Hobart 2010
Public Spaces and Public Life

A city with people in mind

THE FIRST STAGE OF HOBART´S INNER CITY DEVELOPMENT PLAN

GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS



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Public Spaces & Public Life, Hobart 2010 has been jointly commissioned by the Hobart City Council. The report was commissioned from Jan Gehl and Gehl Architects to gain data about the public life in the city centre of Hobart, and receive expert advice and opinion on the opportunities for its future inner city development plan.

Gehl Architects have been given editorial freedom for the report, and the recommendations of the report are therefore those of Gehl Architects, and are not to be construed as being the adopted policy of the client.

The client group have supplied some supporting information used in the study. While every care has been taken to ensure the reliability of the information supplied, they can not warrant the completeness or accuracy of the data.

Reflections

Hobart is not a big city, but in a very unique way a great city. It is centre for the region, the capital of Tasmania and with no other competing cities anywhere close.
It is the heart of the region and a heart with a steady heartbeat stimulated by a lively business environment and gifted by a still active harbour.
Nature has blessed Hobart with a unique setting with hills, nature reserves and the sea close to the city. Few cities can ask for more.

Further Hobart has benefited from a slower growth rate than other Australian capitals, meaning that much of the character of the city as well the many historic buildings have been protected. With a few less fortunate exceptions, Hobart has almost managed to keep a gentle, low skyline, which is fortunate given the wind problems high-rise buildings would have caused in any city on this location.
Add to this setting an industrious population, a lively, creative arts community and the presence in the city of a great number of students and academics.
Hobart is extremely lucky that so many quality features have been preserved in the city. Any problems that exist should be easy to straighten them out because so many of the basic ingredients of a fine city are still here.

And problems there certainly are. As in all other Australian cities Hobart has seen a severe auto invasion which over the years have detracted from many qualities of the city.
Highway type city streets provide serious barriers between the city and its harbour. The traffic of cars dominate everywhere in the streets, and worse still lenient parking policies combined with many bad habits developed over years have allowed the parked cars to penetrate everywhere resulting in Hobart being very much the city of the ever-present parked cars – regardless of other qualities effected. No parked cars in the World have a better view from their empty cabins, than the hundreds of cars parked along the Hobart Waterfront.

This invasion of motorcars and the gradual erosion of city qualities has happened gradually over a long period. However in the meantime the concern for quality for people in the city, for pedestrians and public life has also grown, as has the wish to promote "green mobility" inviting people to walk and bicycle more in order to create more sustainable and healthy environments.
This shift of emphasis from a car dominating orientation to a more balanced attitude where all city users are invited, and where a wider range of people activities are encouraged can be seen in many other Australian cities –predominantly Melbourne & Perth, but also Adelaide and Sydney are well on their way on the orientation towards creating a better city for people.

It is my hope that through the studies presented here the people of Hobart will gain insights concerning how the city works today and more importantly will find inspiration and directions for improving the city in the years to come.
Because of the fine basic fabric the process will be easier than in many other cities, yet visionary leadership – as seen in the many other fine cities of the world - will be needed.

A heartfelt welcome for Hobart to join the exclusive club of the greatest cities in the world. Just a broom and a steady hand are needed.

Hobart/Copenhagen
22 November 2010



Jan Gehl, Professor, Dr. Litt.
Founding Partner – Gehl Architects, Urban Quality Consultants

How to read the report

Introduction
The Introduction gives a general introduction to the study. It also provides a summary on the overall findings - challenges and recommendations.

Analysis
The Analysis is divided into 4 sub-chapters and includes an analysis of the physical conditions provided for pedestrians in the city centre as well as how the city's streets and squares are used. The analysis covers both the issues related to walking and getting around in general, and the issues regarding spending time in the city.

Recommendations
The Recommendations are divided into 4 sub-chapters and are based on the findings in the analysis. A set of simple and overall recommendations are put forward covering the main problematic issues today. These are followed by more detailed guidelines indicating desirable improvements.

Public life data
The Public life data presents all the collected data of the public life surveys. How are the streets, squares and parks in the study area used? How many people are walking in the streets? How many activities are going on? What goes on during weekdays and Saturdays?

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Background for the study

Gehl Architects has been invited to conduct a Public Spaces & Public Life study in Hobart. With the 'human dimension' as a starting point, Jan Gehl has, over four decades, worked to improve city environments in Denmark and internationally.

The book 'Life between Buildings', originally published in 1971 and translated to 21 languages, has become required reading in numerous architecture schools worldwide. 'Life between Buildings' describes the life which takes place in the public realm, in both cities and suburbs, and advocates for a stronger effort from planners and architects to understand and create the framework which will enhance public life in the best possible way.
The objective of Gehl Architects is to create a stronger coherence between the life in the city and planned or existing building structures. Public life is at the top of the agenda and great care is needed to accommodate the people using our cities.

As part of a working tool, Gehl Architects has developed the 'Public Spaces and Public Life' (PSPL) methodology, which has been applied in different contexts around the world. In Copenhagen, PSPL surveys have been conducted every ten years over the past forty years. The surveys have provided empirical evidence of the significant improvement in city life resulting from the increase in public space quality over the past 4 decades. Additionally, follow-up surveys have enabled the municipal government to gather information, as well as inspiration, for the further development of the public realm, whilst the general public has acquired valuable understanding and interest in public spaces and public life.

This method of working has over the years been taken up by cities in many parts of the world. Besides Stockholm and Copenhagen, Gehl Architects has performed follow-up surveys in Perth in 2009 (follow-up to a 1994 survey) and Melbourne in 2004 (follow-up to a 1994 survey). In both cases, Melbourne in particular, PSPL studies have shown that public realm improvements have the potential to significantly impact the public life of the city. Such evidence has proven to be vital to maintaining public interest in further improvement projects, as well as general satisfaction amongst citizens who can see quantifiable evidence of improved city quality.

The 'Public Spaces and Public Life' methodology has been used for this Hobart survey and it make it possible to compare the current situation with other cities.

Overview of some of the Public Spaces and Public Life surveys conducted in the period 2000-2009 in other cities



Melbourne - 1994 and 2004 - 3 million inhabitants


London - 2003 - 7.5 million inhabitants



Adelaide - 2002 - 1.3 million inhabitants



Stockholm - 1990 and 2005 - 1.2 million inhabitants



Copenhagen - 1986, 1995, 2005 - 1.3 million inhabitants



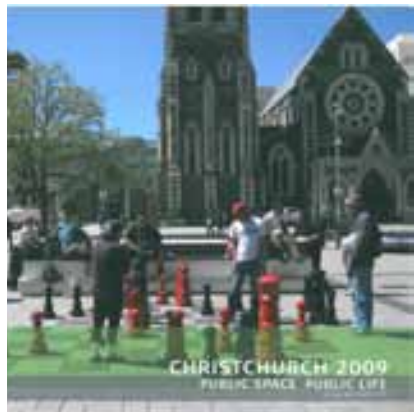
Wellington - 2004 - 0.3 million inhabitants



New York - 2007 - 8 million inhabitants



Sydney - 2006 - 4 million inhabitants



Christchurch 2009 - 0.4 million inhabitants



Perth 1994 and 2009 - 1,6 million inhabitants

Study and study areas

Introduction

The place

- Hobart enjoys a remarkable natural setting
- A city with a concentrated city centre and many heritage buildings
- Hobart is gifted with a diverse, active, working harbour

Tasmania is the most southerly of Australia´s six states. It is an island with a population of approximately 500.000 people and is seperated from the rest of Australia by Bass Strait, a water body 300 kilometres wide. Hobart enjoys a wonderful setting created by natural landscape features and Mount Wellington and Sullivan's Cove give the city a strong character with fine parklands in between.

The city has a compact centre which is sprinkled with fine heritage buildings and sits right at the waters edge. Hobart is privileged with a truly active, working harbour and has many other attractions for the citizens and it's visitors inside as well as outside the city.
Even the climate is diverse and rich in this city.

Hobart is a relatively low city with wide streets. High rise buildings have primarily been built in the area between the city centre and the harbour and have impacted the climatic conditions in these areas negatively.

The task

- To create a vision
- To collect a strong new data base
- To initate a new discussion for the future of the city

The task is to create a strong vision for the future of Hobart. A vision which can be an inspiration for the citizens, the businesses, the institutions, the City Council and all the people involved in the development of a great future for Hobart.

The vision is based on collection of a new set of data that gives the city and it's citizens detailed information about the quality of the existing public spaces and the life and activities that take place there. A new discussion of the way the city should be developed is possible based on the new and existing data which is available in this report.

The greatest task is to create a clear set of ideas about what the challenges, the possibilities, and the outcomes are so that the city and it's citizens can take the right actions for their future.

The challenges

- The public life is very concentrated in the city centre which has the character of a shopping mall
- Heavy traffic and barriers between city and water
- Surface parking dominates the city and especially the waterfront

City life in Hobart is concentrated within just a few city blocks, an area of just 300 x 300 metres, and the surrounding areas are rather inactive. The city centre consists of one pedestrian mall which forms the heart of the city centre. This is dominated by commercial activities during the day and is closed, inactive, and uninviting during the evenings. Today the city centre seems very introverted, it works within itself.

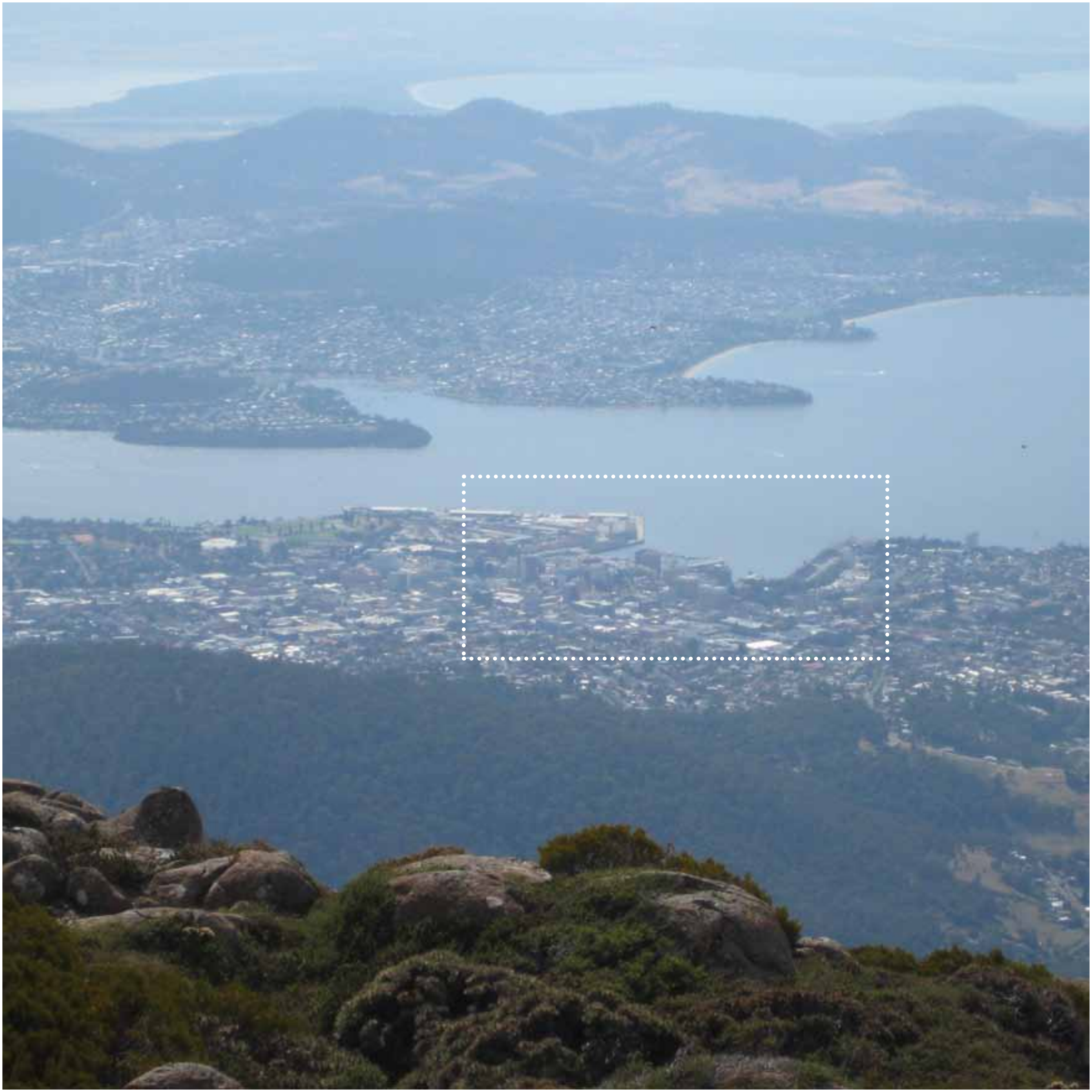
The city is strongly prioritizing vehicular traffic and Davey Street and Macquarie Street are major obstacles and barriers when it comes to linking the city and the waterfront. The traffic barriers in Hobart are expressed in various ways. On a city level large traffic arteries cut off the city centre from the harbour and from Queens Domain. On the next level almost all the streets in Hobart are dominated by driving as well as parked cars.
Hobart has a very high number of parking spaces in the city centre offering good conditions for the cars but also increasing the problem of traffic in the city centre. The parking along the harbour front has a very negative impact on the waterfront environment.

The outcome

- A world class waterfront city
- An extended and diverse use of the city centre
- An active lived-in city centre
- A city with a vibrant city life and a 21st Century traffic system

The particular qualities of the city must be celebrated so the urban richness can be enjoyed.
The use of the city centre has been extended and there is more diversity of public spaces, which are offering fine places for many user groups to spend their time.
Most parking on the waterfront has been removed and the active waterfront can be enjoyed by citizens and visitors. More residents and more students are now living in, and are active in, the city centre, which is more alive day and night.

Hobart has become even more diverse and vibrant. The unique qualities, especially the harbour and topography, have been celebrated and one can enjoy the fine seasons in many different public spaces.



Hobart - the study area

Definition of the study area

The outline of the study area has been determined in close cooperation with Hobart City Council.
The main focus of the study is the city centre. The boundaries of the study area are Brooker Avenue (north), Harrington Street and Molle Street (south), and Brisbane Street (west).

The study area encompasses the most intensely used areas in the city. Having a coherent study area allows for a study of networks and coherence as well as connections to the bordering areas. Thus, the main feeders to the city centre have been studied in terms of pedestrian movement to and from the city. These links are vital walking links and relate very closely to what is going on in the city centre.

Scale of the study area

The study area is approx. 1,340,000 square metres in size. Historically most city centres have, like Hobart, an area of approximately 1 sq km, as one kilometre is a reasonable walking distance when using the city facilities. Short walking distances provide greater potential for flourishing city life, as well as healthy and sustainable city living.

Hobart characteristics

- A strict grid system, which only to a limited degree reflects the topography.
- Large city blocks (approx. 80-150 m wide, east-west, and
- 80 - 200 m long, north - south)
- Generous street widths of 18-20 metres in most streets.
- Laneways divide the long blocks and service the buildings.
- The grid system creates few public spaces.
- The clear focus of the city is Sullivans Cove.

You can reach potentially anything in the city centre within **10 -15** min. by foot



Study area and approximate walking times in Hobart city centre

Who is using the Hobart city centre?



approx. **18,000**
people working in the city centre
44,702 working in the entire city

1,900
residents in the city centre



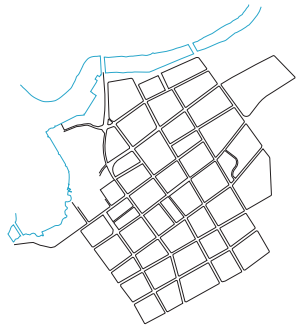


9,850
students in the city centre
21,500 students in the entire city

600,000
visitors to hobart a year

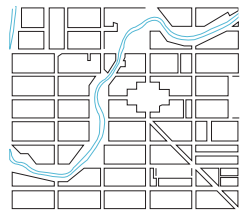


City scale comparisons



Launceston, Tasmania
City centre 1,282,000 m²
Approx. 500 residents in the city centre
4 residents per hectare
Approx. 65,000 residents within the municipality (2006)

Inner city area 1-2 km²



Christchurch, New Zealand
City centre 1,740,000 m²
Approx. 2,000 residents in the city centre
12 residents per hectare
(382,000 residents in the metropolitan area)

Inner city area 1-2 km²



Apeldoorn, Nederlands
City centre 1,200,000 m²
Approx. 1.900 residents in the city centre
16 residents per hectare
Approx. 155,300 residents within the municipality (2009)

Inner city area 1-2 km²



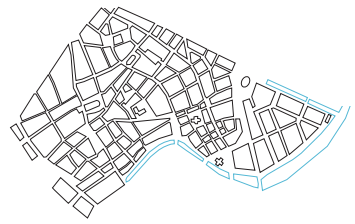
Odense, Denmark
City centre 870,000 m²
Approx. 7,400 residents in the city centre (2008)
85 residents per hectare
(186,700 residents in the municipality 2007)

Inner city area 1-2 km²



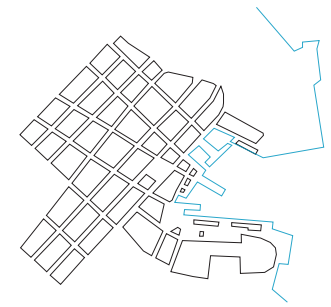
Melbourne, Australia
City centre 2,300,000 m²
12,000 residents in the city centre (2006)
52 residents per hectare
(3.5 million residents in the metropolitan area)

Inner city area 2-3 km²



Copenhagen, Denmark
City centre 1,150,000 m²
7,600 residents in the city centre (2005)
66 residents per hectare
(1.2 million residents in the metropolitan area)

Inner city area 1-2 km²



Hobart, Tasmania
City centre 1,335,600 m²
Approx. 1,900 residents in the city centre
14 residents per hectare
50,000 residents in the City of Hobart
(200,000 residents in metropolitan area)

Inner city area 1-2 km²

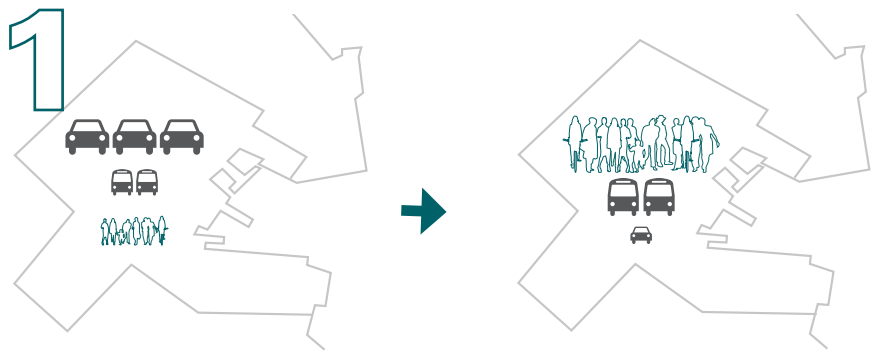
All maps are shown in 1:40.000

Comparing Hobart to other Australian and European cities
Our studies of other cities have provided valuable information that can be used for comparison, as well as acting as frames of reference for this study. Comparisons are based on similar studies carried out in Launceston, Christchurch, Wellington, Apeldoorn, Odense and Copenhagen. A comparison study with these cities will provide insight into public life of other cities of comparable or smaller sizes.

Melbourne, Christchurch and Launceston are considered "new world cities", and the city centres are comparable with Hobart in architecture and public space typology. Copenhagen and Odense, on the other hand, although medieval cities, can serve as inspiration for what can be achieved when conducting gradual urban renewal. Copenhagen has been active in this field for the last 50 years.

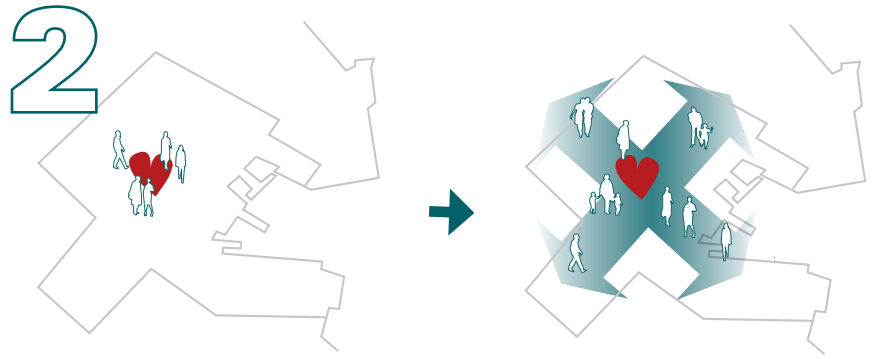
Hobart has **1/6** of the number of residents per hectare than Odense and **1/3** of Melbourne.

Executive summary - challenges and recommendations



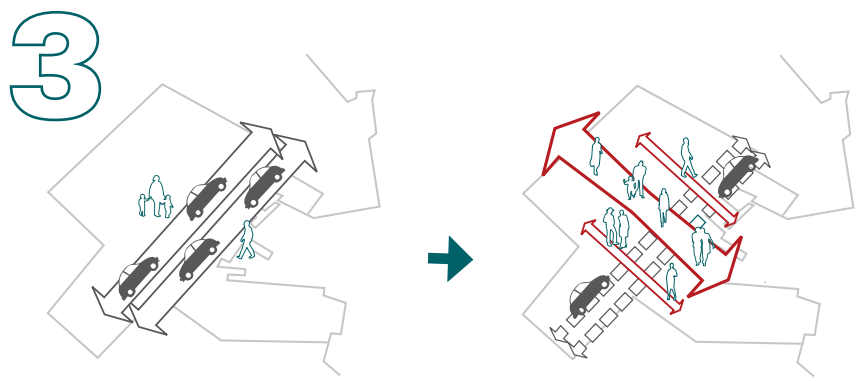
From a car oriented city....

...to a city that puts people first!



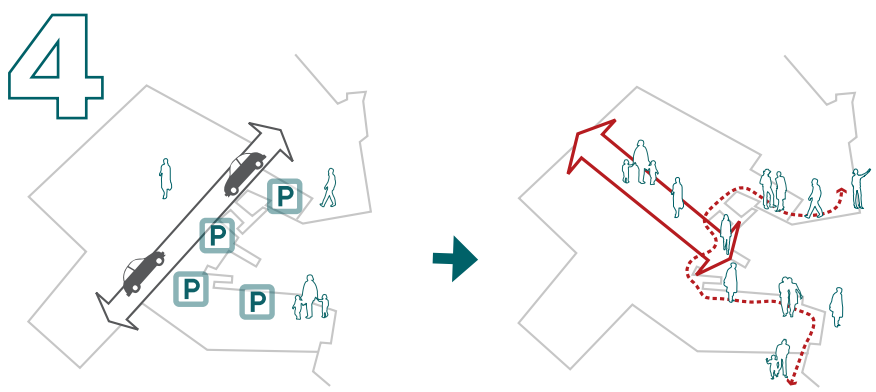
From a small introverted city centre...

...to an expanded people-oriented city



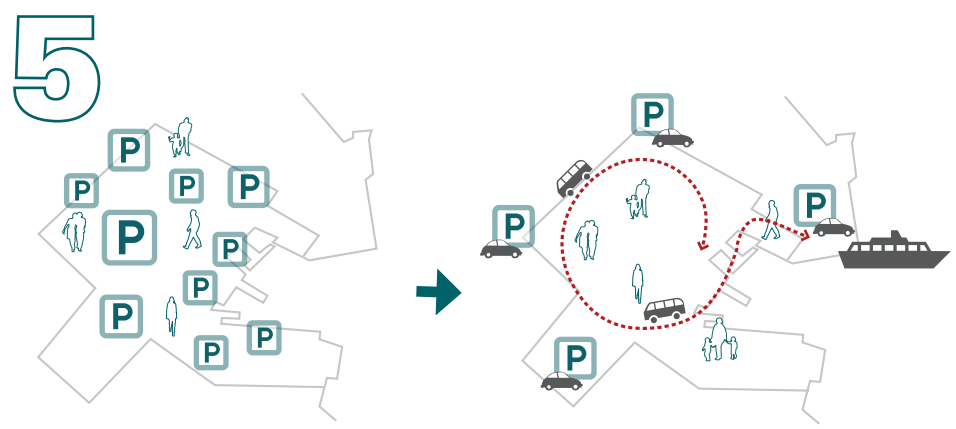
From traffic barriers across the city...

...to strong links between the city and the harbour



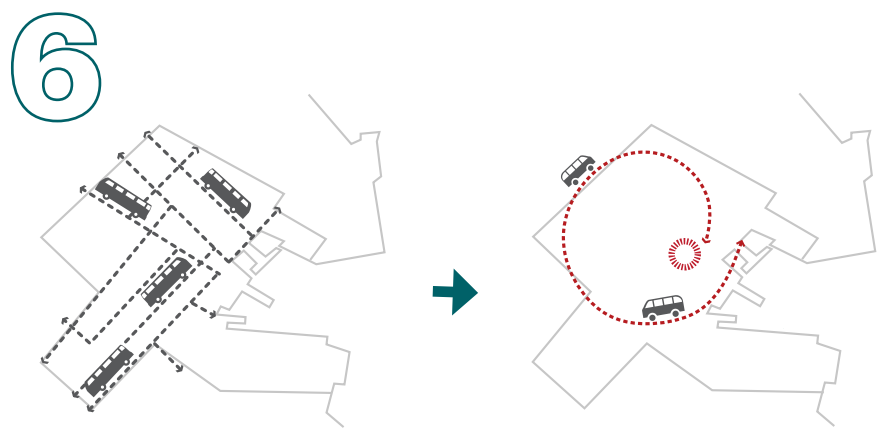
From a rather neglected harbourfront...

...to a people oriented waterfront



From parking in all parts of the city...

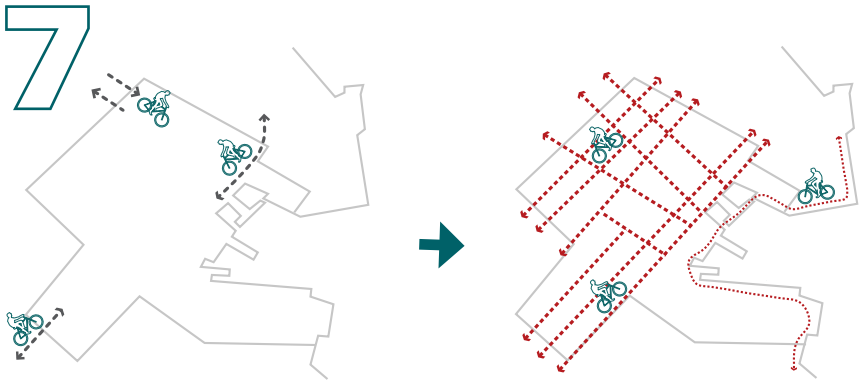
...to parking on the edges of the city centre



From buses in all streets...

...to a bigger role for public transport

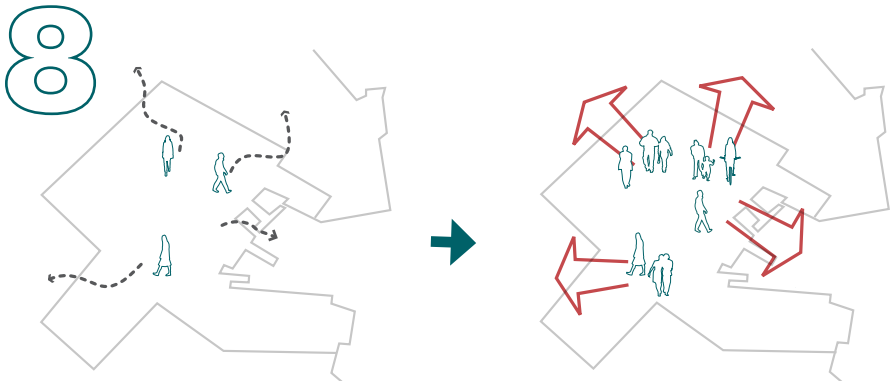
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From a low bicycle priority...

...to a bicycle friendly city

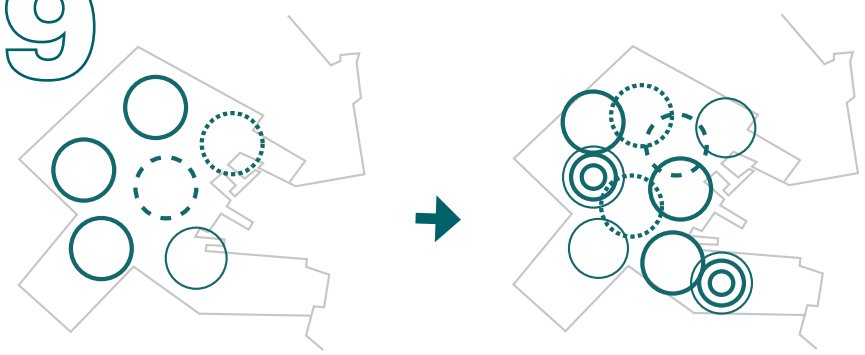
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From a city with poor links to surrounding nature...

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

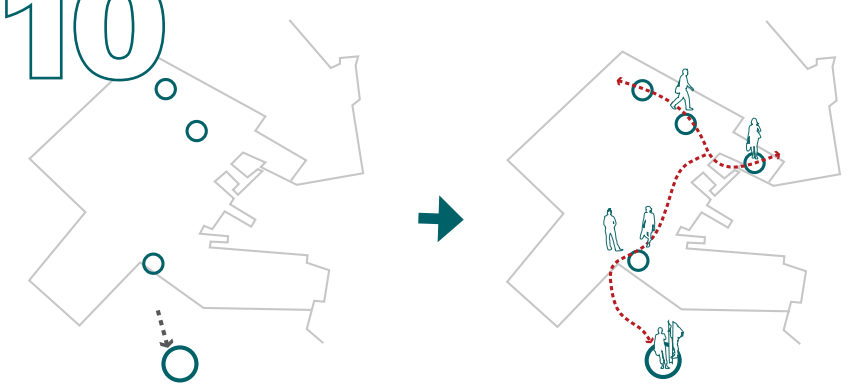
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From a monofunctional city centre...

...to a more multifunctional and diverse city centre

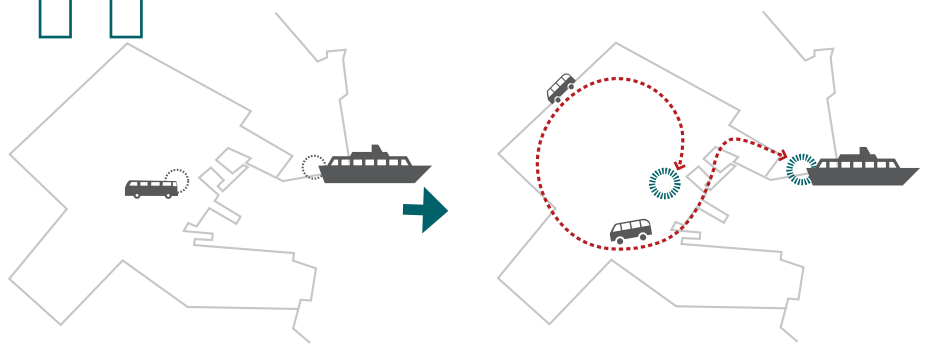
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From a city with some education and students...

...to a university city

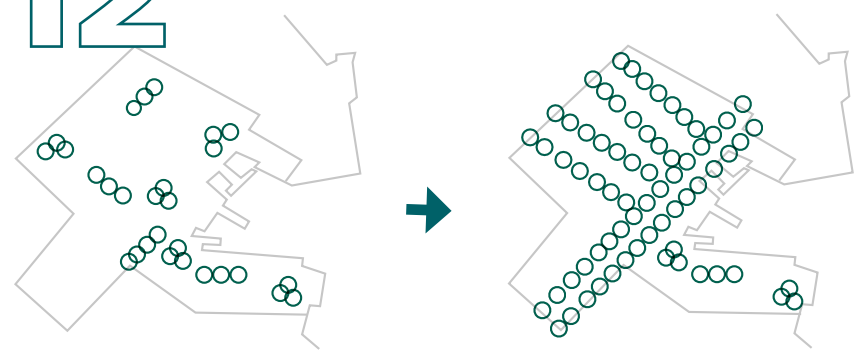
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From a mixed welcome-city...

...to a great city for visitors

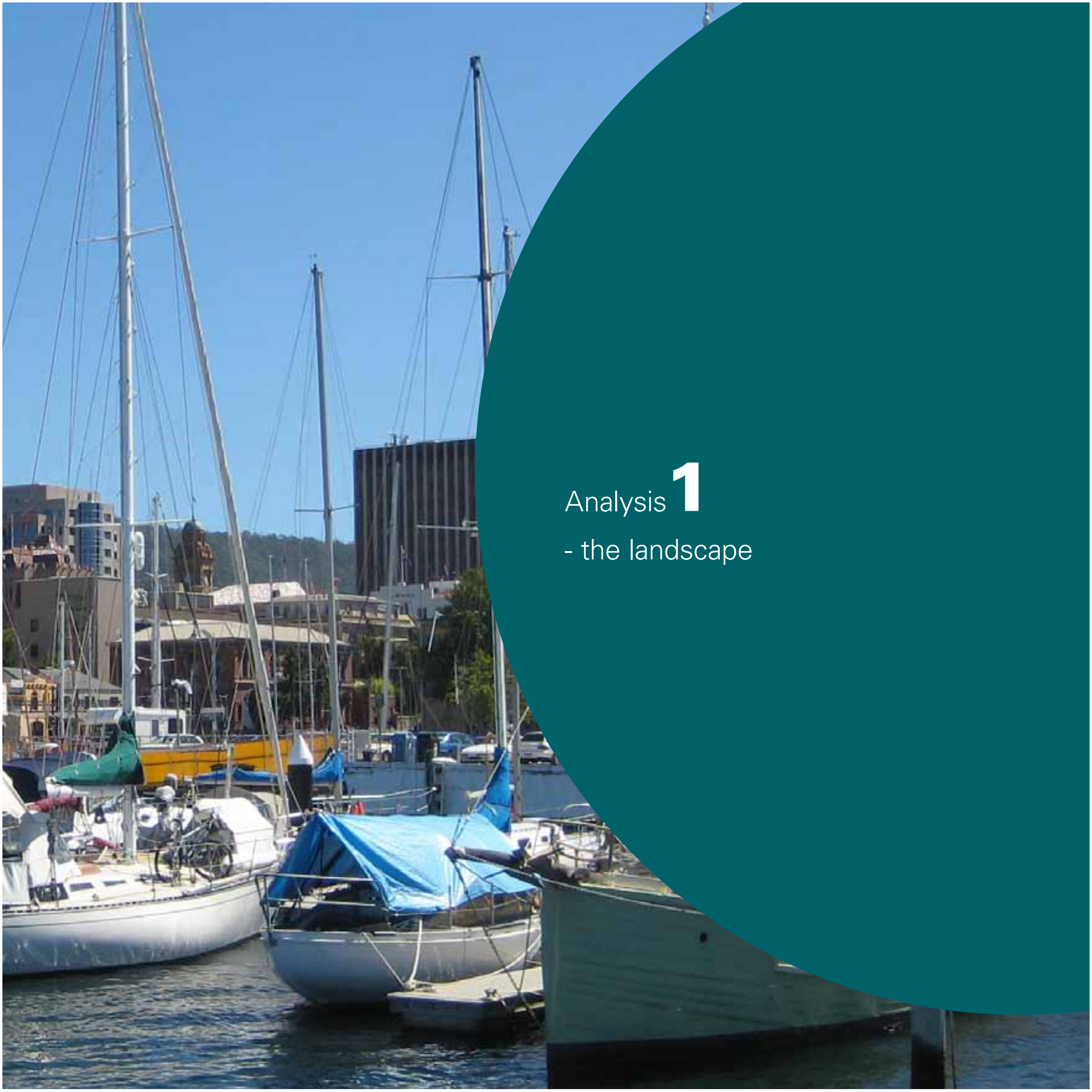
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From a city with scattered street trees...

