeholders are engaged during the development of design and planning actions for these places. |
| AP01.14 | During construction of improvements all retailers and other service providers will be kept fully informed of the Council's work schedules. |

AP01

Upgrading Liverpool St & Collins St, Between Murray St & Elizabeth St

Action Concepts and References



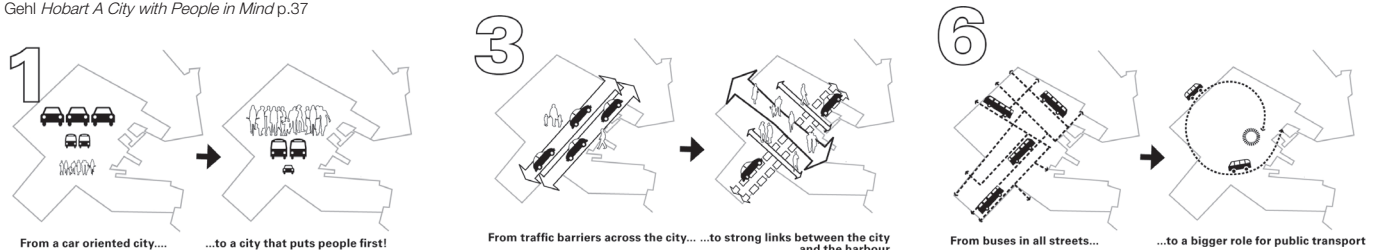
Project Reference Code	AP01
Project Key Words Reference	Upgrade Liverpool + Collins Streets
Likely Capital Cost	\$2,000,000 to \$2,500,000
Source of Funding	Council
Critical Timelines	Completion Concurrent with Myer Opening (Stage One)
Perceived Community Support	High

Action Project Two – AP02 Redesigning the Bus Mall, between Collins & Macquarie Streets

The Challenges, Analysis and Recommendations – Gehl Hobart 2010

“The quality of the bus system should not be judged by the bus journey alone, but also by the net effect 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.”

Jan Gehl *Hobart A City with People in Mind* p.37



Gehl Report Comments:

A bigger role for public transport:

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.

Ensure a frequent running 24 hr public transport system with high evening and weekend coverage to support public life activities outside peak periods.

Provide dedicated bus lanes in selected streets i.e.. Davey Street and Macquarie Street, to improve efficiency and reliability of public transport.

Strengthen a sustainable public transport system - no fumes, no noise, green energy.

Ensure that links to and from 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 pedestrian by introducing a pedestrian priority street.

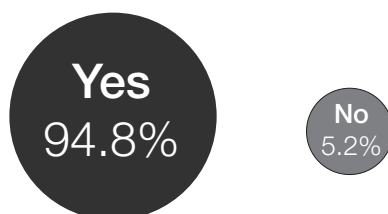
Introduce a free shuttle bus loop connecting the key destinations in the City centre and future parking structures in the periphery of the City

Proposed Inner City Action Plan – Hobart City Council

Responses to Public Engagement

Do you support this concept?

Considering a Bigger Role for Public Transport



How important is...?

5 = High 1 = Low

Rethinking and simplifying public transport 4.6

AP02

Redesigning the Bus Mall, between Collins & Macquarie Streets

Considerations

Redesign the Bus Mall to increase its efficiency and improve its desirability as a people place.

Work should include a safer system to catch the buses, reduced risk of accidental injury, improved access for all, a modern lighting scheme and promotion of appropriate retail establishments. This would be the First Stage in the upgrading of the public transport system. The final operation and design of the Bus Mall will proceed progressively as Metro modernises its operations. The bus stops along the edges of Franklin Square can only be addressed when a more efficient operational model can be tested and introduced.

This is a major joint project that will take many years and significant restructuring and expenditure.

There are five significant stakeholders in this project:

- The Hobart City Council
- The Department of Infrastructure, Energy & Resources (DIER)
- Metro Tasmania Pty Ltd
- The Public Transport Users
- The Tasmanian State Government

The intersections along Elizabeth St and Collins St, Macquarie St and Davey St are dominated by the needs of buses. The particular problem at Collins St is the counter-flow lane between Argyle St and the Bus Mall that is currently required to allow two-way bus movements in the bus mall. The Gehl Report recommends '*Bus traffic is gathered in the middle of the street, but buses are only driving one-way*' (98). The Report also recommends that Collins Street, between the Bus Mall and Murray Street, becomes a pedestrian priority street. These recommendations effectively determine, if Gehl's recommendations are implemented, that the buses would move from Collins Street through the Bus Mall and then turn right into Macquarie Street.

If this routing was implemented, buses would predominantly turn left into Macquarie Street from the Bus Mall, with some buses, at certain times of the day driving across Macquarie Street or turning right into the Macquarie Street counter-flow lane through to Murray Street. Buses in Davey St could continue on to service Sandy Bay, South Hobart and the Southern Outlet, or turn right into Elizabeth Street to complete a circuit.

Metro has indicated that they would be able to operate with two bus lanes one along the Post Office kerb and the other utilising an island platform. Changes to the bus timetables would allow buses to leave the Bus Mall at the traffic light sequencing. Kerb heights are required to suit access requirements.



Jan Gehl *Hobart A City with People in Mind* p.94

AP02

Redesigning the Bus Mall, between Collins & Macquarie Streets

Recommended Actions

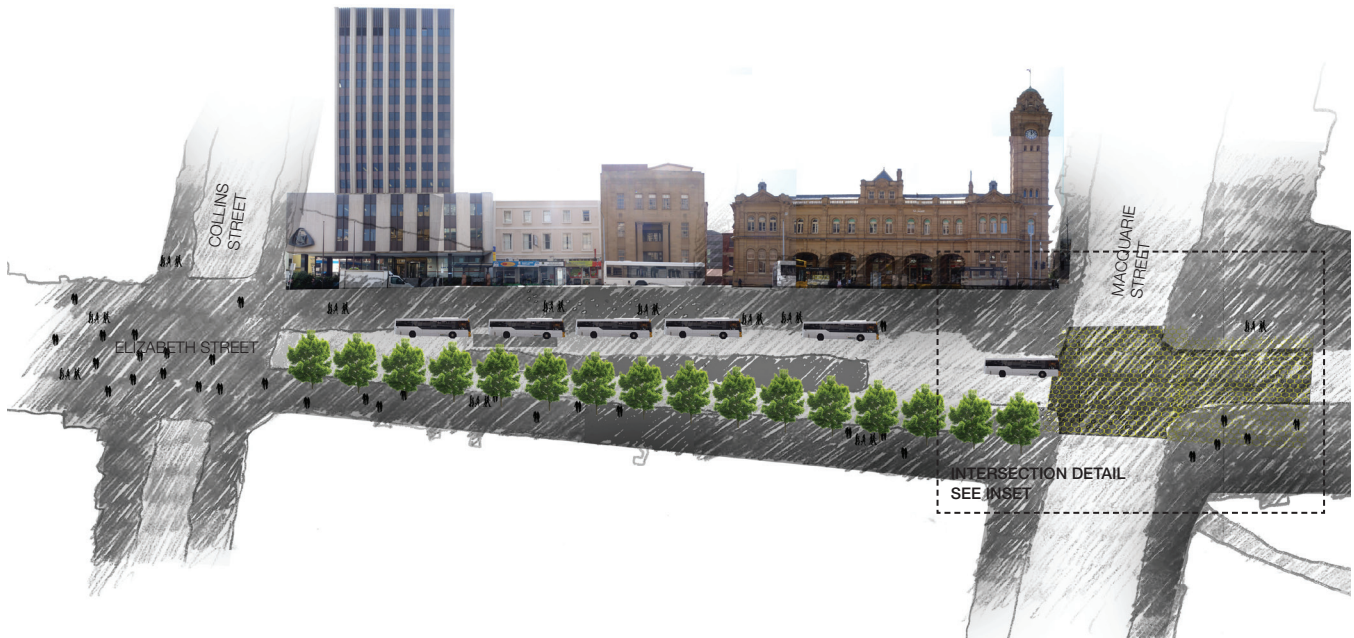
- AP02.01** Gehl's recommendations include '*An extended single-surfaced paving across the space...*' While this is certainly a worthy recommendation it is recommended that the requirements for disability and less ability access be thoroughly studied prior to deciding on the design for the floor of the Bus Mall.
- AP02.02** Currently the buses load passengers at raised kerbs, this requirement is likely to be required in any new design to ensure universal access on and off the buses. It is possible that raised platforms similar to those used for tram stops in Melbourne would provide safe and appropriate access. Metro will be requested to participate in determining the need and extent of platforms/kerbs.
- AP02.03** The existing passenger waiting shelters are inadequate. They do not provide enough seating and have poor weather protection. They should be removed and a new shelter designed that is self supporting and can be easily relocated if required, provides sufficient seating, and has improved weather protection.
- AP02.04** The route information and time tables must be modernised. A minimum requirement is a system that provides easy to understand information that is accessible to people of all ages and abilities. Progressively a system of electronic signs providing real time information on the arrival times of buses and sufficient information to determine their routes should be designed and installed. Time tables to ensure adequate time separation between bus departures to reduced congestion should be implemented.
- AP02.05** The area lighting system of the Bus Mall must be renewed to ensure the whole space is brightly lit to improve public safety, enhance the desirability of the space for street side businesses and to indicate to people moving from the Cove after dark that this is the entry to the Inner City.
- AP02.06** Gehl recommends that, '*The space becomes a destination...a place where you can meet for coffee ...eat lunch on a bench...get something cold after a jog along the waterfront...*' The brief for redesigning the Bus Mall should include a requirement for shaded people places '*...with good recreative staying possibilities.*' [98]. By increasing the south side footpath to at least 9 metres and planting a row of trees at the kerb line will greatly increase pedestrian movement. A suite of rest and restorative places should be located under the trees and cafes should be induced to provide al fresco service.



AP02

Redesigning the Bus Mall, between Collins & Macquarie Streets

Action Concepts and References



Project Reference Code	AP02
Project Key Words Reference	Upgrade the Bus Mall
Likely Capital Cost	\$1,500,000 to \$2,000,000
Source of Funding	Council, Metro, DIER & External Grant Funding
Critical Timelines	For Construction after 2015
Perceived Community Support	High

Action Project Three – AP03 Pedestrian and Cyclist Access - Lower Elizabeth Street

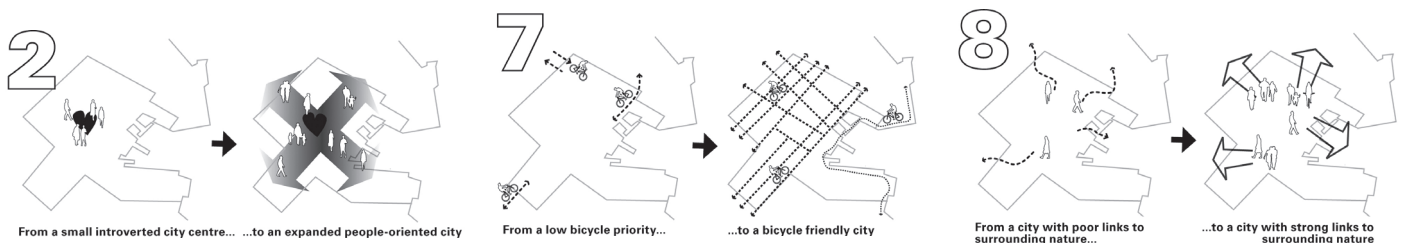
The Challenges, Analysis and Recommendations – Gehl Hobart 2010

'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 the other. A pleasant street scape 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.'

Jan Gehl *Hobart A City with People in Mind* p.22

'Cycling is like walking – it is about opportunities and convenience. Cycling is an attractive alternative mode of transport – inexpensive as well as an excellent way of exercising and remaining healthy.'

Jan Gehl *Hobart A City with People in Mind* p.28



Gehl Report Comments:
Ensure a good city for walking

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 the key to a successful city where walking is a competitive transportation mode.

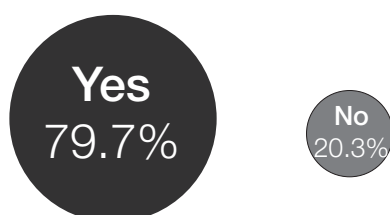
Responses to Public Engagement

Do you support these concepts?

Ensuring a City Centre for Walking



Ensuring a city centre for Cycling



Gehl Report Comments:
Ensure a city centre for cycling

Develop 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 that goal.

Safe streets for cyclists are either when the bicycle is safely separated from the cars or when the motorised traffic is integrated in streets at similar speeds to cyclists.

Complement the streets with dedicated bicycle lanes with bicycle friendly environments so that it is possible to take the bicycle from door to door. Cyclists should be able to go to all major city destinations and destination areas.

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.

How important is...?

5 = High 1 = Low

Extending and connecting the pedestrian network	4.3
Developing a versatile pedestrian network	4.3
Improving comfort and reducing barriers	4.3

AP03

Pedestrian and Cyclist Access - Lower Elizabeth Street

Considerations

The widening of the footpaths on both sides of Elizabeth Street from Macquarie Street to Franklin Wharf plus improved pedestrian safety measures across Franklin Wharf to the activities provided on Elizabeth Pier.

The section of Elizabeth Street separating the Town Hall from Franklin Square provides a series of bus stops and significant motorcycle parking places down the middle of the street. There is a fully accessible public toilet on the edge of Franklin Square.

Motorcars are permitted to move in both directions in the Franklin Square section of Elizabeth Street, this leads to delays and congestion when buses turning left out of the Bus Mall into Macquarie Street limited the ability of cars to exit Elizabeth into Macquarie Street. This vehicle congestion detrimentally impacts on pedestrians attempting to cross Macquarie Street – between the Post Office and the Town Hall.

Extend the current cycleway that ends at the Marine Board building across Elizabeth Street and along Morrison Street to a suitable connection with Castray Esplanade.

This is the first stage in improving access between Sullivans Cove and the City. Consideration has been given to other potential links, including Campbell Street, Dunn Place, Argyle Street and Murray Street.

Campbell Street is not currently considered a sufficiently direct route to provide the Cove to City link but it will have a major role in the Education Precinct Action Plan (see AP06).

A walkway is approved by the Council to connect Macquarie Street to Davey Street through Dunn Place to provide improved access to TMAG following the current upgrading program.

Argyle Street is an important motorist link into the City from Davey Street and is used by traffic from Salamanca, Battery Point and Sandy Bay entering the City. This is the major feeder street to the City's largest car park and to the Royal Hobart Hospital – reducing traffic lanes to widen footpaths is very difficult to achieve.

Murray Street is suited to improved pedestrian access and should be upgraded when the new Parliament Square development comes on line. A longer term aim could be to convert the existing Treasury Building into a cultural heritage site with a wide range of public events.

With a cycleway from Evans Street through to Murray Street cyclists will be able to safely by-pass the city centre or use all the streets linking to the city from Campbell Street to Murray Street.



AP03

Pedestrian and Cyclist Access - Lower Elizabeth Street

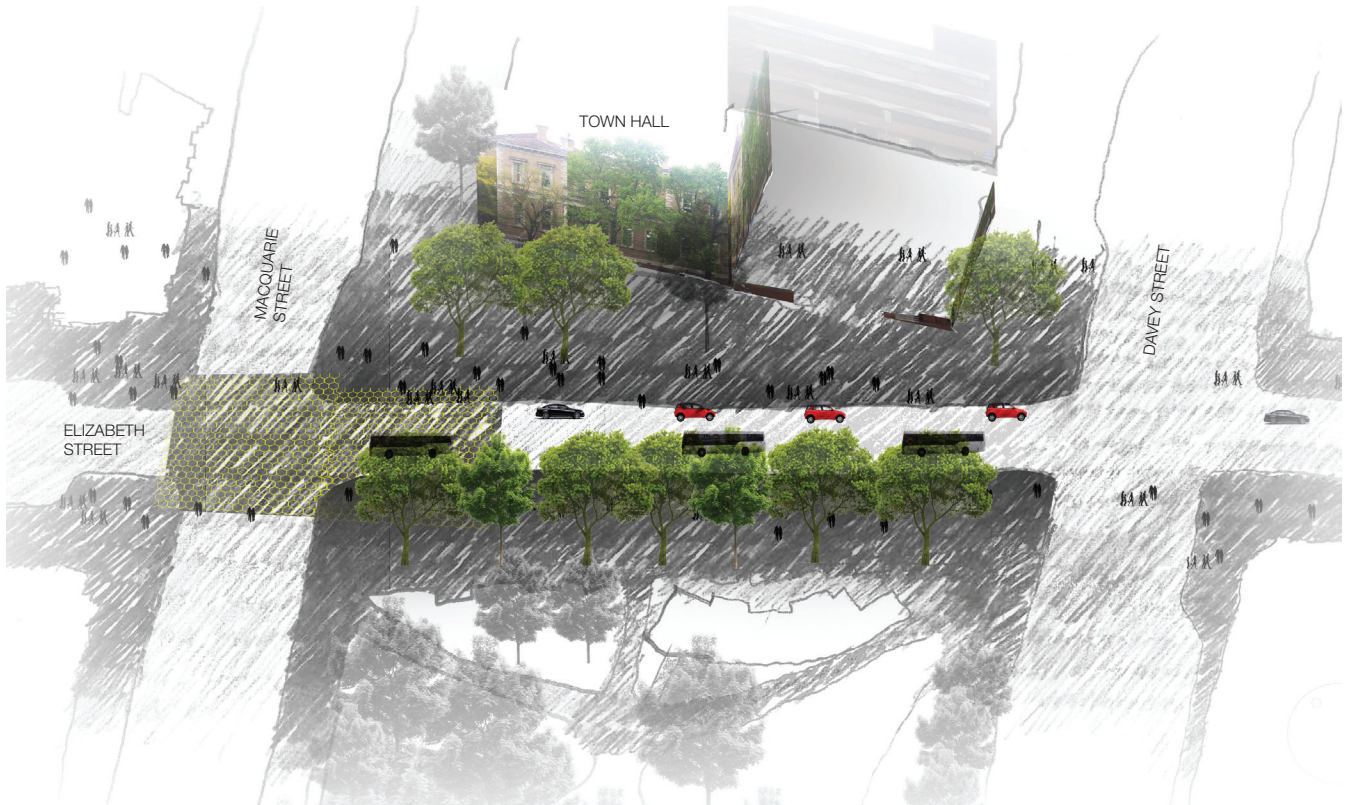
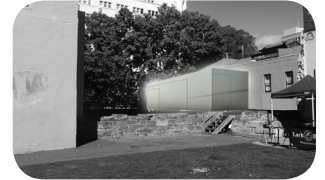
Recommended Actions

- AP03.01** The traffic lanes in Elizabeth Street between Macquarie Street and Davey Street should be reduced in width. Approximately seven metres of roadway should be allocated to the exclusive use of buses (turning left into Macquarie Street counter flow lane) and emergency vehicle (no taxis allowed), entering from Davey Street and exiting into Macquarie Street. One vehicle lane for the use of all traffic should operate from Macquarie Street through to Davey Street. This movement system will eliminate right turning vehicles leaving Elizabeth Street and turning into Macquarie Street. This will achieve better pedestrian movements across Macquarie Street and eliminate the conflict between turning buses and cars.
- AP03.02** Elizabeth Street between Davey Street and Morrison Street should be reduced to two active lanes and two kerb side parking lanes. The footpaths should be widened to make use of the reduced width of the traffic thoroughfare.
- AP03.03** The motor cycle parking in Elizabeth Street adjacent to Franklin Square should be removed and relocated to the vacant site (currently used for permit car parking) at the corner of Elizabeth and Morrison Streets. If there is insufficient space in the location extra spaces should be provided in Despard Street and Brookes Street.
- AP03.04** A coach pickup zone should be developed on the north side of Elizabeth street. The whole of this side of the Street will be available for coaches during the peak tourism and cruise-liner periods, at other times short term parking could be provided.
- AP03.05** A combination of parking for people with disabilities, short term parking and a coach zone will be provided along the kerb outside the Hydro offices and the Council Centre.
- AP03.06** Both Elizabeth Street footpaths between Morrison Street and Franklin Wharf should also be widened.
- AP03.07** Extra trees should be planted in Elizabeth Street
- AP03.08** Improved street furniture should be provided, including bench seating, way-finding maps and interpretive information and suitable refuse bins.
- AP03.09** During the peak Cruise Liner season a transportable refreshments concession could be provided at the rear of the Visitor Centre with appropriate Patio style furniture (see montages next page).
- AP03.10** The coach parking adjacent to the visitor information centre will improve the safety of the people waiting for the coaches. If an enclosed shelter was attached to the eastern wall of the Visitors Centre and a new doorway opened through there would be much improved facilities offered to all visitors to the Centre including the Cruise Liner passengers who are the largest users of the coach services.
- AP03.11** Progressively the traffic movements along Franklin Wharf should be reduced and pedestrian priority increased. The first step in this action is to declare a space the width of Elizabeth Street across Franklin Wharf to Elizabeth Pier as 10 kph pedestrian priority zone. No cars should be allowed to park in this zone.
- AP03.12** The existing inner city cycleway terminates at the Morrison Street frontage of the Marine Board building. The kerb on the east side of Morrison Street, from Elizabeth Street to Brooke Street, should be widened to include a safe pedestrian and cycling access-way. The access-way should be at footpath level across Elizabeth and Post Streets. This will ensure slow traffic movements in and out of that section of Elizabeth Street and with the incorporation of a kerb eliminate all traffic turning into Post Street.

AP03

Pedestrian and Cyclist Access - Lower Elizabeth Street

Action Concepts and References



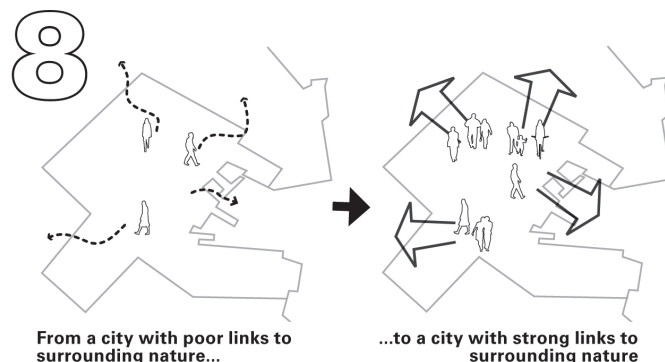
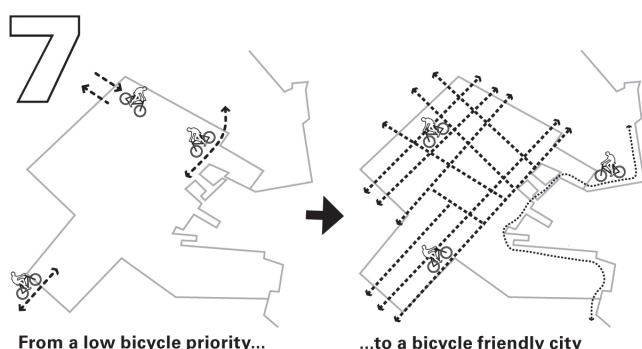
Project Reference Code	AP03
Project Key Words Reference	Widening of the footpaths on Elizabeth Street
Likely Capital Cost	\$500,000 to \$1,500,000
Source of Funding	Council, Metro, DIER & External Sources
Critical Timelines	For Construction after 2015
Perceived Community Support	High

Action Project Four – AP04 Linking Hobart Rivulet Park along Collins Street to the City

The Challenges, Analysis and Recommendations – Gehl Hobart 2010

'Hobart has excellent conditions for cycling, with climate and topography presenting few difficulties and an increasing resident population. The street widths in Hobart should make it possible to integrate a superior network of bicycle lanes.'

Jan Gehl *Hobart A City with People in Mind* p.38

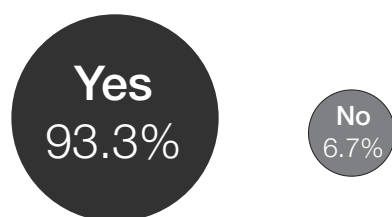


Responses to Public Engagement

Do you support these concepts?

Creating strong connections to surrounding areas.

Making the most of Hobart's remarkable setting.



How important is...?
(5 High – 1 Low)

Creating strong Connections
to surrounding areas 4.2

Strengthening contact
between the city centre & the water 4.4

Creating inviting & attractive
gateways to city centre 4.2

Gehl Report Comments:

Create strong connections to surrounding areas

Develop a strategy to connect the City with the vast parklands.

Ensure that these routes are clearly identifiable and well linked to the city centre network.

Strengthen and celebrate the Rivulet linear park connection between the city and Wellington Park.

Make sure the City centre is easy to get to and from by establishing a multitude of attractive routes connecting with the surrounding suburbs...giving priority to pedestrians, cyclists, & public transport.

Ensure that links are followed by recognisable elements to ease way finding, these may be interactive or offer various treats and comfort.

AP04

Linking Hobart Rivulet Park along Collins Street to the City

Considerations

Provide a suitable cycle and pedestrian link from the Hobart Rivulet Park, at Molle Street along Collins Street to Victoria Street. Consideration should be given to improving pedestrian access to the Centrepunkt Shopping Centre from Victoria Street and the pedestrian crossing point across Molle Street. The access lane linking Collins Street to Macquarie Street should be assessed and improved.

Gehl specifically recommends '*Strengthen and celebrate the Rivulet linear park connection between the city centre and Wellington Park.*' (p.76) The open Space Planning Group engaged Inspiring Place (Landscape Architects) to prepare a master plan for the Hobart Rivulet Park. The master plan has been well received by a wide cross-section of the community and the work will progress in stages.

The important connection point between the Hobart Rivulet Park and the City occurs at the junction of Collins Street at Molle Street. Pedestrians and cyclists using the Hobart Rivulet Park must cross Molle Street to be able to join with Collins Street and hence travel into the City. This intersection has been improved in recent times but the whole operation of this intersection is still unsatisfactory and is further confused by a cycleway marked on the roadway beside the kerb side parked cars.

Two important development sites are adjacent to the Hobart Rivulet Park entry, the Johnstone Brothers, Woollen Factory and the Tepid Baths Building at 212 Collins Street. Both these buildings are likely to be developed in the near future, at the time of preparing this report, pre-application discussions were in progress with the Council for a mixed commercial and residential development on 212 Collins Street. The impact of any development on these sites should be carefully reviewed and all effort made to mitigate poor urban design outcomes.

It is reasonable to expect that there will be a progressive increase in the pedestrian and cyclist traffic using the Hobart Rivulet Park and therefore a similar increase in Collins Street. The section of Collins Street recommended for action has a major component of the Australian Government office in Hobart and the improvements recommended will provide a significant upgrading of the open space at street level.

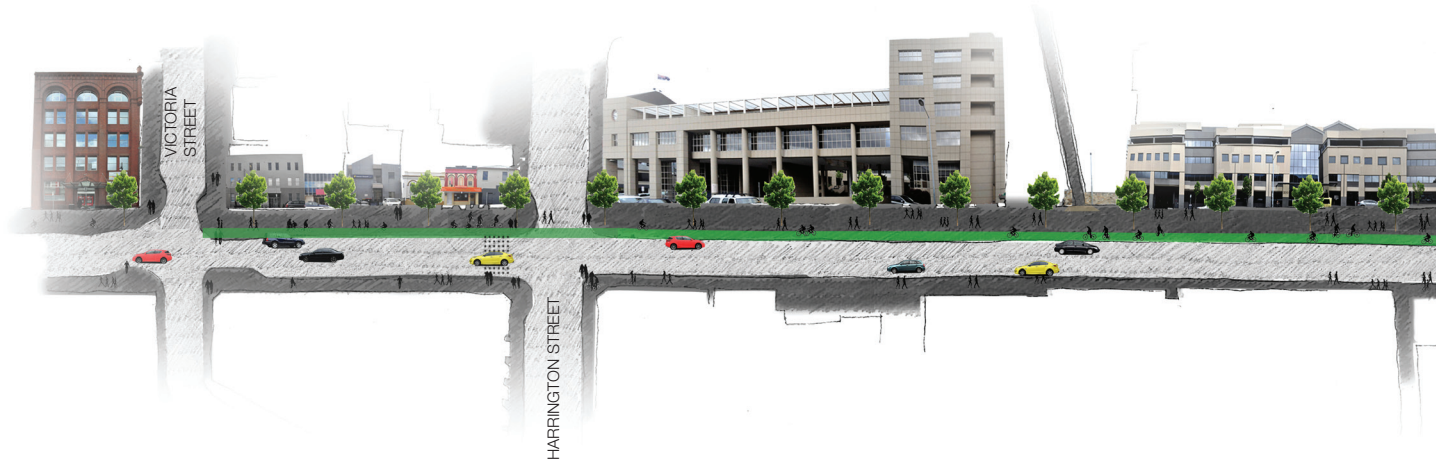
The pedestrian access to and from Centrepunkt from Collins Street and Harrington Street via Victoria Street is confused, potentially dangerous and is aesthetically and functionally an inappropriate urban environment.

Collins Street is a two-way street from Molle Street to Murray Street; only a single one way lane of traffic is allowed to enter Collins Street beyond Murray Street. The changes recommended in AP01 and AP11 could further reduce motor vehicle traffic in Collins Street.

There is likely to be an increase in cyclists entering the city along Collins Street due to the proposed connection to the upgraded Hobart Rivulet Park, it is important that suitable end of journey bicycle parking is provided in a manner that does not hinder pedestrian access.