...to a green city centre





Analysis 1

- the landscape

A remarkable natural setting

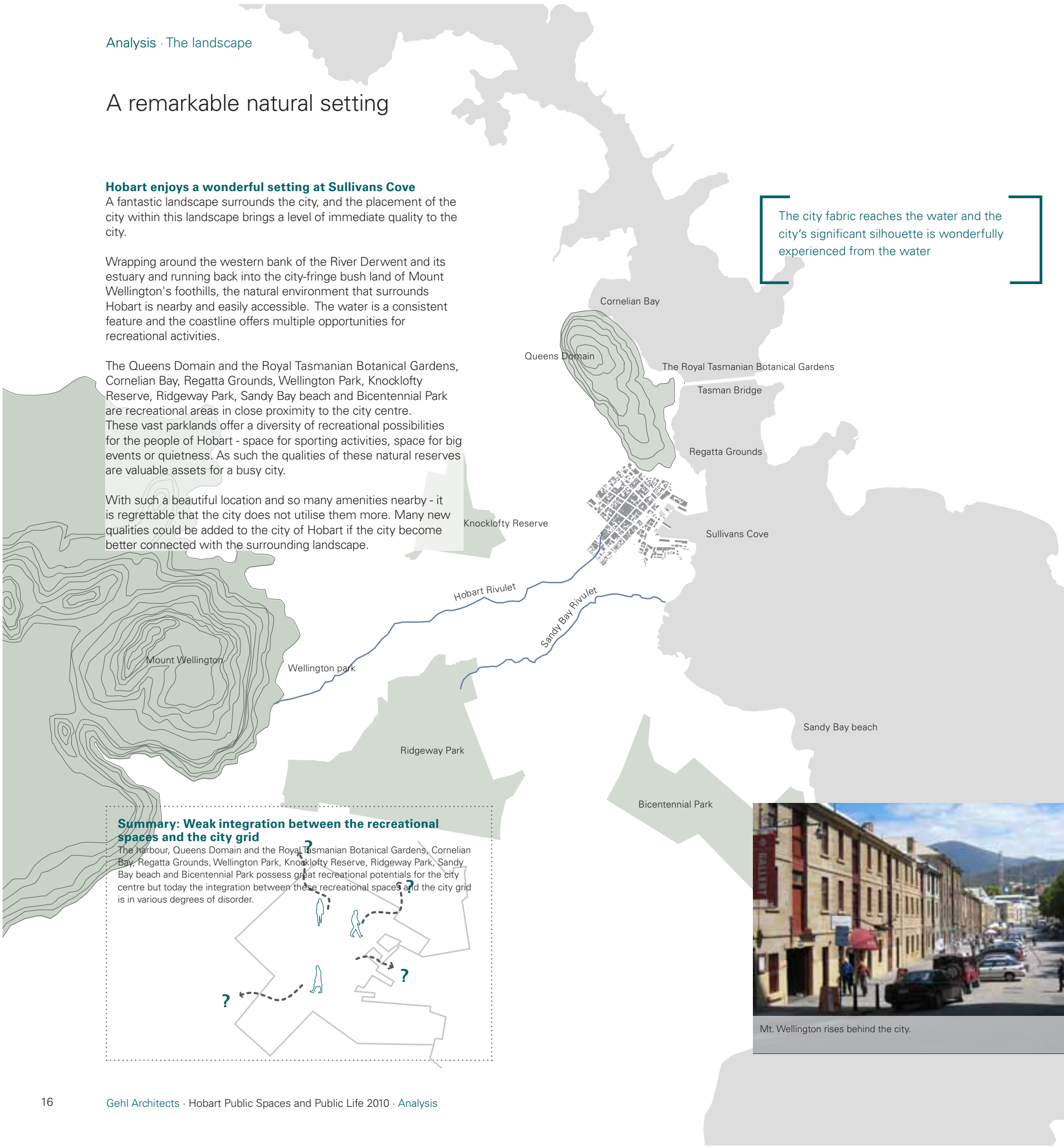
Hobart enjoys a wonderful setting at Sullivans Cove
A fantastic landscape surrounds the city, and the placement of the city within this landscape brings a level of immediate quality to the city.

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

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

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

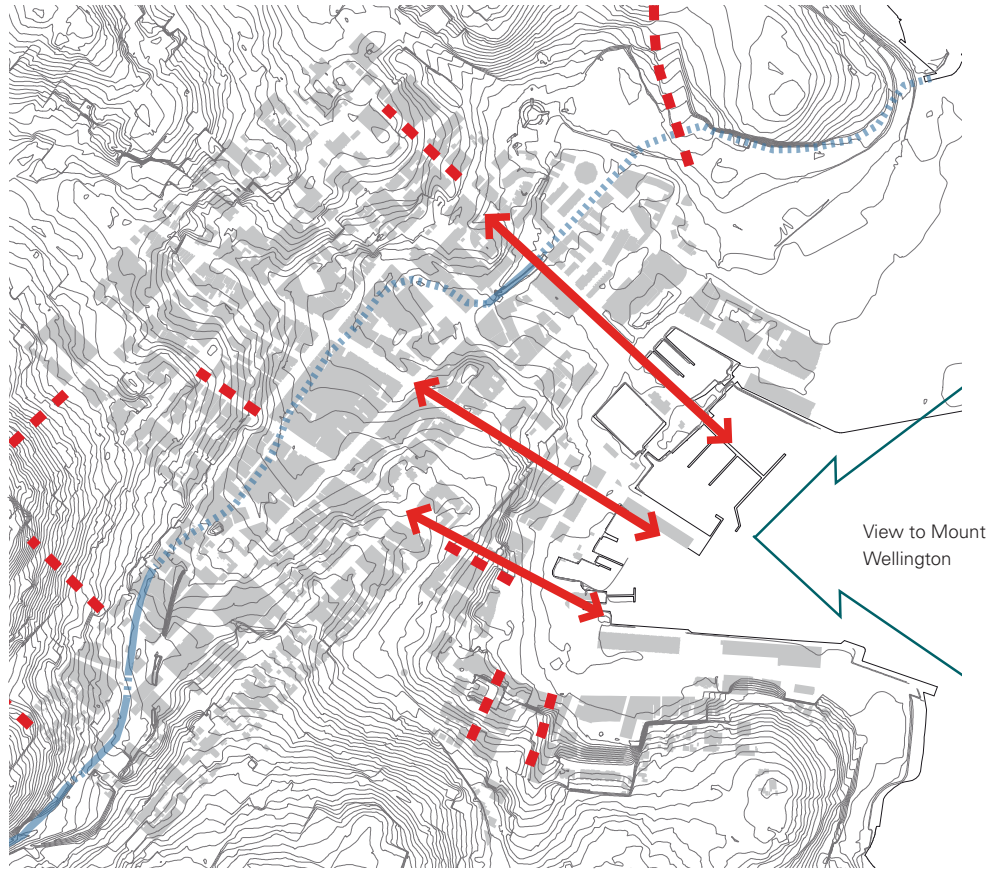
The city fabric reaches the water and the city's significant silhouette is wonderfully experienced from the water



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

Mt. Wellington rises behind the city.

A characteristic topography



Topography and streets with steep grades in the city centre

Streets with steep grades
Significant views
Rivulet
Rivulet (under ground)

Significant topography

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

Accessibility challenges

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

Beautiful views

The topography also offers spectacular views to the harbour along a selected number of streets.
In a few cases on Campbell Street and Argyle Street one gets a great view from the city to the water.
At 1,270 m high Mount Wellington's top is an important point of orientation and the city is framed by the steep heights and iconic vistas of Mount Wellington. It is particularly visible from the harbour and from Salamanca Place.
These views are important in terms of understanding distances, creating a sense of place and in significantly characterising the individual streets. Thus, it is unfortunate that some of these views are effectively blocked by high-rise buildings at the harbour e.g views to the water

The Hobart Rivulet

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



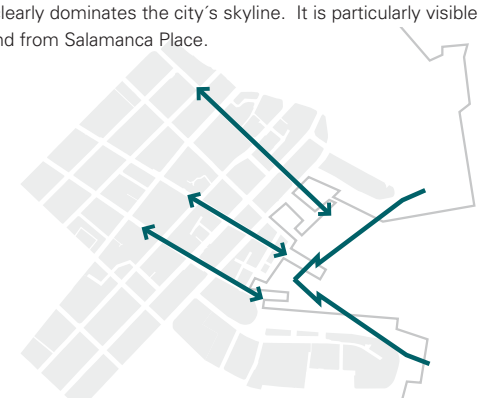
Views to Sullivans Cove from Campbell Street



The city´s skyline from the water is dominated by single high-rise buildings blocking the view to Mt. Wellington - the important point of orientation. *Franklin Wharf*

Summary: Significant views along Campbell St, Elizabeth St and Murray St.

Mount Wellington clearly dominates the city´s skyline. It is particularly visible from the harbour and from Salamanca Place.



An active working harbour

A living harbour city

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

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

Access to the water in Sullivans Cove

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

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

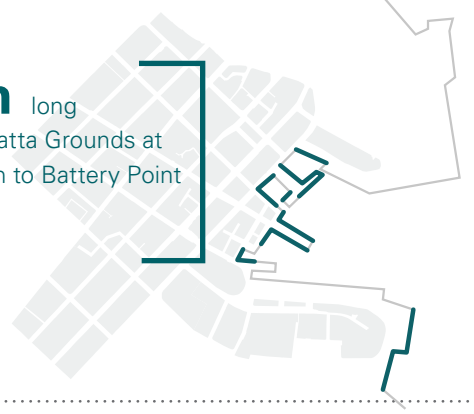
An under-used harbour front

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

Summary: The living harbour creats a valuable identity for Hobart and should be utilised even more

There are very few places along the harbour with public access point to the water.

Hobart has a **3.3 km** long harbourfront - from the Regatta Grounds at Macquarie Point in the north to Battery Point in the south





Macquarie Wharf N0 2 Shed - Polar gateway and cruise terminal.



Dock for Antarctic and Southern Ocean vessels



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



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



Elizabeth Pier with the historic boats



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

Weak connections to the water

Weak connection between water and city
The city´s location at the water is one of the city´s strongest assets. The harbour lies as a direct neighbour to the city centre, but the connections between the city and the water are generally poor.
Today there are no real obvious or pleasant pedestrian routes between the city and the harbour, except in few places where the city offers a view towards the harbour and the water e.g. Campbell Street. Traffic barriers in the form of Davey Street and Macquarie Street contribute to the impression that the harbour is cut off from the rest of the city.
The pedestrian connections between the water and the city are perceived as uninteresting and relatively unattractive.

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

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

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

600,000
visitors to Hobart a year

31 (2009/2010)
cruise ships to Hobart a year



Welcome to Hobart!


Access point to the water. The only place along the foreshore where the water is close.
Watermans Bay


inside
MYER
MYER



Analysis 2

- the movement

Weak pedestrian network in the city centre

A good pedestrian network

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

There is more to walking than walking

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

Walking in the city centre

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



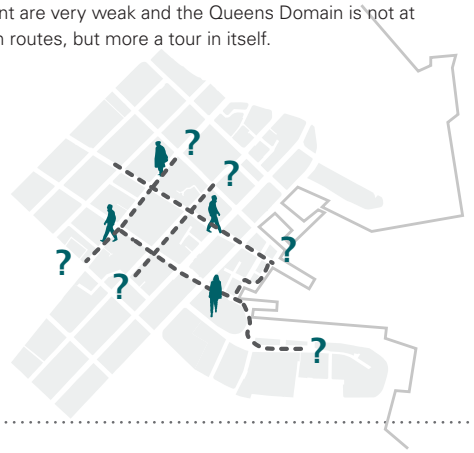
Daytime primary walking network and destinations in the city centre

Secondary walking link
Main walking link
Primary destinations

Potentially you can reach anything in the city centre within **10 - 15 min** but the pedestrian network is weak

Summary: Weak pedestrian network of few streets

The city centre consists of a series of pedestrian routes. The connection to the green parks and the waterfront are very weak and the Queens Domain is not at present part of the pedestrian routes, but more a tour in itself.



Weak connections to key destinations

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

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

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

Entry points to the city centre
The grid structure of Hobart is a significant feature. The grid as an organising structure is neutral and ultimately open. It allows for expansion and makes entry into the city centre possible from all directions. The consequence is that a clear experience of a city centre is lacking.
The city´s entry points are important places which should give clear signals of arrival to the city centre. Hobart is characterised by weak entry points with no indication of where the city centre begins. The pedestrian entrances to the city centre are also important. Are they welcoming? In general, the entrances do not invite pedestrians into the city centre.

Important destinations are not well connected to the pedestrian network



Hobart Aquatic Centre is situated in the Queens Domain and is a key destination.



The playground in Princes Park is a destination near the city centre.

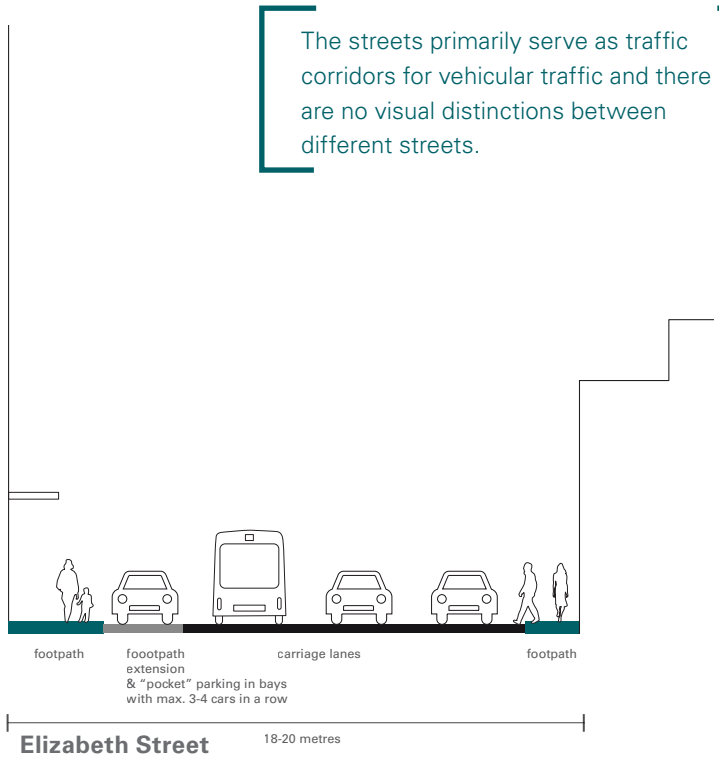
The entry points to the city are unclear and not inviting.

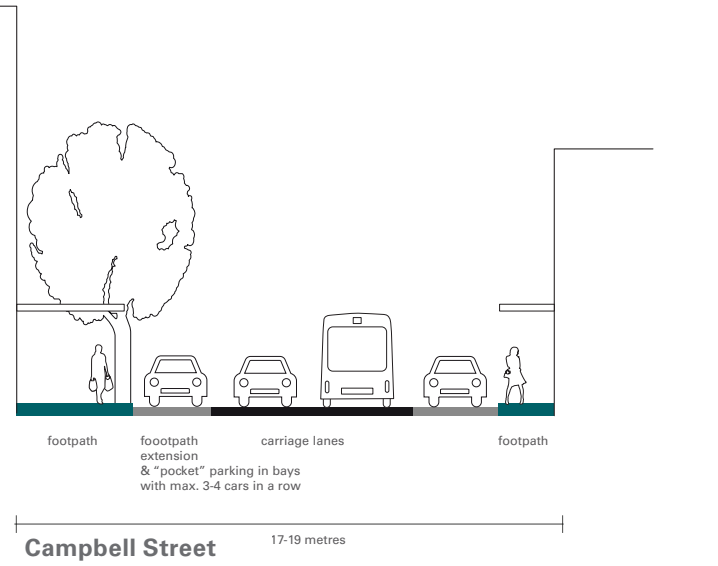
Lack of street diversity

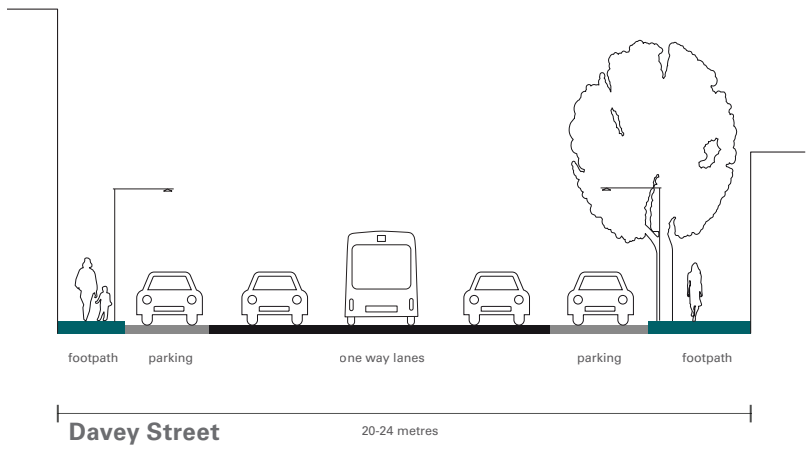
The streets primarily serve as traffic corridors for vehicular traffic and there are no visual distinctions between different streets.

Streets are used for the same purpose
The streets of Hobart primarily serve as traffic corridors. Over time their role, as infrastructure to make traffic run smoothly, has become more and more dominant thus eliminating a number of other functions which streets are also used for, such as recreation, trading, and as informal meeting places.
The streets now work as part of a big traffic machine, where their main purpose is to deal with as much traffic as possible. This has a major effect on the atmosphere in the streets. Because of the general low attractiveness of the streets the walking experience is not very pleasant. As a consequence of this and, as a general trend in the western world, less people choose to walk as the impediments for pedestrians in general have entailed the disappearance of some user groups from the streets (e.g the elderly and children)

Streets as public space
Streets and squares can act as connectors as well as urban lounges and meeting places. They also play an important role as the scene for activities of a more urban character than green recreational spaces. Daily social encounters and special events such as crafts or farmers markets, street concerts, buskers and street artists, street side exhibitions, and festivals need inviting streets and squares to take place.
Streets are everywhere but often their potential as great places to just be is not recognised. To reap their social and recreational potential they must be designed for pedestrians and fit the human scale. Squares, both large and small, should function as destinations for people. Like pearls on a string, they can become points of activity and concentrated public life along corridors of pedestrian movement.







Summary: The streets of Hobart primarily serve as traffic corridors

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

Choice and variation - laneways and arcades



Laneways and arcades in the city centre

Number of lanes: 14. Total length: 1.200 m. Number of through-links: 12

Unexplored potential of laneways

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

A system of arcades

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

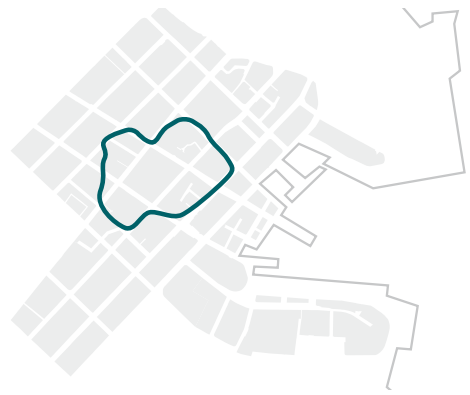


Collins Court, a Council initiated development project demonstrate how a lane can create an alternative urban environment that diversifies people´s experience of the city and encourages greater urban revitalization.



The food court in Cat & Fiddle arcade attracts many shoppers and workers throughout the day even though Hobart is enjoying a mild temperate climate.

Summary: Unexplored potential of laneways



Pedestrian movement on a summer weekday

Survey of pedestrian traffic

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

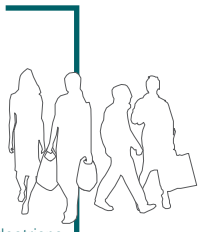
Pedestrian traffic contained along shopping streets

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

Limited pedestrian activity at night

Compared to daytime traffic, pedestrian numbers drop dramatically when shops and offices close down and the majority of all visitors leave the city centre. Large sections of the city centre become more or less deserted.
This can be attributed to a lack of diverse functions in the city centre, where people enter the city mainly for shopping and working, and leave when the work day ends.
Only Salamanca Place and Morrison Street experience a fair number of pedestrians at night.

The 3 busiest streets between 8am - 12 midnight:
Elizabeth Mall approx. 24,000 ped.
Elizabeth bus mall approx. 18,000 ped.
Liverpool St approx. 12,500 ped.
(between Argyle St and Elizabeth St)

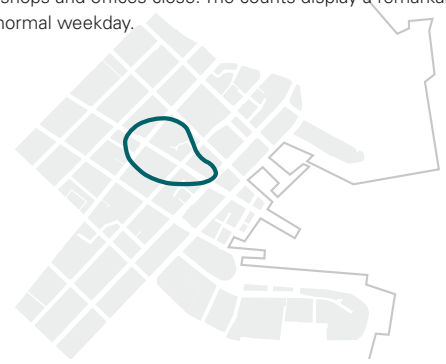


Total sum of pedestrians

Summary: Inactive at night

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

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





Pedestrian traffic - day time

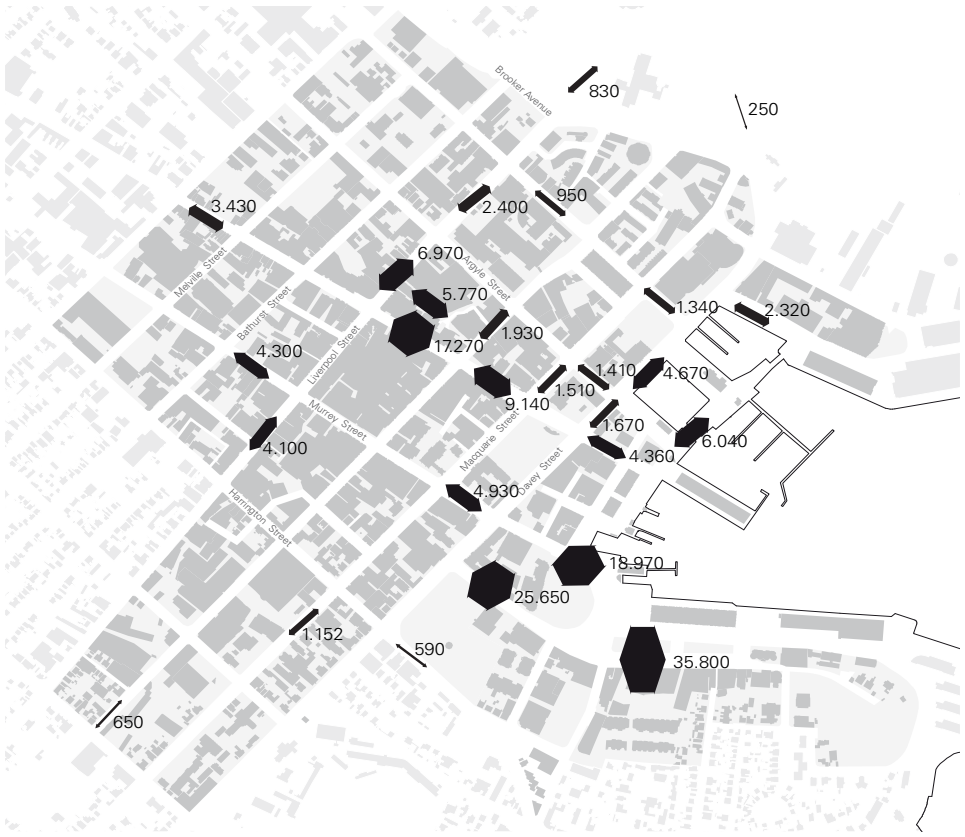
Summer weekday 8am - 6pm. Tuesday the 2nd March 2010. Weather: Mild 22° C



Pedestrian traffic - evening

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

Pedestrian movement on a summer Saturday



Pedestrian traffic - day time

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



Pedestrian traffic - evening

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

Increased activity compared with weekday

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

Salamanca Market is the big draw on a Saturday.

Pedestrian traffic on Salamanca Place is **7** times higher on a Saturday than on a weekday

More pedestrians than on weekday evenings

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

The 3 busiest streets between 8am - 12 midnight:

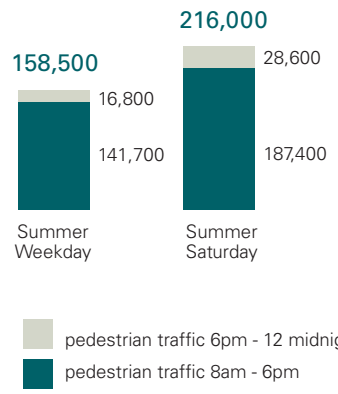
Salamanca Place	approx. 66,700 ped.
Morrison St (at Parliament Square)	approx. 24,000 ped.
Elizabeth Mall	approx. 18,500 ped.

Total sum of pedestrians



Comparison Weekday - Saturday:

Number of pedestrians between 8am - 12am - sum of counts in number of selected streets



Summary: More pedestrians on weekend than weekday

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



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

Pedestrian movement on a winter weekday

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

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

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



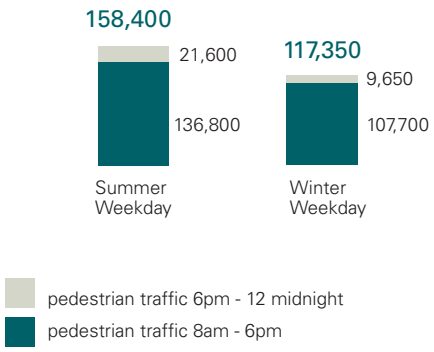
Total sum of pedestrians



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

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

Comparison of summer and winter:
Number of pedestrians between 8am - 12am - in selected streets





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

Comparison to other cities



Christchurch, City Mall (2009)

14,500 ped. btw 10 am - 6 pm

Total length: 750 m
Street width: 17 m
Status: Pedestrian street dominated by shopping.
City centre population: app. 2,000



Launceston, Brisbane St Mall (2010)

19,030 ped. btw 10 am - 6 pm

Total length: 130 m
Street width:11 m
Status:Pedestrian street dominated by shopping and cafes.
City centre population: 500



Odense, Vestergade (2008)

21,760 ped. btw 10 am - 6 pm

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



Perth, Murray Street Mall (2009)

44,900 ped. btw 10 am - 6 pm

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



Sydney, Pitt Street Mall (2007)

49,670 ped. btw 10 am - 6 pm

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



Copenhagen, Strøget (2005)

56,400 ped. btw 10 am - 6 pm

Total length: 1,000 m
Street width: 8 m
Status: Main street dominated by shopping, cafes and restaurants.
Pedestrians only.
City centre population: 7,600

Pedestrian streets around the world on a summer weekday
When comparing Elizabeth Mall with other pedestrian streets around the world the number of pedestrians is high. During a summer weekday approx. 20,000 people walk through Elizabeth Mall. Cities bigger in size such as Perth, Sydney and Copenhagen experience higher numbers however cities of the same size as Hobart such as Odense and Launceston experience similar numbers.

The length of the pedestrian street of Hobart is
1/3 of the pedestrian street in Odense, Denmark



Hobart, Elizabeth Mall 2010

19,720 ped. btw 10 am - 6 pm

Total length: 160 m
Street width: 18 m
Status: Pedestrian street dominated by shopping and cafes.



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

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

Deterioration of the pedestrian environment

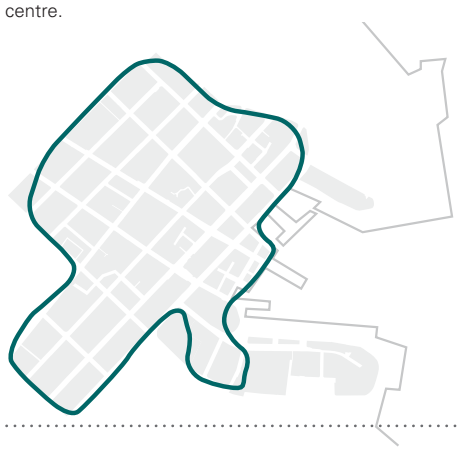
Footpath interruptions
A tour through the study area disclosed many interruptions of footpaths. Entrances and exits to parking garages are the primary cause of footpath interruptions in the city centre, and lanes are the next most common reason.

Low pedestrian priority
A clear sign of low pedestrian priority is found in the many minor side streets and delivery lanes which cross footpaths on all streets. This is unfortunate as it forces pedestrians to walk up and down different levels, which is an obstacle for the elderly, people with children and people with disabilities. Another issue is that people have to take extra care even when they are on the footpath. This is not easily explained to children and it demands constant awareness from pedestrians. Cars driving in and out of garages have to cross the footpaths; Who has priority - the pedestrians or the cars?
Pedestrians must be alert and often have to stop and wait for cars. This is an unsafe situation especially for elderly, children, people with special needs etc. It is important that pedestrians feel safe on the footpaths. Ideally, footpath design gives pedestrians the right of way, so it is clear to cars that they must wait for pedestrians.



Footpath interruptions by car access ramps recorded in the studyarea
Source: Field survey, March 2010

Summary: Frequent interruptions
A tour through the study area disclosed many interruptions of footpaths throughout the city centre.



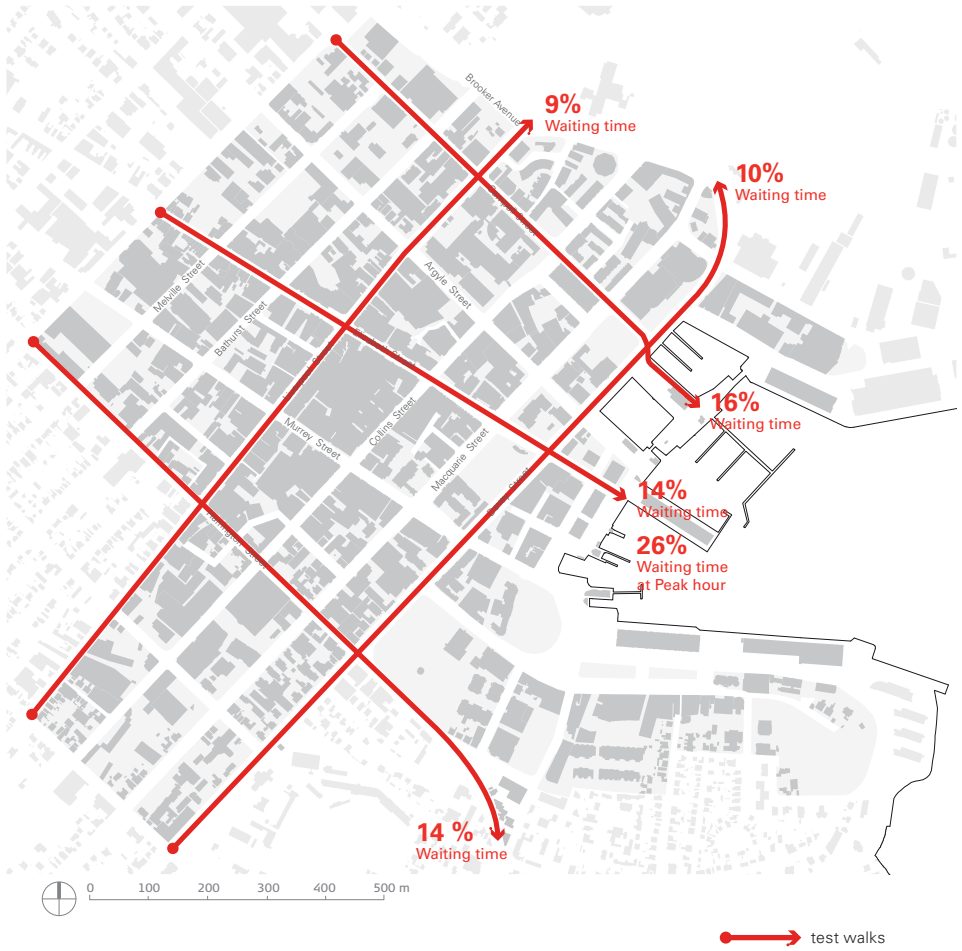


People have to take care even though they are on a pedestrian footpath on Murray Street.



Car access to parking on Bathurst Street.

Getting across the city - test walks



Percentage of walking time spent on waiting at crossing signals

Source: Field survey, March 2010



The walk light is only activated by the pedestrians pushing buttons in Hobart. However, this may invite jaywalking when no vehicular traffic is present - which can create dangerous situations. *Davey Street and Elizabeth Street*

Pedestrians as a secondary group

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

Getting across town - Test walks

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

Long waiting time - push buttons

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

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

Walking time:	10 min 9 sec.
Waiting time:	3 min 42 sec.
Total trip:	13 min 51sec.

14% waiting time and up to
26% in peak hours.

Traffic dominated city

Traffic volumes in the city centre

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

A traffic dominated city

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

The design and the use of the city´s streets lets the cars be dominant. This creates unattractive spaces, but also dangerous traffic situations for vulnerable road users.
Conflict between vehicles and pedestrians is one of the major problems in cities today. In many cities traffic has steadily increased. It is important to look at the traffic in city centres with a critical eye and especially pay attention to unnecessary through traffic which conflicts with the creation of a lively and 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 modes of transport need to be developed in order to offer people an alternative to the car.

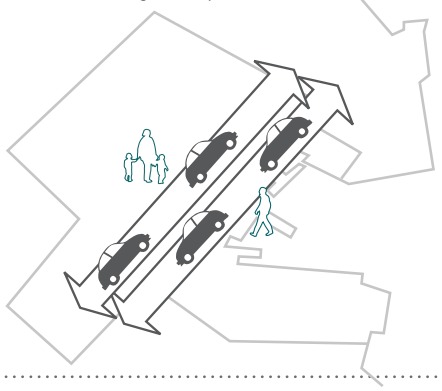


Major arterial 24 hour traffic volumes

Source: City of Hobart, May 2010

Summary: High traffic volumes result in low quality

The city centre is dominated by through traffic which severely downgrades the streets and squares. Davey Street and Macquarie Street are major obstacles and barriers when it comes to linking the city and the waterfront.



Perceived noise

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



60-84dbA

A stressful traffic environment. Talking and listening becomes hard if not impossible. *Davey Street*

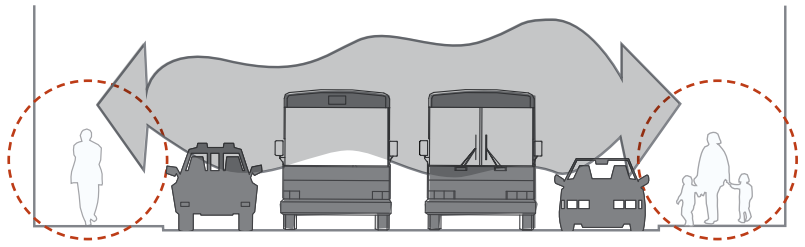


56-62dbA

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

Traffic flows versus quality

How do vehicular traffic volumes affect the quality of the pedestrian environment?
This table covers a 'classic' street section with 2-4 lanes for vehicular traffic and a width of 10-30 meters.



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

Davey St. with **37,200** cars and Macquarie St with **28,500** cars -per day- are experienced as unpleasant streets for pedestrians. They are experienced as major obstacles and barriers when it comes to linking the city and the waterfront.

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

Source: Gehl Architects

Your car is welcome in Hobart

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

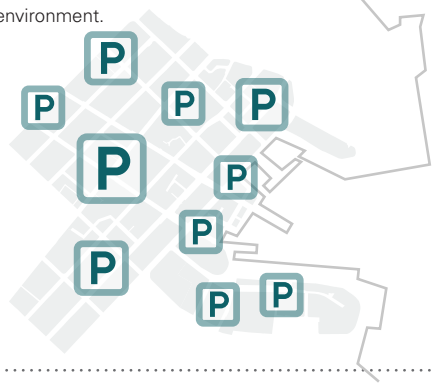
Conflicts with pedestrians
Parking in buildings is generally a good idea since it can potentially lower the number of parked cars in the streets. But parking buildings also come with a set of challenges.
First of all, how do the parking structures meet the public realm? In several cases the parking buildings are tall and communicate 'parking building' to the street, and give a poor impression as experienced at street level.
Another question is, how are the ground floors organised? When you walk along it, do you look in on parked cars? Unfortunately this is the case in some places, in the city centre, which contributes to a poor pedestrian environment e.g on Argyle Street. Finally, there is the potential for dangerous situations when cars drive across the footpath to enter or exit a parking building. This situation ought to be organised as gently as possible so the disadvantages for pedestrians are minimised. In several cases the very wide entrances/exits create unpleasant 'holes' in the facade.

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



Location of parking spaces in the city centre
Source: City of Hobart, May 2010

Summary: Too much on street parking in the city centre
Hobart has a very high number of parking spaces in the city centre offering good conditions for cars but also increasing the problem of traffic in the city centre. Where the concentration of on-street parking and parking structures are highest dominates and lowers the quality of the pedestrian environment.





Parking lots make the urban realm undefined and discourage the public life. *Melville Street*



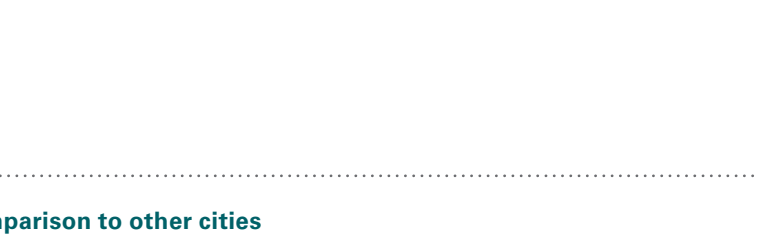
Parking building with inactive frontages. *Argyle Street*

Cars first, people second on the foreshore

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

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

If Hobart continues to increase on-street parking it would be a step in an unattractive direction. In order to reduce vehicular traffic through the city and start improving the streets a parking strategy identifying parking needs and goals for reducing parking in the city centre is needed.
Given the high number of parking spaces available it is not recommended that parking in the city centre is increased. Increase in parking capacity should in the future be linked to public transport in the form of park and ride facilities, which are currently successfully being introduced in many other cities.



Comparison: Public parking spaces per hectare

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

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

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

> Surface parking in the wharf significantly destroy the biggest asset of the city The waterfront!