AP04

Linking Hobart Rivulet Park along Collins Street to the City



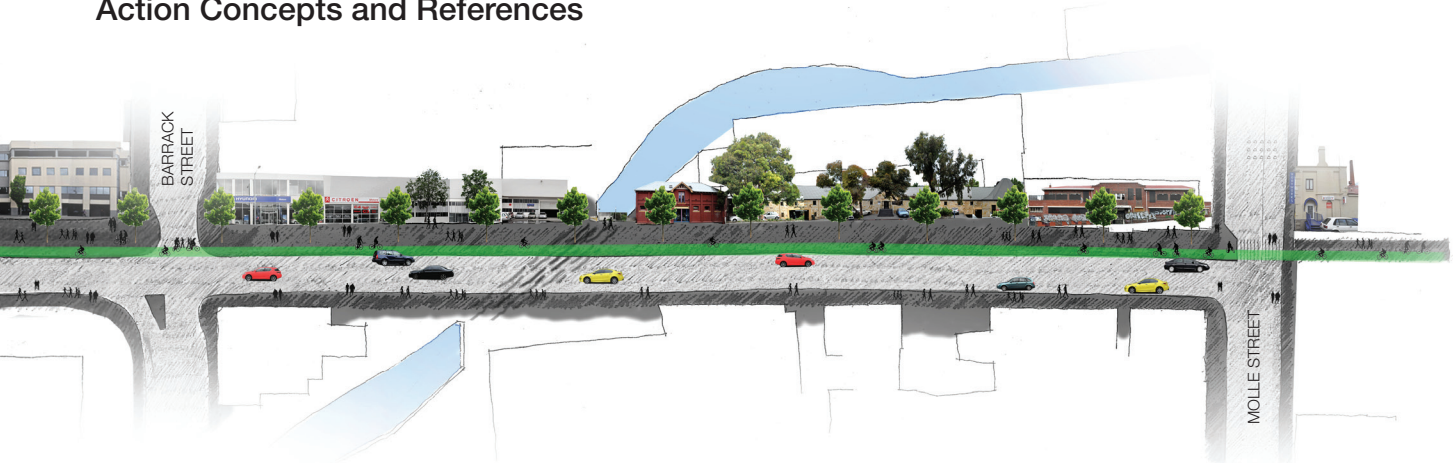
Recommended Actions

- AP04.01** Prepare a design to use much of the eastern side of Collins Street between the Hobart Rivulet Park and Victoria Street to provide improved pedestrian and cyclist access.
- AP04.02** Investigate the current parking provisions along this length of Collins Street to ensure suitable provisions are maintained for kerb side parking that is appropriate for the adjacent building activities and uses.
- AP04.03** Introduce appropriate planting and street furnishings to ‘... *be interactive ... offer(ing) various treats and comfort .*’ (p.76) along Collins Street.
- AP04.04** Prepare designs to improve the visual link from the Hobart Rivulet Park, through the Johnstone Brothers, Woollen Factory site, across Molle Street into Collins Street. All effort must be made to reduce the visual blight of the existing car park. Taking into account that this is privately owned land, the Council should continue negotiations with the land owners to gain the best possible outcome. Prepare a design to upgrade the intersection of Collins Street with Molle Street to ensure safe crossing places for people using the Hobart Rivulet Park to access the City. Carefully assess the requirements of pedestrians, cyclists and motorists to give equity to all users.
- AP04.05** Prepare a design to upgrade the intersection of Collins Street with Molle Street to ensure safe crossing places for people using the Hobart Rivulet Park to access the City. Carefully assess the requirements of pedestrians, cyclists and motorists to give equity to all users.
- AP04.06** Design an appropriate concept to enhance the experience of crossing the Hobart Rivulet where it passes under Collins Street. Ensure the view into the Rivulet, at the Collins Street crossing place, is true to the historic character of this ancient waterway and its association with the city. A program of visual enhancement should be undertaken.
- AP04.07** Commence discussions with the operators of Centrepont shopping centre and the HCC Infrastructure Services Division to consider improvements to the pedestrian and vehicle access system provided by Victoria Street.
- AP04.08** Consider opportunities to support a cyclist’s end of journey facility serviced in the vicinity of Collins, Harrington and Victoria Streets. The provision of secure cycle storage with shower rooms and associated facilities is being progressively offered in other Australian Capital Cities.

AP04

Linking Hobart Rivulet Park along Collins Street to the City

Action Concepts and References



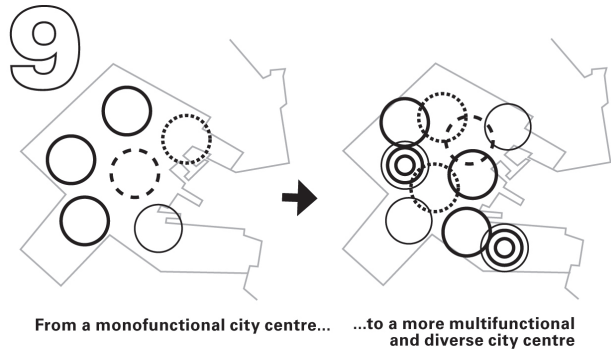
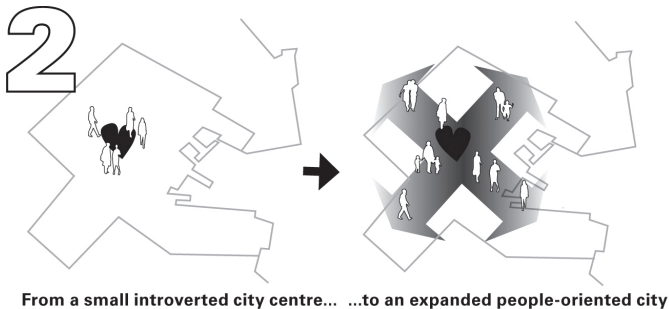
Project Reference Code	AP04
Project Key Words Reference	Link from the Hobart Rivulet Park along Collins St
Likely Capital Cost	\$1,000,000 to \$1,500,000
Source of Funding	Council & Corporate Support
Critical Timelines	For Construction commencing 2014
Perceived Community Support	High

Action Project Five – AP05 Upgrading Elizabeth Mall and Wellington Court

The Challenges, Analysis and Recommendations – Gehl Hobart 2010

'There is 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 place in the city. .'

Jan Gehl *Hobart A City with People in Mind* p.51



Gehl Report Comments:

Create a more diverse city centre with invitations for all.

Create a public realm that is inclusive and that provides 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 in which 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.

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 that 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.**

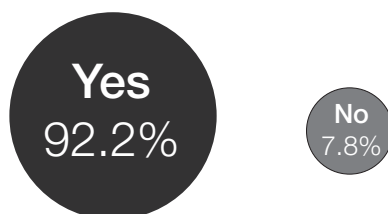
Introduce side by side activities to support interaction e.g. invitations for children in connection to areas for outside serving.

Provide a good balance between commercial staying activities (cafes) and public seating possibilities in the public spaces.

Responses to Public Engagement

Do you support this concept?

Creating a more diverse city with invitations for all



How important is...?
(5 High – 1 Low)

Creating a more diverse city centre with invitations for all 4.2

Providing facilities and open space that make city living more attractive 4.2

AP05

Upgrading Elizabeth Mall and Wellington Court

Considerations

Elizabeth Mall should remain the heart of the City Retail District and its character should be continually enhanced. The information kiosk should be replaced with a new information facility incorporating public activity space, a visitor information booth and access to the Hobart Rivulet (see Addenda A.A). Ensure that the proposed improvements to the Cat and Fiddle Arcade from the Elizabeth Mall meet the quality standards that should be achieved in all new retail developments In the City. A new wide plaza style place should be developed to link Elizabeth Mall with Wellington Court, to improve and enhance the access to the Argyle Car Park and the Woolworths Supermarket. The existing link from Wellington Court through to Argyle Street and across to the Royal Hobart Hospital should be assessed and upgraded. *'Create a more diverse city centre with invitations for all.'* (100)

Although Elizabeth Mall has become a confusion of occupation licences and the existing shop fronts are of low impact and behind contemporary trends in other Australian Capitals, there is a reasonable chance that the retail tenants will progressively upgrade their presentation.

A particular visual blight is the excessive size of advertising and shop identification information on the outer edge of the cantilever awnings over many of the shop fronts. The under awning signs are often excessive in area. This over sizing and over colouring of retail shop signs confuses rather than communicates.

Upgrading the Bus Mall will provide some incentive for a quality upgrade by the retailers in Elizabeth Mall, plus the extra competition from the renovated Cat & Fiddle Arcade and the new Myer department store, should have a positive affect

The two Elizabeth Street city blocks north of the Mall have emerged as important retail frontages, with particular emphasis on outdoor and sporting goods. The link to these shops from the Mall is currently unsatisfactory and an improved pedestrian movement system is desirable.

The addition of the Woolworths Supermarket and the Myer Department Store to the City should have a positive impact as retail anchors. In line with these two major forces the City retailing is progressively realigning itself. Product grouping and brand competition are determining increased demand for selective locations.

Retailing is changing. international trends suggest that high profile branding is essential to ensure retail products are purchased. The purchase could be at the brand outlet, within a department store, a discount house or on-line. High profile well located shop fronts will increase in demand; Elizabeth Mall is ideally suited to satisfy this trend.



AP05

Upgrading Elizabeth Mall and Wellington Court

Recommended Actions

- AP05.01** Develop a management plan for the location and operation of occupational licence areas and other potential kiosks and concession facilities in Elizabeth Mall.

- AP05.02** Promote, with planning bonuses if necessary, the development of a wide plaza style linking place between Elizabeth Mall and Wellington Court. Ideally this place should be over eight metres wide, open to the sky and have high open or fully glazed shop fronts. Alternatively the Council should consider purchasing the necessary properties to facilitate this development.

- AP05.03** Consider the removal of solid awnings in Elizabeth Mall to allow better natural light and to promote a more assertive retailing environment.

- AP05.04** Demolish the existing information kiosk and replace it with a new structure that incorporates terraced public space, a custom designed information facility and public access to a viewing place into the Hobart Rivulet.

- AP05.05** Redesign Wellington Court as a truly public space; replace the existing shade structure with new shade structures at a more human scale. Using the existing play sculptures and other activity equipment, design a child friendly adventure space.

- AP05.06** Design and construct an improved connection from Wellington Court through to Argyle Street, by widening and enlarging the existing link through the car park. This should incorporate public rest areas and improved public toilets.

- AP05.07** Consideration should be given to installing a photo-voltaic roof over the car park and to use the power to light the public spaces of Elizabeth Mall, Wellington Court and the proposed linking places.

- AP05.08** Develop a management plan for the location and operation of occupational licence areas and other potential kiosks and concession facilities in Elizabeth Mall.

- AP05.09** Consider promoting residential development around the edges of Wellington Court, this is a location highly suited to down town loft style living.

- AP05.10** Over many years the entourage of furnishings in the Mall has increased in complexity and density and should be reviewed and a fresh design developed to improve facilities for the community, particularly parents and children.

AP05

Upgrading Elizabeth Mall and Wellington Court

Action Concepts and References



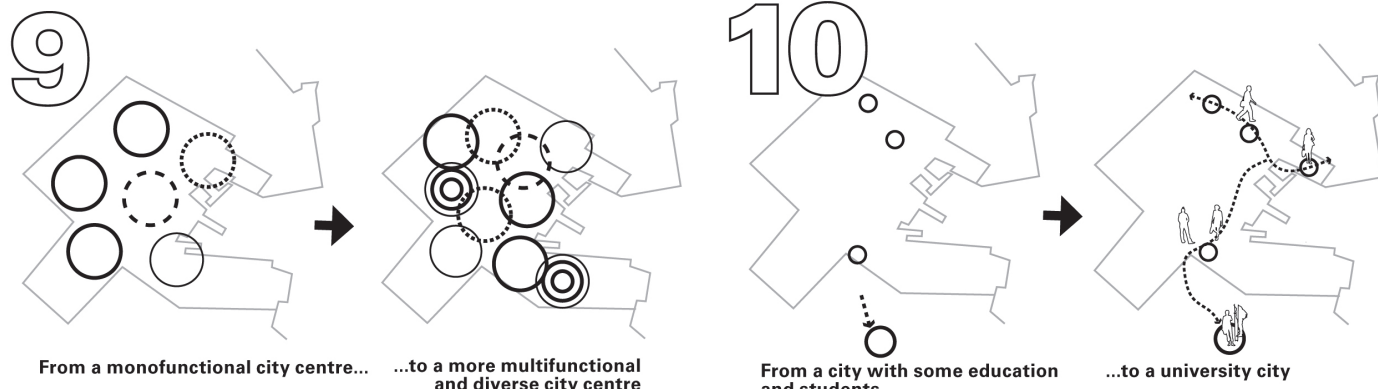
Project Reference Code	AP05
Project Key Words Reference	Upgrading Elizabeth Mall & Link to Wellington Court
Likely Capital Cost	\$2,000,000 to \$3,000,000
Source of Funding	Council, Commercial Interests & External Sources
Critical Timelines	Progressive from 2013 to 2020
Perceived Community Support	High

Action Project Six – AP06 Develop and Enhance - Campbell Street Educational Precinct

The Challenges, Analysis and Recommendations – Gehl...Hobart 2010

'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...'

Jan Gehl *Hobart A City with People in Mind* p.43



Gehl Report Comments:

Encourage more educational institutions in the city centre

Responses to Public Engagement

Creating a more diverse city centre with invitations for all

Do you support this concept?



How important is...?
(5 High – 1 Low)

Encouraging more education institutions in the city centre

3.6

Today Campbell Street is characterised by traffic noise and pollution, vacant buildings and 'inactive' ground floor facades. But by upgrading this link Campbell Street can realise its potential as an attractive generator of quality public life. As the analysis section indicated, university faculties are concentrated along this street. (ref p.43). 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 and gown walk!

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.

AP06

Develop and Enhance - Campbell Street Educational Precinct

Considerations

Advance communications with UTAS, Tasmanian Education Department, the Royal Hobart Hospital and other education providers to work together to develop and enhance the education precinct along Campbell Street with potential student residential development in Melville Street and the general area in the northern corner of the City. *"...by upgrading ... Campbell Street [it] can realize its potential as a vital and attractive generator of quality public life." 'A town & gown walk.'*

Jan Gehl Hobart A City with People in Mind p.98

Campbell Street currently provides street frontage to a number of educational institutions including the Menzies Centre (UTAS), the Poly Tech and the TAFE (Tasmania Dept. Ed) plus the Royal Hobart Hospital. These will be augmented by the development of the UTAS Conservatorium of Music adjacent to the Theatre Royal.

Other educational facilities in the City including, the UTAS Art School in Hunter Street (which is the natural extension to Campbell Street), the Drysdale College in Collins Street (with links to Wellington Court), St Mary's College, and Elizabeth Senior Secondary College in Elizabeth Street.

The Domain – Rose Garden historic campus of UTAS is being revitalised and will form part of the UTAS inner city campus.

The education precinct should be defined as an area incorporating; all of Campbell Street/Hunter Street to Brisbane Street in the north, Bathurst Street, Melville Street and Brisbane Street between Campbell Street and Elizabeth Street, the public open space on the City side of Brooker Avenue, and the Domain – Rose Garden campus.

The area bounded by Brisbane, Campbell, Bathurst and Elizabeth Streets has the highest potential for future growth of inner city campus facilities, including; research and teaching spaces, administration offices, student recreation facilities and residential apartments for university staff and students. The potential scale and likely impact is significant, there are currently close to 10,000 students studying within the City. If this was to double in the next few years then over 50,000 square metres of buildings, valued at over \$150,000,000, could be required to be converted or constructed.



Jan Gehl Hobart A City with People in Mind p.94

AP06

Develop and Enhance - Campbell Street Educational Precinct

Recommended Actions

- AP06.01** Campbell Street can only fully operate as a component of a city education precinct if it is reinstated as a low speed two-way street between Davey Street and Patrick Street.
- AP06.02** Campbell Street is effectively 18 metres wide; providing the two traffic lanes requires 6.6 metres (2x3.3), 2 cycling lanes 4.2 metres (2x2.1) and one lane that can accommodate some pocket parking 2.4 metres. This totals 14.5 metres leaving 4.8 (say 2x2.4) for footpaths. This configuration should be considered for Campbell Street between Melville Street and Macquarie Street.
- AP06.03** If two cycling lanes are provided in Campbell Street, consideration should be given to removing the cycle lane from Argyle Street.
- AP06.04** The Campbell Street intersections at Collins, Liverpool and Bathurst Streets should be of a cushion design, with pedestrian crossing on the same level and grade as the footpaths. These intersections should remain traffic light controlled but be fitted with countdown timers and a priority system to ensure safe access by pedestrians and cyclists.
- AP06.05** Only small pockets of short term parking, maximum of three vehicles per bay, should be provided for picking up and dropping of people, by bus, car or taxi, and for delivering light package goods. The space between the parking bays should have shade planting and rest seating.
- AP06.06** The Council should work closely with UTAS, the Tasmanian Education Department and other education providers to develop a master plan for the whole of the proposed education precinct. Particular emphasis needs to be placed on; ensuring sufficient property is available to accommodate the projected requirements.
- AP06.07** Currently UTAS students provide a significant demand for rental housing close to the main campus at Sandy Bay. If there is a significant movement of teaching from Sandy Bay into the City it can be expected that the demand for student housing close to Campbell Street will increase in direct proportion to the effective full-time students. This is likely to increase demand for the existing underutilised residential apartments on the upper floors over shops. Whereas the Councils Planning Scheme supports this use problems arise when applications are made that activate the Building Code of Australia and associated regulations. A detailed study on how best to bring this underutilised resource into action should be undertaken; and a suitable *how to* guide published.
- AP06.08** A suitable design for the Council controlled land along the City side of Brooker Avenue, between Brisbane and Liverpool Streets, should be prepared and implemented to provide sunny open space for the students and staff of the education precinct.
- AP06.09** Street trees would further improve the quality of Campbell Street but there is limited kerb side space available, consideration should be made to promoting planting on private and crown land along the street. Further there are green landscaped spaces adjacent to the street, on land used by public authorities (in particular the area adjacent to the Ambulance Headquarters) that could be utilised to provide mini parkland.
- AP06.10** To accommodate the potential reintroduction of student accommodation on the Rose Garden Campus of the Domain, it is considered important that improved, safer and more convenient access be constructed over Brooker Avenue. See AP07.