Comparison: Amount of public accessible parking spaces


Probably the most misplaced parking in all of the city centre. *Franklin Wharf*


Surface parking take valuable space and is obscuring the view. *Franklin Wharf*


Wasted public space used for parking and made inaccessible to pedestrains while obscuring the view. *Regatta grounds on Macquarie Point*


Surface parking takes valuable space. *Regatta grounds on Macquarie Point*

Public transportation system

Getting to and from the city

A well organized public transport system can provide people with a transportation alternative to the car when they are going to and from the city, as well as give people the ability to move around the city without a car.
The public transport system in Hobart consists of buses connecting the city centre with the surrounding suburbs. The buses offer surface transport desirable for especially seniors and school children and there are close links between the bus system and the pedestrian network. Bus stops are generally evenly distributed throughout the study area.

The bus system may work even better

Although there are a number of positive features about the bus system there are also some negative aspects.
The bus routes are laid out so that there are buses in nearly all streets in the city centre. Do all streets need to accommodate buses? Waiting for the bus is an experience that could be improved. The lack of seating at bus stops outside the bus mall is a problem. Additional shelters at bus stops along the busiest routes would protect users from weather conditions.
Other current problem are; high speed outside peak, low speed during peak, somewhat tired bus fleet, difficulties navigating the bus schedules and the information on routes and timetables.

Summary

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



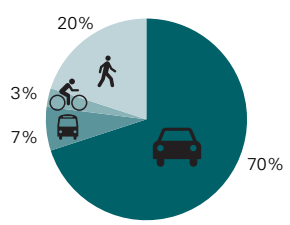
Public transport - Buses in the city centre

Source: City of Hobart, March 2010

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

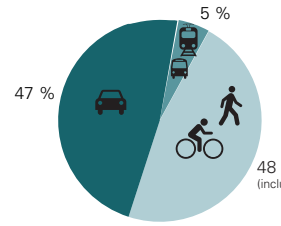
Mode of travel to work

The graph show the percentage of the Hobart City Council area population that travel to work in Hobart. The majority of people travelling to work arrive by private cars (70%), only 7% arrive by public transport and 20% arrive on foot to the city centre.
Few people travelling to work by soft means of transportation (walking, cycling and public transport) in Hobart. Just 30% compared to 53% in Apeldoorn, 82 in Odense and 69% in Copenhagen.



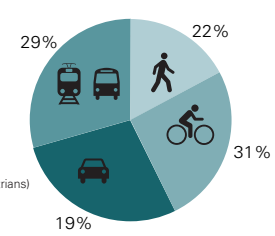
Hobart 2010
(50.000 residents in the City of Hobart)

Method of residents travel to work
Source: Hobart City Council



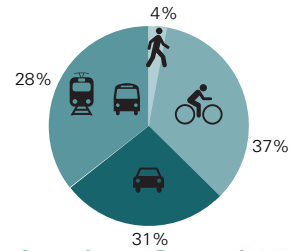
Apeldoorn, Nederlands 2009
(155,300 residents within the Municipality)

Method of travel to work
Source: City of Apeldoorn



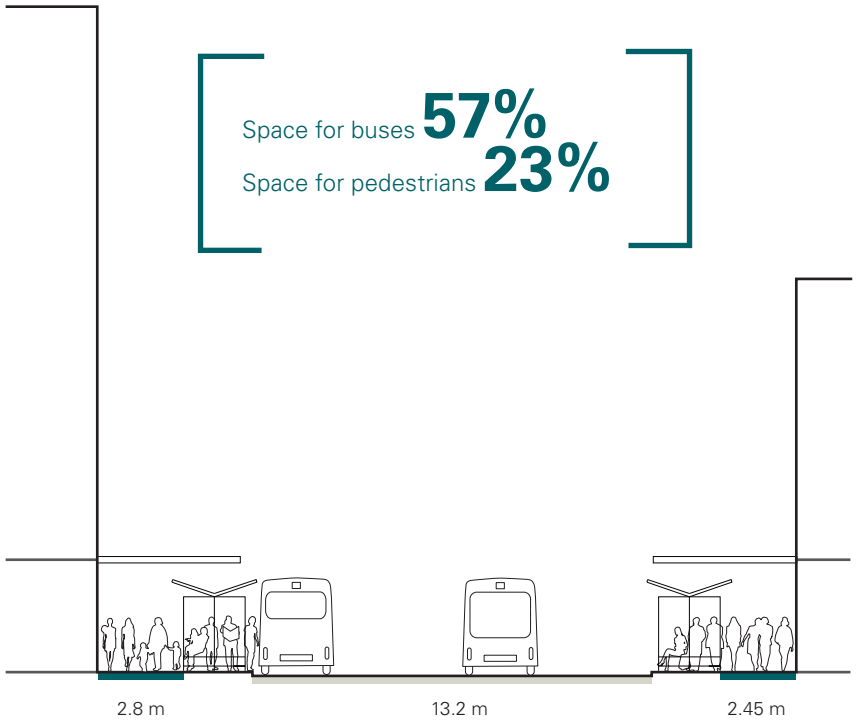
Odense, Denmark 2007
(186,700 residents in the municipality)

Method of travel to work
Source: City of Odense



Copenhagen Denmark 2007
(1,2 Mill residents in the municipality)

Method of travel to work
Source: City of Copenhagen



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

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

850 buses travel daily through the bus mall.

Info: Metro

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

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



When is the next bus arriving? Confusing to navigate the bus schedules and routes information. *Hobart Bus Mall*


When no one is waiting for the bus there is still enough walking width, but.... *Hobart Bus Mall*



... when people crowd waiting for the buss, the footpath is blocked. The waiting situation ought to be better solved for both people waiting and walking. *Hobart Bus Mall*

An incoherent cycling environment

Cycling as a desirable transport mode

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

Hard times for cyclists in the city centre

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

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

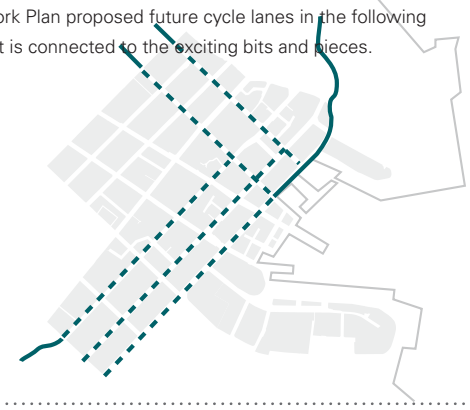


Existing cycle lanes in the city centre

Source: City of Hobart, March 2010

Summary: An incomplete bicycle network

Today there is no cycle network. It is incomplete with only bits and pieces of cycle lanes which do not constitute a system. The Council has with the Hobart Regional Arterial Bicycle Network Plan proposed future cycle lanes in the following streets. A system that is connected to the exciting bits and pieces.



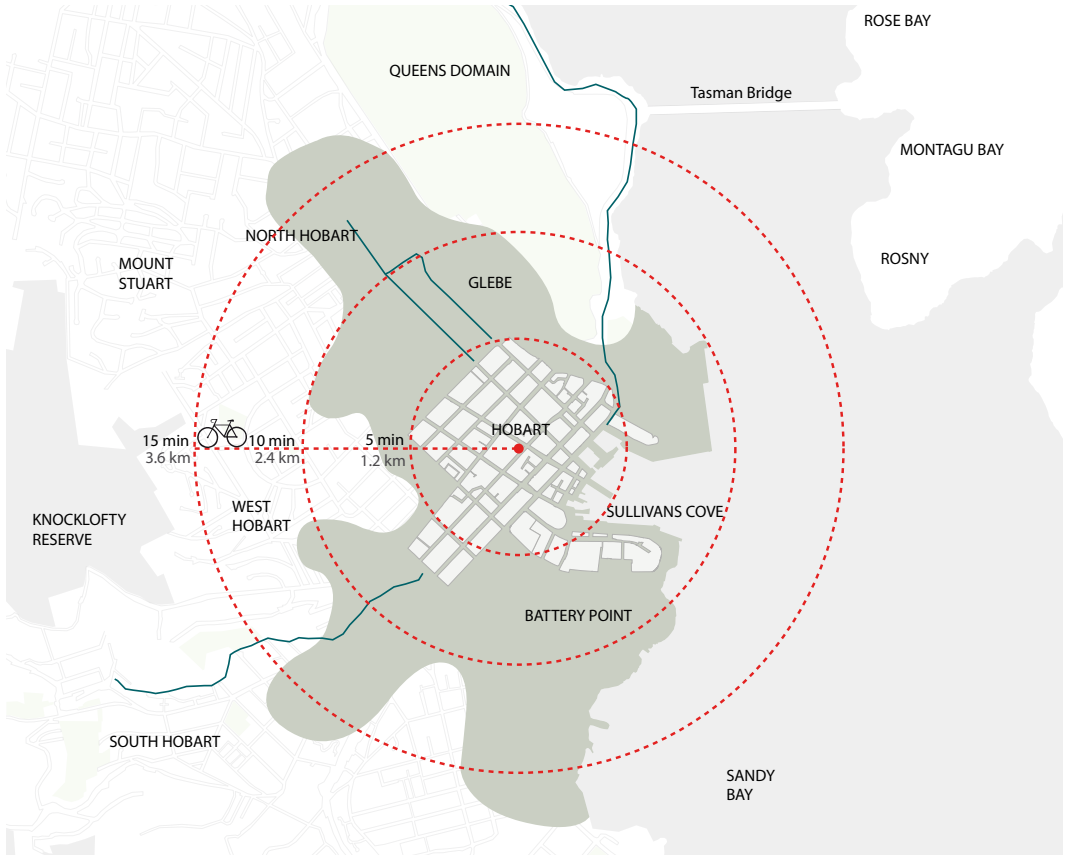


The shared walking and cycle path along Davey Street / harbour sometimes creates conflicts between pedestrians and cyclists.



Cycle path along the train track

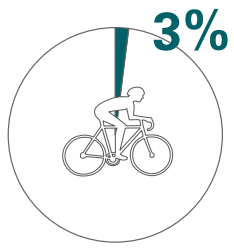
Cycling in Hobart



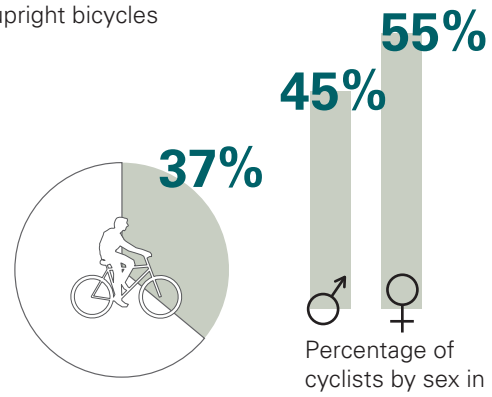
Bicycle catchment area were topography is not a challenge or too steep

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

Hobart - bicycle modal share
Cycling as a sort of sport - mainly for younger men in sports gear on "Tour de France" bicycles



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



Percentage of cyclists by sex in Copenhagen.

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

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

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

Only **3%** of the residents travel to work by bicycle



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





Analysis 3

- the city life

Low density of residents in the city centre

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

The population in numbers
Hobart has approximately 49,600 people living in the city. Besides its residents, the city receives a very large number of visitors. Around 640,000 tourists visit the city every year (2009). This figure includes international and national visitors and day trippers as well as people staying over night.
Hobart city centre has a huge surrounding area; Greater Hobart with 209,287 people. Approximately 1,900 of these people live in the study area. The amount of residents in the study area is relative low compared to other cities.

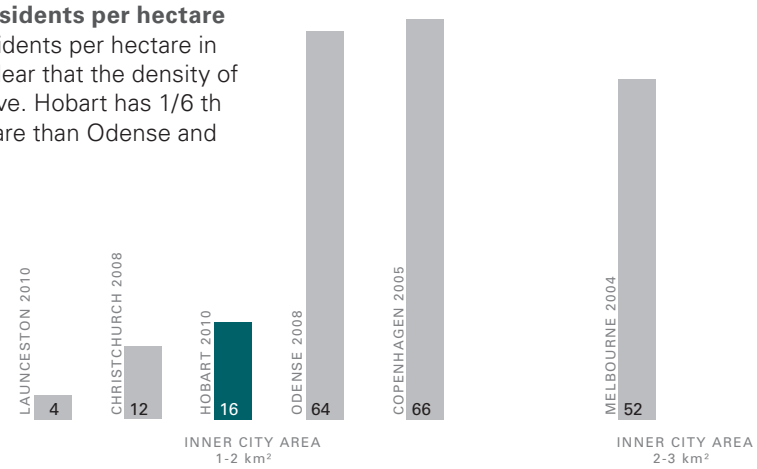


Residential use in the city centre
Source: City of Hobart, March 2010

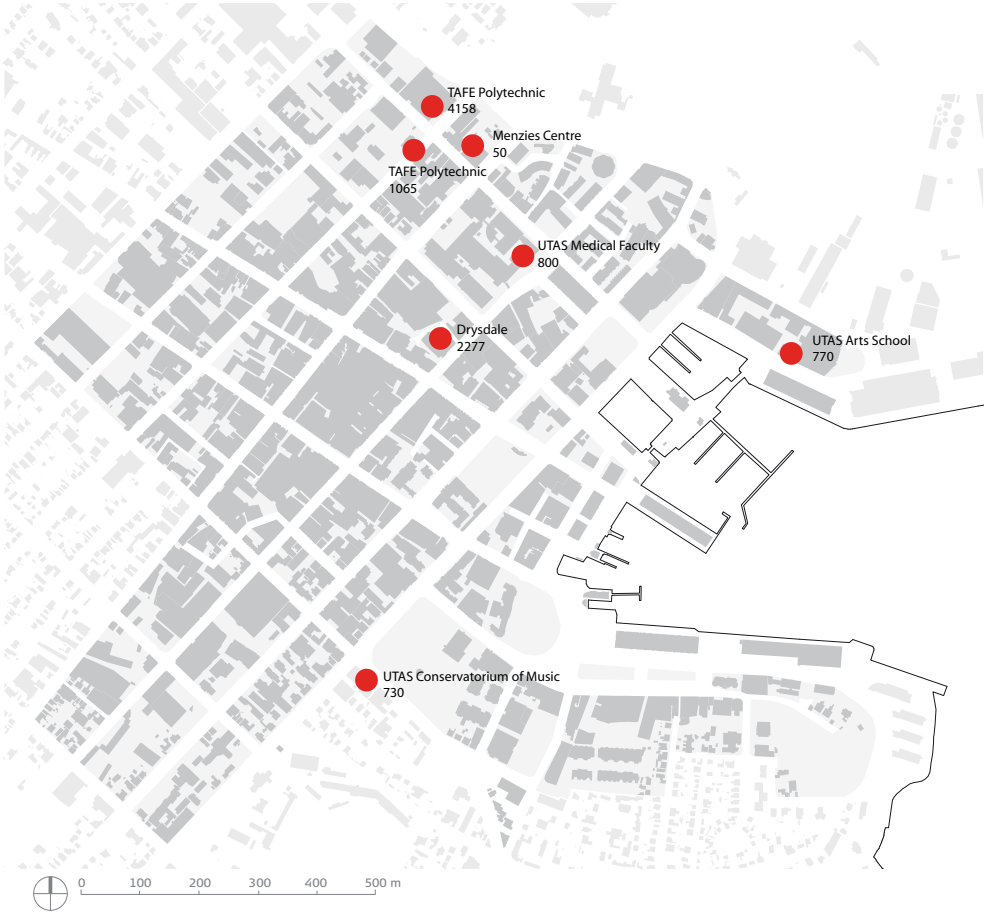
Summary: Low density of residents in the city centre



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



A significant number of students enrolled in the city



Students in the city centre

Source: City of Hobart, March 2010

Importance of students in the city centre

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

Students in Hobart's city centre

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

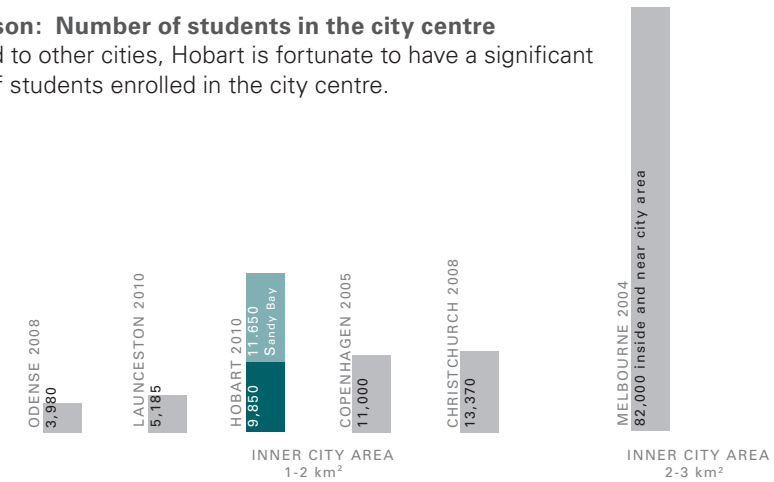
Outside the study area in Sandy Bay are the University of Tasmania with approx. 11,650 students. The students at Sandy Bay spend most of their time at an isolated university campus instead of participating in the city life. In Adelaide and Melbourne, for examples major student institutions have been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

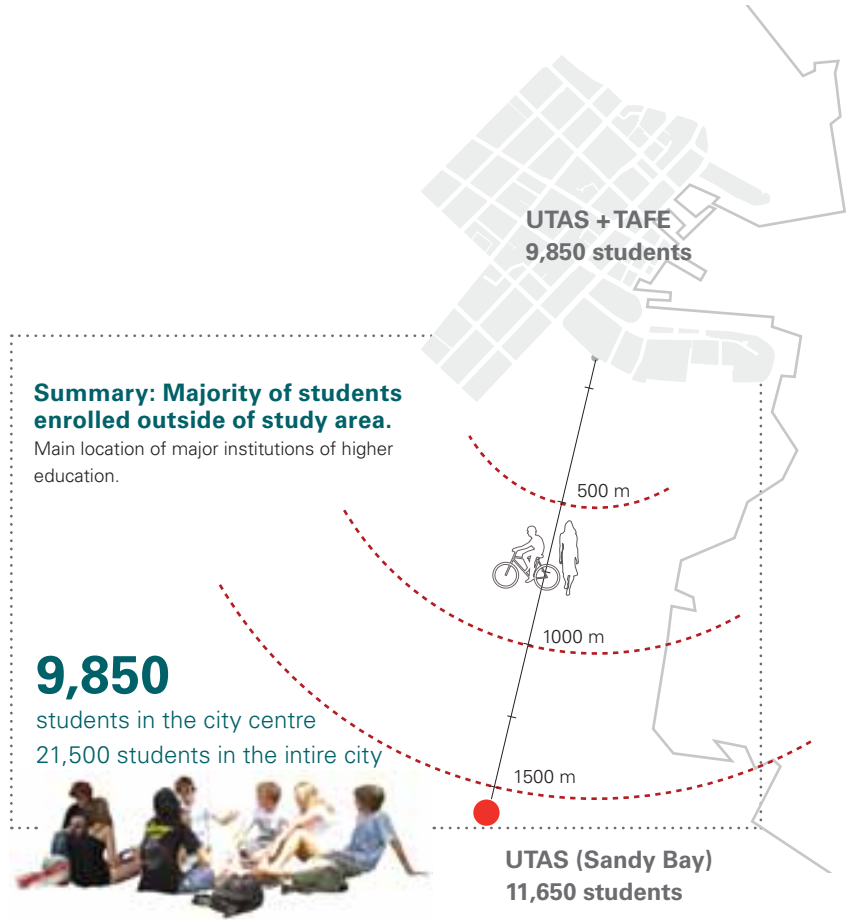
No student housing in the city

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

Comparison: Number of students in the city centre

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

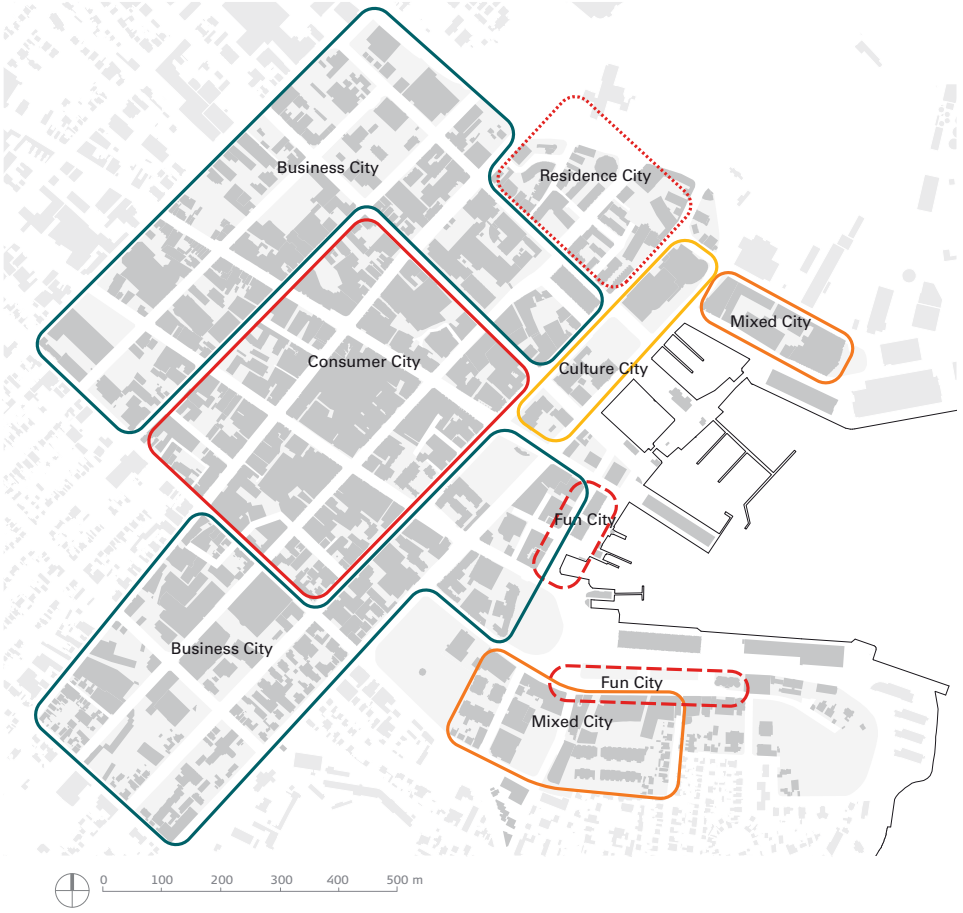




A monofunctional city centre

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

The importance of diversity
Diversity creates areas that are stimulating and vibrant, with a multitude of people and activities occurring at different times of the day, week and year. Diverse neighbourhoods provide their own natural surveillance through the presence of inhabitants and visitors. Therefore are more likely to be perceived as safe and comfortable areas. Dwellings have the positive effect in generating life during times when other functions, such as commercial areas, are closed.
Areas with one primary use, such as office buildings, tend to only be lively in the morning, at lunch time and again during the evening rush. Outside these hours, these areas appear deserted and can act as barriers within the city. The clustering of similar functions is detrimental for city life and the perceived safety of the city. Overall, Hobart's city centre would gain from a continued policy of introducing more mixed uses.



Functions in the city centre

Summary: Functions seperated in mono-functional areas
Different functions are clustered in mono-functional areas that are inactive during parts of day and night.

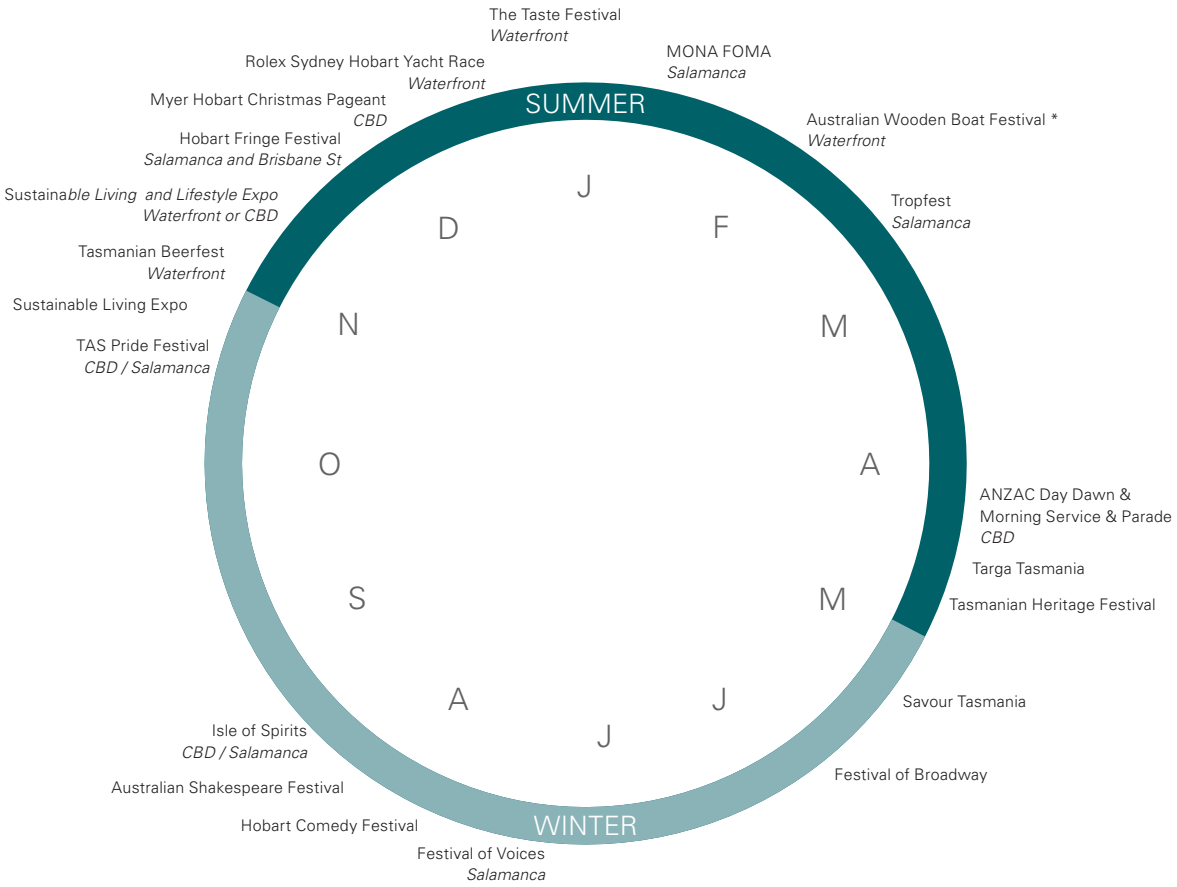


Salamanca Square - a diverse neighbourhood
Salamanca Square, a sheltered public square ringed by housing, shops, cafes, and restaurants, the centrepiece fountain and its lawns are a safe environment where children play alongside individuals and families.

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


A multifunctional neighbourhood.
Salamanca Square

A festival city



Hobart Events Calendar 2009 within the city centre

Source: City of Hobart, March 2010

21 annual events

1 biennial event *

Cultural activities in the city centre

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

A seasonal city

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

Variety of events

A broader variety of events in the city centre would invite different users and age groups with different interests. For example; a skating festival, a sing-along festival, fashion week, Hobart by night (lighting festival in public spaces), flea markets, historic walks in the city centre, art festival for children etc.
The positive aspect of events is that they gather a lot of people, which adds life and bustle to the whole area in which they take place. For example, once you are in the city centre for an event, you might also go for a coffee, lunch or shopping.



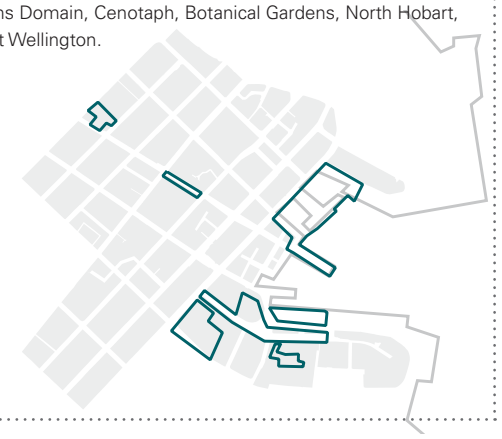
Open air film on Salamanca Place



Many people visits the Taste Festival in the summer.
Public space in front of Princes Wharf No 1 Shed.

Summary: Most events take place along the foreshore

There are additionally 20 annual events 2009 taking place outside the study area at the Regatta Grounds, Queens Domain, Cenotaph, Botanical Gardens, North Hobart, Glenorchy, Sandy Bay and Mt Wellington.



Places for recreation

Incomplete public space network
Hobart has some variation of public spaces from the harbourfront to the east and Queen´s Domain park landscapes to the north. Hobart city centre has few open spaces for pedestrians only. The existing open spaces are scattered in a small area of the city centre and there is no public space network connecting the open spaces. The most important spaces are Elizabeth Mall, Franklin Square, and Salamanca Place. These make up the backbone of Hobarts´s open spaces In total, the city centre has 11,000 square metres of public squares and public pedestrian priority streets and 60,400 square metres of green open space.
Streets of Hobart are mostly wide enough to allow both large numbers of pedestrians and footpath dining. However, they frequently suffer from the impact of heavy traffic which reduces their potential usage.

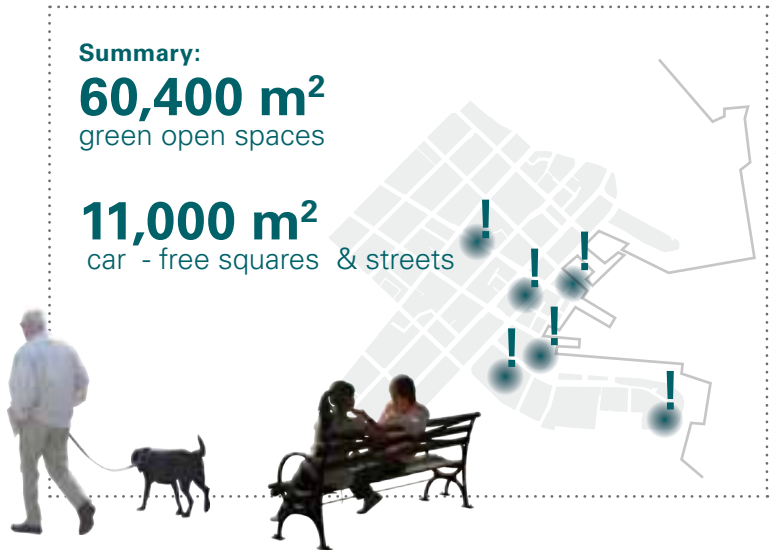
Beautiful green resources
Hobart has many green spaces - parks and gardens within the city centre: Princes Park, Franklin Square, and St. Davids Park are open every day of the year and offer a diversity of recreational opportunities for the people of Hobart.
In close proximity to the city centre is Queens Domain a major sporting, cultural and bushland focal point. It offers a diverse range of entertainment and recreational opportunities. The Royal Tasmanian Botanic Gardens feature fine collections of exotic and native plants and have 450,000 visitors every year.

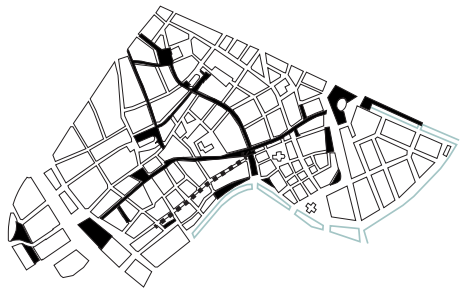
Little variation in use
The spaces in Hobart city centre offer little variation in function. Land uses surrounding the open spaces are often monofunctional. Several spaces are used only at lunchtime and none of the squares and parks are night time destinations except Salamanca Square.

> There is a lack of attractive small spaces for everyday activities



Car-free public spaces in the city centre
Source: City of Hobart, March 2010

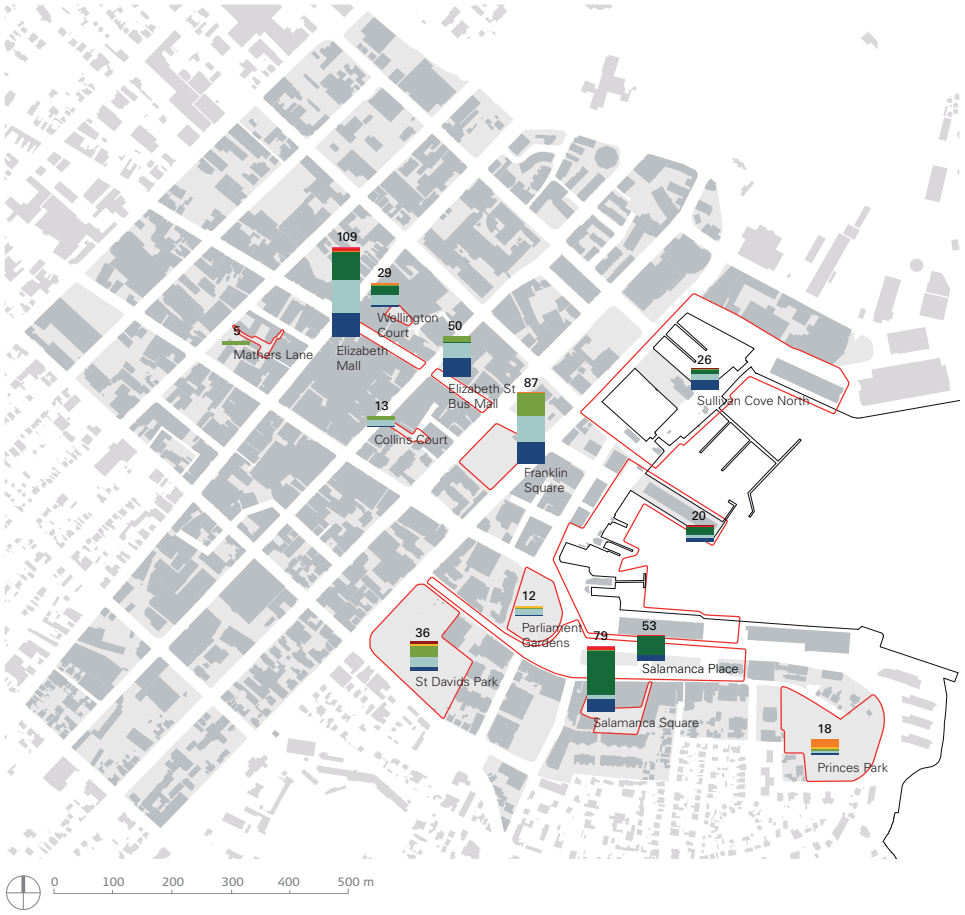




The network of car-free streets and squares in Copenhagen comprises 100.000 m2 (2005).

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

Where do people stay in the city centre - weekday



Average number and distribution of staying activities

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

Physical activities
Cultural activities
Commercial activities
Children playing
Lying down
Sitting on folding chairs
Secondary seating
Sitting on caféchairs
Sitting on benches
Waiting for transport
Standing

Survey of staying activities

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

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

Minimal activity near the waterfront

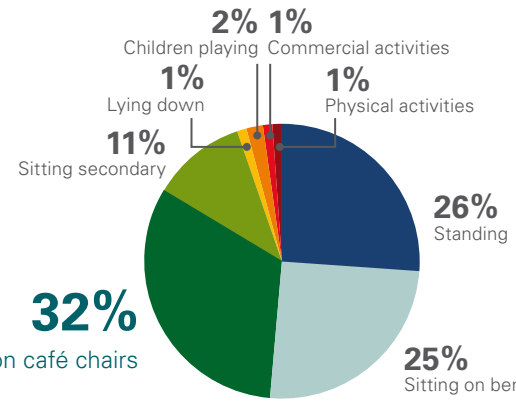
The popular public spaces are Elizabeth Mall and Franklin Square. The moderately used spaces consist of Salamanca Place, Salamanca Square and Elizabeth Bus Mall. The rest of the surveyed spaces in the city centre are not frequently used.
The activities are mostly sitting on benches (resting, socializing),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

In total **1,900** activities were recorded in the period between 12pm - 4pm in Hobart

Dominant activity

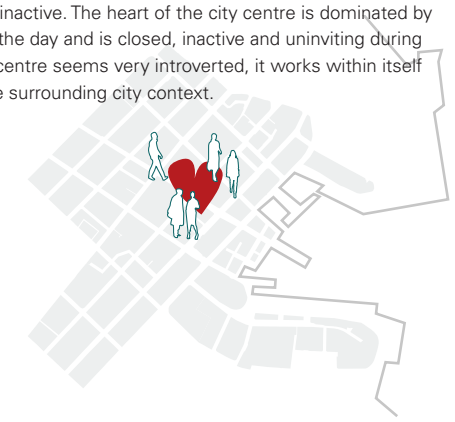
Sitting on café chairs is the most dominant activity (32%) especially in Elizabeth Mall, Salamanca Place and Salamanca Square





Summary: Introverted city centre

City life is concentrated within just a few city blocks of the city centre and the surrounding areas are rather inactive. The heart of the city centre is dominated by commercial activities during the day and is closed, inactive and uninviting during the evenings. Today the city centre seems very introverted, it works within itself and gives nothing back to the surrounding city context.



Where do people stay in the city centre - Saturday

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

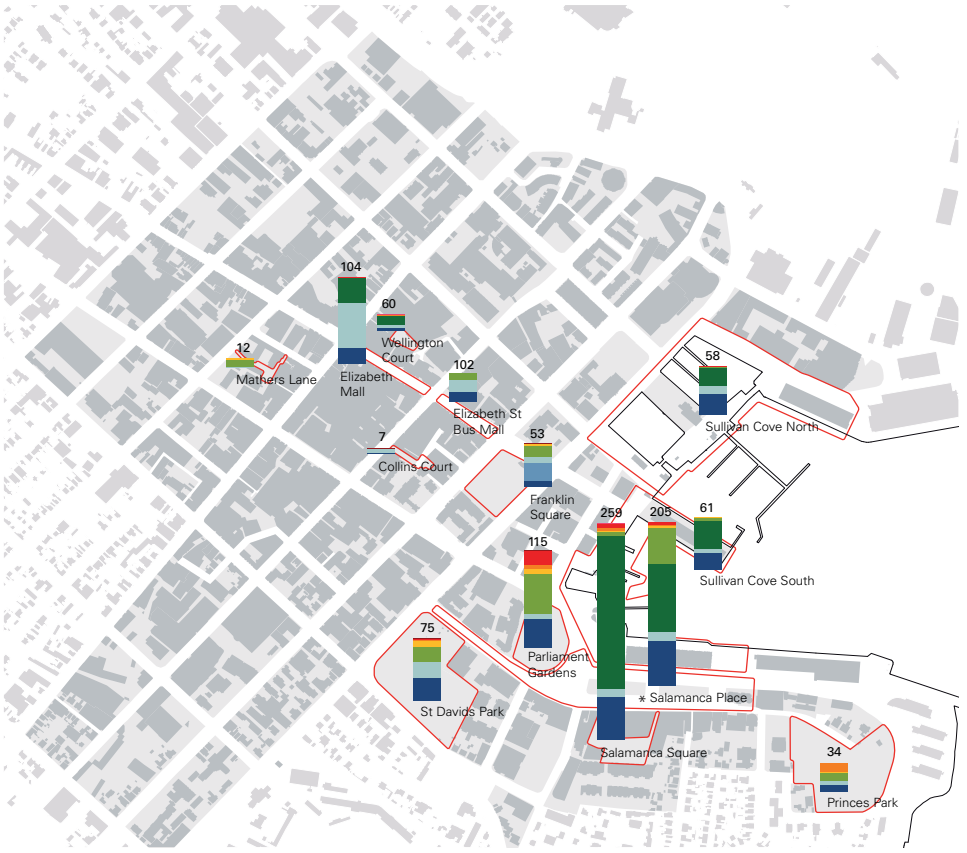
Few activities for children
Of all the activities that were recorded on a Saturday, only 2% represent activity for children. There is a markedly low number of playgrounds and places designed for children within Hobart. Currently, the activity is limited to the playground on Princes Park with minimal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

Salamanca Market is a big draw on a Saturday and the public spaces around the market are crowded with people enjoying the city life:

Staying activity on Salamanca Place is **+286%** higher on a Saturday than on a weekday.

Staying activity on Salamanca Square is **+228%** on a Saturday than on a weekday.

Staying activity on Parliament Gardens is **+858%** on a Saturday than on a weekday.

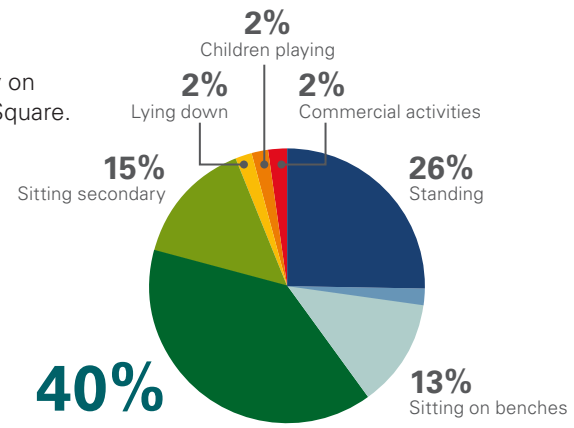


Average number and distribution of staying activities
12pm - 4pm, Saturday the 6th of March 2010

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

- Physical activities
- Cultural activities
- Commercial activities
- Children playing
- Lying down
- Sitting on folding chairs
- Secondary seating
- Sitting on caféchairs
- Sitting on benches
- Waiting for transport
- Standing

Dominant activity
Sitting on café chairs is the most dominant activity (40%) especially on Salamanca Place and Salamanca Square.





In total **4,290** activities were recorded on a Saturday in the period between 12 pm - 4 pm in Hobart

The Saturday activity level was **226%** of the activities recorded on a weekday

Staying activity - significant patterns





Less than **1%** of the activities recorded are physically active

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







Less than **2%** of the activities recorded are children playing

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

Something is lacking

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

Very little physical activity were observed

Only 11 people (1%) in total are registered doing physical activities throughout all the spaces studied, over a registration period of 9 hours on a weekday. Physical activities as a category may include activities such as playing ball, skate boarding, tai-chi and others.
The people doing 'physical activities' used one of the two following spaces: St. Davids Park and the Harbour front. While there are few recorded physical activities in the stationary locations, quite a few people use the Queens Domain, the railway cycle path and the Rivulet Park for jogging and walking.
Exercising is a substantial part of most people's lives, and physical activities contribute positively to the public life in public spaces. But if people are to be physically active in the public realm, there must be spaces that invite these types of activities.

Hardly any children playing

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

Patterns of use on the harbour front

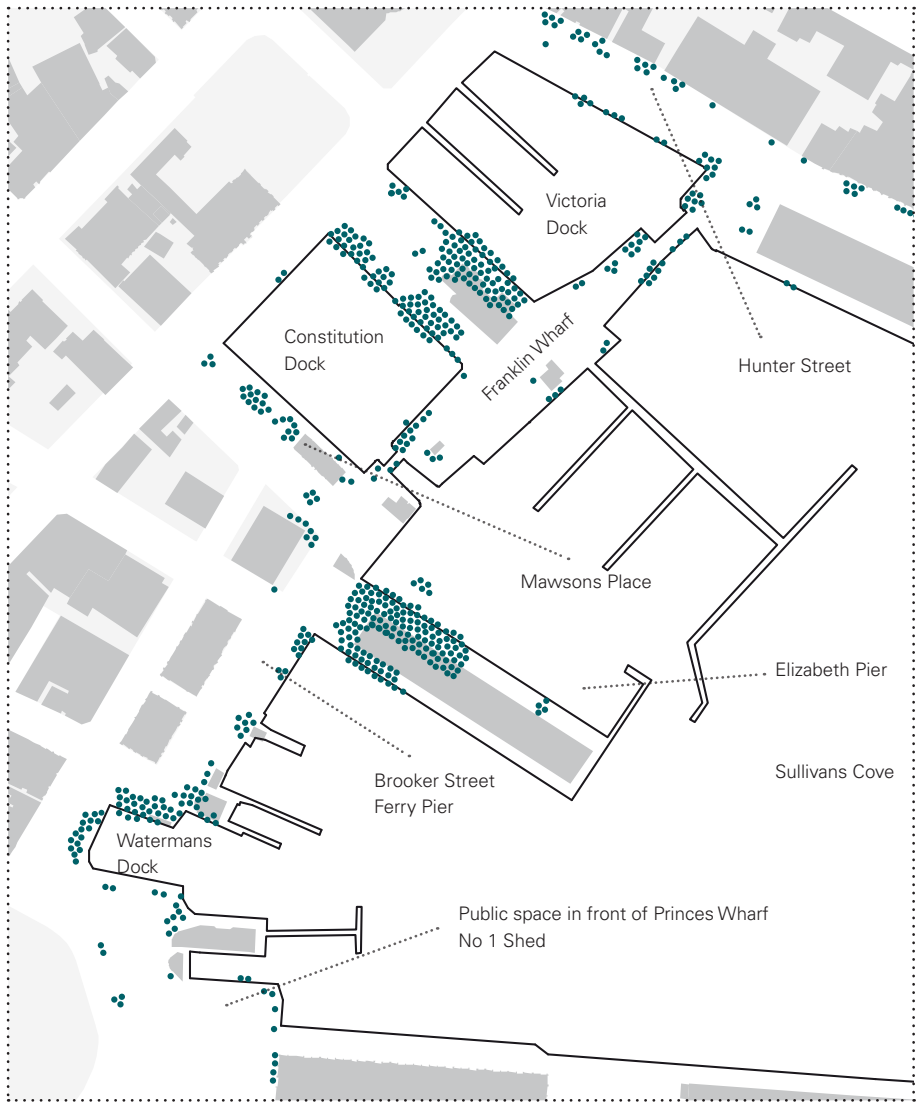
Unbalanced traffic mix along the harbour front
The harbour front is the main area for pedestrians in Sullivans Cove, but cars dominate the streetscape. Many modes of traffic are sharing the limited space: pedestrians, bicycles, cars, buses and trucks. Additional to that is street parking along Franklin Wharf which takes up a lot of space.
There is almost no space left over that can invite staying activities. Places with benches and outdoor seating could do a lot, as well as smaller spaces where children could play.

Very little activity at the harbour front
The harbour front is made up of large hard surfaced areas with few options for other activity patterns such as walking and sitting down. This is a less than ideal design given how large they are and the very limited number of alternatives.
The city centre lacks spaces for a variety of daily life. Few places are inviting for children or elderly. Throughout a summer weekday approx. 594 people engage in activities, stop to rest, play or visit cafes on the waterfront. The activities are mainly concentrated around Elizabeth Pier and Franklin Wharf. The large harbour spaces are hard to fill with people and look deserted when they are empty and are waiting for events to happen.

Almost all of the public spaces at the harbour front are "floating" spaces without active edges to define and activate them. The most attractive, well-used and successful waterfront open spaces around the world have well-defined and active edges. Mawsons Place is one of the few spaces in human scale with the potential to be linked to its rich edges.
Given the scale of the waterfront the activities are spread over a large area leaving the overall feeling that some areas are deserted and that a more intimate scale in some spaces would improve conditions for public life and intensify the activities actually happening here.

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

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



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

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


Huge space with no activating edges and full of parking.
Public Space in front of Princes Wharf No 1 Shed.


The question to be asked is; who does Franklin Wharf 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 places where people will want to return. *Franklin Wharf*



Patterns of use on Elizabeth Mall



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

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

Staying activity vs. pedestian traffic on Elizabeth Mall weekday between 10am - 6 pm:

Staying activity **390**

Pedestrian traffic **19,720**

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

The busiest place in the city centre on a weekday

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

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

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

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

From a more critical angle it can be pointed out, that Elizabeth Mall is very different and disconnected from the rest of Hobart. It stands out as a small strip of people friendly turf, where a much wider part of Hobart city centre should bring this message to the city visitors. Or to phrase it more directly - Elizabeth Mall has too much of everything and the rest of the city too little.

Elizabeth Mall is very successful thanks to a very professional effort on management and marketing. It is perceived and handled not as a city street but as a shopping mall, with all the advantages and shortcomings this implies.

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



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



Elizabeth Mall a very active place during daytime....



... but becomes inactive after 6pm when the shops and offices close.

Salamanca Place - the busiest place on a Saturday

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

Generous space for cars.
Salamanca Place has a distinctive character, largely as a result of the almost intact row of heritage sandstone warehouses that address the street and the expanse of lawn and trees that separates the warehouses from the Wharf.
Salamanca Place is the main public realm for pedestrians and stationary activity in Hobart, but cars dominate the streetscape. Many modes of traffic are sharing the limited space: pedestrians, bicycles, and cars, The space for traffic is fairly generous and pedestrians and outdoor café seating are cramped on the narrow footpath.
The current intrusion of car parking and the routing of vehicles through the lawns make pedestrian connections particularly difficult. The expansive roadway on Salamanca Place provides short term parking but leaves only a modest footpath, which has become one of the city´s most popular outdoor dining areas
There is almost no space left over that can invite staying activities. Places with benches and outdoor seating could do a lot, as well as smaller spaces where children could play.
The question to be asked is who does Salamanca Place want to invite, the cars or the pedestrians? All visitors eventually become pedestrians and they create a vibrant and attractive atmosphere where businesses can flourish and with places people wish to return to.

Salamanca Market has approx.
347,000 visitors every year
340 market stalls

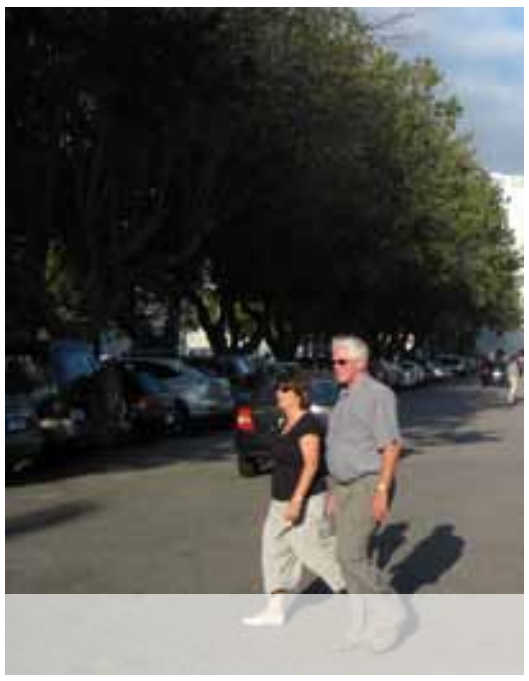
2,050 visitors were counted on a Saturday at 11am, February 2010







Salamanca Market every Saturday
- all year round



Salamanca Place - app. 330 m
413 café seats (between Gladstone Street and Runnymede Street)

1.2 café seat/m

Nyhavn, Copenhagen - app. 250m
906 café seats (between St. Strandstræde and Toldbodgade)

3.6 café seat/m

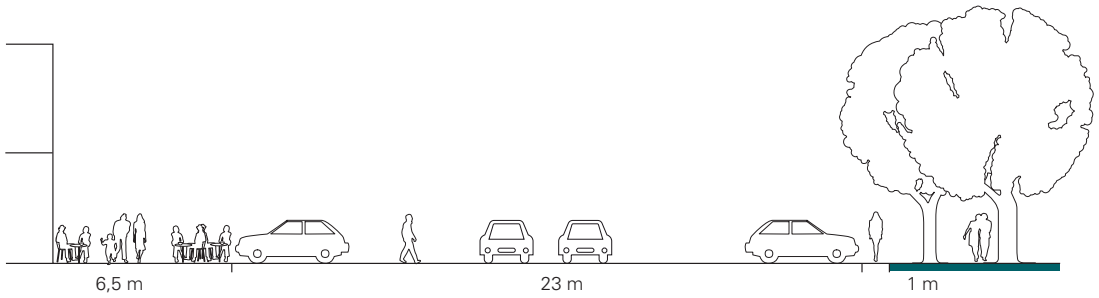
Akerbrygge, Oslo - app. 340m
963 café seats (between Dokkveien and west end of Stranden)

2.8 café seat/m

Comparison: Number of seats on outdoor cafés per metre.

Café seating along Salamanca Place
Looking at the number of café seats along Salamanca Place it is very limited in comparison with other waterfront streets around the world.
The outdoor options you do find here often create problems by taking up space for pedestrians and, is is difficult to get a view to the water.

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



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


Salamanca Place is in need of an upgrade and a re-think.


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


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

Limited outdoor café seating

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

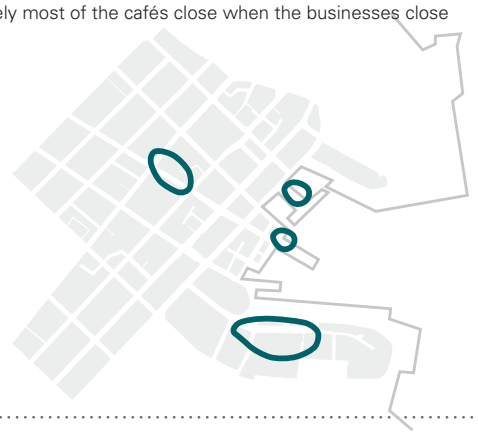
Quantity of outdoor serving areas
The number of 1,456 outdoor café chairs is low when compared to other cities. Most chairs are found in areas such as Elizabeth Street Mall and Salamanca. Many of the cafés close down with the business hours and leave the city centre empty.
Hobart offers an abundance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

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



Number of seats at outdoor cafés in the city centre
Café seats in total: 1,456
Source: Field survey, March 2010

Summary: Low number of outdoor café seats
Café seating is limited to a few selected areas with many small lunch time cafés but unfortunately most of the cafés close when the businesses close for the day.



Comparison: Number outdoor café seats
Compared with other cities, Hobart has a low amount of outdoor café seats.



Comparison: Number of outdoor café seats



Outdoor serving areas througout the daytime and evening. *Salamanca Square*



There are many small lunch time cafes in the city centre, but most of the cafés close in the evening. *Collins Street*



Liverpool Street



On Elizabeth Mall people are able to enjoy the public realm.



Being able to enjoy the public realm is an important part of outdoor cafés; interacting and moving chairs around. *Wellington Court*



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

A fair amount of public benches

Quality seating is a precondition for good city life
When inviting people to walk and enjoy the public realm, it is important that different opportunities for pausing and resting are provided.
Resting is an integral part of pedestrian activity patterns. Good seating opportunities give people the option to pause and rest in order to be able to walk further and enjoy public life and city activities.
Apart from the number of public seats, other factors are important in order to provide good quality seating. Experience shows that the most popular seating is of good quality, has a nice view, sufficient sun/shade and shelter, and most importantly is located close to important pedestrian routes and destinations.
Good comfortable seating in the right location provides visitors with rest and an opportunity to stay longer, which contributes to a more lively city. This is one of the keys to encouraging people to walk, enjoy and spend time in the streets.

Many benches but not where needed
The city centre has approximately 1,120 seats on public benches, which is good when compared to other cities. Unfortunately public seats are concentrated in a few selected areas such as Elizabeth Street Mall and they are mostly located in parks and squares with few on the streets.
Public seating doesn't seem to be part of general street program. There is almost no public seating outside the retail heart of the city, and few public seats are found along the waterfront.

Concentration of public seats in the ciy heart
There is a substantial lack of public benches outside the retail "heart" of the city and along the waterfront which are locations where the most people come.
Salamanca Place which should be a welcoming market place offer only approximately 18 seats on benches for the 35,800 walking visitors during the Saturday market. The general lack of benches and of proper seating environments tell people to keep walking and discourage the elderly and families with children from visiting at all.



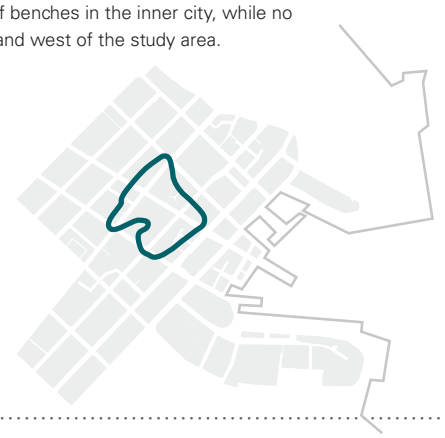
Number of seats on public benches in the city centre

Seats on benches in total: 1.120

Source: Field survey, March 2010

- 1 - 4 seats
- 5 - 14 seats
- 15 - 29 seats
- 30 - 49 seats
- 50+ seats

Summary: Public seating concentrated to limited area of the city centre.
There is a concentration of benches in the inner city, while no benches are found south and west of the study area.



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



Comparison: Number of seats on public benches



Few and over-crowded seating arrangement at Salamanca Place on a market Saturday.



The elderly especially need a rest. *St. Davids Park*



Invitation to take a break or just watching city life is important for everybody using the city. *Murray Street*



Enjoying the active harbour life. *Franklin Wharf*



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



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



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

Absent user groups

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

Few children and senior citizens
When we look at Hobart and the users of the city; children and senior citizens are not present. The low number of children and senior residents indicates accessibility issues. What is missing are public spaces in the city centre which are attractive for children and encourage children and caregivers to enjoy the public life of the city.
The majority of the city has a low quality pedestrian environment and few possibilities for stationary and recreational activities. The streets in the city centre are not pleasant to walk on with children or for people with limited degrees of ability. There is a lot of traffic and the recreational facilities are concentrated in an area close to the harbour.

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



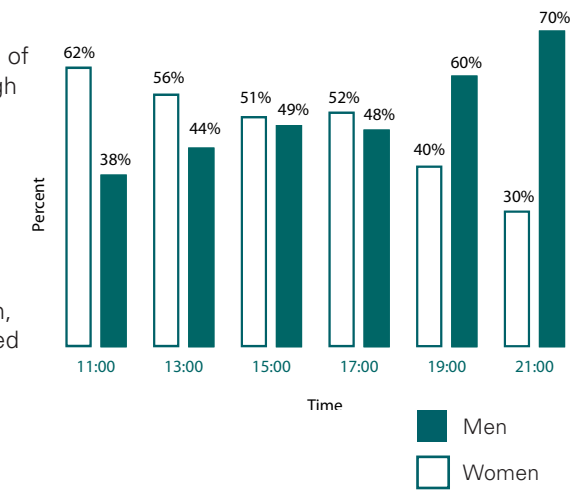
Elizabeth Street Mall

11am - midmorning
The elderly had their peak presence at this time of day. Woman and children are also present in high volumes in the first half of the day.

9pm - evening
After 5:00 pm, all shops and cafes along the Elizabeth Street mall close, and the street becomes absent of activity. As a result, children, women and the elderly are no longer encouraged to visit.

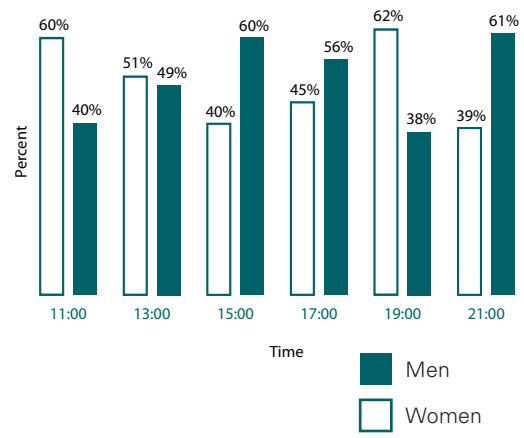
Who are the people using Elizabeth Mall?
The average of all people recorded on a spring weekday on Elizabeth Mall:

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



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

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



Few public places for children



Facilities for children in the city centre

Source: City of Hobart, March 2010

Hardly any children playing

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

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

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



One of the few invitations for children is found in Wellington Court



The art in the Mall encourage children to interact and play on it. *Elizabeth Mall*

Summary: few playgrounds in the city centre

The only public playground offered in the city centre is located in Princes Park and in Wellington Court. Wellington Court unfortunately has same hours as nearby retail establishments.

What is open at night?

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

Quiet evenings
The map to the right highlights the facilities that are open during the evening hours (after 9pm) on a normal summer weekday within the study area. The recordings show that most of the city is relatively quiet in the evening. The recording shows one small concentration of activity on Salamanca Place. Most of the evening activities are restaurants and bars and the city at night tends to be monofunctional.
It is striking that Elizabeth Street Mall and the adjoining streets are almost devoid of evening activities to such an extent that practically nothing has been recorded in these streets.

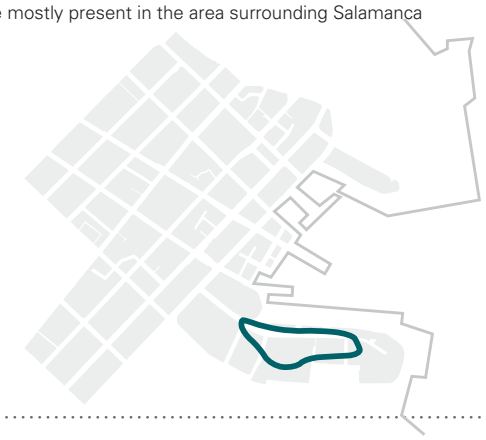
Evening safety
To achieve a more citywide location of evening activities and also improve perception of safety it is recommended to develop and implement a policy that will extend or spread out night time activities to larger parts of the city centre.



Evening activities in the city centre recorded between 9 pm - 11 pm

Source: Field survey, March 2010

Summary: Evening activities concentrated to one area of the city centre
Evening activities are mostly present in the area surrounding Salamanca Place.




Inadequate lighting for pedestrians.
Davey Street


Many cafés and bars attract evening activity to Salamanca Place.
Salamanca Place

Perceived safety



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



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

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

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

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

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

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





Analysis 4

- the visual qualities



High quality streetscape on Collins Street

Visual environment - at eye level

Why looks do matter

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

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

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

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

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

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

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

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

An incomplete street tree pattern



Street tree planting in the city centre

Source: City of Hobart

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

Current issues

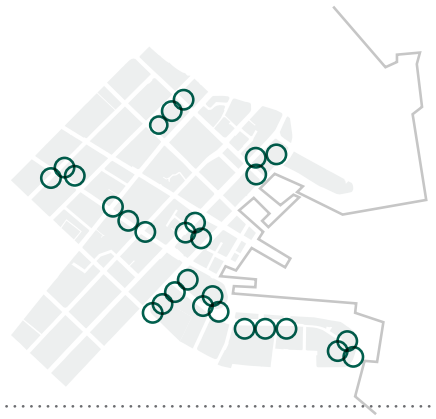
Existing street tree planting extends through much of the city centre and shows a very fragmented green network.

The map on this page shows existing street trees in the city centre.

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

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

Summary: A fragmented green network



A city with a decent scale

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

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

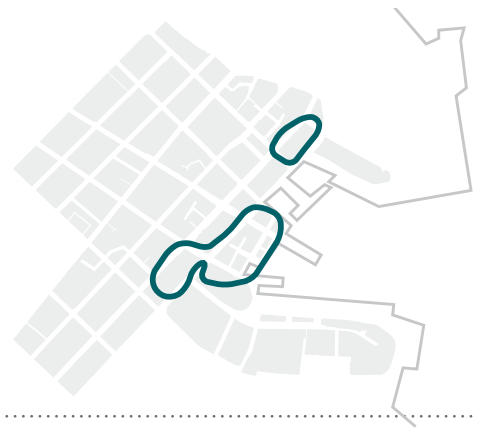


Building heights in the city centre

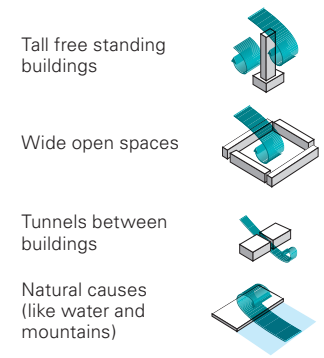
Source: City of Hobart, March 2010

Summary: High rise buildings create issues with microclimate

All high rise buildings are mainly concentrated between the city centre and the harbour front.



Factors that lead to higher wind velocities and an unpleasant environment for people:



Four seasons in one day!
Hobart enjoys a mild temperate maritime climate with four distinct seasons. In summer (December to February) the average maximum temperature is 21 °Celsius (70 °Fahrenheit), while in winter (June to August) the average maximum is 12 °C (52 °F) and the average minimum is 4 °C (40 °F)
Though often pleasant, the weather can be unpredictable and some days seem to have all four seasons thrown in! This creates excellent conditions for a thriving pedestrian culture, making most of what the city's public space has to offer. However, the micro-climate is not always as pleasant and there are strong winds blowing in from the South Pole that high-rise buildings channel down to the streets and squares.

Heritage buildings in the city centre



0 100 200 300 400 500 m

Heritage buildings in the city centre

Source: City of Hobart, March 2010

Heritage buildings

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

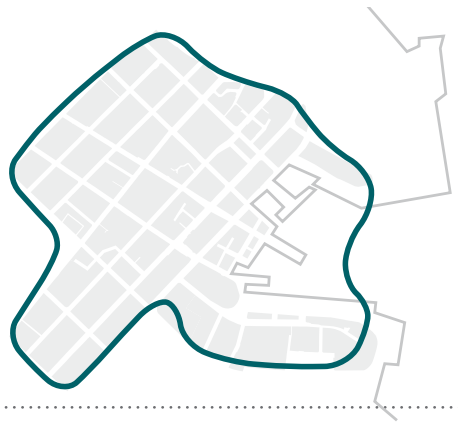
Heritage areas
Historical buildings and streetscapes add special quality to the city centre. The historical areas of the city centre have a scale of buildings which allows good sunlight access to public spaces and breezes without causing strong winds. Moreover, these areas have a richness of form and detail, elegant proportions, and warm materials with engaging textures and relief. These old buildings are difficult to replace.
The heritage buildings in Hobart city centre have much to offer as a historical record of the city´s existence. It makes it possible to recall history and enjoy its presence.

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



Awkward relationship between old and new. *Collins Street*

Summary: Heritage buildings add quality to the city centre.
Heritage buildings are spread all over the city centre, rather than being confined to one area.



Ground floor frontage quality

Importance of ground floor frontages

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

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

Transparency and small units

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

Evaluations of ground floor frontages

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

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



A – active

- Small units, many doors (15-20 doors per 100 m/328 feet)
- Large variation in function
- No blind and few passive units
- Lots of character in facade relief
- Primarily vertical facade articulation
- Good details and materials



B – pleasant

- Relatively small units (10-14 doors per 100 m/328 feet)
- Some variation in function
- Few blind and passive units
- Facade relief
- Many details



C – somewhere in-between

- Large and small units (6-10 doors per 100 m/328 feet)
- Modest variation in function
- Some blind and passive units
- Modest facade relief
- Few details



D – dull

- Large units, few doors (2-5 doors per 100 m/328 feet)
- Almost no variation in function
- Many blind or uninteresting units
- Few or no details



E – inactive

- Large units, few or no doors (0-2 doors per 100 m/328 feet)
- No visible variation in function
- Blind or passive units
- Uniform facades, no details, nothing to look at

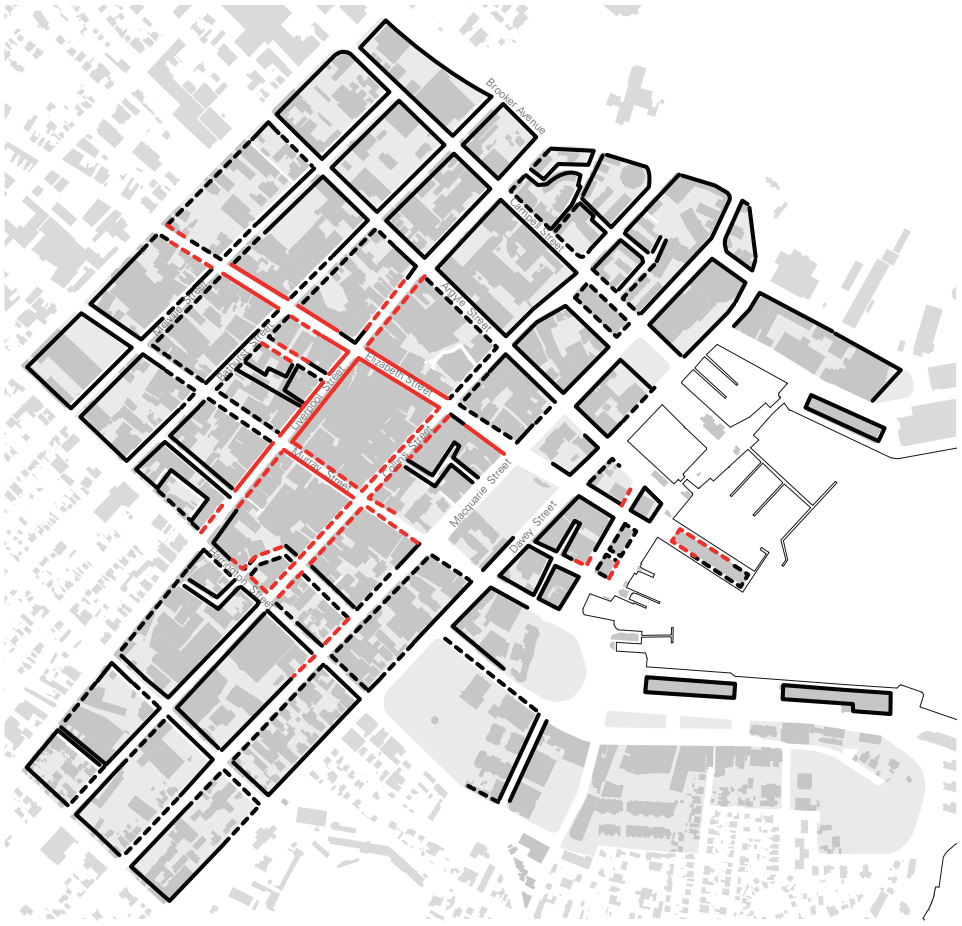
Metal shutters on storefronts outside shopping hours

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

Closed facades

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

Active and inactive ground floor frontages



Evaluation on ground floor frontages

Source: Observation study, March 2010

Why looks matter

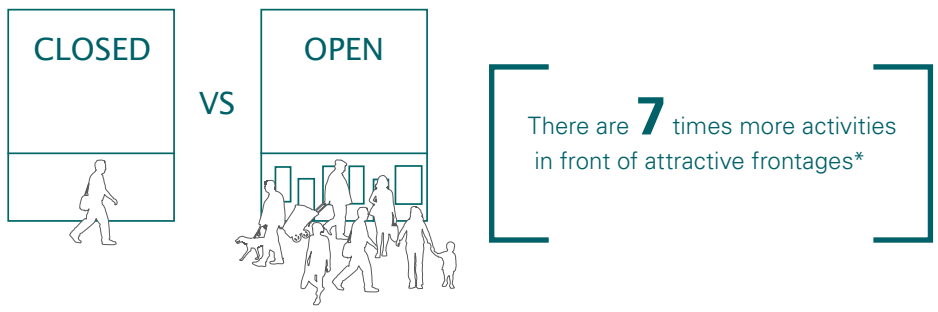
The design of the ground floor frontages is crucial for the vitality of public life. Surveys* show that pedestrians move slower in front of active frontages, more people stop and more stationary activities take place. All and all, the number of activities in front of attractive and active frontages is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

Active frontages in the retail heart

Active frontages are primarily found in the retail districts where shops, restaurants and bars promote themselves and the area through an attractive streetscape.
Active frontages are mainly found on Elizabeth Mall, along Liverpool Street and Murray Street where some cafes, bars and smaller shops contribute to a more attractive street environment.

Inactive frontages in the inner city

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

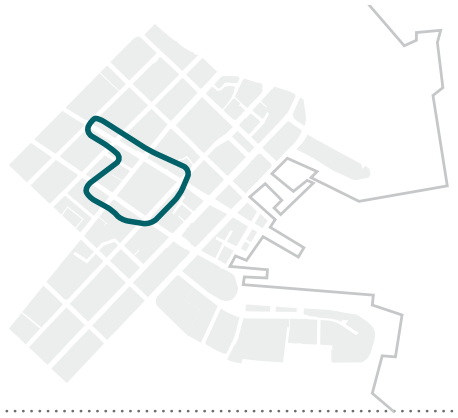


There are **7** times more activities in front of attractive frontages*

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

Summary: **Many dull and inactive frontages.**

The ground floor frontages are in general dull and inactive outside the heart of the inner city.



Visual quality - street elements

Street furniture - a homogeneous design

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

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

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

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



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



A bench, continuous in design, have been introduced and are used widely in the upgraded streets in the city centre. *Elizabeth Street*

Awnings - a significant feature

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

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



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



In some places low verandahs can make the footpath feel darker and less generous. *Liverpool Street*

Footpath - paving quality

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



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



Upgraded high quality tile paving on the footpath on Liverpool Street



Wayfinding signage with walking distance to key destinations are found just around the Mall.



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



In very few cases Hobarts history is told in the wayfinding as here in Davey Street.



Signage with walking distances to key destinations.

Wayfinding - where?

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

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

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



Naturalistic bronze sculptures at the harbour.
Franklin Wharf



Drinking fountains with humorous designs.
Elizabeth Mall

Public art and trace of history

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

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

Public art in Hobart appears to be somewhat arbitrarily placed.