AP06

Develop and Enhance - Campbell Street Educational Precinct

Action Concepts and References



Project Reference Code	AP06
Project Key Words Reference	Develop & enhance Educational Precinct along Campbell St.
Likely Capital Cost	\$1,500,000 to \$2,000,000
Source of Funding	Council, UTAS, Department of Education
Critical Timelines	Progressive from 2014 to 2018
Perceived Community Support	High

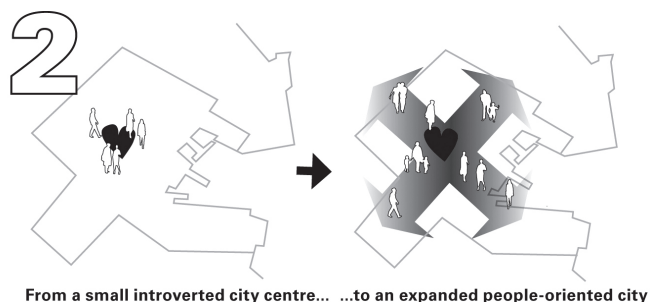
Action Project Seven – AP07

Improved Access from the City across Brooker Avenue to the Domain

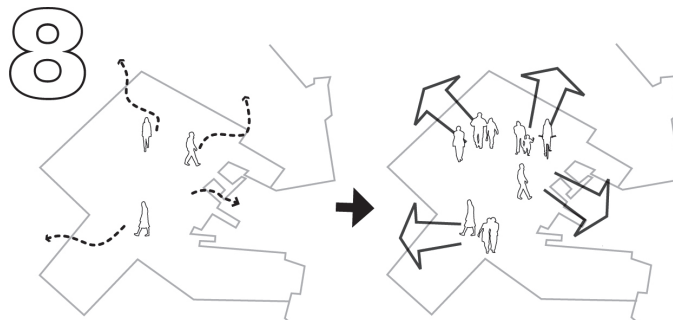
The Challenges, Analysis and Recommendations – Gehl Hobart 2010

'The barrier effect of Brooker Highway, separating the city with the Queens Domain and the many designations 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 the Railway Roundabout into a safe and inviting link.'

Jan Gehl Hobart A City with People in Mind p.76



From a small introverted city centre... ...to an expanded people-oriented city



From a city with poor links to surrounding nature...

...to a city with strong links to surrounding nature

Responses to Public Engagement

Ensuring a city centre for walking

Do you support this concept?



How important is...?
(5 High – 1 Low)

Extending and connecting the pedestrian network	4.3
Developing a versatile pedestrian network	4.3
Improving comfort and reducing barriers	4.3

Gehl Report Comments:

Create strong connections to surrounding areas

- Develop a strategy to connect the City with the vast parklands...
- Ensure that these routes are clearly identifiable and well linked to the city centre network...
- Ensure that links are followed by recognisable elements to ease way finding, these may be interactive or offer various treats and comfort.
- 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... The most important gateways should signal a change of focus to an increased pedestrian priority.
- Introduce more pedestrian crossings to accommodate desire lines and make detours unnecessary.
- Redevelop the Brooker underpass (at the Railway roundabout) into a safe and inviting link.

AP07

Improved Access from the City across Brooker Avenue to the Domain

Consider an improved, safe and universally accessible pedestrian and cyclist high level crossing over Brooker Avenue, with specific regard to linking the Campbell Street education precinct to the re-established UTAS presence on the Domain - Old Rose Garden education site.

This project should be coordinated with any proposed works at the Railway Roundabout.

As discussed in AP06 an enhanced educational precinct is recommended for development along Campbell Street and Brooker Avenue.

Currently the access from Campbell Street to the Domain across Brooker Avenue is limited to the links through the Railway Roundabout and an 'at grade' traffic light controlled crossing from the junction of Bathurst Street with Brooker Avenue.

Although the Railway Roundabout is scheduled for upgrading in the near future its location and current design will make it difficult to achieve the best result to access the Domain Campus. The stair access down to the roundabout from Liverpool Street is adequate but the ramp down from Liverpool Street is too steep to satisfy universal access requirements and would be expensive to upgrade. The access up to the Domain – Rose Garden from the Roundabout is totally unsatisfactory and is likely to need an elevator or moving ramp to satisfy universal access requirements.

The at grade pedestrian crossing is adequate for suitably able people but is much less suitable for people with disabilities.

At the Domain side of the Roundabout and the at grade pedestrian crossing; the pathway to the Hobart Aquatic Centre is of suitable grade but access through the Rose Garden to the UTAS Campus is too steep for all but able bodied people.

The proposed high-level crossing will improve access from the City to and from the Glebe and all of the facilities in the Domain.



View from Cambell Street toward Brooker Avenue

AP07

Improved Access from the City across Brooker Avenue to the Domain

Recommended Actions

AP07.01 In association with UTAS and the Tasmanian Education Department prepare a design for an all access pedestrian and cyclist bridge over Brooker Avenue to link the City at Bathurst Street to the Domain – Rose Garden Campus of UTAS.

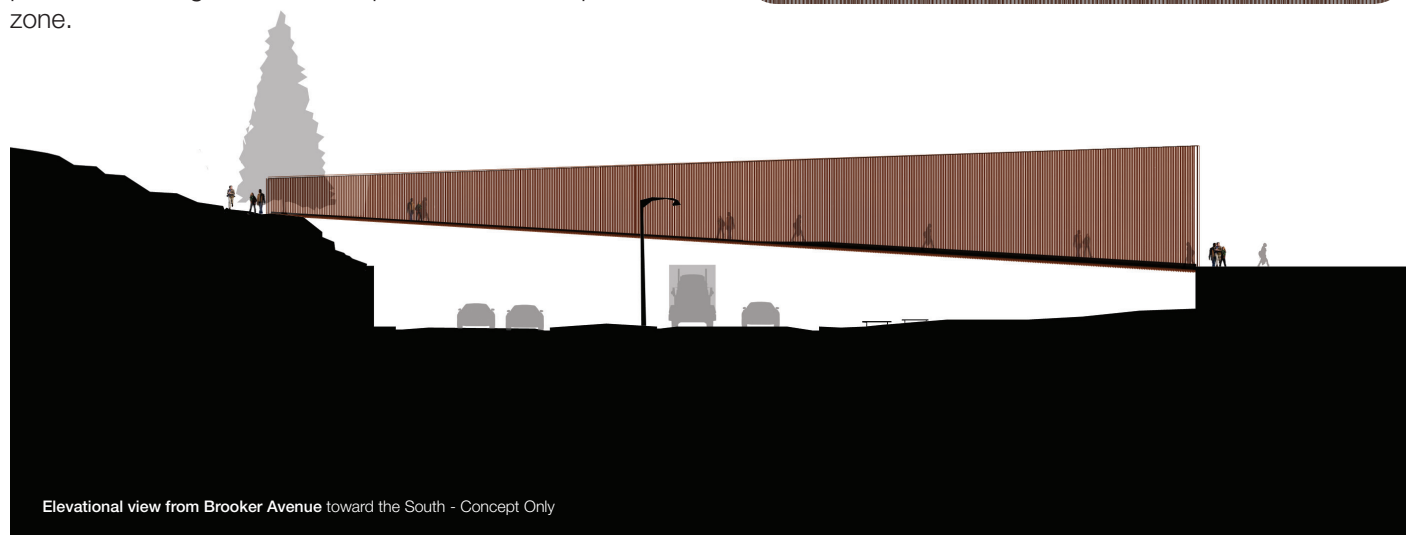
AP07.02 Prepare an application for Commonwealth Government funds to carry out this project on the basis that it is a significant component of the development of UTAS as an international provider of tertiary education and that the UTAS Medical School and in particular the Menzies Centre is of significant importance to the City.

AP07.03

The whole footpath system connecting the educational facilities in the Campbell Street Educational Precinct should be redesigned to improve the at grade access between the educational facilities. This should include connections to the city and all other relevant facilities, including the sporting and recreational facilities in the Queens Domain.

AP07.04

A design should be prepared to upgrade access through the Railway Roundabout and this design should include pedestrian linkages to the Macquarie Point development zone.



Project Reference Code	AP07
Project Key Words Reference	Pedestrian + Cyclist High Level Crossing over Brooker Avenue
Likely Capital Cost	\$1,500,000 to \$2,000,000
Source of Funding	Council, UTAS, Department of Education + External Sources
Critical Timelines	Progressive from 2014 to 2018
Perceived Community Support	High

AP07

Improved Access from the City across Brooker Avenue to the Domain

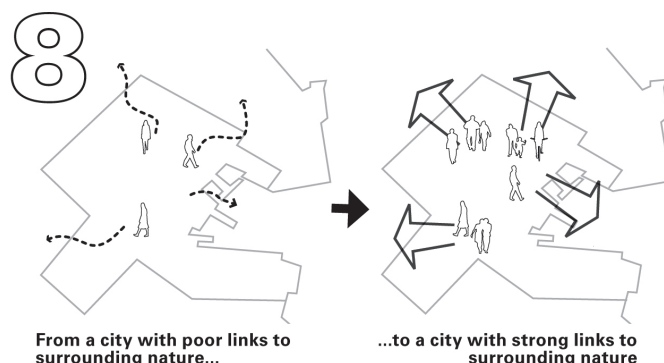
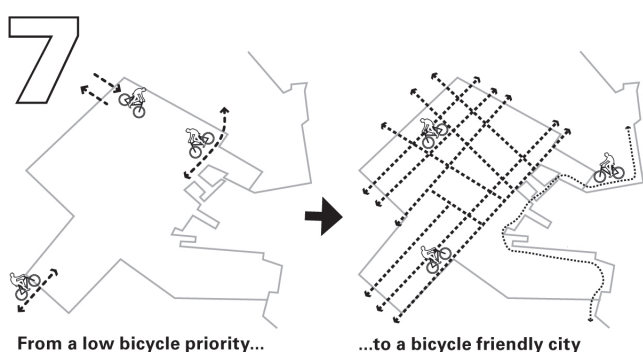


Action Project Eight – AP08 Castray Esplanade Pedestrian and Cycleway

The Challenges, Analysis and Recommendations – Gehl Hobart 2010

'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 buses and cars making it unsafe and hazardous to cycle. Bicycle infrastructure is found in some locations in the city centre, but it does not create a coherent network...the street widths in Hobart should make it possible to integrate a superior network of bicycle lanes.'

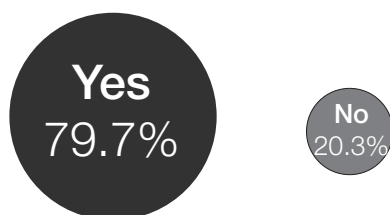
Jan Gehl Hobart A City with People in Mind p.38



Responses to Public Engagement

Ensuring a city centre for cycling

Do you support these concepts?



How important is...?
(5 High – 1 Low)

Developing a bicycle friendly environment	3.9
Developing a door to door bicycle network	4.4
Raising the comfort for bicyclists	4.2

Gehl Report Comments:

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

Complement the streets with dedicated bicycle lanes with bicycle friendly environments so that it is possible to take the bicycle from door to door. Cyclists should be able to go to all major city destinations and destination areas.

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.

Ensure strong connections with cycle routes in the suburbs.

AP08

Castray Esplanade Pedestrian and Cycleway

Considerations

Continue to work with the property owners and other stakeholders along the Cove side of Castray Esplanade to ensure there is a fully operational cycling access way from the forecourt of Princes Wharf No1 to Finlay Street.

There is consensus by TasPorts, the developers of Princes Wharf One, DIER, UTAS/IMAS, the CSIRO and the Hobart City Council; that continuous space will be provided to allow pedestrians and cyclists to travel from Finlay Street in Battery Point through to the proposed cycleway in Morrison Street.

In recommended action AP03 it is proposed that the current cycleway that terminates adjacent to the Marine Board building be extended along Morrison Street to meet with the proposed cycleway coming along Castray Esplanade.

Castray Esplanade is the major street linking Battery Point to the city; it also provides the major taxi rank for Salamanca Place and Metro has plans to upgrade the bus services to the area.

The Southern side of Castray Esplanade services the Salamanca Lawns, the residential Silos, a number of Colonial period warehouse providing art galleries and residential apartments. There is also an approved development for a boutique hotel between two of the warehouse buildings, this is due to open during 2012.

The remaining frontage is taken up by Princes Park which dates back to colonial times and provides a range of family and relaxation spaces.

The new UTAS/IMAS campus is a component of UTAS campus expansion from the Sandy Bay campus to have a higher inner city presence. Sandy Bay is separated from Castray Esplanade by the Battery Point residential district, and in particular by the very steep hill in Napoleon Street. Until an access-way can be constructed around the foreshore of Battery Point, it is not possible to provide near level easy cycling and walking access from the Sandy Bay campus and the suburban development serviced by Sandy Bay Road.

If Hobart is to provide safe pedestrian and cycling access to the city from the suburbs along the south western shore of the Derwent River a link separating motor traffic from other modes is essential. Castray Esplanade is a critical link in this access system.



Jan Gehl *Hobart A City with People in Mind* p.105

AP08

Castray Esplanade Pedestrian and Cycleway



Recommended Actions

- AP08.01** Develop a cycleway from Morrison Street to connect to the Castray Esplanade cycleway at the forecourt of Princes Wharf One.
- AP08.02** Mark a cycle route along the edge of the Princes Wharf One decking area and through the area know as the Paddock to link with the forecourt of the IMAS complex.
- AP08.03** Ensure there is an enforceable agreement with UTAS to provide public access for pedestrians and cyclists through their forecourt.
- AP08.04** Develop a new frontage design including pedestrian access, cycleway access and upgraded landscaping along the full length of the CSIRO facilities including access through their car park to Finlay Street. This project would be a joint venture between the CSIRO and the Council, the Council would provide the professional services support and knowledge and the CSIRO would fund the majority of the works.
- AP08.05** A widened footpath has been designed to link the Salamanca Lawns along the Southern edge of Castray Esplanade to Princes Park, where it connects to the existing heritage steps providing access to the park.
- AP08.06** The widened footpath will provide space for food service occupational licences and further enliven the Castray Esplanade.
- AP08.07** A permanent bus turning bay and a new bus waiting facility have been requested by Metro, this will allow them to provided improved service a time of peak activity reducing the reliance on motors cars. This will assist in reducing pressure on car parking spaces and ensure safer travel arrangements for people who have enjoyed alcoholic beverages.