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

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



The city´s historic layer is being exposed. But it is hidden and forgotten in a corner!
Elizabeth Mall



Marking and story of a former shoreline.
Hunter Street



The city´s history about the harbour is being told on information displays.
Morrison Street



A memory board telling about the city´s history.
Liverpool Street

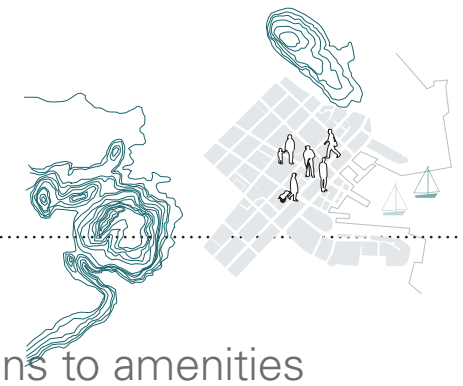

BROOKE STREET CRUISE CENTRE



Recommendations

Analysis in short:

1 the landscape

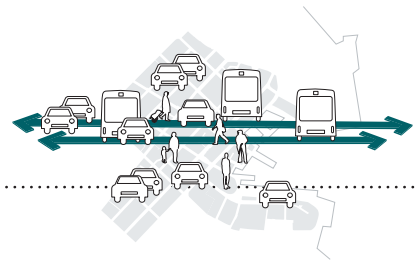


Weak connections to amenities

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

Analysis in short:

2 the movements



Cars first, people second

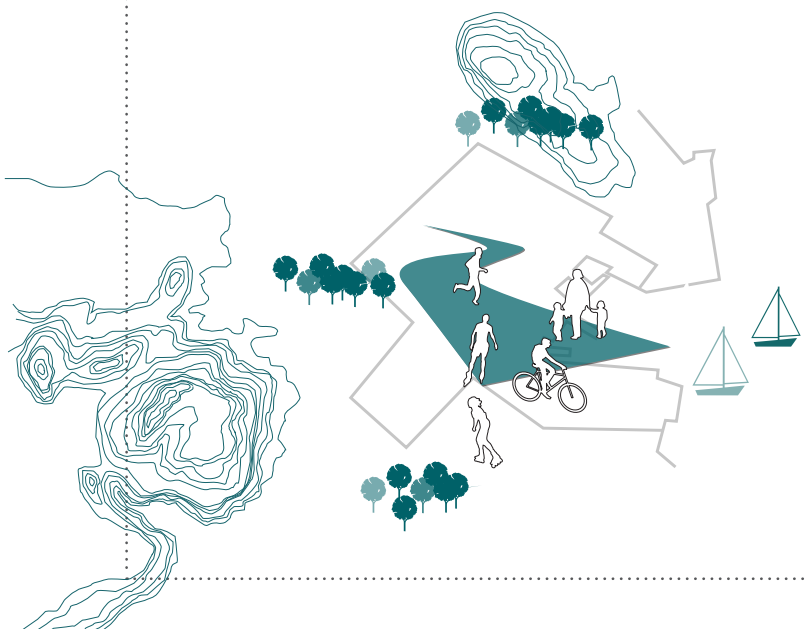
The design and the use of the city's streets allow cars to be dominant, which creates unattractive spaces, but also dangerous traffic situations for the vulnerable road users.

Recommendation in short:

1 the landscape

Identify and connect the city´s distinctive landscape features

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

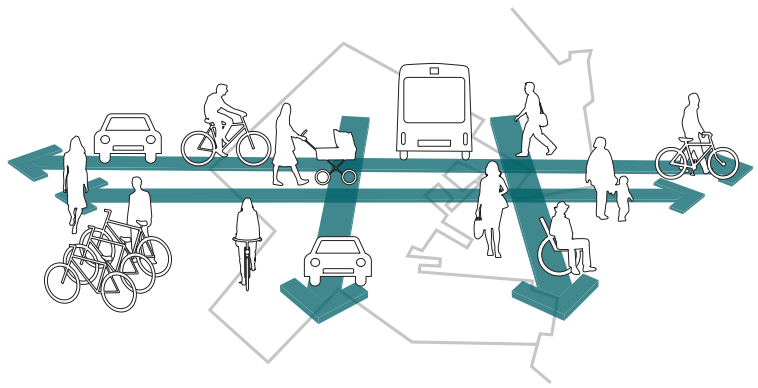


Recommendation in short:

2 the movements

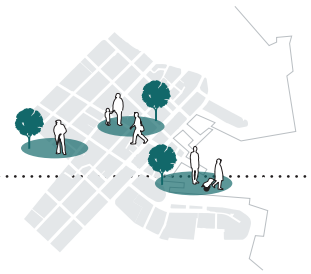
Ensure a fine city for people

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



Analysis in short:

3 the city life



Uniform use of the city centre

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

Recommendations in short:

3 the city life

Develop a more diverse and liveable city centre

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



Analysis in short:

4 the visual environment



Lack of visual pleasures in the street environment

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

Recommendations in short:

4 the visual environment

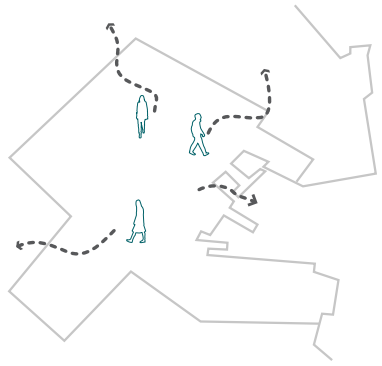
Ensure visual delights!

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

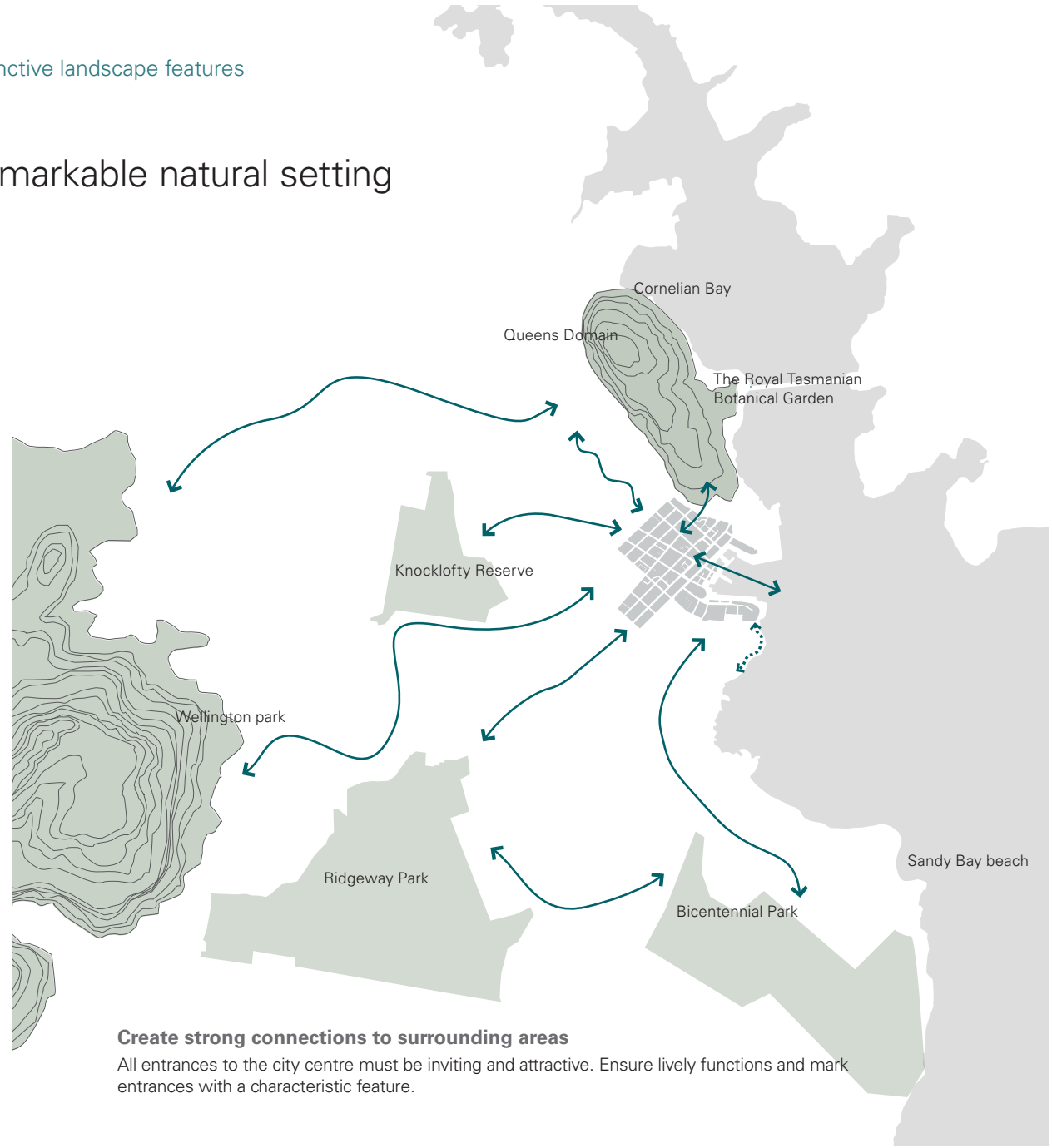


1 Make the most out of Hobart´s remarkable natural setting

The harbour, Queens Domain and the Royal Tasmanian Botanical Gardens, Cornelian Bay, Regatta Grounds, Wellington Park, Knocklofty Reserve, Ridgeway Park, Sandy Bay beach and Bicentennial Park possess great recreational potential for the city centre but today the integration between these recreational spaces and the city grid is insufficient. A lively city centre needs to be well-integrated with the neighbouring city areas. High quality links leading to and from the city centre should therefore be developed. If needed, existing routes should be strengthened, physically and visually, and new ones could be added.



The city centre does not link up with the surrounding areas. At present the city centre does not invite people into the area. The entrances to the city centre are weak and uninviting.



Create strong connections to surrounding areas

All entrances to the city centre must be inviting and attractive. Ensure lively functions and mark entrances with a characteristic feature.

Create strong connections to surrounding areas

- Develop a strategy for connecting the city with the vast parklands - Queens Domain and the Royal Tasmanian Botanical Gardens, Cornelian Bay, Sandy Bay beach, Wellington Park, Knocklofty Reserve, Ridgeway Park and Bicentennial Park and develop a network of scenic recreational biking and walking identifiable green routes connecting the city centre to these amenities.The fantastic amenities surrounding Hobart should be easily accessible for the many people living in the city centre and the thousands of tourists visiting Hobart.
- Ensure that these routes are clearly identifiable and well linked to the city centre network and leading straight into the city centre. Make them easily accessible for the many people living in the city centre and the thousands of tourists visiting Hobart.
- Strengthen and celebrate the Rivulet linear park connection between the city centre and Wellington Park.
- Make sure that the city centre is easy to get to and from by establishing a multitude of attractive routes connecting with the surrounding suburbs: Glebe, North Hobart, South Hobart, Dynnyrne and Sandy Bay by convenient routes giving high priority to pedestrians, cyclists and public transport.
- Ensure that links are followed by recognisable elements to ease way finding, these may be interactive or offer various treats and comfort.
- The barrier effect of Brooker Highway, separating the city with Queens Domain and the many destinations it encompass, should be addressed and convenience for pedestrians and cyclists should be stepped up. Develop a strategy for connecting the city with the Queens Domain.
- Redevelop the Brooker underpass at Railway Roundabout into a safe and inviting link.
- Celebrate and strengthen the fantastic views to particularly to Mount Wellington and the Cove. Visual contact with the water and the surrounding scenery create interesting end points and add attractively to the links.



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



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



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



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



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



Invitations to play along the way. *Copenhagen*



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



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



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

Strengthen contact between the city centre and to the water

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

- Develop a strategy for bringing people to, and connecting the city with, the waterfront today.

Create inviting and attractive gateways to the city centre

- Create strong and attractive entry points in connection to the entry of the city centre. Create a sense of arrival and invite people to enter the city centre. When arriving at Hobart city centre people need to feel welcome in order to have a positive experience of the qualities, amenities and the cultural and historical activities and sights available in the city. The 'invitation' starts at the arrival to the city centre and at the gateways to the city centre. The most important gateways should signal a change of focus to an increased pedestrian priority.

- The gateways should also be linked to the city network, both visually and physically. It should be easy to find your way and orient your self! The focus should be on legibility. Establish a legible and well defined threshold that underlines the change to the inner city. A message that signals to the motorist that they now have reached a zone where all road users have the same priority.

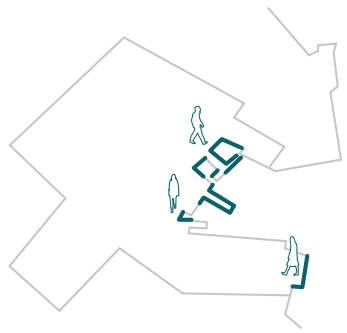
- The gateways should signal a change of focus to an increased pedestrian and cycling priority.

1 Strengthen the waterfront as a people place

Hobart harbour front has great potential for walks along the water, where fine views to the city and the Cove can be enjoyed, but there are very few invitations to do so. The harbour has the possibility to be an even stronger asset for Hobart if the active working harbour with great diversity of ships and activities pursuits were strengthened.

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

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



The living harbour is a very valuable asset for Hobart. More areas of the waterfront are to day under-utilised and hold a major potential to be transformed to integrated attractive urban places accommodating new destinations, activities and experiences for both locals and visitors.



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

Ensure a strong connection between the water and the city

Waterfront promenade

Hobart Railyards

Important waterfront squares

Develop the waterfront into a true city destination

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

- Ensure and protect the living harbour as a fantastic identity for Hobart.

Develop a continuous waterfront walk

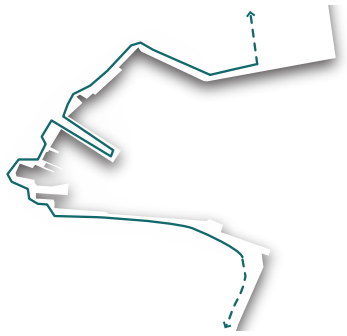
- Develop a waterfront walk a continuous pedestrian route along the waterfront connecting the different experiences offered along the city's waterfront. Develop a place to walk, exercise and enjoy the views and water related activities as an amenity that will be appreciated by all age groups throughout the seasons. Public access should be provided all along the waterfront and pedestrian traffic should be prioritised.

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

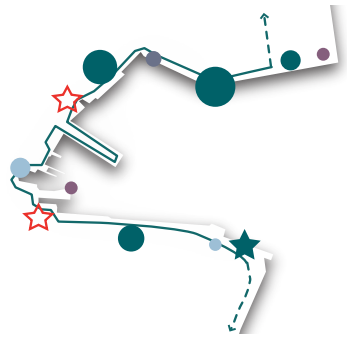
Create diverse spatial experiences along the waterfront

- Strengthen the cove edge into a major recreational destination, without comprimising the working harbour - with a sequence of destinations and public spaces improving the invitations to stay. A dynamic sequence of connected but diverse outdoor spaces accommodate diverse functions throughout the seasons and ensure that all users feel welcome.

- Ensure a unique identity of each space that is expressed with different landscape elements related to the space scale, use and specific setting. The character and use of each space should support the local context and neighbouring districts.



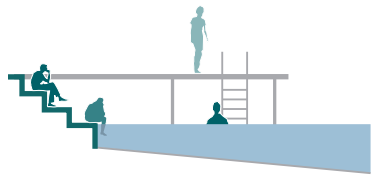
Develop a public walk stretching along the entire waterfront to connect different waterfront areas and ensure that all people have access to the water.



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



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



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



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



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



Develop invitations for a wide range of water activities.
Copenhagen



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



High quality urban waterfront walk
New York, US



Renew the staying options along the waterfront.
Copenhagen



Fresh seafood market.
Sydney, Australia



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

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

Introduce activities related to the water

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

Ensure a multifunctional use of Hobart Railyards

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

1 The waterfront as a true city destination


Franklin Wharf - before



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

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

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

Develop a continuous waterfront walk

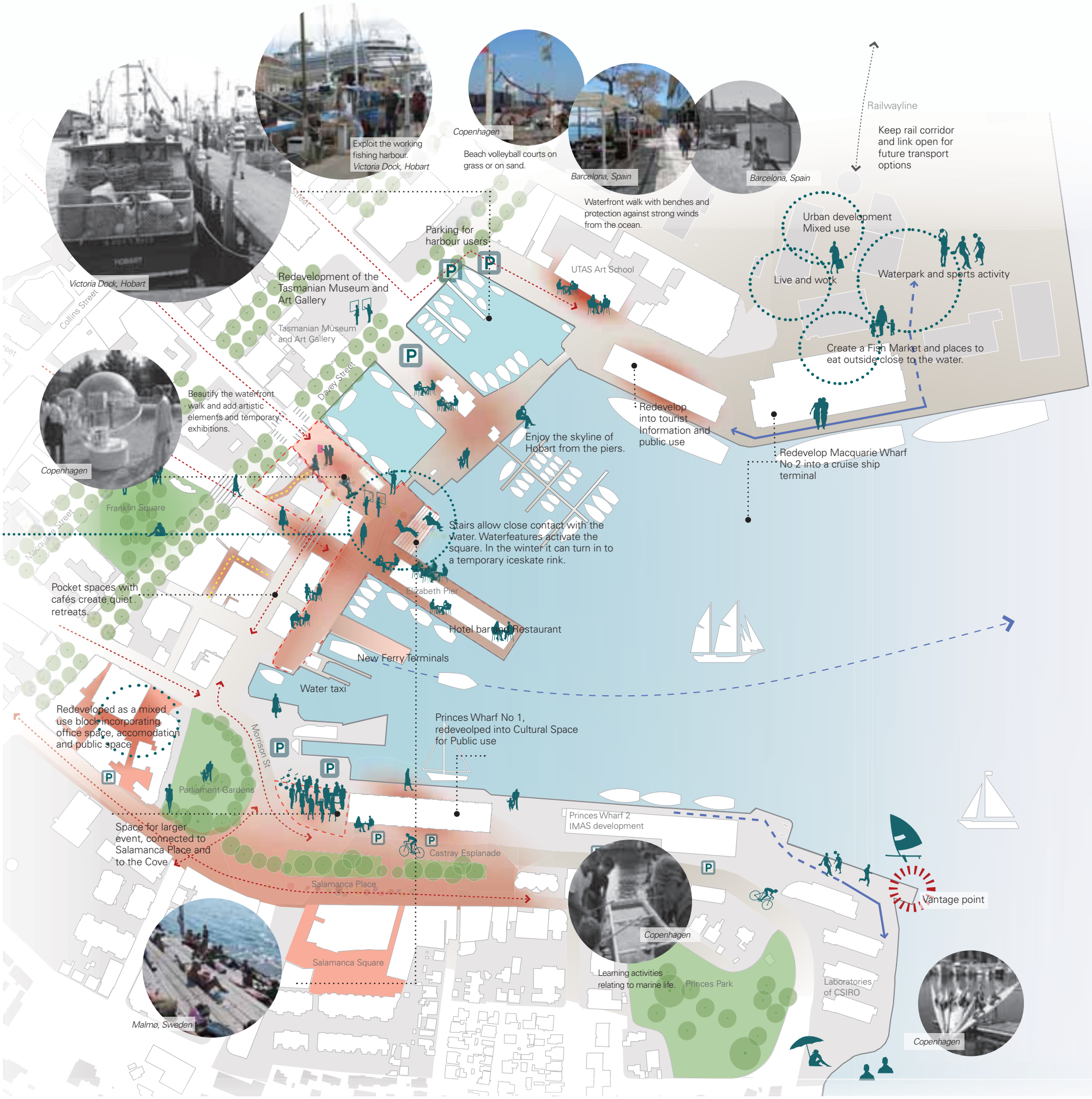
The walk linking amenities along the entire Sullivans Cove with grand views, open air, physical activity and stimulated senses. This link should offer opportunities for a wide range of activities from enjoying views of the harbour and the Cove, to experiencing the working harbour to enjoying physical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

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

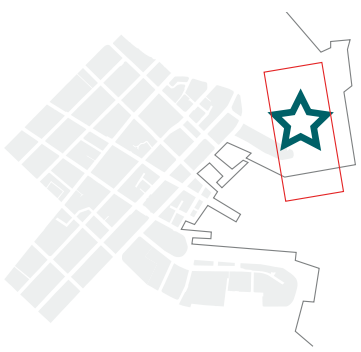
Whether it be working in the fishing fleet, enjoying a meal or snack, checking out an interesting art exhibit, or taking a jog, this link can facilitate activities appealing to residents and visitors alike.

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

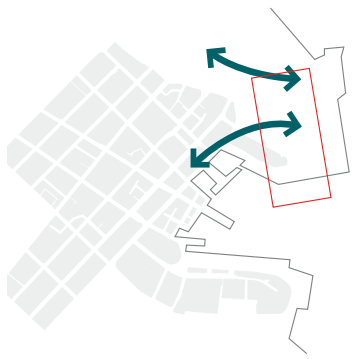
- The vision about an active space requires a flexible space that can be transformed.
- A big enough space for holding large events.
- A space that inspires play and invites you to enjoy the afternoon on at bench in the sun.
- Stairs could extend from the extended Mawsons Place, connecting the square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


Victoria Dock, Hobart
Exploit the working fishing harbour.
Victoria Dock, Hobart
Copenhagen
Beach volleyball courts on grass or on sand.
Barcelona, Spain
Barcelona, Spain
Railwayline
Keep rail corridor and link open for future transport options
Waterfront walk with benches and protection against strong winds from the ocean.
Urban development
Mixed use
Live and work
Waterpark and sports activity
Create a Fish Market and places to eat outside close to the water.
Parking for harbour users
Redevelopment of the Tasmanian Museum and Art Gallery
Tasmanian Museum and Art Gallery
UTAS Art School
Collins Street
Davey Street
Beautify the waterfront walk and add artistic elements and temporary exhibitions.
Copenhagen
Franklin Square
Macquarie Street
Enjoy the skyline of Hobart from the piers.
Redevelop into tourist Information and public use
Redevelop Macquarie Wharf No 2 into a cruise ship terminal
Stairs allow close contact with the water. Waterfeatures activate the square. In the winter it can turn in to a temporary iceskate rink.
Pocket spaces with cafés create quiet retreats.
Elizabeth Pier
Hotel bar and Restaurant
New Ferry Terminals
Water taxi
Redeveloped as a mixed use block incorporating office space, accomodation and public space
Morrison St
Princes Wharf No 1, redeveolped into Cultural Space for Public use
Parliament Gardens
Princes Wharf 2
IMAS development
Space for larger event, connected to Salamanca Place and to the Cove
Castray Esplanade
Salamanca Place
Vantage point
Copenhagen
Salamanca Square
Learning activities relating to marine life.
Princes Park
Laboratories of CSIRO
Malmø, Sweden
Copenhagen

1 Development of Hobart Railyards at Macquarie Point area



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



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



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



Hobart Railyards at Macquarie Point area

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

Waterfronts around the world





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

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





A strong local character, *Granville Island, Vancouver*

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







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



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



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

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

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

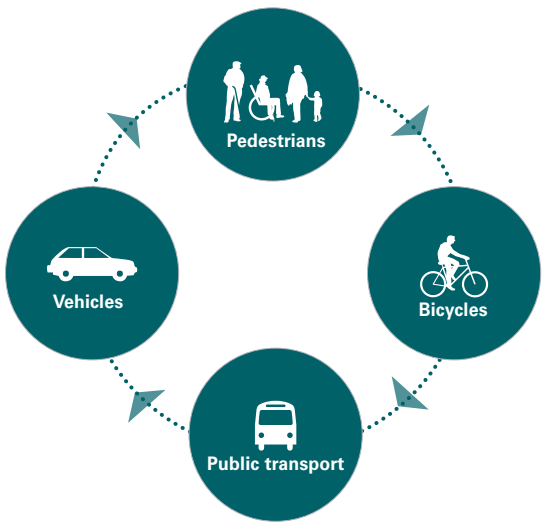
Travelling to the city centre is one category of challenge. How do you get there? After arriving another aspect of mobility is in focus: how do you get around.? This is internal accessibility, which is mostly on foot. The growing number of cars has lead to a gradual decrease in quality of the internal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

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

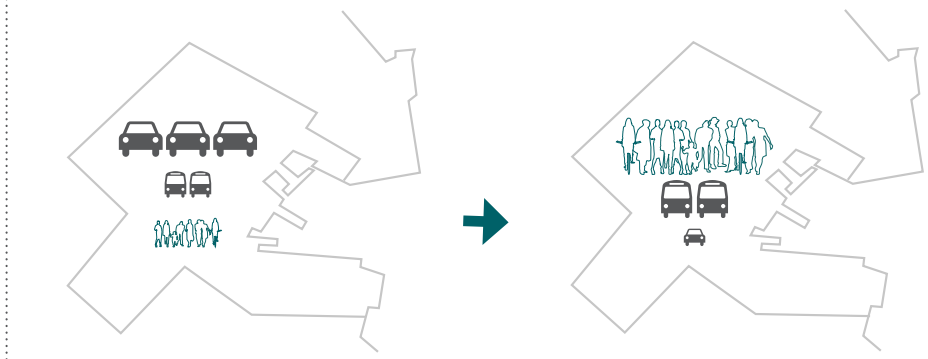
Traffic reduction
In order to improve the quality and vitality of inner city Hobart a reduction in vehicle traffic volumes and speeds need to be achieved. The through traffic with no business in the city centre should be redirected.
No drastic or sudden measures are suggested, but rather a firm policy over a period of 10 to 15 years with reductions being introduced in small increments.

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

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



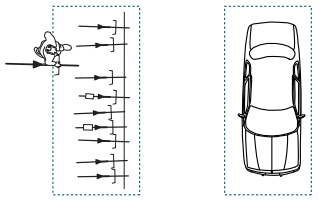
Plan for people - Improve the basic quality of the environment and legibility in the city centre by upgrading streets into more attractive, inviting and safe routes for pedestrians and bicycles.
Think in terms of 'people capacity' instead of 'vehicular capacity' and put people first in the planning process.



From a car oriented city....

...to a city that puts people first!

Space and energy consumption



10 parked bikes = 1 parked car



5 x more persons pr. hour = 1 car in lane



Cars use 60 times more energy than bikes!

Health benefits
The 2003 Australian Burden of Disease Study indicates that physical inactivity was the fourth leading cause of burden of disease in Australia. It was estimated that physical inactivity was responsible for approximately 7% of the total burden of disease and injury for all Australians. Walking and cycling are efficient means of combining the need for transportation with regular daily exercise.

Environmental benefits
More walking, cycling and transit have other benefits because it takes up less street space and the pollution is much lower. Walking and cycling are CO2 neutral forms of transportation.

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

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

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

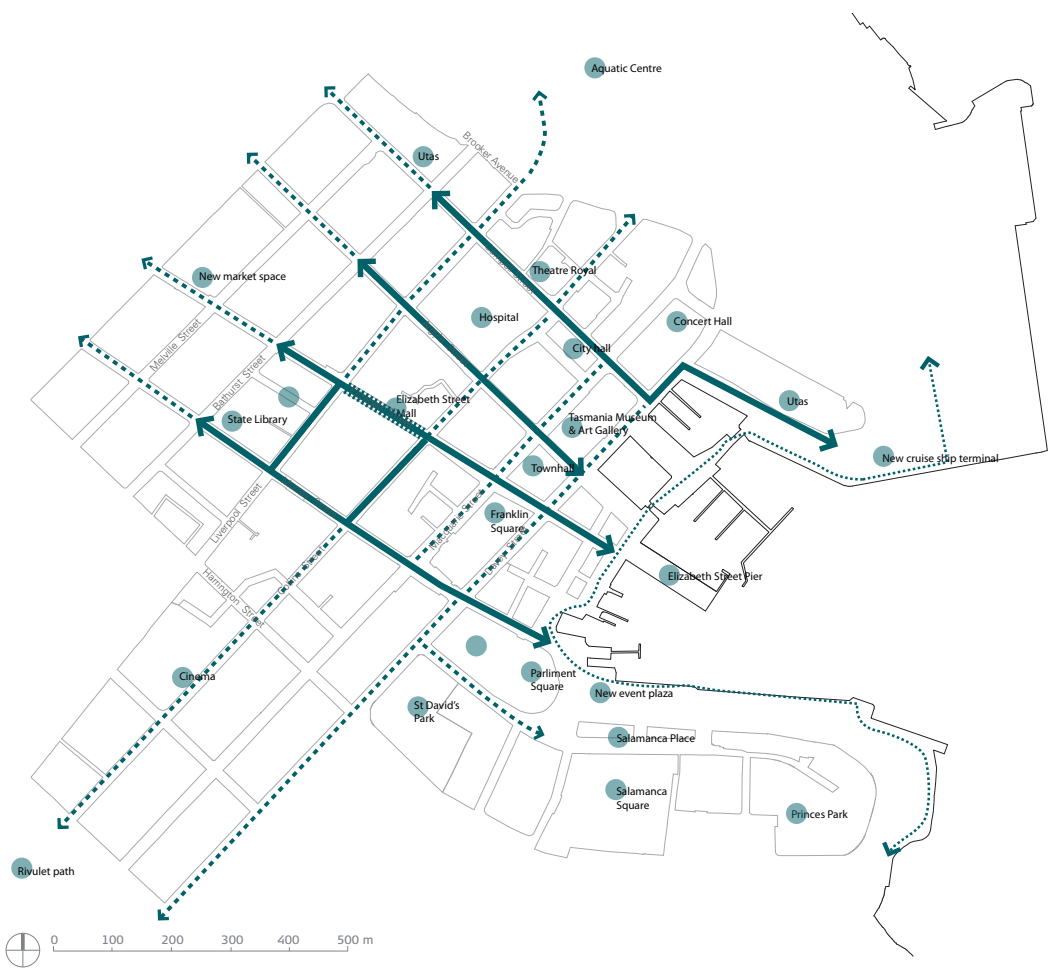
Create a city centre with dignified connections
- To give higher priority to the pedestrians and support a better balance between traffic modes a set of street typologies is suggested.
- Introduce differentiated street types of street typologies that identify the vehicle and pedestrian networks.
- Develop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

2 Ensure a good city for walking

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



The city centre consists of a series of pedestrian routes. The connection to the green parks and the waterfront are very weak and the Queens Domain is not at present part of the pedestrian routes but more a tour in itself.



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

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

Extend and connect the pedestrian network

- Ensure a coherent pedestrian network of convenient walking links to key destinations, public transport and major parking facilities. An extensive pedestrian network consisting of attractive walking routes, car free streets and pedestrian priority streets is key to a successful city where walking is a competitive transportation mode.
- Create good routes for promenades which encourage people to walk through the expanded city heart. Ensure that the pedestrian network facilitate walking loops rather than only walking from 'A to B'.
- Break down traffic barriers and scale down major traffic structures, roads and intersections to provide a human scale street environment.
- Improve the pedestrian conditions along the major traffic streets by stepping up pedestrian priority and widen footpaths where appropriate. Whenever the route crosses a main street, a good wide, clearly marked crossing should be provided at street level, allowing for people to safely and conveniently cross the street. All pedestrian connections should be at the same level and footpaths taken over minor side streets to avoid unnecessary footpath interruption. In general, intersections should priorities pedestrian and vehicle requirements equally.
- Links with public transport and major parking structures need to be strengthened.

Develop a versatile pedestrian network

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



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



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



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



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



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



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



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



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

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

Improve comfort and reduce barriers

- Better accessibility for all is crucial. It is important to have particular focus to accessibility for both children, elderly persons, sight impaired and persons that are in wheelchairs. To improve the pedestrian accessibility a zoning of the footpaths could be introduced with a dedicated zone for street furniture and a free space for walking.
- Reduce the barrier impact on Davey Street and Macquarie Street by raised footpath crossings.
- Avoid unnecessary footpath interruptions by taking the footpath over minor side streets.
- Progressively remove push buttons and reduce waiting times at intersections for pedestrians, in particular along main pedestrian routes. Traffic signals with time displays should be used so that pedestrians know how much time they have to get across the road and audible signals ought to be standard in dense city areas.
- Develop and introduce better signs and way finding elements to support accessibility and orientation.
- Develop guidelines to install more public seating that will offer passers-by a rest and help the elderly and families with children.
- The traffic noise and emissions should be minimised to create a more attractive footpath environment.

2 Ensure a city centre for cycling

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

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



Today there is no cycle network. It is incomplete with only bits and pieces of cycle lanes which do not constitute a system.



Proposed bicycle network in the city centre

- Dedicated bicycle track
- Recreational tracks
- Bicycle friendly streets

Develop a bicycle friendly environments

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

Develop a door-to-door bicycle network

- Develop a safe and well connected bicycle network connected to all major destinations and places where people want to go. A consistent, connected bicycle network is essential in establishing an attractive alternative to vehicular traffic or public transport. Once the network has reached a substantial quality and size, cycling becomes a very attractive way of moving between e.g. home and work.
- Ensure that bicycles are physically separated from motorised traffic. A bicycle network should invite all user groups - including children and elderly people and safety is absolutely crucial! Any sort of lines painted are a start. Raised bicycle lanes are a very safe way of creating bicycle routes. On one-way streets, the bicycle lanes should always be placed on the left hand side i.e. in the direction of travel.
- Implement the on-road and path cycle networks identified in the Hobart Regional Arterial Bicycle Network Plan.
- Develop a continuous cycle network system within the cycle catchment area (on selected streets)
- Ensure strong connections with cycle routes in the suburbs.
- Strengthen the Hobart Rivulet Linear Park and improve the landing to the city on Molle Street.
- Develop a system of safe, dedicated cycle lanes.
- Continue to revert one-way traffic streets into two-way traffic to increase legibility and safety for cyclists.

Raise the comfort for bicyclists

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



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



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



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



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



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



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



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



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



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



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

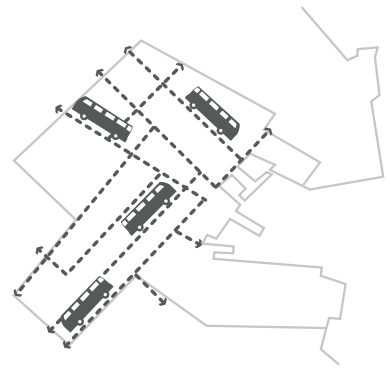
- Make cycling a desirable, alternative transport mode. Introduce a 4-6 second head start at intersections.
- Ensure wayfinding for new cyclists and visitors which is equally important for cyclists as well as for pedestrians. Estimating distances and proposing possible routes are helpful elements
- Develop a bicycle survey to benchmark the number of cyclists and bicycle infrastructure projects each year. Conduct surveys regularly to follow the progress closely.
- Provide public "end-of-trip" facilities in strategic locations and make cycling facilities a priority for all new buildings in the city.
- Continue to develop safe and accessible bicycle parking facilities in the city centre. Ensure convenient locations for parking facilities. Bicycle parking has two sides. One side relates to the cyclists' need for a safe and convenient way of parking the bicycle at a desirable distance from the end point of the journey. Another side relates to the more aesthetic issues where uncoordinated cycle parking can have a serious downgrading effect on streets and squares, hamper pedestrian passage and block entrances. Regular bicycle counts indicate if there is a sufficient amount of parking provided.

Promote cycling with advantages and campaigns

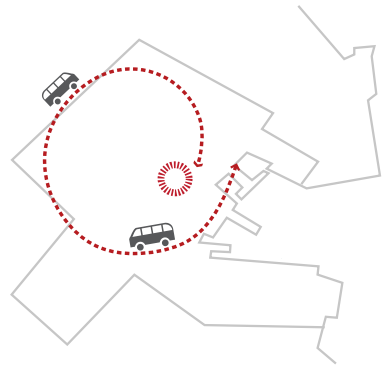
- Be creative in your work to establish a bicycle culture, explore the potential of e.g. cultural campaigns, programs for specific target groups and marketing. Make the cyclist visible in the urban environment. In order to develop a bicycle culture in the city, it is recommended that the city arranges and participates on a number of levels: from annual events, programs aimed at specific target-groups, marketing and to physical structures that support the development. It must be stressed however, that the more widespread the effort, the greater the effect. It is recommended to aim at a large variety of user groups with a particular focus on "developing the new users".
- Develop information campaigns focusing on: motorist awareness, safety, cyclist behaviour, health and sustainability.
- Introduce bicycle events like "Ciclovias" - closing city streets during Sundays to allow cyclists to make use of the city centre.
- Integrated possibilities for transporting bicycles on buses, taxi, ferries and water taxis.
- Investigate the viability of public bicycle hire schemes.

2 A bigger role for public transport

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



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



Proposed future public transport network in the city centre. A free shuttle bus route linking the parking structures and parking spaces at the edges with the city centre. It can also serve the many cruise ship visitors as well as the locals for easier access in the centre it self.



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



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



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

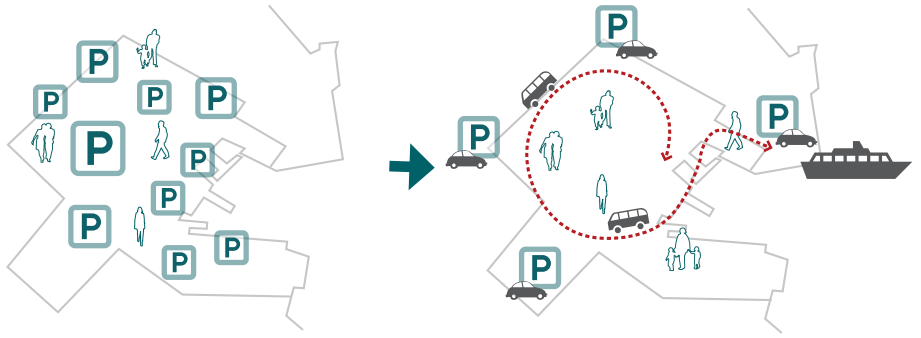


Ensure easy access for all passengers by entering directly from street level. *Vienna, Austria.*

Rethink and simplify public transport

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

2 A critical look at parking



Today on street parking dominates the city centre of Hobart. The parked cars create barriers and leave only little space for other activities.

Introduce a parking strategy aiming to reduce the amount of on street parking. Transfer parking from streets to parking structures. Ensure high quality parking structures at the edge of the city centre rather than within. Remove private cars from the harbour front.

Make it easy to find parking in Hobart

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

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



Short term on-street parking is organized in bays (max. 4 cars in a row) under street trees - placed at strategic locations to reduce the dominance of the car parking. *Copenhagen, Denmark*



Informations concerning vacant parking capacity to limit unnecessarily driving. *Copenhagen, Denmark.*

Reduce the amount of parking

- Transfer parking from streets to parking structures.
- In order to reduce the amount of parking in the city centre gradually reduce traffic coming into the city centre.
- Consider a parking zone in the city centre that only offers a limited amount of short-term on-street parking and review pricing of on street parking.
- Raise on-street parking prices in the city centre.
- Promote relocation of parking structures to the entry points to the city centre and ensure strong links with public transport.
- Introduce parking information at strategic locations. Too many cars are driving through the city centre to look for empty spaces to park. This unnecessary traffic could be reduced by better traffic management and a parking information system that gives the visitors clear information about where to find available parking. Establish parking Information located at the important 'gates' to the city centre.
- Ensure that new parking structures should include active ground floor frontages. Investigate the possibilities to create active functions at ground floor level in existing parking structures.
- Create new possibilities for parking in structures that are integrated with other functions.
- Improve existing public parking structures.
- Get as much car parking off streets and open spaces as possible, reduce the traffic numbers and speed in the city centre - this will significantly raise the quality of streets and open spaces.
- Introduce parking in 'pockets' between street trees, max. 3-4 cars in a row, on selected streets.
- It is crucial that the waterfront is kept free of unnecessary parking. There is naturally a need for a certain amount of parking spaces for visitors and different harbour users at such a popular location. Remove private cars from the harbour front.

2 A city centre with dignified connections

Develop a strong and clear street hierarchy
Through the development of a street typologies pointing out the differentiated street types, certain street types can then be refined through the design of lighting, paving, street furniture, planting etc.
The analysis section indicated that the majority of all streets in the city centre generally serve the same purpose as transport corridors primarily for vehicular traffic, as service roads and as parking spaces.
Consequently many of the streets look very alike and the distinction between them is weak. This creates a sense of indifference towards the individual streets and the adjoining squares and parks.

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

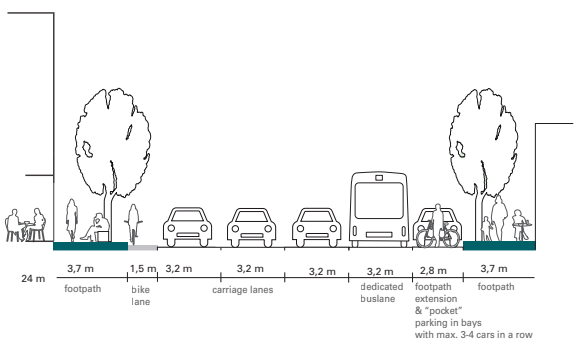
Identify 4 Street typologies:
- Green city boulevards
- Urban city streets
- Pedestrian priority streets
- Urban 'fine grain'

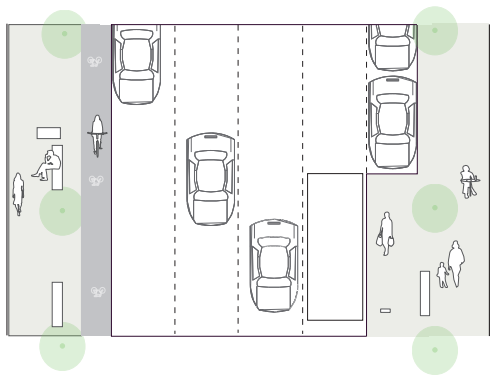




Green city boulevards focus on;

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





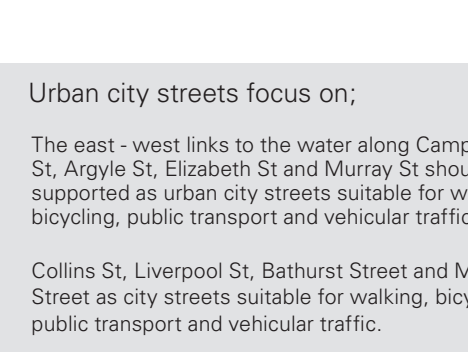
The section is an in-principal drawing of Davey Street. Davey Street and Macquarie Street varies in width.

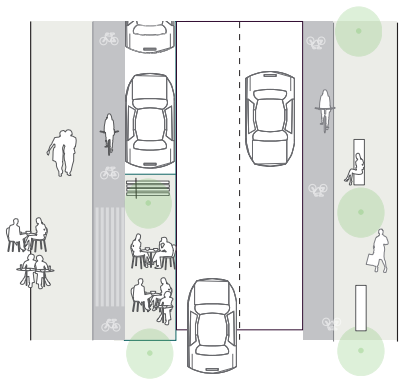


Boulevards are grand city streets carrying heavy volumes of traffic, while still providing an attractive environment for walking and for cycling. Street trees and wide footpaths are essential parts. *Copenhagen, Denmark*

Urban city streets focus on;

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





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





A good route to bike and easy movement along and across as a pedestrian. When you reach by car - you immediately understand that you have reached the city centre. *Gammelkongevej, Copenhagen*

2 Campbell Street as an attractive urban city street



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

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

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

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

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

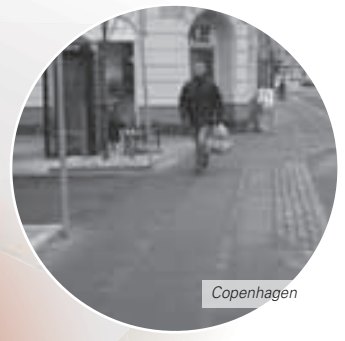
By creating a welcoming and charming environment along Campbell Street, people can begin to enjoy public life along this link and spread out into the city centre as a whole. The result will be a dignified city walk. A town & gown walk!

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

Indicate gateways points to the city centre.

Indicate prominent local buildings with similar signage throughout the area.

Sustain and strengthen the link to the old university area


Copenhagen

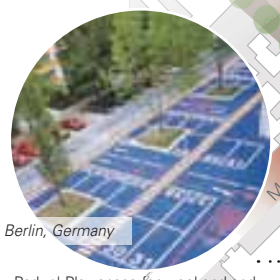
Allow the footpaths to run uninterrupted along Campbell street indicating the importance of pedestrians using this link.


Melbourne

Create an active ground floor with opportunities for interior functions to spill into public space.


Copenhagen

Encourage residents living in the area. They provide passive surveillance and a feeling of safety.


Berlin, Germany

Park n' Play space for weekend and evening recreation like skating, sport etc.


Copenhagen

A dedicated bicycle lane throughout the link creates a vital addition to the cycle network and to the feeling of public life.


Bryant Park, New York

Add functions to the link that are appealing to student life; internet hotspots, take away snacks, coffee, etc.

Transparency to the Hospital and signage indicating the building's function.

Allow the Theatre functions to spill onto Campbell Street.

Clearly marked cross walks convey the importance of pedestrians.

Here unifying design elements become more noticeable, perhaps larger water elements, more places for seating, or more special paving elements are repeated more frequently.

Give a sense of identity with a more attractive sitting environment in front of the art school.

Celebrate the Rivulet with water elements that provide an interesting and appealing addition to this public space.

Moveable and temporary furniture is placed according to the season.

It should be communicated to the vehicules that at crossings they should drive on the terms of the pedestrians. This could be done by raising the pavement a bit, so it is experienced as driving up on and in a pedestrian dominated space.



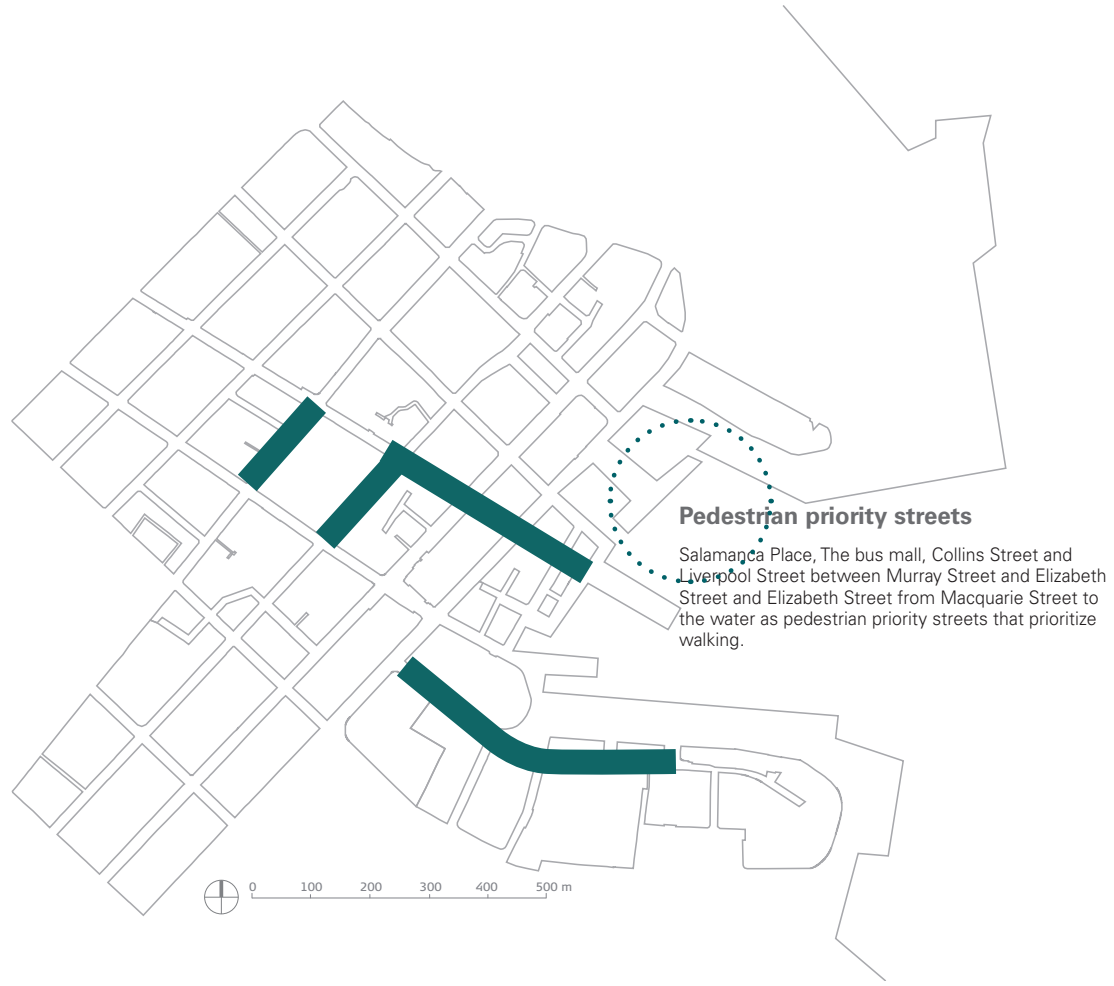
Introduce daily activity to City Hall e.g a combined tourist visitor centre with Hobarts historical and architecture heritage and a public reading room with a cafe and free internet access - open for everybody. Promote views into and through the building at street level

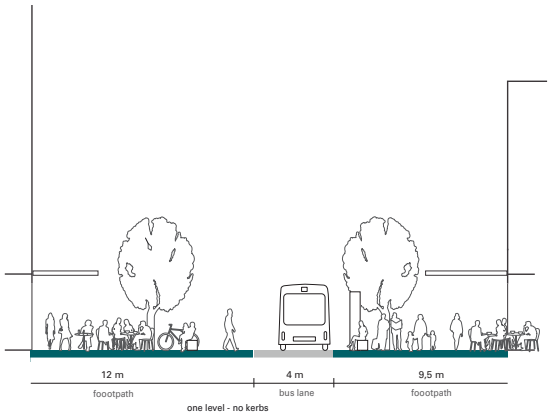
Domain House
Polytechnic campus
Melville Street
Bathurst Street
School of Medicine
Menzies Research Institute
Liverpool st
Polytechnic campus
Campbell Street
Theatre Royal
Locate a conservatorium of Performing Arts
Hospital site
Collins Street
City Hall
Parking for harbour users
Macquarie Street
Tasmania Museum & Art Gallery
Davey Street
UTAS Art School

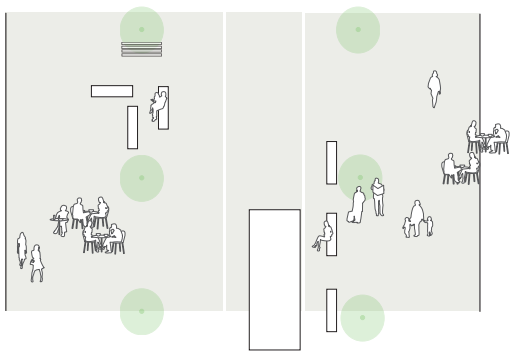
2

Pedestrian priority streets focus on:

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







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

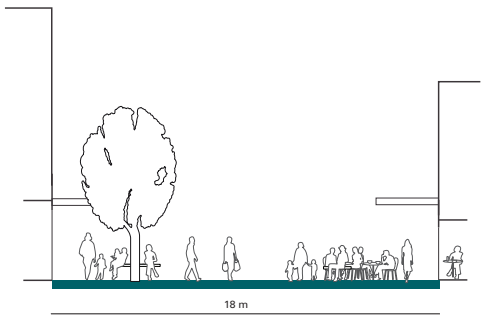


The one levelled pavement is divided into patterns defining the different zones for movement and for recreational purposes.
New Road, Brighton, England

Urban 'fine grain' focus on:

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





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



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

2 The bus mall as a beautiful pedestrian priority streets


Elizabeth bus mall - before

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

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

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

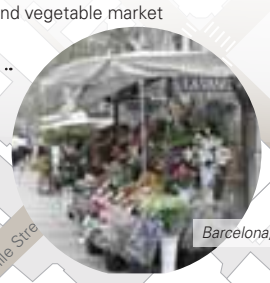
Establish a pedestrian friendly street - Commercial and recreative pedestrian spaces with good recreative staying possibilities.
Elizabeth mall today is Hobarts main transportation node, used by 17,000 people every day. It's also in the heart of the city, close to to the retail and leasure activities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

A meeting place
The vision for the bus mall is that it will become a true entrance to the pedestrian streets. By offering new activities and new functions in the ground floor of the existing buildings, the space has the potential of being activated both day and evening.
The space can become a destination not only for catching a bus but also a place were you can meet for a coffee, look at people, eat lunch on a bench or get something cold after a jog along the waterfront walk.

- A meeting place which strengthens the connection between the city centre and the water.
- The space has the potential of becoming a lively urban space. The vision is a space which adjusted to the human scale and is developed into an urban oasis with focus on pedestrians.
- Bus traffic is gathered in the middle of the street, but buses are only driving one way.
- An extended single-surfaced paving across the space will strengthen the perception of a unified square. It should be communicated to the buses that they should drive on the terms of the pedestrians. This could be done by stretching the paving from facade to facade and raise it a bit, so it is experienced as driving up on and in a pedestrian dominated space.
- The ground floor frontages surrounding the space should be more active in order to support the city life.

Indicate gateways points to the city centre.

Use the car park for a beautiful flower, fruit and vegetable market everyday!



Barcelona, Spain



Melbourne

Beautify the link and add artistic elements and temporary exhibitions.



Copenhagen

The public realm should be active both in the day and evening.



Copenhagen

Provide possibilities for staying along the link. Public seating during the day is augmented at night with lighted green elements.



Oslo, Norway

Potential space for temporary exhibits.



London, UK

Ensure transparent facades allowing activities to spill into public space.

Melville Stre
Bathurst Street
Liverpool Street
Argyle Street
Elizabeth St
Criterion Street
Wellington Court
Collins Street
Collins Court
Macquarie Street
Franklin Square
Davey Street
Town Hall
Tasmania Museum & Art Gallery
Elizabeth Pier



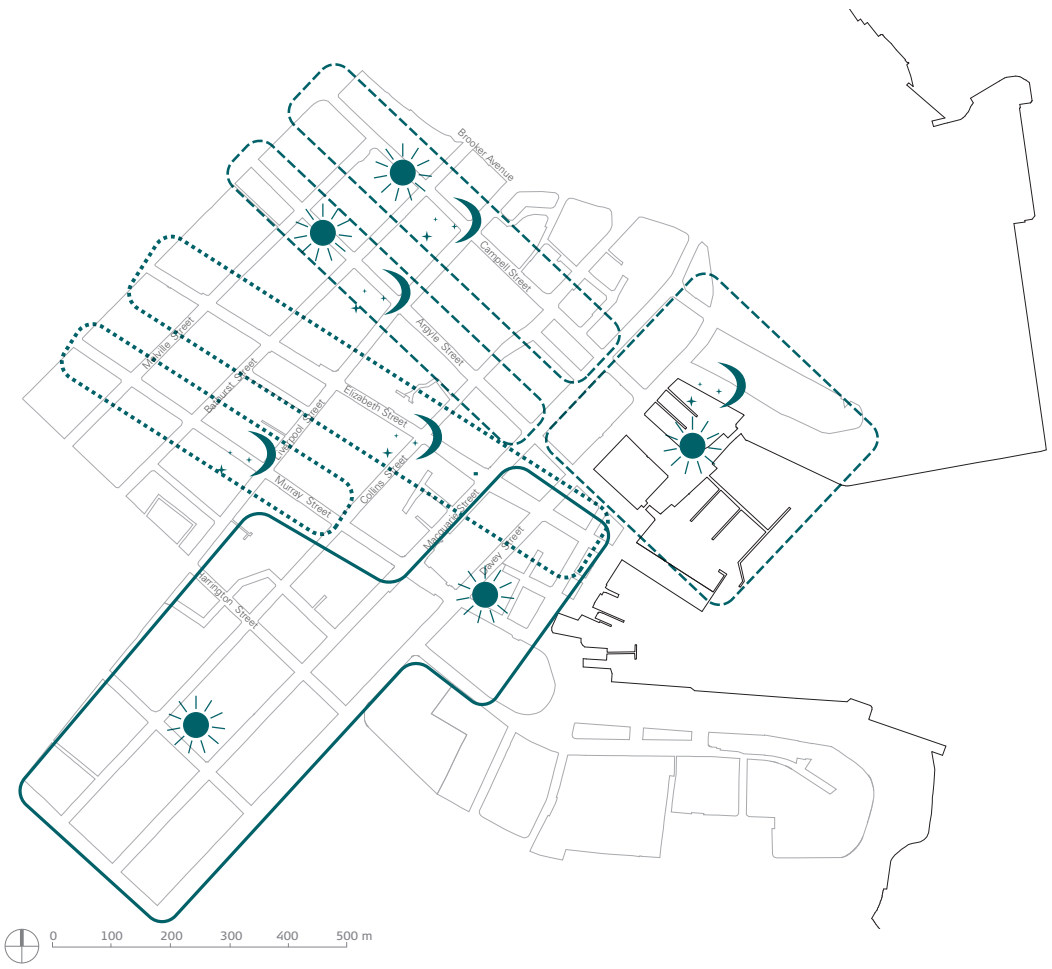
An extended single-surfaced paving across the space will strengthen the perception of a unified pedestrian priority street. It should be communicated to the vehicles that they should drive on the terms of the pedestrians.
This could be done by stretching the paving across the streets and raise it a bit, so it is experienced as driving up on and in a pedestrian dominated shared space.

3 Create a more diverse city centre with invitations for all

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



Functions are seperated in mono-functional areas. Different functions are clustered in mono-functional areas that are inactive during parts of day and night.



Create a diverse and liveable city centre

- Strengthen nighttime activity
- Strengthen daytime activity
- Ensure day- and nighttime activities
- Introduce more daytime activities
- Introduce more nighttime activities

Create a more diverse city centre with invitations for all

- Create a public realm that is inclusive and provide invitations for a wide range of users to enjoy and have fun in the public realm.
- Make the city centre an intriguing and amusing place to be. Make the public life more vibrant and the city more diverse by offering a wider range of activities and destinations for all user groups, especially at night.
- Create invitations for the high number of people living in the city centre and create more invitations for people working and studying in the city centre to stay in the city centre after working hours.
- In order to increase security in the city it is important to look at the possibilities for different activities to overlap each other during both day and night and to ensure the public spaces have a flexible design so they can offer many types of activities at the same time.
- Intensify the work for inviting people to the city, not only to shop and work but also to have fun; and enjoy the city and fellow citizens. Help people to use the city in new and different ways.
- Develop more invitations in the public realm for the elderly both physical active and more passive. Invite 'coffee & knitt' clubs to locate at ground floors in central streets where they are visible.
- Introduce 'side-by-side' activities to support interaction e.g. invitations for children in connection to areas for outdoor serving.
- Ensure invitations for all user groups and promote the city centre as a destination for recreation.
- Provide a good balance between commercial staying activities (cafés) and public seating possibilities in the public spaces.
- Create invitations for active recreations for all ages. Provide more opportunities for physical activities for all ages in the city centre.
- Locate new destinations strategically so that they strengthen the pedestrian network and create precincts that are lively day and night.
- Introduce daily activity to City Hall eg. a combined tourist visitor centre with Hobarts historical and architecture heritage centre and a public reading room with a cafe and free internet access - open for everybody! Promote views into and through the building at street level.
- Develop a policy for gradual mixed use and encourage a mix of functions to create an active city centre where many people can meet and interact to contribute to a high comfort level and a general feeling of safety both day and night. Evening and night activity encourage people to stay out and thus support passive surveillance - 'eyes on the street'.Passive surveillance occurs naturally in mixed-use areas, where housing and functions that are open at night activate the edges of the public realm.



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



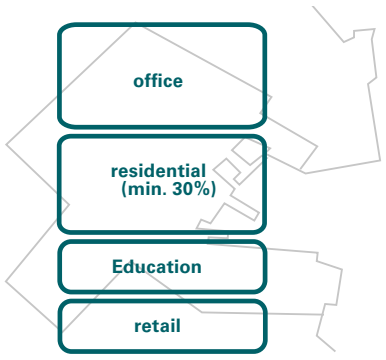
Plan for more activities for young people, and support overlap with other types of activities. *Odense, Denmark*



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



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



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



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



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



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

- Mixed use should especially be encouraged along routes connecting to public transport nodes and between night life areas. A combination of shop, residential and office use should be encouraged within the buildings. Residents, lights in the windows at night and people using the streets create a good feeling of safety.

- Work towards a multifunctional city centre and encourage a good distribution of functions in the city centre. Strive for a mixture of functions within every district and each urban block. Like Salamanca Square.

Encourage more residential development

- Set a goal for how many residents will live in the city centre by 2030 and create a strategy to reach the goal.

- Locate new residential development strategically so that lights from the windows of the dwellings give the pedestrian routes that are used at night a friendly and safe character. Develop housing to ensure that main pedestrian links have functions that overlap in time.

- Provide private outdoor space in direct relation to the apartments and with visual contact to public space - front gardens, balconies, roof terraces.

- Develop functions that support housing and improve the quality of living in the area.

- Bring students into the city instead of isolating most of them on campuses. Set a goal for how many students in the city centre by 2030 and create a strategy to reach the goal.

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

Encourage more education institutions in the city centre

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

- Focus on inviting departments with students naturally interested in the city and urban life such as architects, planners, sociologists and anthropologists.

- Place new educational destinations strategically to strengthen the pedestrian network and create more diverse and lively areas.

- Encourage more students to study and live in the city centre; invite several university departments to locate to the city centre and encourage student accommodation to be built in the city centre.

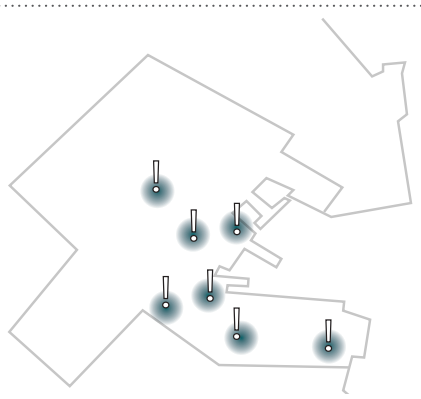
Provide facilities and open space that make city living more attractive

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

3 Ensure a vibrant city centre with versatile public space

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

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



There are a number of attractive destinations with a strong character, but their potential is currently underutilized.



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

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

Develop versatile public spaces and celebrate the uniqueness

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

Create a programme for events

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

Encourage alternative uses of the city spaces

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



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



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



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



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



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



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



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



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



Childrens toy market for all ages. *Denmark*



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

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

Improve possibilities for staying

- The public spaces need a breath of fresh air. They must be more attractive and recreational. The recreational spaces must be the sparkling pearls in the network - that unify and intensify the experiences.
- Locate new public spaces strategically to strengthen the pedestrian network. Locate new public spaces along the main links so that they can provide opportunities for mental and physical pause in the urban landscape.
- Develop unique and inviting city destination spaces of world class quality e.g. a new Waterfront Square at Mawsons Place, Criterion Street, welcome plaza in front of State Library on the corner of Bathurst Street and Murray Street.
- Develop an event plaza at the waterfront in front of Princes Wharf No 1 Shed.
- Develop Salamanca into a people friendly space. Give more room to the urban life at Salamanca place, making it a welcoming destination for pedestrians not only on market day but during the weekdays as well.
- The development of the Parliament Square site, located at the rear of Parliament House within the boundaries of Murray Street, Davey Street and Salamanca Place feature a public space. The development principles encourage mix of uses and it is important that the public space of Parliament Square becomes open and invites people to stay in and use the city after working hours and at weekends.
- Introduce a park n' play space - a new hybrid between parking and recreational activities and an alternative to the hard surfaced parking spaces. According to the needs the space can be combined with parking pockets, playing fields, playgrounds and public pocket parks. This will help to increases the sense of security and improve the visual environment in the area. Introduce a park n' play space on the parking space between Elizabeth Street, Melville Street and Brisbane Street and on the parking space on the corner of Campbell Street and Bathurst Street
- Improve the quality of green spaces to encourage recreation within the city and as assets for residents and neighbourhood identities. Strengthen the programming and invitations of the green spaces.
- Provide public benches for formal seating where needed especially along important streets and along key connections (outside Elizabeth Mall). A bench for resting every 100 metre.Improve the seating possibilities along the waterfront. Encourage a greater amount of café seats and benches.

3 Salamanca Place as a truly people friendly space


Salamanca Place - before



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

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

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

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

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

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

- By limiting the vehicular traffic to Castray Esplanade, the urban life of shops and pedestrians are being encouraged to expand.
- A unifying groundfloor continuing all through the Salamanca Place makes it easy to adapt when its time for the market, and it emphasizes that this is a place for a variety of activities; walking, jogging, ball games etc.
- flexible street furniture in form of playful benches and flower pots diffuses the boarder between Place and park, making it comfortable to move between them, to enjoy a coffee as your children play in the park.
- There is still plenty of parking possibilities, Though they are moved from the very centre of Salamanca place. Parking is for example still possible along Castray Esplanade, and in a proposed larger parking area behind the Place. There will also be a central drop off and pick up place for taxis.
- The park gets to play a larger part in the area, with more seating and better accessibility from all sides.

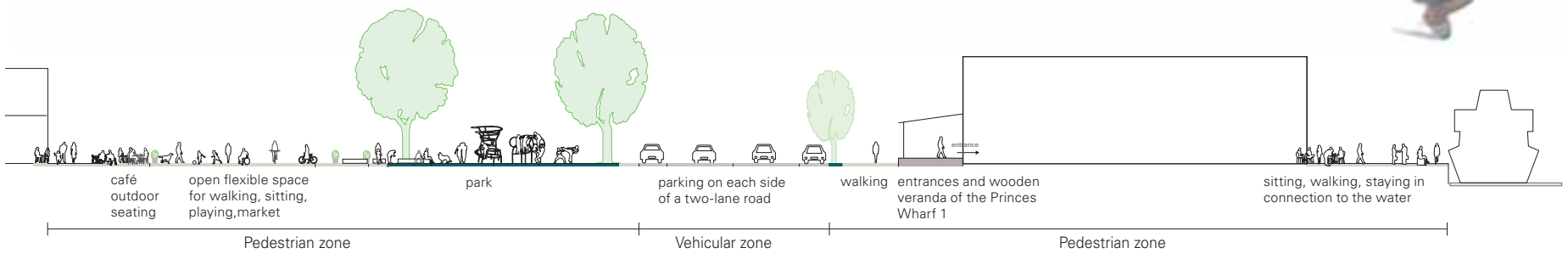
Castray Esplanade - the important connection towards the water

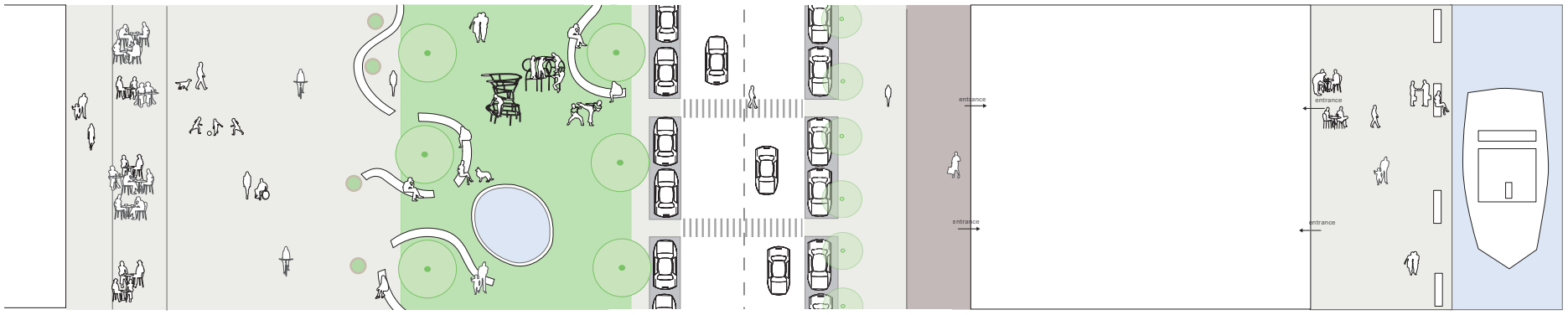

Castray Esplanade - before



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

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





The section is an in-principal drawing of Salamanca Place

4 Ensure a city centre with beautiful and surprising environments



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



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



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



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



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



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



Lightpoles as art installations. *Dublin, Ireland*



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

Create a greener city centre

- Make Hobart a green city and make the green elements more significant in the city centre. Plant more trees and create more green connections. Greenery has a softening effect on the streetscape and effectively muffles the noise of traffic as well as cleans the air. Also the sustainable dimension needs to be investigated. Melbourne has made interesting solutions where street trees collect and filter storm water.

- 'Greening the desert' Plant 200-300 trees every year - use different types to create individual identities for different streets and areas. Use street trees to bring down scale, making streets to people friendly spaces. Plant more trees in traffic dominated streets to turn them into green streets - e.g. Davey Street and Maqcuarie Street.

Maintain a human scale city

- Ensure a human scale city by developing a strategy for new development.

- Control building heights and protect pleasant climate against the strong winds. Create a building height strategy to prevent the high buildings spreading and overtake the pleasant low, intimate city and affect climatic conditions negatively.

- Develop planning controls for the inner city area to maintain the present average building height of maximum 3-6 storeys along streets.

- The city centre would gain much from a building height policy to avoid becoming a high and dark city, were very little sunlight is allowed to reach street level due to the quantity of high buildings. Protect the low rise and finely detailed city areas from high rise buildings and make sure that new areas obtain qualities reflecting the older low rise city fabric

- Require that new buildings fit in with their neighbours, by considering scale, building heights and the relationship to the surrounding public spaces.

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

- Encourage awareness and promote sensitive re-use of heritage buildings. Re-use old buildings for new purposes if possible.

- Preserve heritage and the human scaled, fine detailed, low rise areas: buildings, streets and spaces.

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

- Develop a catalogue of city designed street furniture and outdoor serving equipment to generally raise the quality. Furniture of similar design gives coherency to the route.

- Develop a bench program, with two or three specially designed ' Hobart' benches.

- Adopt a city colour or colour scheme for use in the city.

- Introduce a better signage - wayfinding system.

- Good lighting is important to increase safety and wayfinding at nighttime, but can also be a guiding element during the day. Develop a lighting strategy to ensure that pedestrian routes and main public spaces are well lit.

Create a city centre with high quality streetscapes 4



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



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



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



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



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



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



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



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



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

- Develop standards regarding basic functional lighting for pedestrians to ensure safe and comfortable passage through the city. Include principles for transparent and lit street frontages and lighting of entrances to buildings.
- Develop strategies for artistic lighting that could contribute to making the city centre an exciting and intriguing night time destination. Use artistic lighting to stage individual spaces, buildings and areas.
- Replace heavy awnings along building fronts with light elegant Australian verandah type awnings.
- Develop an active ground floor policy ensuring that ground floors are carefully designed to a human scale and add quality to the pedestrian experience with interesting, active frontages.
- Ensure a high level of detailing, many entrances and interaction between the inside of the building and the outside. Ground level frontages can provide colour and vitality, make walking more interesting and pleasant and inviting people to stop, but too often pedestrians are met by dull blank walls. These types of frontages create deserted areas in the city. A city-wide policy for the treatment of footpath frontages is required. The policy should be applied to all new and renovated buildings and should be linked to the street hierarchy. Guidelines for frontages should reflect the significance of the street for pedestrians and improve the experience of the city at "eye level".
- Open up the ground floor of the library towards Murray Street and Mathers Lane - with active, attractive and transparent groundfloor street frontages and an 'outdoor reading room' in Mathers Lane.
- Ensure that new developments on eg. Dunn Place, Parliament Square and Hobart Railyards have active and transparent groundfloor street frontages.
- Add an art program, to the Public Art Strategy, to complement with special programs for main squares and a strategy for temporary installations.
- The fact that Hobart is a waterfront city should be felt in all of the city centre by installing water elements reminding visitors and residents of the larger context. Celebrate the water through the integration of water features in the public realm in selected streets, squares and parks. Use water in its various shapes - mist, fog, ponds, streams, waterfall, frozen state (winter time) etc. Develop new ways of signalling the Rivulet stream through artwork, lighting, artificial streams, fountains etc.


Columbia
NEXUS
Beraldo
COFFEE
CENTERTA
Telstra



Public life data

Method

Pedestrian counts and observations

The purpose of this study was to examine how public spaces are used. It provides information on where people walk and stay either as part of their daily activities or for recreational purposes. This can form the basis for future decisions on which streets and routes to improve, to make them easy and pleasant places to visit, and not just act as traffic conduits.
The study also provides information on how many people sit, stand or carry out other staying activities in the city and where they do it. These staying activities act as a good indicator of the quality of the urban spaces. A large number of pedestrians walking in the city does not necessarily indicate a high level of quality. However a high number of people choosing to spend time in the city indicates a lively city of strong urban quality.

How the data was collected

- Counting pedestrians
- Surveys of staying activities (behavioural mapping)

Method

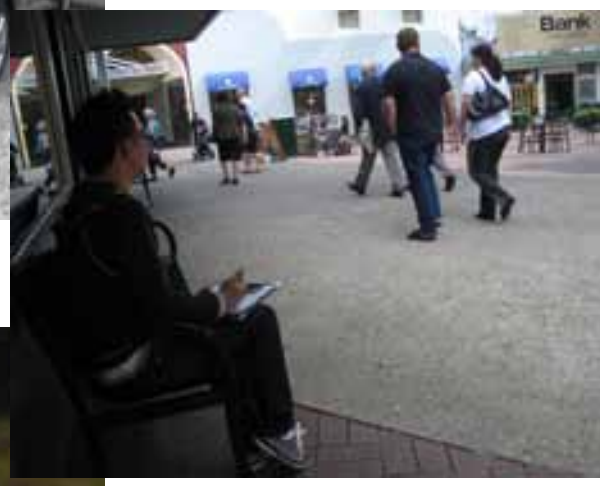
The method for collecting this information has been developed by GEHL Architects and used in previous studies in Perth, Melbourne, Adelaide, Wellington, London, Riga, Stockholm, Oslo, Copenhagen, Rotterdam, Edinburgh and a number of provincial cities in UK and Scandinavia.

- Pedestrian counts were carried out in selected streets for 10 minutes every hour between 8 am and 12 midnight.
- Staying activities were mapped every second hour between 10 am and 8 pm.
- The surveys took place during summerdays with fine sunny weather in March 2010 and during winterdays in August 2010
- The data was collected on weekdays (Tuesday / Wednesday) and a Saturday.