AP08

Castray Esplanade Pedestrian and Cycleway

Action Concepts and References



Project Reference Code	AP08
Project Key Words Reference	Upgrading Castray Esplanade
Likely Capital Cost	\$1,000,000 to \$1,500,000
Source of Funding	Council & Corporate Support
Critical Timelines	Ready for Construction during 2013-2015
Perceived Community Support	High

Action Project Nine – AP09

Improve Community Facilities - Criterion Street and Mathers Lane

The Challenges, Analysis and Recommendations – Gehl Hobart 2010

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 nature than green recreational spaces.'*

Jan Gehl *Hobart A City with People in Mind* p.38

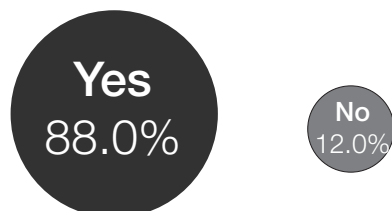
Unexplored potential of laneways: *'Laneways offer very different urban space experiences compared to the primary street network – here you have an opportunity to explore. The intimate lanes can create a secondary network in the city with their own separate identities. Lanes have the opportunity to have different identities, where the artistic come together. The city centre lanes have fantastic potential for strengthening the public realm and increasing pedestrian opportunities. The city centre's human scale, quality of materials and network of lanes represent potential not yet fully realised.'*

Jan Gehl *Hobart A City with People in Mind* p.25

Responses to Public Engagement

Do you support these concepts?

Creating a city with dignified connections



How important is...?
(5 High – 1 Low)

Creating urban 'fine grain'

3.9

Gehl Report Comments:

Urban fine grain focus on:

Criterion Street and the laneways as fine grain provides for 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 prioritise 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 multiplicity 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.

AP09

Improve Community Facilities - Criterion Street and Mathers Lane

Considerations

Complete the work that has commenced upgrading Criterion Street and Mathers Lane to provide an inviting place where people can meet, events can be held and culture advanced.

The Council has expended considerable resources over time purchasing and improving the buildings and open space in the Criterion Street/Mathers Lane area.

The foot path in Criterion Street has been widened with high quality paving, this has brought a higher level of street side activity, including two al fresco cafe occupational licences.

The Council owns two buildings in Mathers Lane; the 50 & Better Centre which is currently undergoing minor improvements to its entry and facilities and the CWL building where improvements were recently carried out to; the Catholic Womens' League facilities resulting in a fully functioning community hall and the child care centre located on the first floor was provided with improved security and extra administration space. A small retail unit was added to the building, this is tenanted by the Flower Room community shop.

During this construction the open spaces constituting Mather Lane was reconfigured to provide improved open space, higher personal security and an opportunity to add extra planting and furniture.

A new arcade being constructed through the Les Lees store will added a further link through to Liverpool Street further improving access and permeability to the Mathers Lane precinct.

The Hobart central car park is linked through Mathers Lane and Criterion Street to the retail and commercial centre of the city. The preservation and improvement of these links is essential in reducing the reliance on kerb side parking.



AP09

Improve Community Facilities - Criterion Street and Mathers Lane

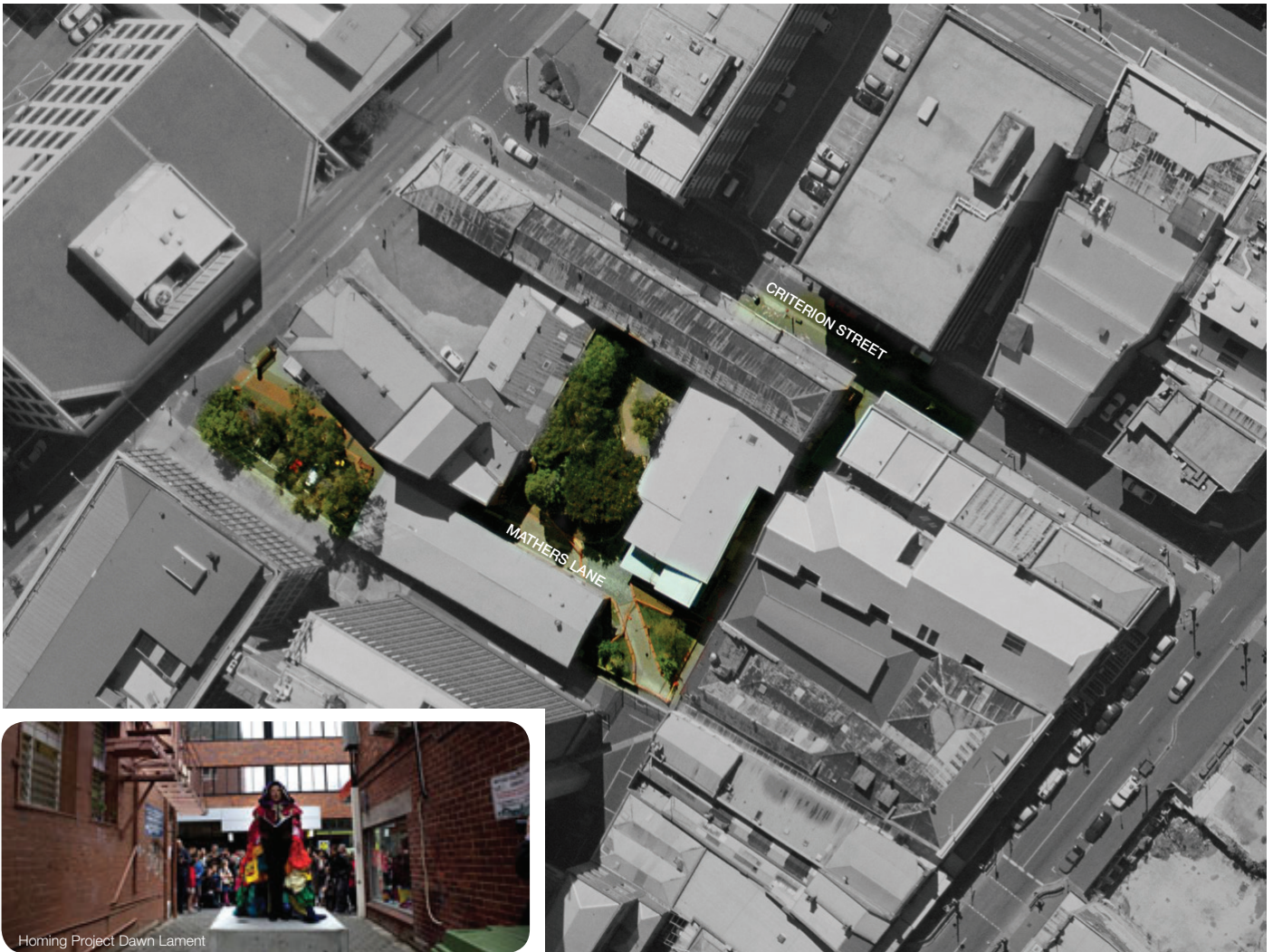
Recommended Actions

- AP09.01** Improve the pedestrian linkage from the Hobart Central Car Park through Mathers Lane to Liverpool Street utilising improved signage and way finding principles.
- AP09.02** Remove the brick and steel fence on the Bathurst Street frontage of the site. Remove or revitalise the existing planting and design a new complimentary landscape to improve the visual amenity of the space.
- AP09.03** Remove the mesh fence between Mathers Lane and the car parking spaces and design an appropriate combination of soft and hard landscaping with seating spots. Resurface the parking area and install appropriate wheel stops.
- AP09.04** Relocate a selection of the furnishings currently in the temporary Liverpool Link (Myer Department Store site) to Mathers Lane and Criterion Lane.
- AP09.05** Review the current waste service arrangements to reduce the impact of garbage bins in front of the 50 & Better Centre.
- AP09.06** Design and install seating and planters from Liverpool Link in the open space areas of Mathers Lane.
- AP09.07** Investigate all opportunities to reduce the impact of rubbish bins in Criterion Lane at its junction with Criterion Street.
- AP09.08** A CPTED (Crime Prevention Through Environmental Design) assessment soon to be undertaken may identify other opportunities to improve safety and amenity in the precinct.
- AP09.09** CCTV cameras are to be installed shortly to improve safety and provide surveillance in the Mathers Lane and Criterion Lane areas.
- AP09.10** Engage an urban place making consultant to undertake a community engagement project to rename and create a brand and identity for the Mathers Lane precinct including the CWL Building and 50 & Better Centre. This project would engage with a wide range of stakeholders including: retailers, community tenants, the Playhouse Theatre, ABC Hobart Central Child Care Centre, The Flower Room Cooperative, hirers and customers of the 50 & Better Centre and CWL Building, the State Library, the wider community and Council.
- AP09.11** Consider leasing any premises in the precinct that become vacant and develop a program to further enhance the community focus. As Jan Gehl says, when writing about urban fine grain ‘...create opportunities for innovation, surprise and unique approaches to both permanent and transient design.’
Jan Gehl *Hobart A City with People in Mind* p.25
- AP09.12** The recommended actions have concentrated on the precinct accessed by Criterion Street and Mathers Lane; but it is recommended that studies and action plans be prepared for the other fine grain laneways in the city, including but not limited to: Bidendopes Lane, Purdy’s Mart, Harrington Lane and Collins Court (including the Cathedral car park).

AP09

Improve Community Facilities - Criterion Street and Mathers Lane

Action Concepts and References



Project Reference Code	AP09
Project Key Words Reference	Improve Community Facilities - Criterion Street and Mathers Lane
Likely Capital Cost	Under \$500,000
Source of Funding	Council
Critical Timelines	For Construction during 2013
Perceived Community Support	High

Action Project Ten – AP10

Evaluate and Recommend a City Wayfinding System

The Challenges, Analysis and Recommendations – Gehl Hobart 2010

'Wayfinding encompasses all of the ways in which people orient themselves in physical space and navigate from place to place...Hobart city centre is in need of 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, focussing on the city centre and major places of interest.' Jan Gehl Hobart A City with People in Mind p.71

Gehl Report Comments:

Raise the comfort for bicyclists

Ensure way-finding for new cyclists and visitors which is equally important for cyclists as well as pedestrians. Estimating distances and proposing possible routes are helpful elements.

Improve possibilities for staying

Locate new public spaces strategically to strengthen the pedestrian network. Located 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 Mawson Place, Criterion Street, welcome plaza in front of State Library on the corner of Bathurst Street and Murray Street.

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

Introduce a better signage - wayfinding system

Create strong connections to surrounding areas

Ensure that these routes are clearly identifiable and well linked to the city centre network...

Make sure the City centre is easy to get to and from by establishing a multitude of attractive routes connecting with the surrounding suburbs...giving priority to pedestrians, cyclists, & public transport.

Ensure that links are followed by recognisable elements to ease way finding, these may be interactive or offer various treats and comfort.

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... 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 yourself... A message that signals to motorists that they have now reached a zone where all road users have the same priority.

Extend and connect the pedestrian network

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.

Improve comfort and reduce barriers

Develop and introduce better signs and way-finding elements to support accessibility and orientation

AP10

Evaluate and Recommend a City Wayfinding System

Considerations

Develop and implement a City Wayfinding System that ensures all people using the city will be provided with easily digestible information to ensure their use of the City is enjoyable, fruitful and productive.

The system must take into account the needs and requirements of all people locals and visitors, cyclists and motorists and most of all pedestrians.

It is particularly important that any wayfinding system should follow the *Principles of Universal Design*:

<i>Equitable use</i>	The design is useful and marketable to people with diverse abilities.
<i>Flexible in use</i>	The design accommodates a wide range of individual; preferences & abilities.
<i>Simple & intuitive use</i>	The design is easy to understand, regardless of the users experience, knowledge, language skills or current concentration level.
<i>Perceptible information</i>	The design communicates all necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.
<i>Tolerance for error</i>	The design minimises hazards and adverse consequences of accidental or unintended actions.
<i>Low physical effort</i>	The design can be used efficiently and comfortably with a minimum of fatigue.
<i>Size and space for approach and use</i>	Appropriate size and space is provided for approach, reach, manipulation and use regardless of the user's body size, posture or mobility.

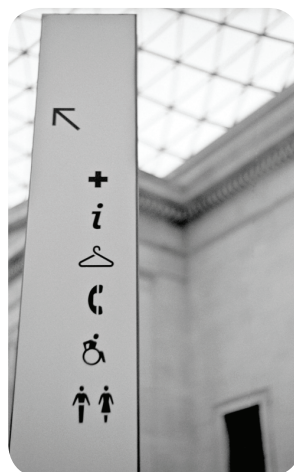
Once visitors are in the city, a place to place wayfinding system should ensure clear directions are communicated.

This system requires differing grades of information;

- a course grade identifying landmark features and high profile destinations,
- a middle grade
- providing alternative routes
- likely destinations and
- a fine grade that provides information on the locations of the closest public toilet or ATM



current signage in Elizabeth St Mall



Proposed model of signage
clear + legible
British Museum, Foster + Partners



AP10

Evaluate and Recommend a City Wayfinding System

Recommended Actions

A city wayfinding scoping team has been formed during the development of the Inner City Action Plan.

Wayfinding is a critical action of any city and currently the wayfinding system in and for Hobart is a mismatch set of signs and other paraphernalia that are less than sufficient and a long way below being efficient.

it is recommended that the currently constituted city wayfinding scoping team be retained and commissioned to continue their work.

The scoping team will:

- AP10.01** Assess the role of key arrival points and destinations including but not limited to; Hobart International Airport, The Cruise Liner disembarkation points, the city parking stations, the Travel + Tourist Information Centre, Elizabeth Mall and the Bus Mall.
- AP10.02** Source and collate detailed demographic data including:
 - All cultural destinations should be identified and ranked
 - All event sites should be identified
 - All emergence and public services should be identified and ranked
 - All parks, squares and other respite places should be identified and ranked
- AP10.03** Prepare a destinations map showing a ranking system that indicates on a scale 1 to 5 the perceived desirability and use a colour code to separate galleries & museums, from parks & squares, from children focus locations, etc. Prepare photographic record of all destinations and file in a fully referenced data bank.
- AP10.04** Prepare a layered route map showing; current bus routes, potential bus routes, current cycling routes both formal and informal, potential cycling routes, current bicycle parking, potential bicycle parking and extended facilities, current pedestrian movement system, potential to improve pedestrian movement system. Also, consider: taxi movements and ranks, facilities for the people with disabilities or mobility restrictions, motorcycle and other novel motorised transport parking.
- AP10.05** Research and report on the; shape, form and types of stationary wayfinding reference systems – including modern three-dimensional maps and audio-visual interactive kiosks.
- AP10.06** Research and report on; electronic information, downloads, applications (apps) and other satellite navigation systems suitable for visitors.
- AP10.07** Prepare a preliminary project brief suitable to be used to gain and assess expressions of interest from consultants that are able to demonstrate their capacity to develop a fully integrated wayfinding system for the inner city, its immediate environs and other specifically identified routes and destinations

AP10

Evaluate and Recommend a City Wayfinding System

Action Concepts and References



Wayfinding Sydney

Project Reference Code	AP04
Project Key Words Reference	Link from the Hobart Rivulet Park along Collins St
Likely Capital Cost	\$1,000,000 to \$1,500,000
Source of Funding	Council & Corporate Support
Critical Timelines	For Construction during 2014
Perceived Community Support	High

Action Project Eleven – AP11

Develop and Promote an Inner City Courtesy Zone [The ICCZ]

The Challenges, Analysis and Recommendations – Gehl Hobart 2010

A traffic dominated city: The design and the use of the city's streets lets 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 traffic in city centres with a critical eye and especially pay attention to the unnecessary through traffic that conflicts with the creation of a lively people friendly 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 means of transport need to be developed in order to offer people an alternative to the car.