Study areas

The counting positions have been chosen to provide the best possible overview of pedestrian traffic. The areas for recordings of staying activities are equally chosen with the intention to achieve knowledge of the study area as a whole.



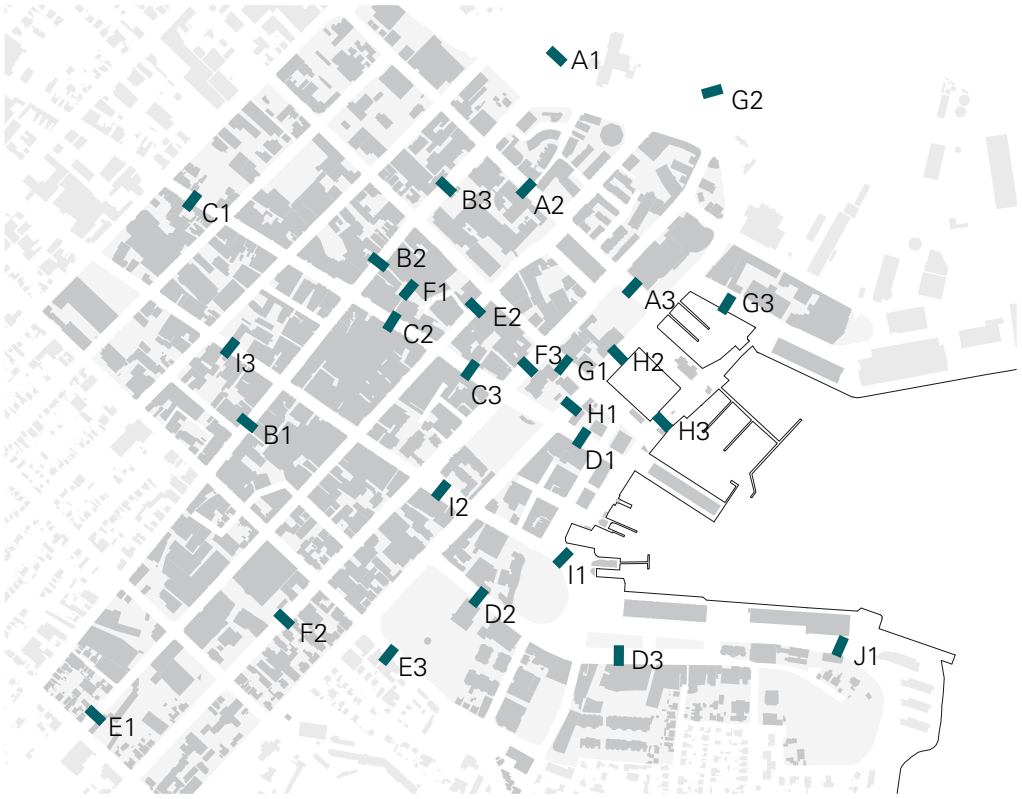








Survey area



Pedestrian counts survey

A1	Brooker Avenue
A2	Campbell Street (between Liverpool and Collins Street)
A3	Campbell Street (between Macquarie and Davey Street)
B1	Liverpool Street (between Murray and Harrington Street)
B2	Liverpool Street (between Elizabeth and Argyle Street)
B3	Liverpool Street (between Argyle and Campbell Street)
C1	Elizabeth Street (between Brisbane and Melville Street)
C2	Elizabeth Street Mall
C3	Elizabeth Street Bus Mall
D1	Elizabeth Street (between Davey and Morrison Street)
D2	Salamanca Place (between Davy and Gladstone Street)
D3	Salamanca Place (between Montepelier Retreat and Kelly Street
E1	Collins Street (between Barrack and Molle Street)
E2	Collins Street (between Argyle and Elizabeth Street)
E3	Sandy Bay Road
F1	Wellington Court
F2	Macquarie Street (between Harrington and Barrack Street)
F3	Macquarie Street (between Elizabeth and Argyle Street)
G1	Argyle Street (between Macquarie and Davey Street)
G2	Tasman Highway
G3	Hunter street
H1	Davey Street (between Elizabeth and Argyle Street)
H2	Davey Street (between Argyle and Campbell Street)
H3	Franklin Wharf
I1	Morrison Street
I2	Murray Street (between Macquarie and Davey Street
I3	Murray Street (between Bathurst and Liverpool Street)
J1	Castray Esplanade



Staying activity survey

1.	Parliament Gardens
2.	Sullivan Cove North
3.	Sullivan Cove South
4.	Franklin Square
5.	Elizabeth Street Bus Mall
6.	Elizabeth Mall
7.	Wellington Court
8.	Mathers Lane
9.	Collins Court
10.	Saint Davids Park
11.	Salamanca Square
12.	Princes Park
13.	Salamanca Place

Pedestrian traffic - summer weekday

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

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

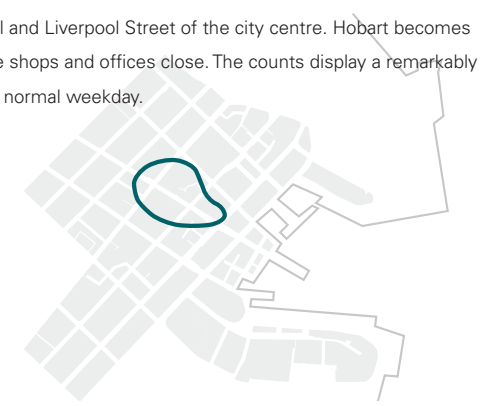
Limited pedestrian activity at night
Compared to daytime traffic pedestrian numbers drop dramatically when shops and offices close down and the majority of all visitors leave the city centre. Large sections of the city centre become more or less deserted.
This can be attributed to a lack of diverse functions in the city centre, where people enter the city mainly for shopping and working, and leave when the work day ends.
Only Salamanca Place and Morrison Street experience a fair number of pedestrians.

The 3 busiest streets between 8am - 12 midnight:
Elizabeth Mall approx. 24,000 ped.
Elizabeth bus mall approx. 18,000 ped.
Liverpool St approx. 12,500 ped.
(between Argyle St and Elizabeth St)

Total sum of pedestrians

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

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





Pedestrian traffic - day time

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



Pedestrian traffic - evening

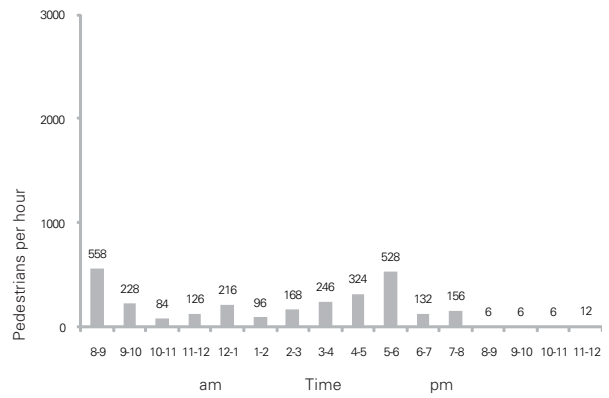
Summer weekday 6pm - 12 midnight. Tuesday the 2nd March 2010. Weather: Mild 18° C

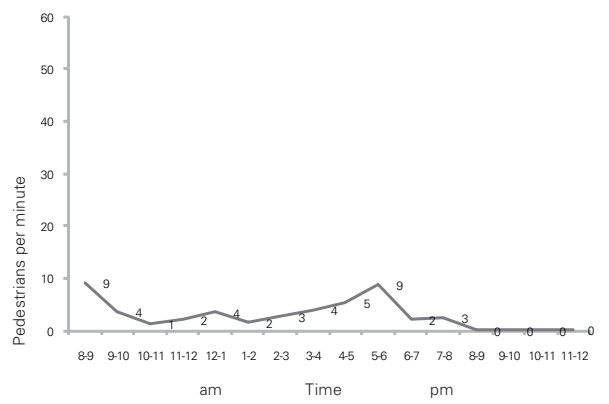
Pedestrian traffic - summer weekday



A1. Brooker Avenue

2,892 pedestrians all day

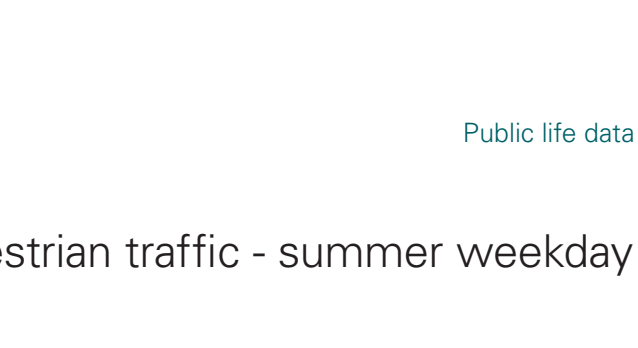




A2. Campbell Street (between Liverpool and Collins Street)

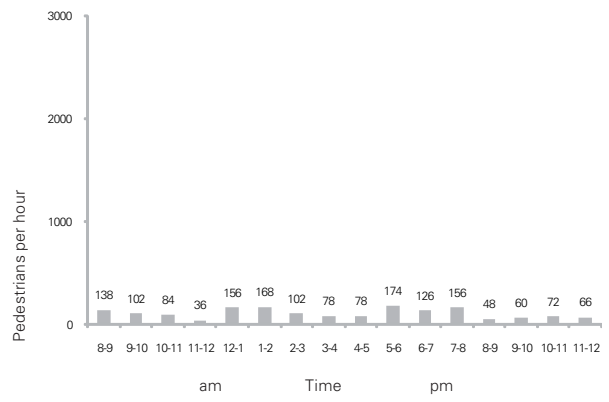
2,718 pedestrians all day

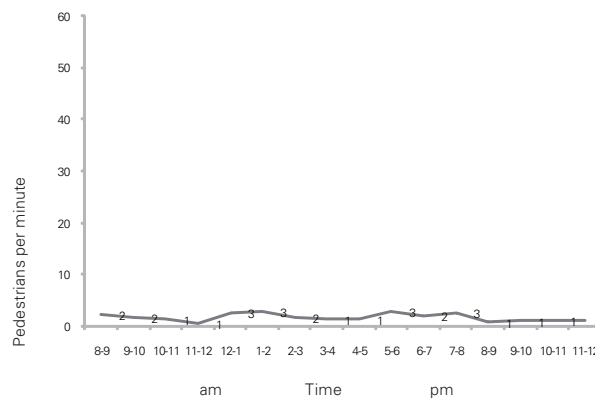




A3. Campbell Street (between Macquarie and Davey Street)

1,644 pedestrians all day

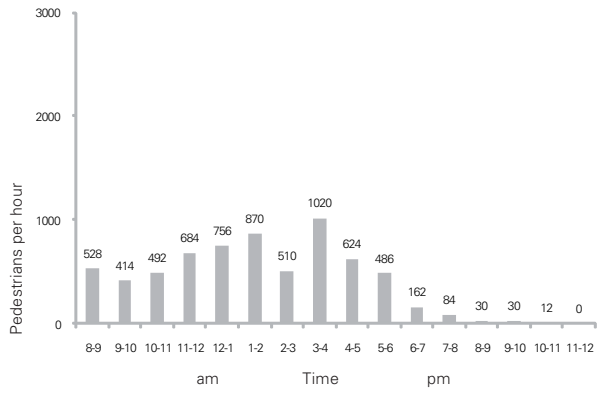


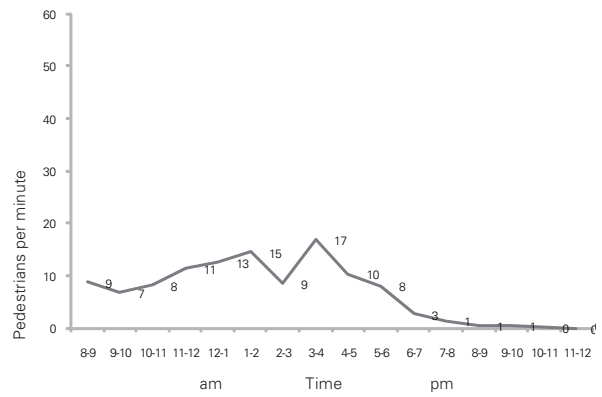


Pedestrian traffic - summer weekday

B1. Liverpool Street (between Murray and Harrington Street)

6,702 pedestrians all day

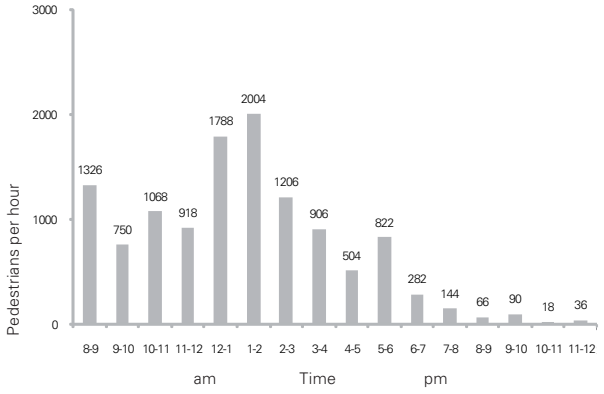


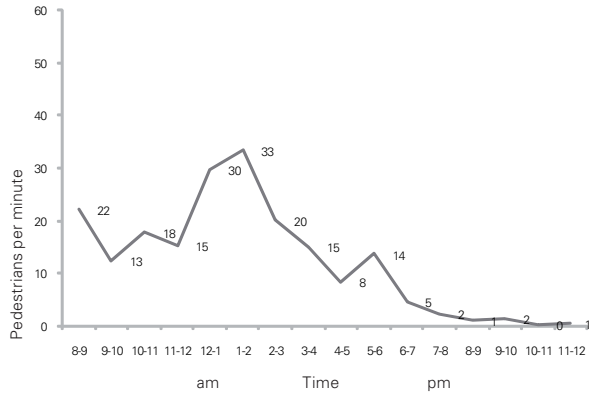




B2. Liverpool Street (between elizabeth and Argyle Street)

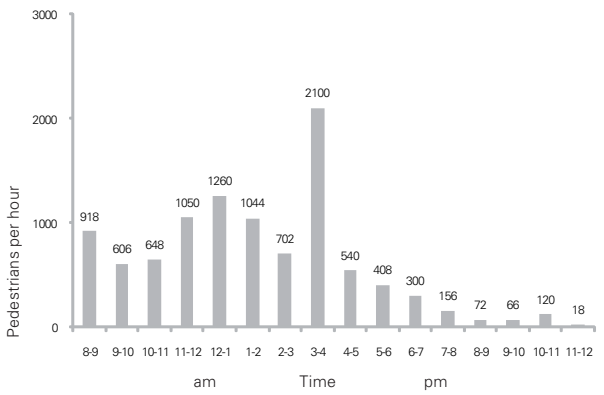
11,928 pedestrians all day

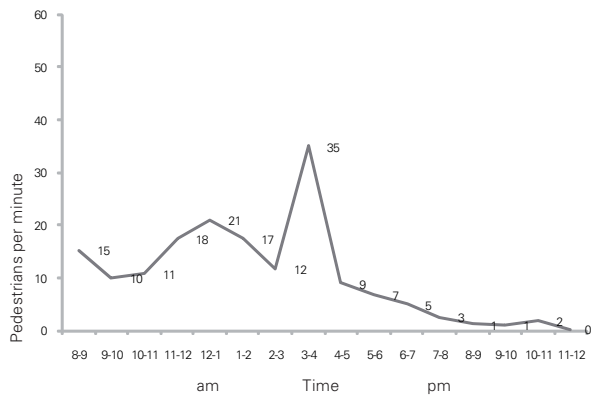




B3. Liverpool Street (between Argyle and Campbell Street)

10,008 pedestrians all day





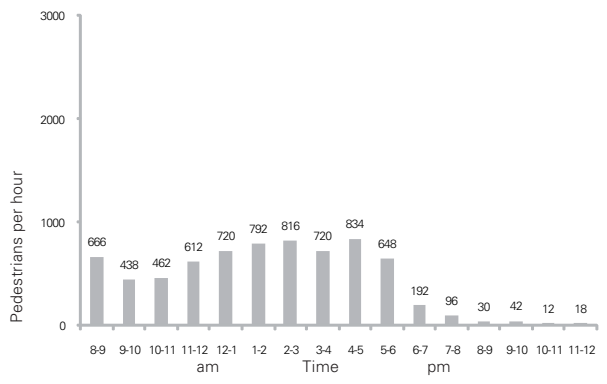
Pedestrian traffic - summer weekday

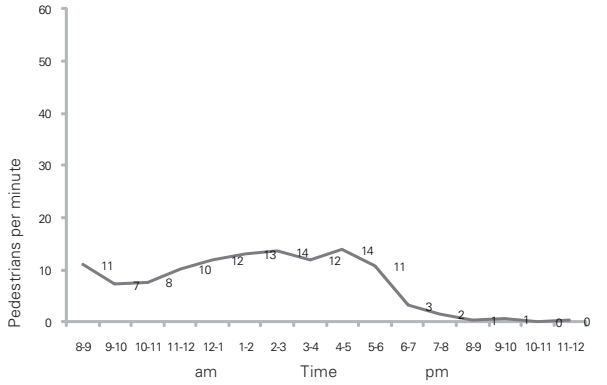


Pedestrian movement registered on Tuesday the 2nd of March 2010.
Weather: Mild 22 C

C1. Elizabeth Street (between Brisbane and Melville Street)

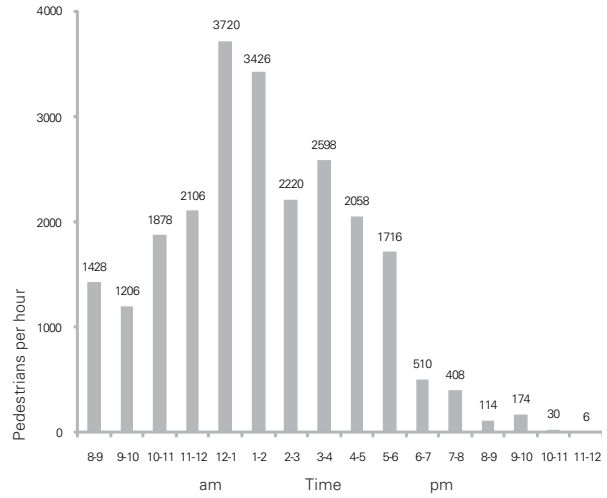
7,098 pedestrians all day

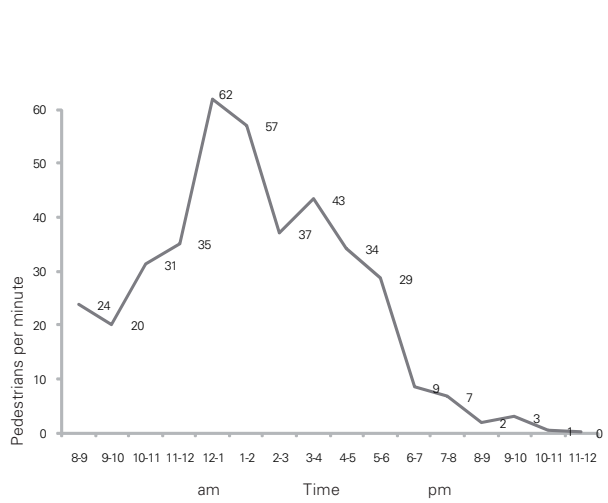




C2. Elizabeth street Mall

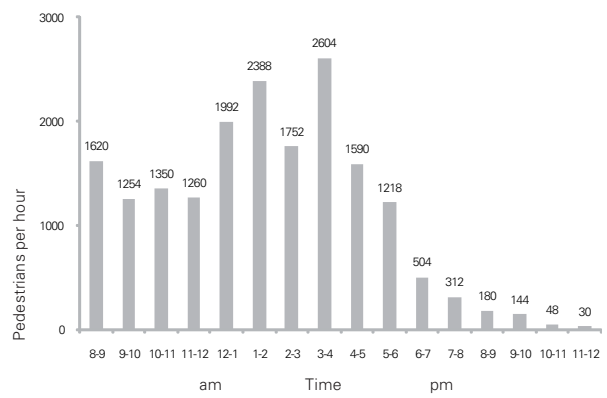
23,598 pedestrians all day

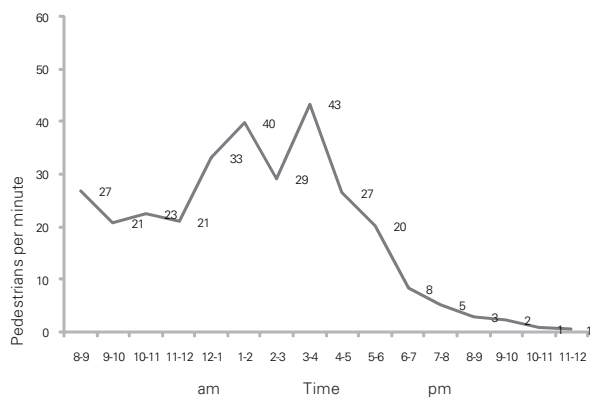




C3. Elizabeth Street Bus Mall

18,246 pedestrians all day

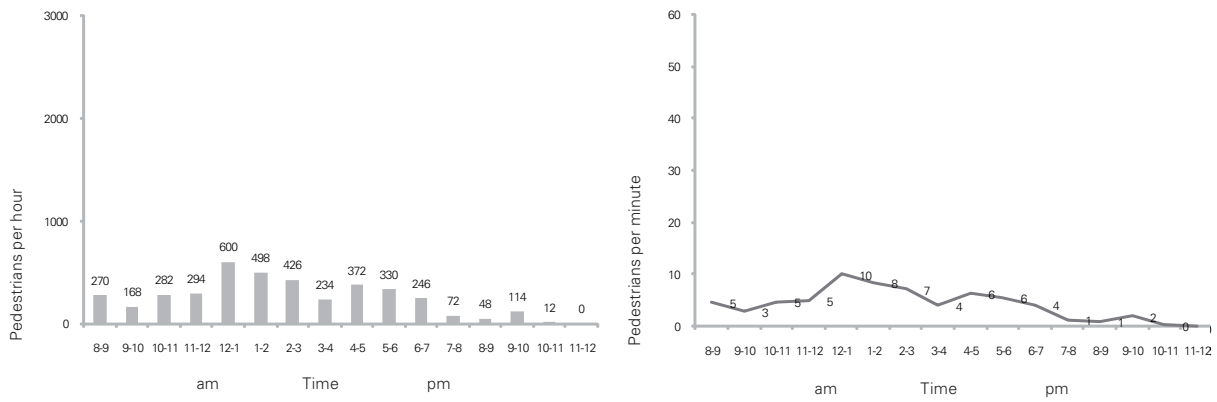




Pedestrian traffic - summer weekday

D1. Elizabeth Street (between Davey and Morrison Street)

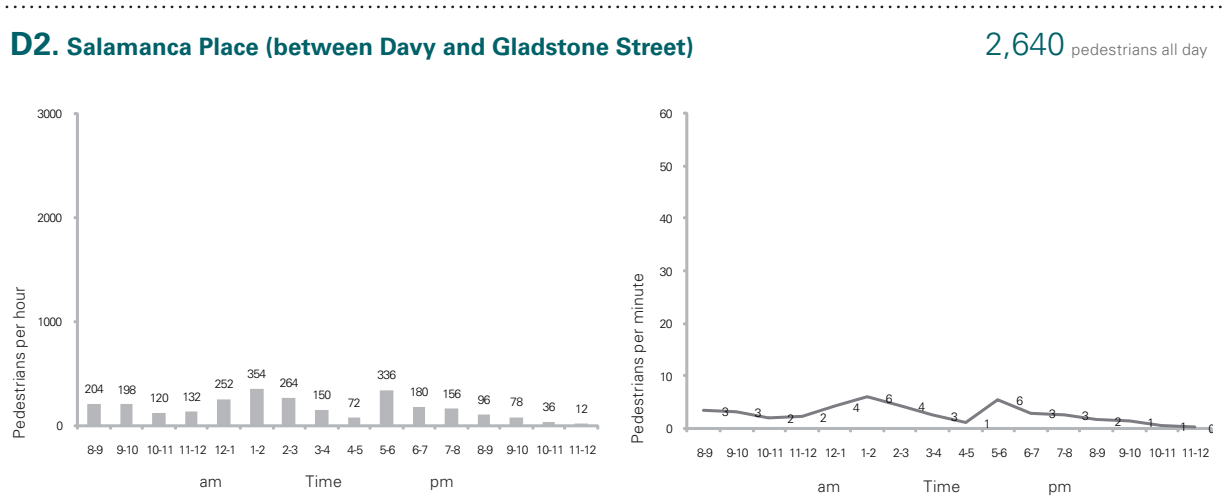
3,966 pedestrians all day





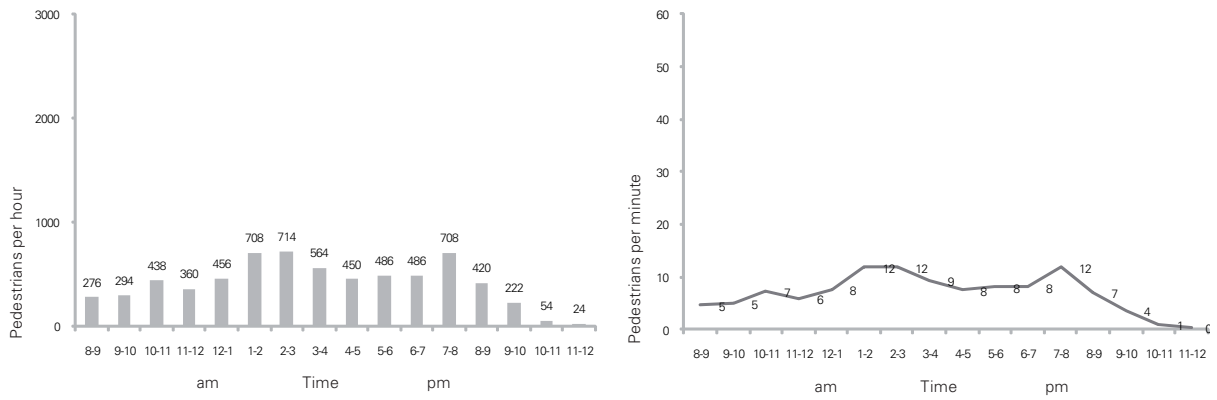
D2. Salamanca Place (between Davy and Gladstone Street)

2,640 pedestrians all day



D3. Salamanca Place (between Montepelier Retreat and Kelly Street

6,660 pedestrians all day

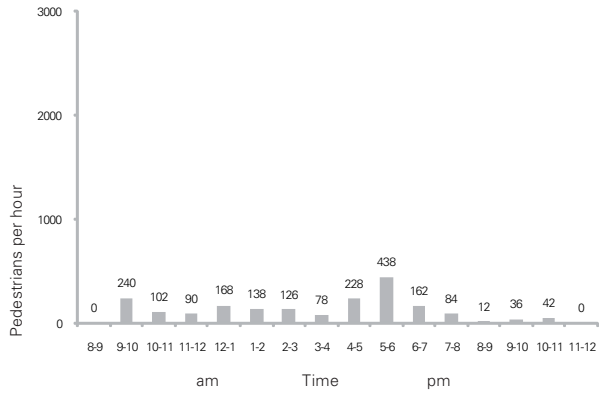


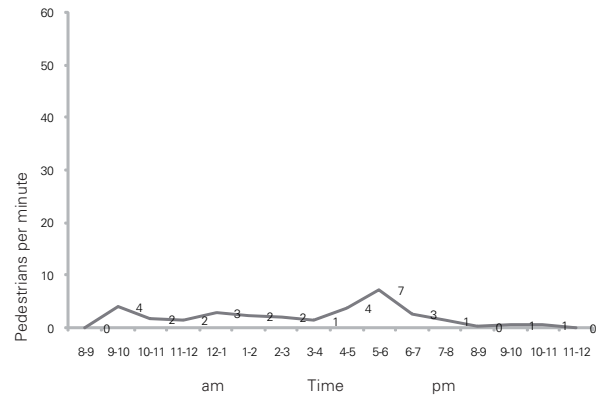
Pedestrian traffic - summer weekday



E1. Collins Street (between Barrack and Molle Street)

1,944 pedestrians all day





E2. Collins Street (between Argyle and Elizabeth)

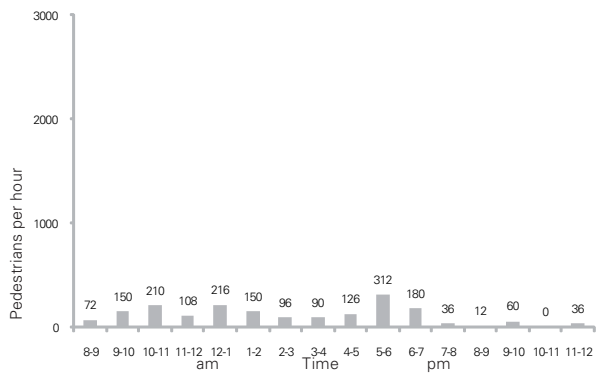
5,898 pedestrians all day

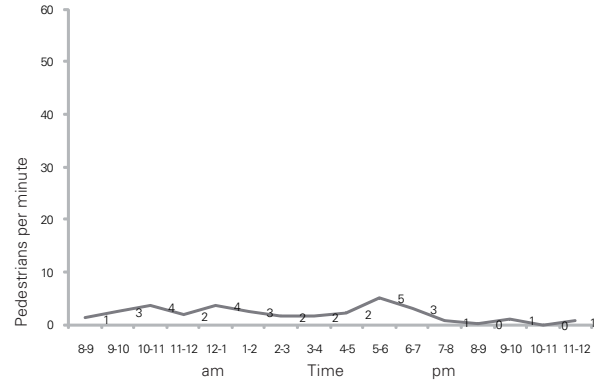




E3. Sandy Bay road

1,854 pedestrians all day

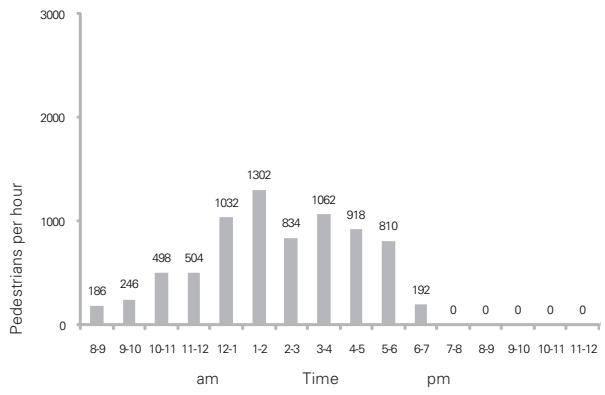


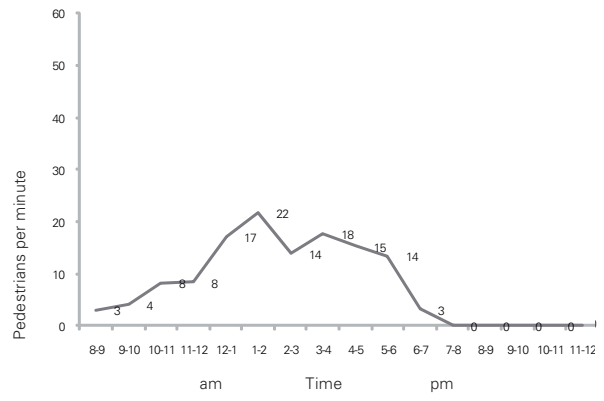


Pedestrian traffic - summer weekday

F1. Wellington Court

7,584 pedestrians all day

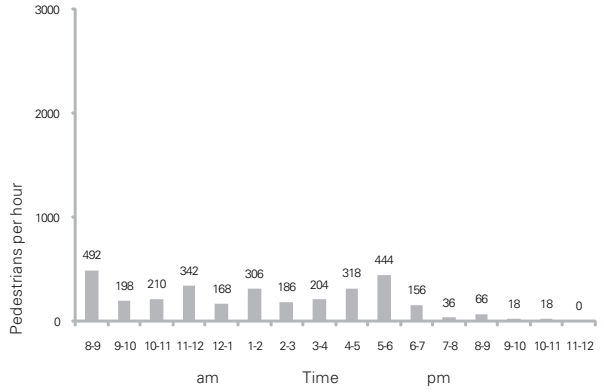


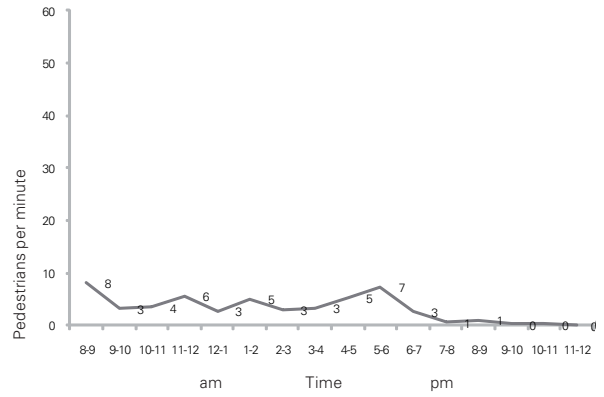




F2. Macquarie Street (Harrington and Barrack Street)

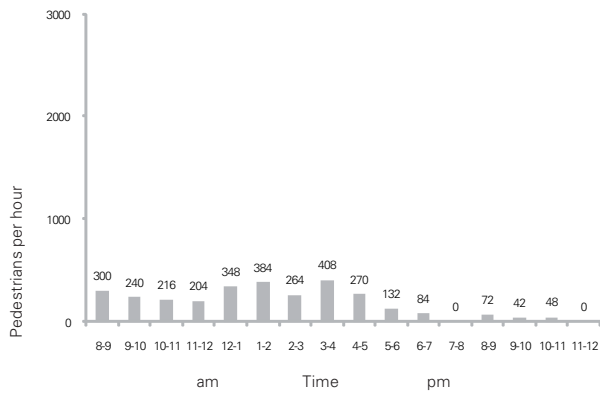
3,162 pedestrians all day

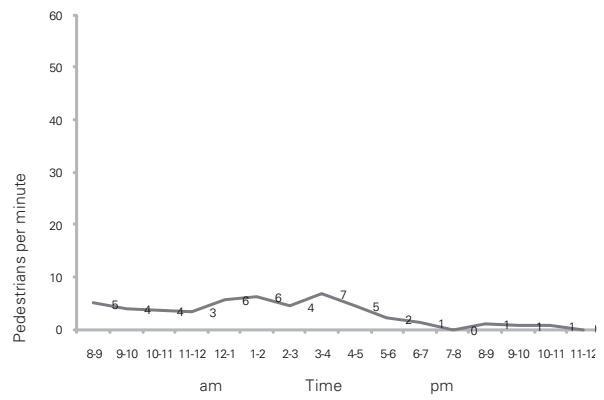




F3. Macquarie Street (between Elizabeth and Argyle Street)

3,012 pedestrians all day



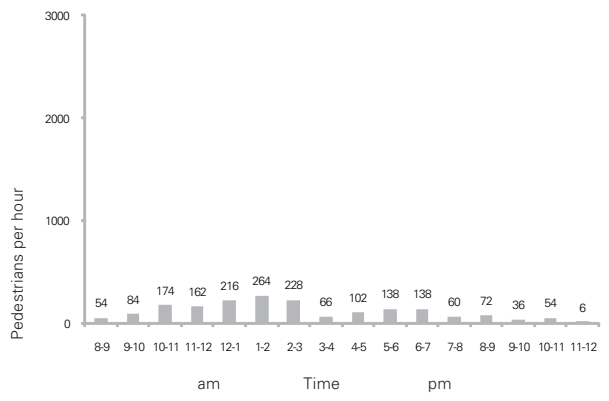


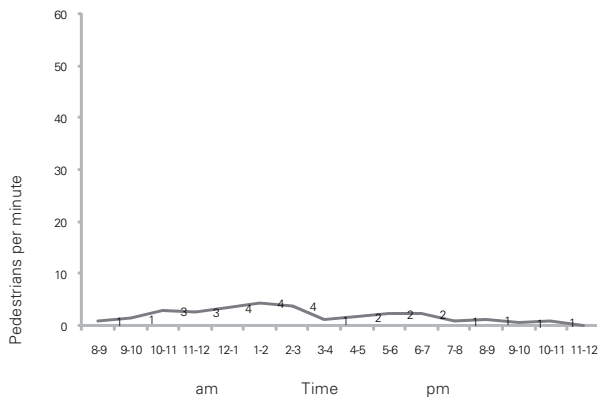
Pedestrian traffic - summer weekday



G1. Argyle Street (between Macquarie and Davey Street)