Jan Gehl Hobart A City with People in Mind p.32

Gehl Report Comments:

Create inviting and attractive gateways to the City centre

The gateways should also be linked to the City network, both visually and physically. It should be easy to find your way and orient yourself... A message that signals to motorists that they have now 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



Jan Gehl Hobart A City with People in Mind p.93

Considerations

To consider and implement an Inner City Courtesy Zone, bounded by Macquarie, Campbell, Brisbane and Harrington Streets. Inside this zone all movement whether on foot, on a bicycle or in a car will be courteous, fair and equitable. If this concept can be promoted successfully then the artificial separation of pedestrians, cyclists and motorists will be eliminated.

It is unlikely the community will accept a wholesale reduction or elimination of private motor cars from the inner city. It is however possible to moderate the behaviour of motorists, cyclists and pedestrians.

Currently the demand of car drivers to barge through slow crossing pedestrians at traffic light controlled intersections is all too common. If the lights are green many drivers demand their rights. This attitude needs to be ameliorated.

The need for cyclists to be able to ride freely also needs moderating, if the streets are choked with cars, footpaths are not an alternative – unless the rider dismounts and walks their bike carefully through the pedestrians.

Pedestrians also must consider that cars and bikes are controlled by people just like them.

If the inner city is to continue to provide access to cars, bikes and pedestrians, then everyone must respect each other's needs and take responsibility for a safe courtesy environment.

AP11

Develop and Promote an Inner City Courtesy Zone [The ICCZ]

Recommended Actions

- AP11.01** Some infrastructural changes will be required at the entry points into the Courtesy Zone and will need information boards indicating that people are entering a special zone. Rumble strips or similar devices will need to be placed across the streets where vehicles enter. Some changes may be required to traffic lights.
The inner city fences will be removed and street furniture relocated where necessary to ensure safe intersection points are free of obstruction.
- AP11.02** Restrictive measures should be kept to a minimum but parking will be limited to shorter times than currently apply, ensuring both drop of and pick up conditions are reasonably available. Commercial loading zones will be limited to specific periods early in the morning and late in the evening to a similar timetable as applies in Elizabeth Mall.
It is not considered essential that a speed limit be posted but a 30 kph general limit within the Courtesy Zone could be considered or the use of variable illuminated speed signs installed at the entry points to the ICCZ.
- AP11.03** Parking compliance officers working in the ICCZ should have training to ensure they are able to assist in the smooth operation of the ICCZ. It would be their responsibility to inform people of the expected behaviour inside the ICCZ and to demonstrate a high level of personal courtesy.
- AP11.04** The two intersection in Murray Street (at Liverpool and Collins Streets) should allow time for bicycle users to move freely throughout the intersection followed by a pedestrian all directional crossing sequence.
- AP11.05** A public awareness campaign will be required to ensure all of the community is aware of the ICCZ. This should include print and radio messages. Once established a system of alerting travellers from outside of Hobart needs to be implemented, particularly rent-a-car hires.



Project Reference Code	AP11
Project Key Words Reference	Develop and Promote an Inner City Courtesy Zone [The ICCZ]
Likely Capital Cost	Under \$500,000
Source of Funding	Council
Critical Timelines	Commencing in time for the Myer opening
Perceived Community Support	Not directly canvassed in community engagement



EXTENT OF PROPOSED COURTESY ZONE SHOWN COLOURED



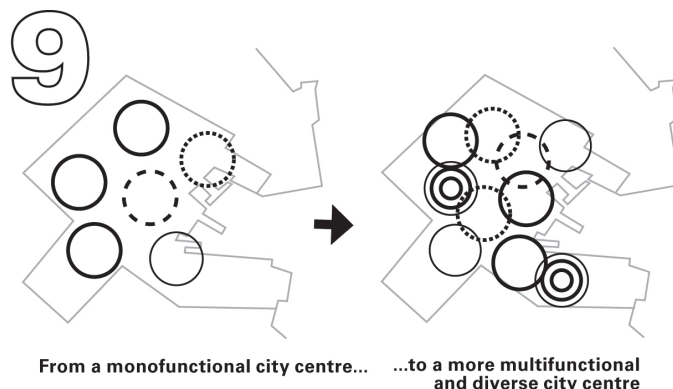
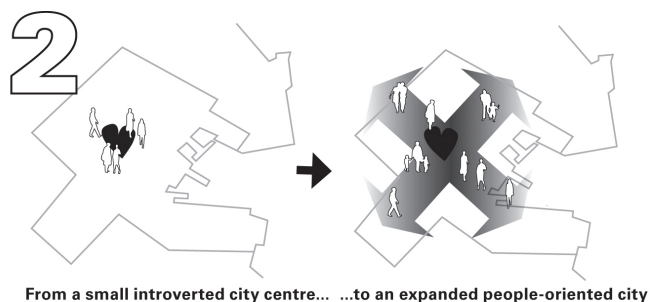
Action Project Twelve – AP12

Identify and Record, All Retail and Service Businesses in the City

The Challenges, Analysis and Recommendations – Gehl Hobart 2010

'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.'

Jan Gehl Hobart A City with People in Mind p.38



Gehl Report Comments: Considerations

Retail will remain the heart beat of the City, we know it is changing and E-retail could have some negative impacts until the necessary adjustments are made to refresh in shop retailing. During this unstable period it is important that the Council maintains a watching brief on movements in the Retail industry, to be aware, responsive but not reactive.



Pitt Street Mall, Sydney



Pitt Street Mall, Sydney

AP12

Identify and Record, All Retail and Service Businesses in the City

Recommended Actions

- AP12.01** The Council will work with the Hobart Chamber of Commerce and other stakeholders representing the inner city retail and service providers with the aim of achieving economically sustainable city businesses.
- AP12.02** Work has commenced to collect the following information and have it incorporated into the Councils GIS. The information gathered relates to the location, operation, and appearance of all retail outlets and service providers in the Inner City:
- Retail**
 - Services**
 - Building Features**
 - Operation**
- Opening Hours, Atmosphere from the Street and Clientele.
- It is recommended that this information be assessed by the Council operations who can utilise the information collected.
- Any amendments should then be made about the extent and quality of the data collected.
- A program to facilitate the accurate and regular collection and updating of the files should then be implemented.
- This information will assist in discussions with the retail and service businesses in the city.
- AP12.03** **Retail consumer survey**
- The Economic Development Unit has commissioned the Hobart Inner City Consumer Behaviour Research this is a phone contact retail consumer survey to assist in identifying responses from at least one thousand householders in the greater Hobart area.
- AP12.04** **Review process**
- The value in the projects listed above is to provide the Council with a clear snapshot of both supply and demand in retail and services sectors in the inner city. This information will be used to develop a detailed retail strategy for the city.
- The information will provide the opportunity for the Council; to benchmark the area with other equivalent shopping precincts as well as providing a platform for further data collection over time at will build an ongoing resource for future analysis. The collected data will also allow the Council; to better understand where the gaps are in the business offering in the inner city.
- When all the above data is to hand a detailed review will be undertaken and the information tabulated and distributed to interested parties within the Council and to selected parties and organisation who have interest in working with the Council to improve the quality and economic sustainability of the city's retailers and service providers.

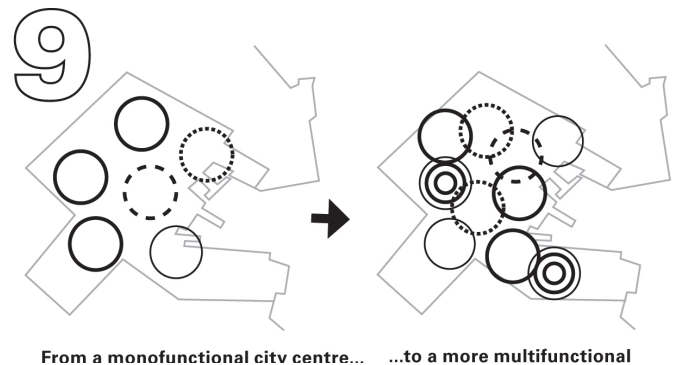
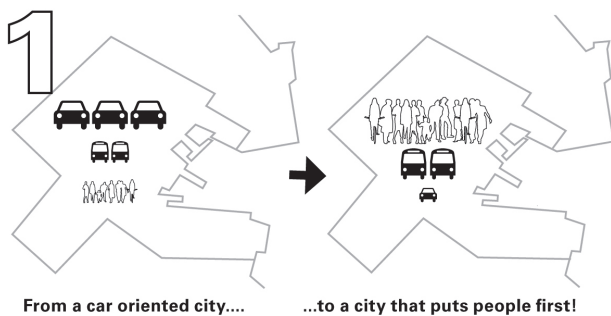
Project Reference Code	AP12
Project Key Words Reference	Identify and Record, All Retail and Service Businesses in the City
Likely Capital Cost	Under \$100,000
Source of Funding	Council
Critical Timelines	2012
Perceived Community Support	Not directly canvassed in community engagement

Action Project Thirteen – AP13 Review and Recommend Opportunities to Promote City Living

The Challenges, Analysis and Recommendations – Gehl Hobart 2010

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 in relatively few numbers, create an image of a city lived in and looked after.’*

Jan Gehl *Hobart A City with People in Mind* p.42

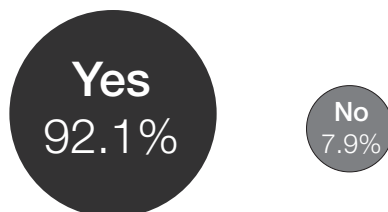


Responses to Public Engagement

Do you support these concepts?

Creating strong connections to surrounding areas.

Making the most of Hobart's remarkable setting.



How important is...?
(5 High – 1 Low)

Encouraging more residential development 3.8

Gehl Report Comments:

Create a more diverse city centre with invitations for all.

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 after working hours.

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 that 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 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 that goal.

Be creative and use every opportunity to increase the number of residences, including affordable housing and student housing.

AP13

Review and Recommend Opportunities to Promote City Living

Considerations

Increased residential living within the city can be promoted in two main forms; new medium density dwelling developments or the adaptive reuse of the existing building stock – the latter is likely to be more sympathetic and provide a sound sustainable outcome. The Council must work on a wide front to influence adaptive reuse projects; both by individuals and by property developers. The proposed residential growth strategy could be one component in the concentrated effort that is needed to attract a broad base of residents into the City.

Although the Hobart Planning Scheme provides for residential development in a significant area of the inner city, the area to be designated as the Inner City Residential (Priority) Zone is not clearly defined. A medium density residential area is defined as between 35 to 70 dwellings per hectare (10,000 sqm). If the expected household size is 2.2 persons, that indicates 77 to 154 people per hectare.

Questions requiring consideration in determining the role and need for inner city residential development:

- *Who would want to live in Inner Hobart?*
- *What would be the attraction?*
- *How much would they pay?*
- *Would they rent, lease or buy?*
- *How many sleeping spaces?*
- *What form of living spaces?*
- *How can the downsides of strata titling be overcome?*
- *Is the real estate industry equipped to deal with inner city living?*
- *Do the current planning rules allow sufficient flexibility?*
- *Are there ways to increase flexibility?*
- *Is private open space desirable?*
- *Is any open space essential?*
- *Can cars be excluded from consideration?*
- *Is bicycle storage essential?*
- *What is the impact of the Building Code of Australia?*
- *Is there sufficient incentive to adaptively reuse a heritage building?*
- *What limits should be applied to interventions in heritage buildings?*
- *Should government subsidise inner city living?*
- *What role does student house have?*
- *Should there be a proportion of affordable housing?*
- *What is the threshold of affordability?*
- *Can the inner city be adequately defined?*
- *Should gentrification be encouraged?*
- *Should families with young children be encouraged to live in the inner city?*
- *Should post-employment people be encouraged to live in the inner city?*

AP13

Review and Recommend Opportunities to Promote City Living

Recommended Actions

- AP13.01** The Inner City Housing Steering Committee, chaired by the General Manager, continue its deliberations and report to the Council.
- AP13.02** Research is required to determine which properties within the inner city are suitable for residential development.
- AP13.03** Analysis is required to determine what is required to attract residential development in the city.
- AP13.04** Study is required to determine the value of attracting low income residents into the city.
- AP13.05** Study is required to evaluate what incentives are required to attract residents to purchase free market townhouses and apartments in the city.
- AP13.06** The systems of titling suitable for inner city residential developments should be reviewed.
- AP13.07** Methods of offering incentives to developers of quality inner city residential and mixed residential/commercial developments should be considered.
- AP13.08** The Council should be undertaken discussions with the education providers in the city to determine the likely demand for student housing over the next decade. Careful planning should be undertaken to determine by who and how this accommodation can be provided.
- AP13.09** The Council should undertake discussions with the major property owners and developers in the city to determine where and when residential developments are likely to take place, so that supportive policies can be develop and implemented, to ensure economically sustainable development.
- AP13.10** Hobart is a unique city which has grown organically from a colonial settlement to a capital city. The inner city was once a compact town of shops, offices and residences. Progressively commercial and administration buildings have displaced the low rise cottage houses forcing the residential population of the city further and further away from the city centre. For a period the shops grew into department stores and the residents travelled in from their suburbs to shop in the centre. Eventually retailers built shopping centres in the suburbs, this meant that shopping trips to the city were reduced and the activity in the centre of the city slowed down.
- Only increasing the inner city residential population can reverse this trend.
- The Council should continue to develop a sound residential strategy aimed at providing for a residential mix across a wide socio-economic spectrum.

AP13

Review and Recommend Opportunities to Promote City Living

Action Concepts and References



Potential Over-shop Residences - Hobart

Project Reference Code	AP13
Project Key Words Reference	Review and Recommend Opportunities to Promote City Living
Likely Capital Cost	Under \$500,000
Source of Funding	Council, State, Property Owners, Community Organisations and Commercial Entities
Critical Timelines	Continuous activity from 2012
Perceived Community Support	High

Action Project Fourteen – AP14 Salamanca Place Precinct

The Challenges, Analysis and Recommendations – Gehl Hobart 2010

Gehl Report Comments:

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.'

Jan Gehl *Hobart A City with People in Mind* p.52

Responses to Public Engagement

Do you support these concepts?

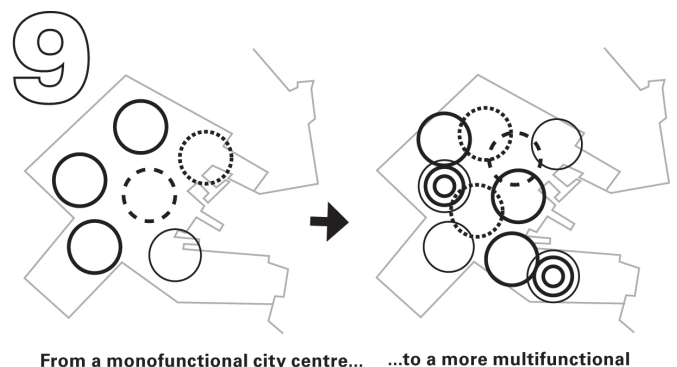
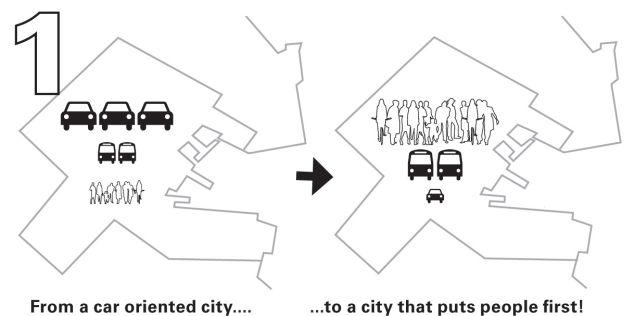
Creating strong connections to surrounding areas.

Making the most of Hobart's remarkable setting.



How important is...?
(5 High – 1 Low)

Encouraging more residential development 3.8



AP14

Salamanca Place Precinct

Considerations

The discussion should continue to determine the most suitable uses of the open spaces in Salamanca Place precinct. It is critical that a balance of commerce and culture is maintained and that the facilities remain accessible to the widest profile of the community. The Council must take into account the impact that a significant number of the City's after dark activities have on this area and consider if any increase would adversely affect the desire to revitalise the City. The more the night life activities are concentrated in one place the more difficult it will be to reduce the reliance on all ready over stretched infrastructure.

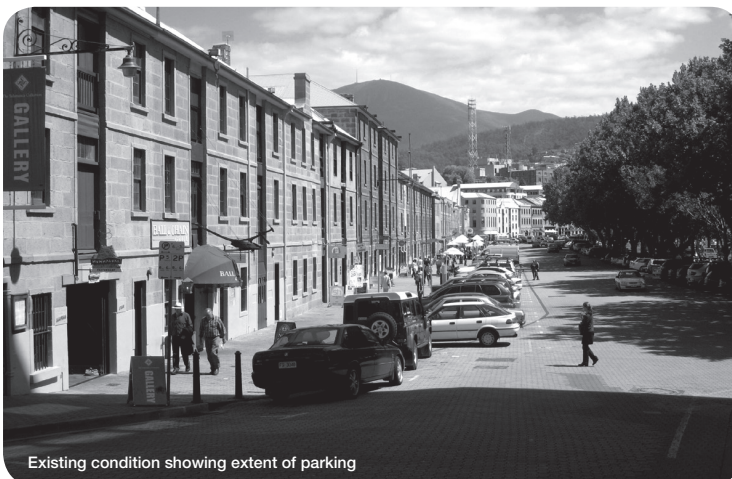
Development continues to impact on the Salamanca Precinct, the completion of the Princes Wharf One project, the development of UTAS/IMAS, the scheduled development of the Parliament Square development, the upcoming development of the mixed use development in Montpelier Retreat; all impact on the use of the place and dynamics of the local area.

Salamanca Place on Saturday mornings during the markets has the highest population density in Hobart.

This is the place to go to have fun, it is the focus of many events including Taste, Mona Foma, etc. it is flexible; providing activity spaces and at other times car parking.

Planning the future of Salamanca is not going to be an easy task; the demands will be in constant flux. Meeting the needs of the retailers, gallery operators, the food & beverage establishments is as essential as providing public facilities, activities and events.

This is the place where Hobart interacts; it needs to remain flexible in accommodating the community's desires, these will change over time and the Council should monitor the changing demands and be able to act responsively.



AP14

Salamanca Place Precinct

Recommended Actions

- AP14.01** Salamanca is where the public realm of the Commonwealth, State and Local Governments interact with the commercial world of commerce and entertainment. All the stakeholders and the community are entitled to have their say about this place, for it is the combination of public resources, commercial activities and public participation that makes Salamanca a success. Hobart City Council has a pivotal role in the management of Salamanca and every proposal for change to the place or its activities, must be carefully evaluated to maintain its balance in providing enjoyment and sustenance for the largest possible majority of the community and visitors.
- AP14.02** To determine the most suitable layout of car parking, vehicle movement and pedestrian safety, the Council should trial a number of parking and aisle configurations before commencing any permanent changes to the road infrastructure in Salamanca Place.
- AP14.03** There has been a significant change to the available car parking spaces in the Salamanca Precinct brought about by the PW1 and IMAS developments. Further changes should be carefully assessed before introduction, although it is likely that changes to the parking spaces in Salamanca Place could be modified to improve pedestrian safety and to meet the requirements of the *Disability Discrimination Act 1992* as administered by the Human Rights and Equal Opportunities Commission:

What is an accessible footpath?

A footpath should, as far as possible, allow for a continuous accessible path of travel so that people with a range of disabilities are able to use it without encountering barriers. While a footpath necessarily follows the natural topography of the area, in the best possible circumstances a continuous accessible path of travel along a footpath should:

Have a minimum clear width of at least 1.8 metres at the narrowest point and minimum clear height of 2 metres with nothing encroaching into that envelope

(These features of a continuous accessible path of travel are taken from current Australian Standards 1428 part 1 and part 2.)

In addition the Commission is of the view that the continuous accessible path of travel should extend from the property line with no obstructions or projections in order to provide the best possible guidance line for all users including people with a vision impairment.

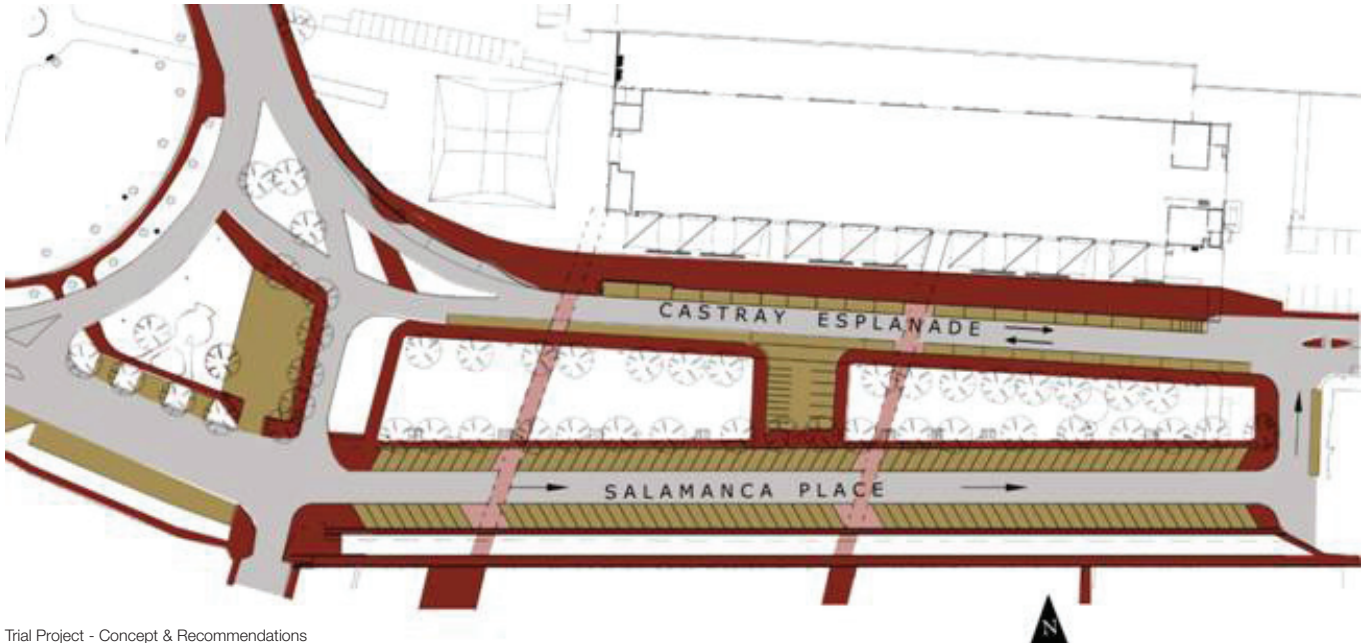


Jan Gehl Hobart A City with People in Mind p.105

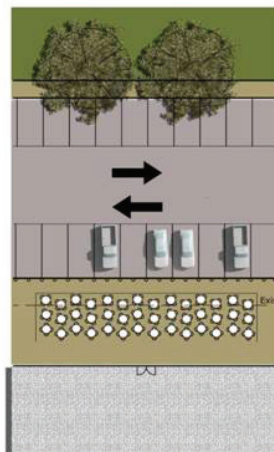
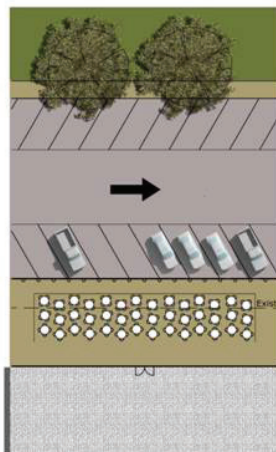
AP14

Salamanca Place Precinct

Action Concepts and References



Trial Project - Concept & Recommendations



Perth, Australia

Project Reference Code	AP14
Project Key Words Reference	Determine and Recommend Appropriate Development of Salamanca Place
Likely Capital Cost	\$1,000,000 to \$2,000,000
Source of Funding	Council, State, Property Owners, Community Organisations and Commercial Entities
Critical Timelines	Continuous activity from 2012
Perceived Community Support	Not directly included in the community engagement

Action Project Fifteen – AP15 Activating Public Places

The Challenges, Analysis and Recommendations – Gehl Hobart 2010

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 and 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.

Jan Gehl Hobart A City with People in Mind p.45

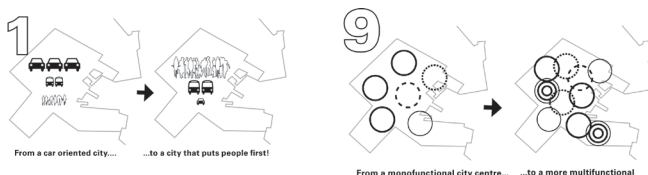
Something is lacking:

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, design profile and the future use. Gehl...P49.

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.

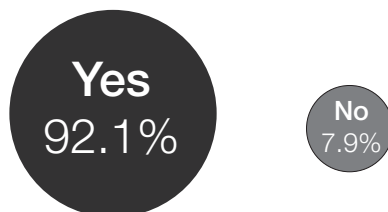
Jan Gehl Hobart A City with People in Mind p.49



Responses to Public Engagement

Do you support these concepts?

Ensuring a vibrant city centre with versatile public space



How important is...?
(5 High – 1 Low)

Developing versatile public spaces and celebrating the uniqueness	4.2
Creating a program for events	3.9
Encouraging alternative uses of the city spaces	4.1
Improving possibilities for staying	4.0

Gehl Report Comments:

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 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.

Develop a special winter square; place the City's outdoor icerink on Mawson Place and let the Christmas tree occupy Hobart's Heart on Elizabeth Mall.

AP15

Activating Public Places

Considerations

The Gehl Report recommends '*Ensure a vibrant city with versatile public space. The analysis of the public space and life in Hobart can be summarised as – the physical structure is there, but opportunities for a range of activities needs strengthening.*' Jan Gehl *Hobart A City with People in Mind* p.102

An important way of increasing activities is to promote temporary activity concessions in the City.

Gehl recommends the following primary spaces needing increased activity:

Elizabeth Mall, Franklin Square, Mawson Place, Parliament Square, St Davids Park, Salamanca Square, Princes Park, Hunter Street, Sullivans Cove Waterfront, Princes Wharf (PW1 Forecourt).

All these spaces have their own special values that should be enhanced by the introduction of extra events, activities, promotions and concessions.

Many cities promote street vendors; Sydney has an extensive array of city owned kiosks selling; flowers, magazines, fruit and vegetables. Copenhagen has its famous ice-cream kiosks and frankfurter stands throughout the City.

In Hobart there are a few vendors but many large spaces, including most of those listed above are vendor free zones. Consideration of developing a concession licence system that would allow colourful mobile food stalls, children's amusements and even temporary sporting attractions; like an ice rink or beach volley ball courts could be considered.

The Council could develop policies and programs that would support activation of public spaces by its own programs and by initiatives of other parties. An essential component of the development of policies and programs is a parallel provision of supporting infrastructure.

The Council directly provides and supports many activities and events within the city and understands the risks associated with these ventures. Gehl applauds all of these actions but notes there are gaps that could be filled by other parties whether with Council support or independently supported.



New Road
Gehl Architects

AP15

Activating Public Places

Recommended Actions

- AP15.01** Develop a policy position on public place activation. Particularly the need to clarify the relative emphasis of direct delivery by Council, compared to it taking a facilitating role.
- AP15.02** Establish clear policies to include:
- Develop and distribute a user manual for activating open space - including customer service.
 - Establish a clear policy position on street vending. This needs to cover from small scale vendors to large commercial proposals that may impact of quantity and quality of public space.
 - Plan prioritised opportunities, prepare a proactive body of work to identify appropriate sites and make them shovel ready.
 - Develop a system of simplified land use approval – reducing the first barrier to an idea.
- AP15.03** Establish a city activation team to provide inputs from all of the Councils divisions to ensure cohesive management of any proposed activation projects in public places.
- AP15.04** Develop a one-stop information, advice and application/permit facility to service all requests to provide activity projects and facilities in the city.
- AP15.05** Ensure new and renewal infrastructure projects consider providing utility service access points and other facilities to assist in the flexible location of temporary activities in public places and spaces.
- AP15.06** To ensure a well balanced presentation of activation projects to the community, the Council should coordinate and provide a marketing and communication program. It is essential that activation is marketed as delivering benefits for all; projects where the commercial/retail balance could be adversely upset should be carefully assessed before being granted a permit to operate.
- AP15.07** Ensure that the diverse views of the community, including those of private households and business community are sought, considered and acted on.
- AP15.08** Critical to the success of the activation proposal is that the whole community benefits. Whether an activity is operated by the Council, a community group, an individual or a commercial operator they should be assessed to ascertain the extra value they provide to the community; particular attention should be given to widening the range of activities offered to children, young families, family groups, people of lesser fortune and more mature people.
- AP15.09** Examples of early start projects are included for consideration;
- need to identify locations, whether permanent or semi permanent
 - engender a fresh look to an open space
 - hard surface sport events – e.g. street soccer (5 a side) – an asset we have is a lot of good hard surface
 - minor “add ons” to parks (activities and amenities) – bocce – corporate challenges
 - rent a car space – providing infrastructure to facilitate activity
 - changing content – changes and surprises, temporary parks, e.g. ICTC presentation on 3rd wave of parks

AP15

Activating Public Places

Action Concepts and References



Jan Gehl *Hobart A City with People in Mind* p.105



North Beach, by Rebar San Francisco

Project Reference Code	AP15
Project Key Words Reference	Recommendations - Activating Public Places
Likely Capital Cost	Under \$500,000
Source of Funding	Council, Community Organisations & Commercial entities
Critical Timelines	Continuous activity from 2012
Perceived Community Support	High

Other Projects for Consideration in Association with ICAP

The following projects have not been included in the current proposed actions as many require detailed input from third parties, particularly DIER and Metro prior to detailed actions being proposed for implementation.

Some other of these projects also require detailed consultation with stakeholders and engagement with the community prior to recommendations for actions being proposed.

Cars in the City Centre

- Investigate ways of reducing car dominance in the City Centre
- Prepare a long term plan to reduce urban through traffic
- Compare one-way street system with two-way street system
- Provide on-street parking on a strictly needs based system

Inner City Cycling

- Prepare an inner city cycle route map
- Improve cycleway safety along designated routes
- Provide well located effective cycle parking places
- Evaluate if publicly owned end of journey cyclist facilities are required
- Review external routes required to enter inner city cycle routes

Inner City Walking

- Prepare an inner city walkers; promenades, places & links map
- Investigate locations for pedestrian priority places
- Improve pedestrian enjoyment in all streets, foot paths & public spaces
- Remove barriers to pedestrian movements wherever possible
- Maximise convenience & safety at all pedestrian street crossings
- Plan to exceed the minimum requirements of disability access codes
- Improve design & increase locations of pedestrian rest & seating areas
- Investigate all possibilities to provide a waterfront walk from Sandy Bay to Cornelian Bay

Inner City Metro plus public transport

- Discuss and determine the essential bus routes required by Metro
- Investigate with Metro introduce through routing where possible
- Reduce or eliminate counter flow bus routes within the city
- Request Metro to introduce; one-way bus flow in the Bus Mall
- Request Metro to reduce; number and spread of bus stops in the city
- Request Metro to investigate; free bus loop servicing the inner city
- Investigate opportunities to provide a bus / coach interchange
- Request Metro to introduce – next three buses electronic boards
- Investigate opportunities to widen taxi services and rank locations
- Investigate opportunities to improve access to water taxis/ferries
- Investigate opportunities to introduce a light rail system
- Extend bus services into the evening to encourage a night-time city

Construction of the Hobart Rivulet Park – Cycle & Walkway

Strategic Planning of the Battery Point Access-way

Strategic Planning of the Sandy Bay Road access-sharing project

Strategic Planning to reduce the impact of traffic flow in Davey Macquarie Couplet

Support review of city car movements to & from and between City parking stations

To engage productively with Strategic Planning for the Macquarie Point rail yards

Support sympathetic adaptive reuse of heritage buildings

Addenda A.1

Awnings and Other Shelters in Public Space

The Challenges, Analysis and Recommendations – Gehl Hobart 2010

Awnings – a significant feature

A significant feature of Hobart city centre and its urban structure is 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.

Awnings provide protection from rain, wind and sun, but also make the footpath feel darker and less generous. They also block the 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 are not always exposed.

Jan Gehl *Hobart A City with People in Mind* p.70

Gehl Report Comments:

Maintaining a human scale city

Develop regulations for signage, canopies, etc. in order to prevent inappropriate elements reducing the quality of the architecture and the street environment.

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

Replace heavy awning along building lines with light elegant Australian veranda type awnings.



A review of existing awning over shop-fronts and business premises in the city should be undertaken.

Preliminary observations indicate the follow adverse impacts from many existing awnings, including:

- There is inconsistency between awning on adjacent buildings and along the street alignment.
- The thickness of the awning edge has is very deep to accommodate excessive signage.
- Many awnings extend too close to the street kerb line and show damage due to contact with vehicles.
- Under awning signage is haphazard and is excessive in area.

Consideration should be given too:

- Requiring all awning owners to; undertake engineering safety assessments of all cantilever awnings in the city to ensure compliance with current regulations and codes.
- Developing a new code for the appearance, design and construction of awnings in the city, this code should;
 - Limit distance awning can cantilever from a building, say 2400mm
 - Control the height of awnings above footpaths, say not less than 3000mm
 - Ensure adjacent awnings have a cantilever distance and height above the footpath that is consistent and suitable to the buildings they are attached too.
 - Limit the thickness of awning edges, say to 320mm
 - Require all awning edges to be set back from kerb lines, say by at least 450mm
 - Limit all edge of awning signage to an absolute minimum, say one colour & max 165 high
 - In some parts of the city including Elizabeth Mall disallow all edge of awning signage
 - Awning attached to heritage buildings be subject to specific controls
 - Support repairs and restoration of existing historic awnings requiring upgrading
 - Where appropriate consider glazed awning systems

These recommendations will progressively develop a more consistent less offensive awning system in the city while still maintaining sensible weather protection.

Addenda A.2

Information Booth and Viewing Gallery to the Hobart Rivulet, Elizabeth Mall

The Challenges, Analysis and Recommendations – Gehl Hobart 2010

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 exposed; through a viewing portal in Elizabeth Mall and in a small open channel in Collins Street. Jan Gehl Hobart A City with People in Mind p.17

Proposal for a replacement Information Centre

There is an existing project brief requesting consideration to investigate and design a new information booth to replace the existing booth.

The new information centre should be designed to give visual dimension to the Mall, provide an interesting visitor focus and incorporate viewing access to the subterranean Hobart Rivulet.

Preliminary concepts

The Rivulet transects the Elizabeth Mall towards the northern end of the space. Currently there is a small viewing opening on the east side that allows glimpses into the Rivulet.

This opening does not provide the Rivulet with a strong presence in the mall, and it is proposed to construct a new viewing point to increase public interaction with the important historic component of the city's infrastructure.

The existing information booth was designed for the dual role as a visitor information booth and the police kiosk, is now only used as a general information booth. It is poorly located and its relocation would improve the use of space under the Mall canopy.

Some preliminary design thoughts include the concept of combining a number of functions into the propose structure including the Rivulet viewing feature, the information centre plus an accessible stepped roof to; improve viewing of events in the Mall and to provide a place to sit, talk, view and eat.

This would provide an icon feature in the Mall and provide an important missing feature – the place that is identified as – where you meet friends. It would become the focus point in the Mall and the place from where much of the city's activities emanate.



Original Hobart Rivulet Wellington Bridge

Addenda A.3

Connecting Wellington Court to Argyle Street

The Challenges, Analysis and Recommendations – Gehl Hobart 2010

Linking Wellington Court to Argyle Street.

On page 99 of his report Jan Gehl, points to the space beside the Argyle Street Car Park and recommends – ‘*Beautify the link and add artistic elements and temporary exhibitions.*’

This is one of his small asides that are almost lost in the bulk of the report, but here is a place calling out for improvements.

There is a dull colourless link that connects Wellington Court through the pay booth area of the Argyle Street Car Park to Argyle Street. It is well used by the public, mostly because it is the only way to pay the parking fees and redeem their car.

To disregard this place is to forsake a significant opportunity to add colour, vibrancy and character to otherwise purely functional infrastructure and service.

Here is a fabulous opportunity to provide a place...

How can; a multi-level car park, with a major public toilet facility, the city cleansing department in its basement and surrounded by vacant spaces full of parked cars and surmounted by the rear of a bland multi-storey educational building – be turned into a -beautiful link with artistic elements?

Gehl suggests temporary exhibitions; this should be considered in conjunction with changes to the sheltered walkway linking Wellington Court to Argyle Street.

Consider:

- More activity
- More space
- More height
- More colour
- More light
- Live music
- Street entertainers
- Fringe exhibitions
- Food vendors
- Flower vendors

There are already high volumes of people and this number will increase with the extra car spaces and the new shopping centre.

It is not a passive place, it is an active place, and the challenge is to extend the quantity and quality of the activities to benefit the community.



Addenda A.4

Davey Street Crossings - City to Macquarie Point

The Challenges, Analysis and Recommendations – Gehl Hobart 2010

Davey Street Crossings- North Eastern Edge of City to Hunter Street, the Railyards & Macquarie Point

On page 79 of his report Jan Gehl recommends, '*Develop ideas for the temporary use of the Hobart Railyards at [the] Macquarie Point Area until further development can be put in place*'.

On page 82 he expands his recommendation when discussing the potential development of the Railyards, to say; '*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 [the] Hobart Railyards, the waterfront should be celebrated by an urban formulated public space relating to its highly urban situation.*'

Investigations

A.4.1

The Council has requested that investigation be undertaken to determine; where a safe crossing point for pedestrians, from Tasmanian Museum & Art Gallery (TMAG), over or under Davey Street, to Sullivans Cove, could be provided. This investigation should take into account the improved pedestrian access through the Dunn Street Car Park between Macquarie Street and Davey Street that is being constructed in concert with the alterations and additions being carried out to TMAG.

A.4.2

With the University of Tasmania (UTAS) extending and linking its campus along a line from Sandy Bay, to Princes Wharf 2, to Hunter Street, along Campbell Street and over to the Queens Domain; it is essential that safe pedestrian and cycling linkages are designed, developed and maintained.

This in association with the potential for considerable redevelopment of the Macquarie Wharfs, Macquarie Point and the Railyards sites; requires careful planning of a pedestrian and cyclist movement system linking the key nodes and destinations around the eastern corner of the city.

A.4.3

Investigations will continue to record, study and report on; all proposals for the development of the Hunter Street, Macquarie Wharfs, Macquarie Point and the Railyards sites.

This image is taken from the Sullivans Cove Model and is a reasonable representation of the current layout of the Railyards and Macquarie Pt.



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- National Urban Policy: Our Cities- building a productive, sustainable and liveable future*, Dept I & T 2011
Including: Background and Research Paper: *Our Cities- the challenge of change*
- Productivity Commission, *Economic Structure & Performance of the Australian Retail Industry*, Draft Report 2011

Appendix I

Community Engagement Stakeholder Respondents who submitted comments

Heart Foundation Tasmania

Waterfront Business Community

Public Health Association Australia (Tasmanian Branch)

Peak Oil Tasmania

Cycling South

Bicycle Tasmania

Glebe Progress Association

DHHS – Population Health

Australian Institute of Landscape Architects Tasmania

Property Council of Australia (Tasmania Division)

DIER – Infrastructure Strategy Division

Australian Institute of Architects

Hobart Chamber of Commerce

Tasports

Hobart Older Persons Reference Group

Presentations made to external organisations and groups

- Safer Hobart Community Partnership – approximately 20 attended
- Denison branch of the Liberal Party of Tasmania – Royal Hobart Yacht Club, approximately 50 attended
- Hobart's Older Person's Advisory Group – approximately 10 attendees
- Council's Access Advisory Committee – approximately 12 attended
- The Glebe Progress Association – Philip Smith Centre, approximately 25 attended
- Australian Institute of Architects – Tasmanian Chapter – Irish Murphy's Meeting Room, approximately 35 attended
- Building Designers Australia – Tasmanian Chapter – The Grange, Campbell Town, approximately 45 attended
- National Local Government Drug and Alcohol Advisory Committee – Hobart Town Hall, approximately 20 attended
- Community Sector Reference Group – Hobart Town Hall, approximately 15 attended
- YouthARC – Representative from years 10-12 local colleges – City Hall, approximately 15 attended

Appendix II

The Role of the Steering Committee

The Steering Committee for the Inner City Development Plan includes the General Manager and all of the members of the Executive Leadership Team. Its role is to ensure that the Inner City Development Plan and the Inner City Action Plan provide suitable recommended actions for the urban design of the inner city based on the recommendations provided by the Gehl Report 2010 and their considered opinions.

Nick Heath	<i>General Manager</i>
Heather Salisbury	<i>Deputy General Manager/Director Community Development</i>
Neil Noye	<i>Director Development and Environmental Services</i>
Gary Randall	<i>Director Strategy and Governance</i>
David Spinks	<i>Director Financial Services</i>
Andrew Tompson	<i>Director Infrastructure Services</i>
Roger Viney	<i>Director Parks and Customer Services</i>
John Warner	<i>Director Corporate Services</i>
Michael Street	<i>Deputy Director Infrastructure Services</i>

Project Management Team

Gary Randall	<i>Director Strategy and Governance</i>
George Wilkie	<i>Executive Manager City Design</i>
Tim Short	<i>Manager Economic Development</i>

The Role of CAPT

The City Action Planning Team

The CAPT has operated for 13 weeks and has discussed many aspects of the Gehl 2010 Report and provided valuable input to the development of the ICAP.

Strategy & Governance	George Wilkie (Chair)	<i>Executive Manager City Design</i>
	Tim Short	<i>Manager Economic Development</i>
Infrastructure Services	Owen Gervasoni	<i>Manager Traffic Engineering</i>
	Nick Dwyer	<i>Manager Road Engineering</i>
	Rebecca Doblo	<i>Landscape Architect</i>
Parks & Customer Services	Rob Mather	<i>Group Manager Open Space</i>
Community Development	Penny Saile	<i>Manager Community Inclusion</i>
Development & Environmental Services	Barry Holmes	<i>Manager City Planning</i>

Appendix III

Internal References

The City Wayfinding Team

The CWT meets fortnightly and is providing guidance and input into the scope of the proposed City Wayfinding System:

Executive Manager

George Wilkie *Executive Manager City Design*

Chairman

Ken Betlehem *Urban Designer*

Members

Greg Milne *Park Designer*

Kimbra Parker *Community Programs Coordinator*

Jane Castle *Cultural Programs Coordinator*

Mary Haverland *Road Engineer*

Nicholas Booth *Cultural Heritage Officer*

Lisa Padden *Manager Customer Service*

Alison Richardson *City Marketing Manager*

TTIC Team Leader

The City Marketing Awareness Team

The CMAT met to discuss the links between marketing and the ICAP.

The Retail Study, Phase One

A study has commenced to locate (on the GIS), identify and reference all retail and associated services within the City including those located within the arcades and shopping centres.

Residential Considerations

The Inner City Housing Steering Committee is chaired by the General Manager and meets regularly to develop a unified Residential Growth Strategy for the City.

External References

This group was constituted from key stakeholders to provide a point of reference to the considerations and outcomes for the Gehl Report.

External Reference Group

Peter Curtis

Facilitator/Chairman

David Spence

General manager. Infrastructure Policy & Planning Dept. Infrastructure, Energy & Resources

Paul Barnett

Executive Director, Planning & Development University of Tasmania

Peter Poulet

State Architect

Office of the State Architect, Tasmanian Government

Heather Haselgrove

Chief Executive Officer Metro Tasmania

Mary Massina

Executive Director Property Council of Australia

Hadley Sides

Chief Executive Officer Sullivans Cove Waterfront Authority

Matthew Page

Divisional Secretary Property Council of Australia (Tasmanian Division)

Matt Clark

President Planning Institute of Australia, Tasmanian Division

Robert Wallace

Chief Executive Officer Tasmanian Chamber of Commerce & Industry

Richard Crawford

President Australian Institute of Architects, Tasmania

Lynne FitzGerald

Director of Cultural Development Dept. of Economic Development

Appendix IV

Business Reference Group

Jan Gehl made a breakfast time presentation to the following business group; 2 December 2010 on the release of Hobart 2010...

- Darryl Drew Les Lees
- Sue Hickey Slick Promotions
- Andrew Kemp K & D Warehouse, Mitre 10
- Victor Tilley Red Herring Surf
- Peter Stallard Stallards Camera House
- Greg Alomes Tasmanian Planning Commission
- Chris Oakman Portofino
- Graham Tween Colour Copy Centre
- Robert Parker Your Habitat

Peter Curtis facilitated the presentation, the Council was represented by, Aldermen; Thomas, Hayes, Harvey, Zucco; the General Manager, the Director of Strategy and Governance, the Director of Development and Environmental Services, the Executive Manager City Design, the Manager Economic Development and the Economic Development Project Officer.

Economic Development Advisory Forum

Jan Gehl made a dinner time presentation to the Economic Development Advisory Forum; 2 December 2010 on the release of Hobart 2010...

- Paul Barnett Executive Director, Planning and Development, UTas
- Matt Smith Director, Asset Management ServicesUTas
- Peter Kent GM, Property, Land Use & Infrastructure Development, Dept. Econ. Devel
- Steve Old General Manager, Australian Hotels Association
- Peter Monachetti Hobart CBD Advisory Group
- Charles Scarafiotti Nekon Pty Ltd
- John Brennan Tasmania Polar Network
- Mark Devine Commercial Manager, L J Hooker
- Richard Crawford President, Australian Institute of Architects
- Bob Gozzi Hobart Chamber of Commerce

Peter Curtis facilitated the presentation, the Council was represented by, The Deputy Lord Mayer, Aldermen; Christie, Rusicka, Hayes, Harvey,; the General Manager, the Director of Strategy and Governance, the Director of Development and Environmental Services, the Director of Parks and Customer Services, the Executive Manager City Design, the Manager Economic Development and the Economic Development Project Officer.

Distributed to the Inner City Development Plan, Steering Committee – 5 September 2011
Distributed to CAPT, with added pages (11 & 12) Recommended Priority Projects – 7 September 2011
Distributed to Director S&G - 15 November 2011
Distributed to CAPT - FINAL DRAFT 16 November 2011
Distributed to ERG - FINAL DRAFT 16 November 2011
Distributed to ICDP Steering Committee 22 November 2011
Distributed to the Aldermanic Workshop 1 December 2011
General Distribution including Addenda A.4 5 January 2012