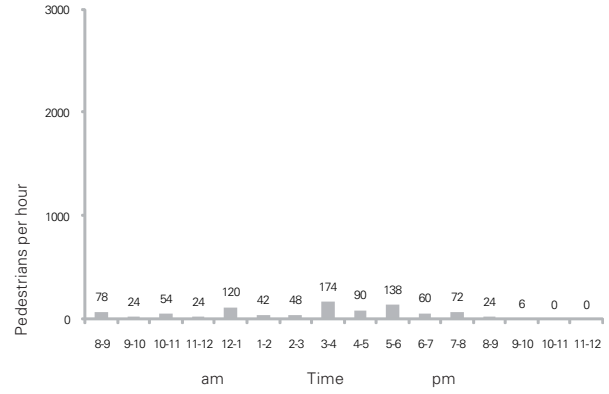
1,854 pedestrians all day

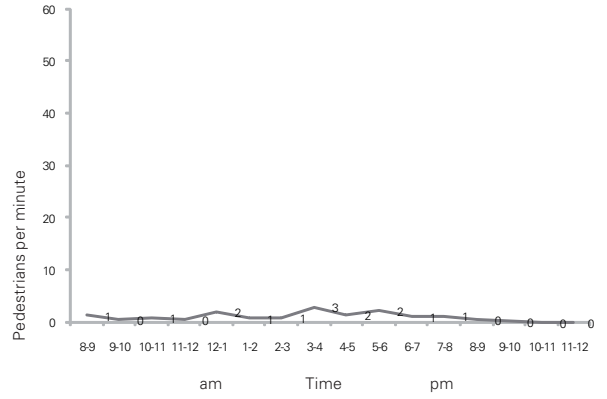




G2. Tasman Highway

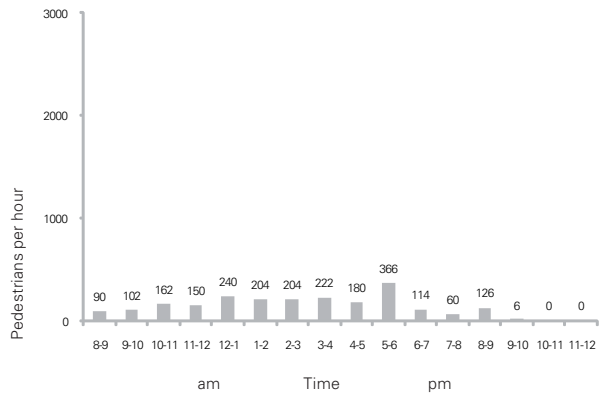
954 pedestrians all day

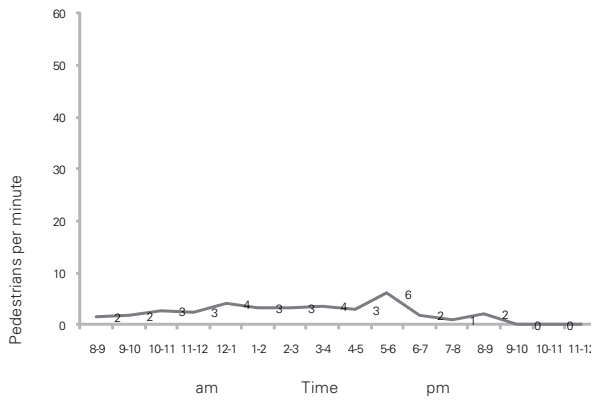




G3. Hunter Street

2,226 pedestrians all day

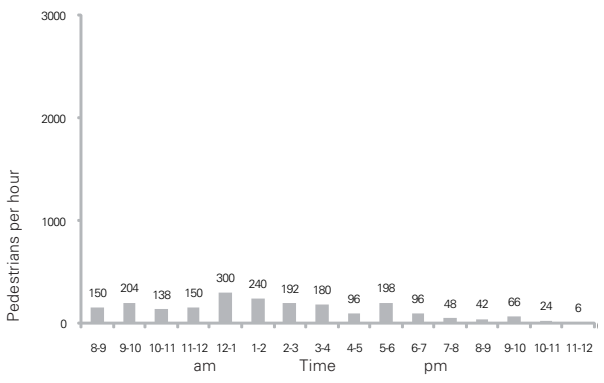


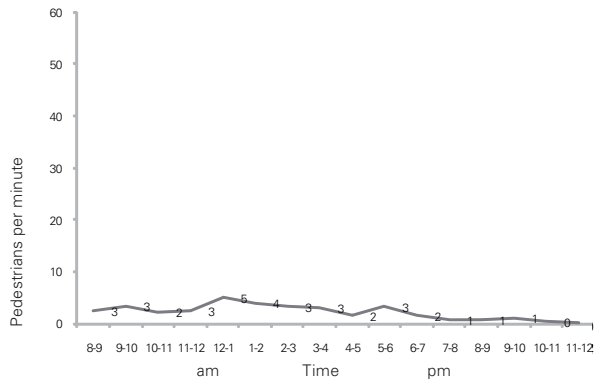


Pedestrian traffic - summer weekday

H1. Davey Street (between Elizabeth and Argyle Street)

2,130 pedestrians all day

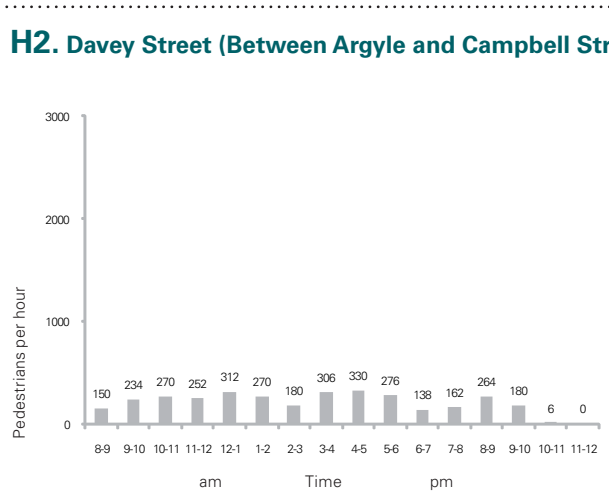


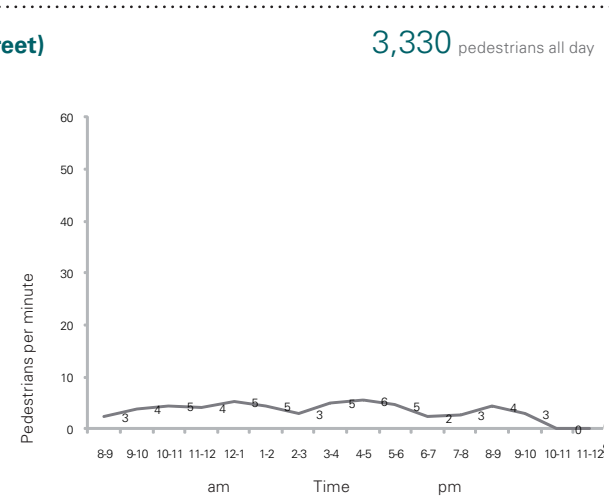




H2. Davey Street (Between Argyle and Campbell Street)

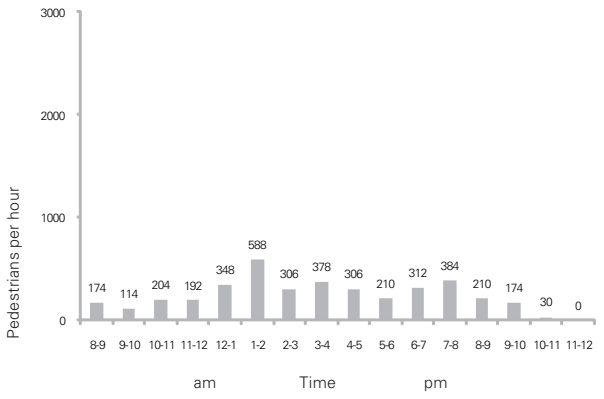
3,330 pedestrians all day

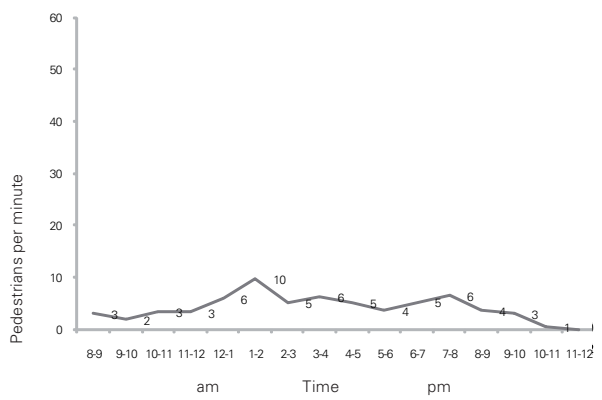




H3. Franklin Warf

3,930 pedestrians all day



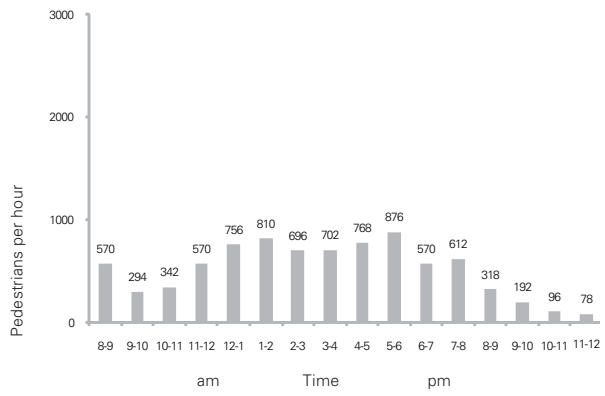


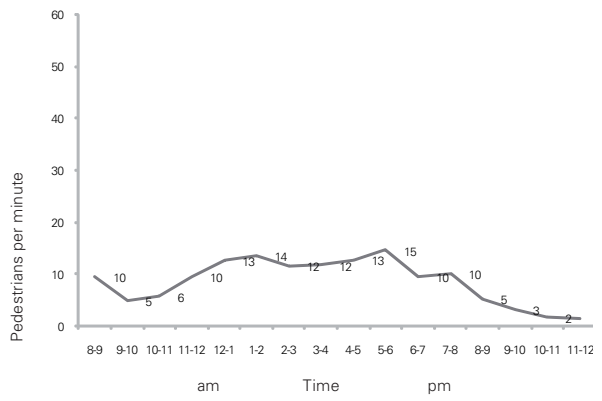
Pedestrian traffic - summer weekday



I1. Morrison Street

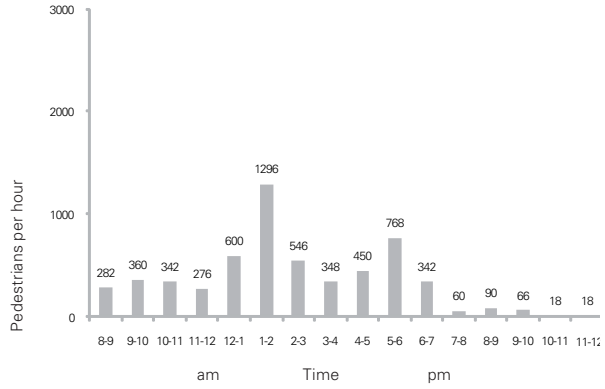
8,250 pedestrians all day

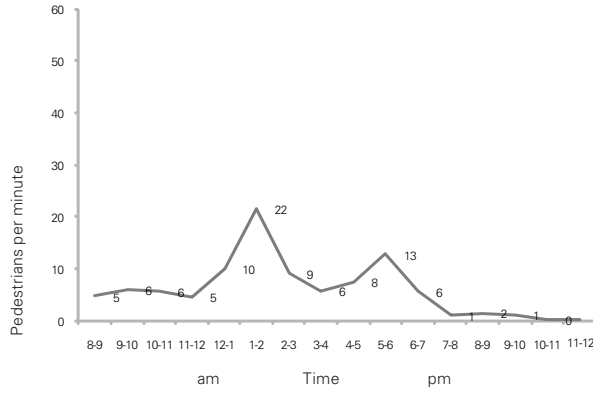




I2. Murray Street (between Macquarie and Davey Street)

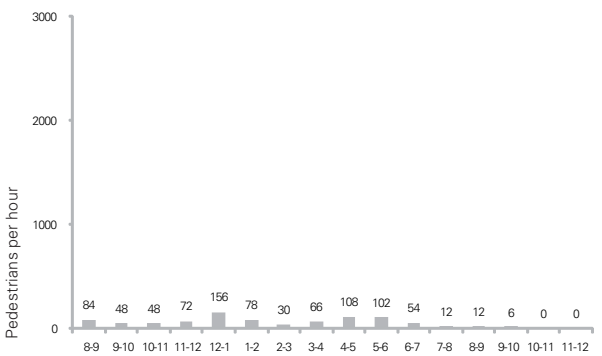
5,862 pedestrians all day

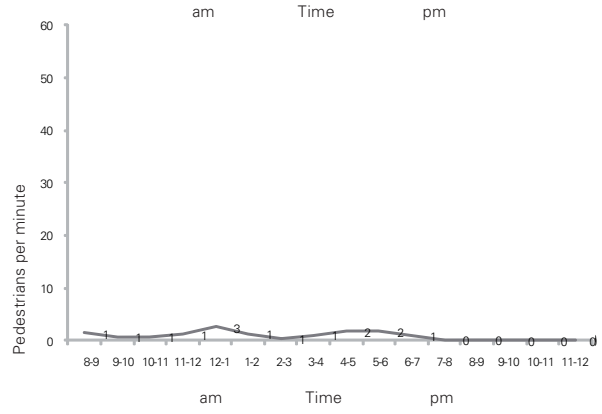




J1. Castray Esplanade

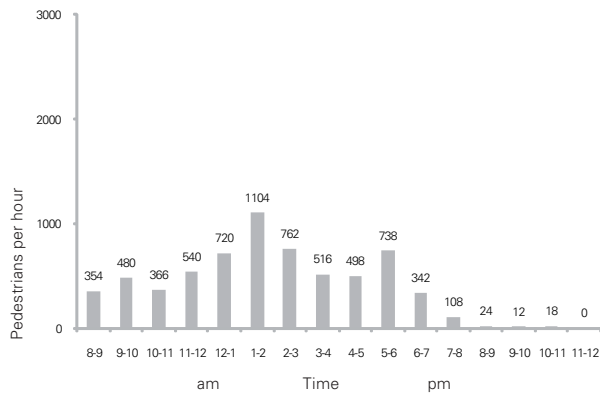
876 pedestrians all day

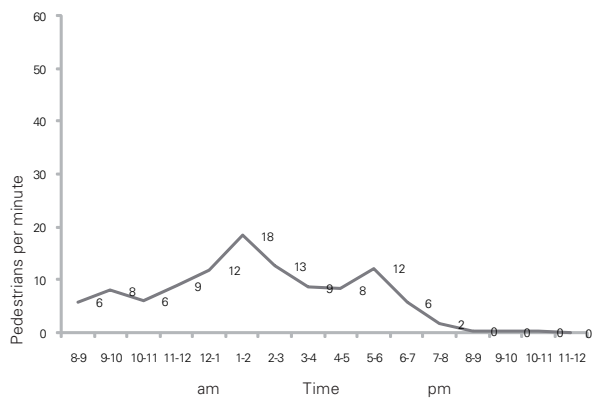




I3. Murray Street (between Bathurst and Liverpool Street)

6,582 pedestrians all day





Pedestrian traffic - summer Saturday

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

Salamanca Market is the big draw on a Saturday.
Pedestrian traffic on Salamanca Place is **7** times higher on a Saturday than on a weekday

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

The 3 busiest streets between 8am - 12 midnight:
Salamanca Place approx. 66,700 ped.
Morrison St (at Parliament Square) approx. 24,000 ped.
Elizabeth Mall approx. 18,500 ped.
Total sum of pedestrians

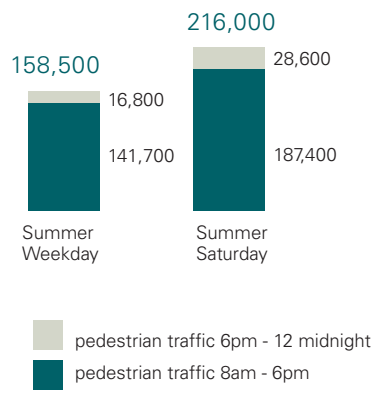


Pedestrian traffic - day time
Summer Saturday 8am - 6pm, the 6th March 2010. Weather: Mild 24° C

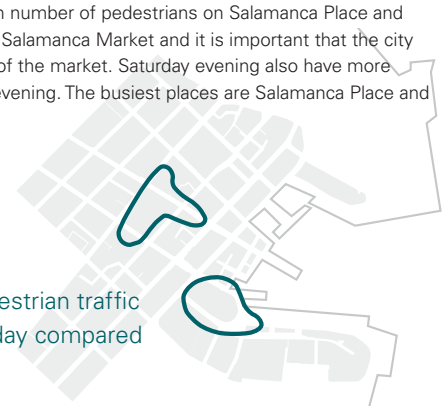


Pedestrian traffic - evening
Summer Saturday 6pm - 12 midnight, the 6th of March 2010. Weather: Mild 19° C

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



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



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

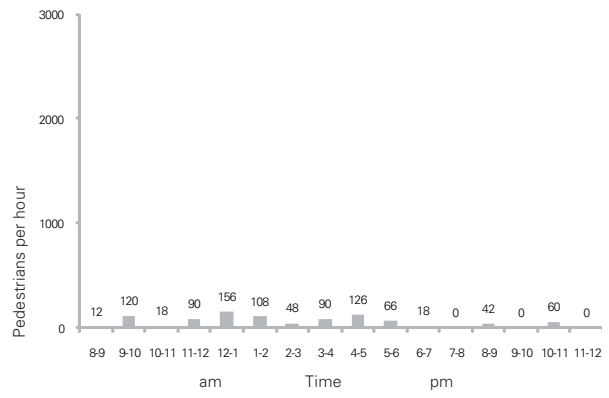
Pedestrian traffic - summer Saturday

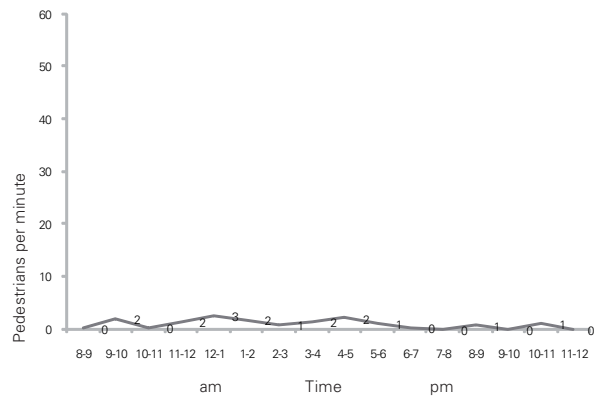


Pedestrian movement registered on Saturday the 6th of March 2010.
Weather: Mild 22 C

A1. Brooker Avenue

954 pedestrians all day





A2. Campbell Street (between Liverpool and Collins Street)

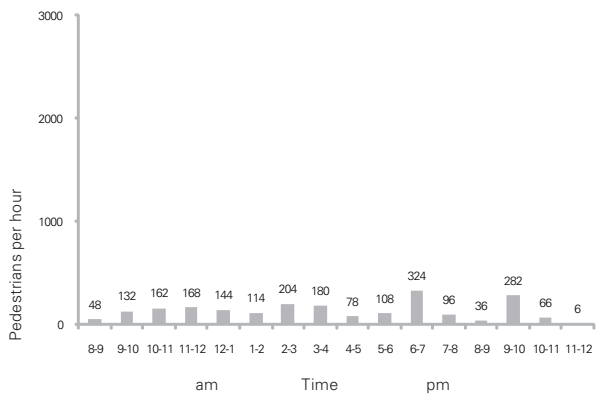
2,400 pedestrians all day

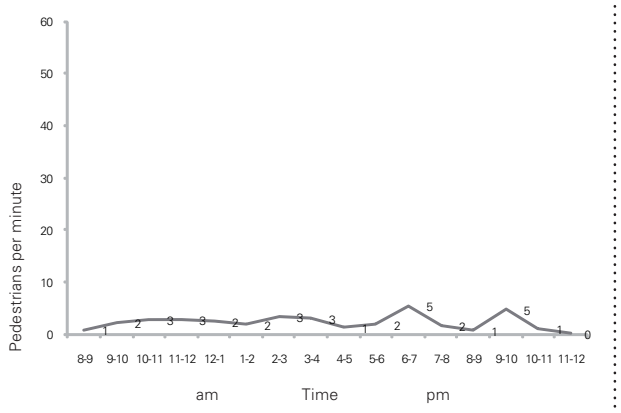




A3. Campbell Street (between Macquarie and Davey Street)

2,148 pedestrians all day

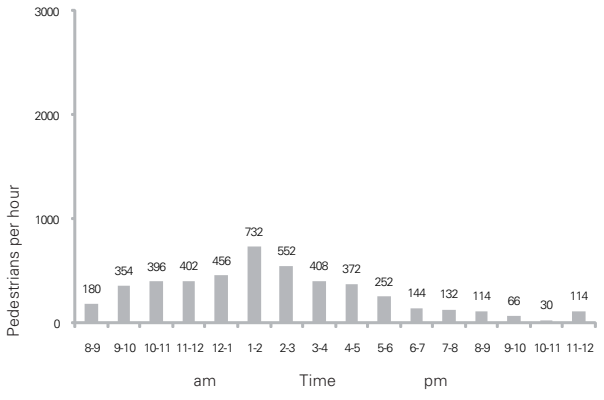


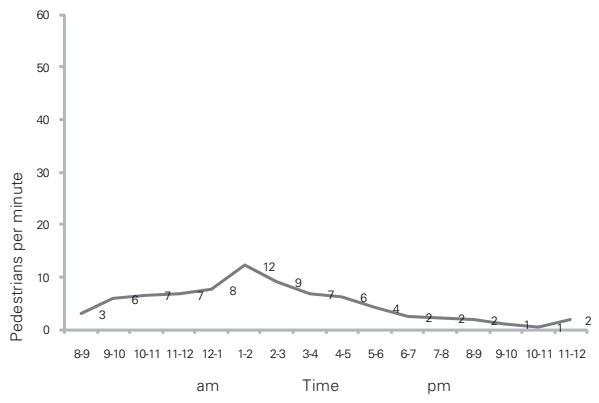


Pedestrian traffic - summer Saturday

B1. Liverpool Street (between Murray and Harrington Street)

4,704 pedestrians all day

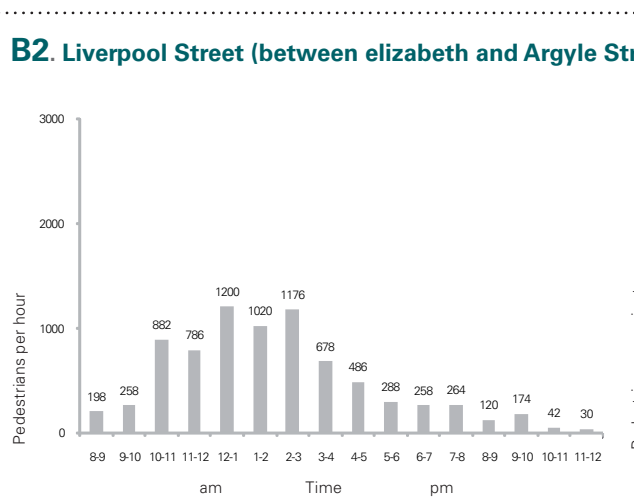


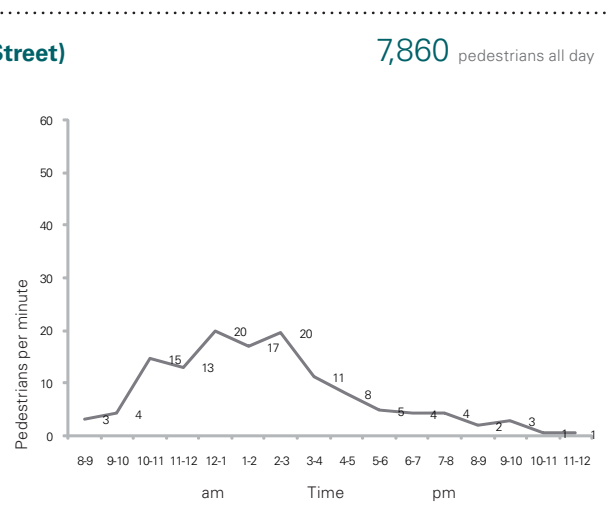




B2. Liverpool Street (between elizabeth and Argyle Street)

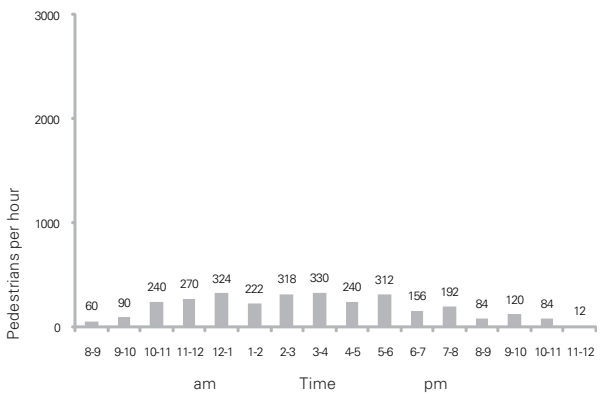
7,860 pedestrians all day

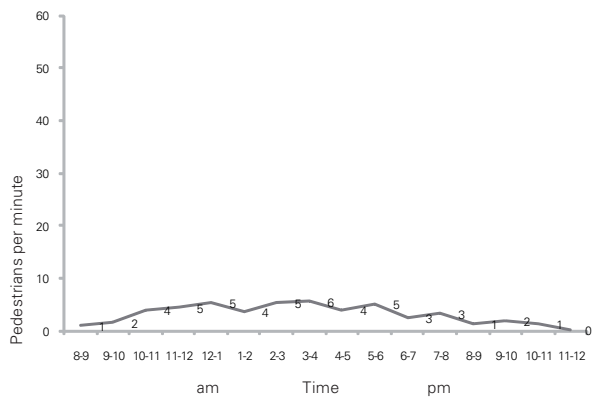




B3. Liverpool Street (between Argyle and Campbell Street)

3,054 pedestrians all day



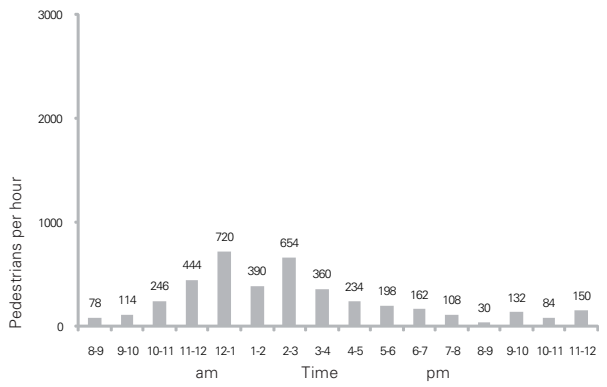


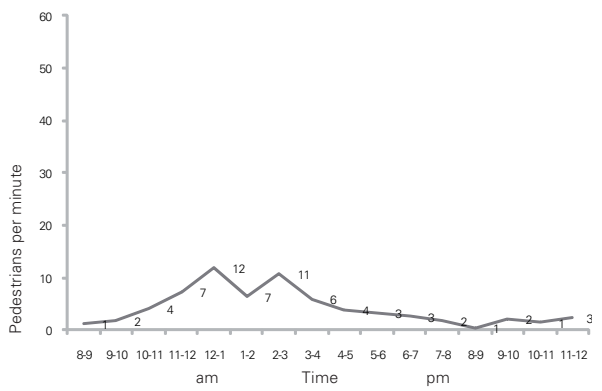
Pedestrian traffic - summer Saturday



C1. Elizabeth Street (between Brisbane and Melville Street)

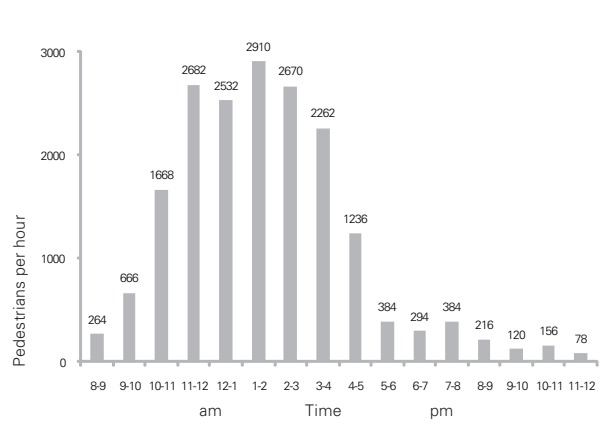
4,104 pedestrians all day

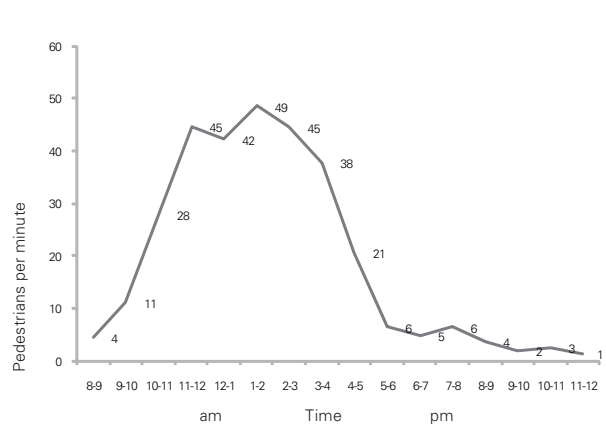




C2. Elizabeth street Mall

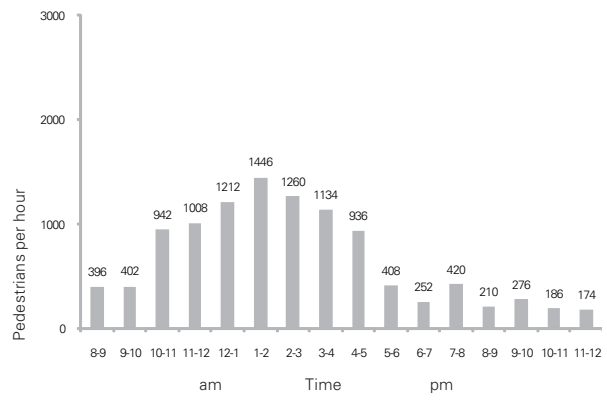
18,522 pedestrians all day

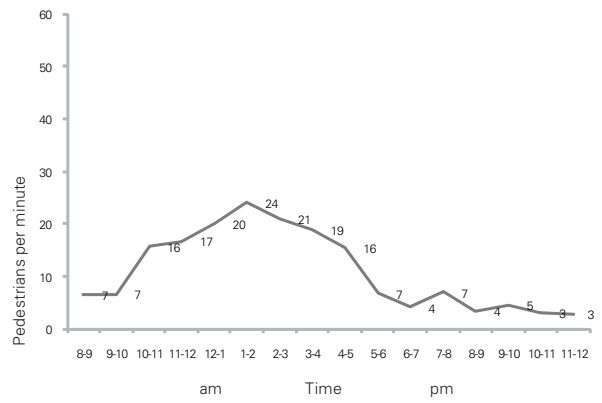




C3. Elizabeth Street Bus Mall

10,662 pedestrians all day

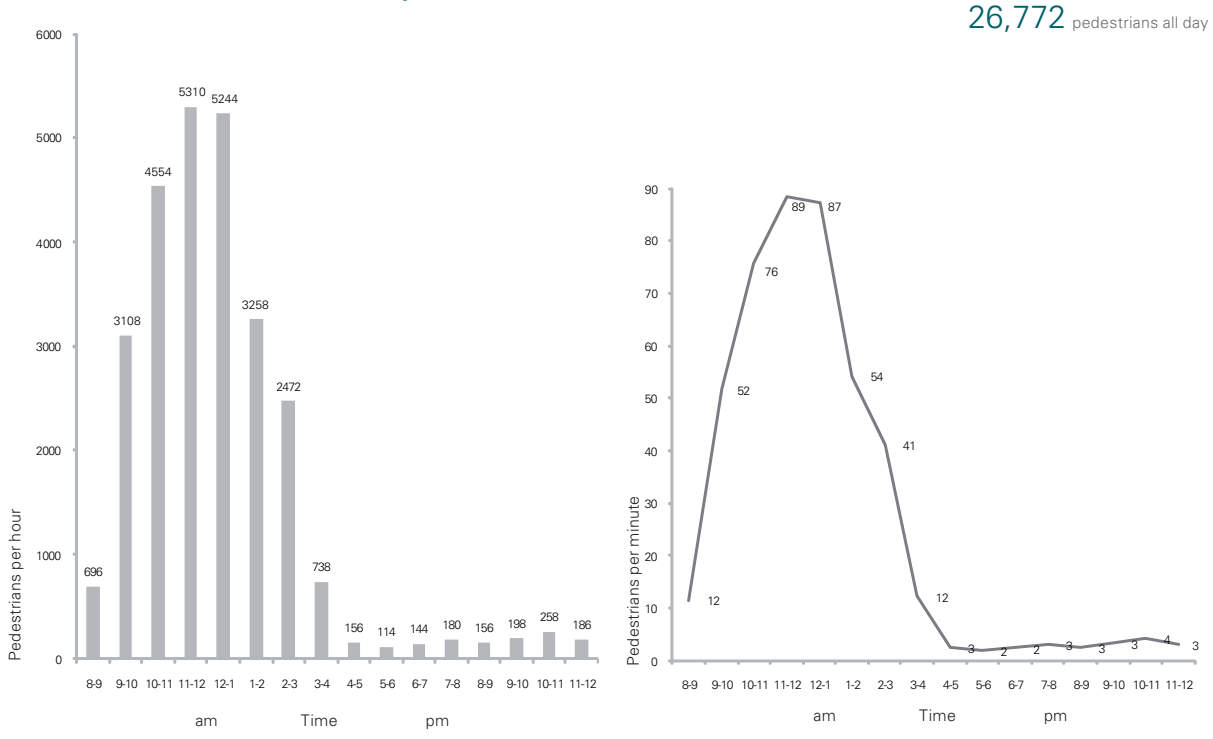




Pedestrian traffic - summer Saturday

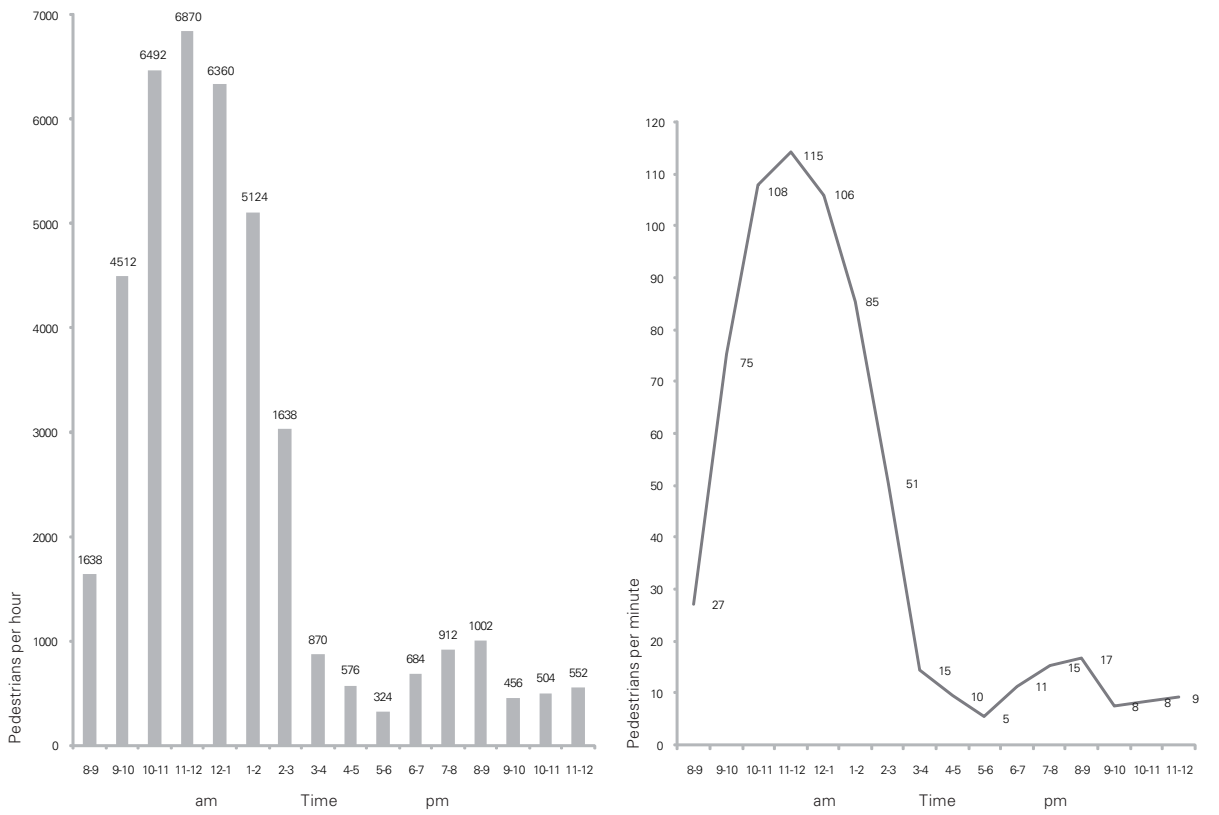
D2. Salamanca Place (between Davy and Gladstone Street)

26,772 pedestrians all day



D3. Salamanca Place (between Montepelier Retreat and Kelly Street

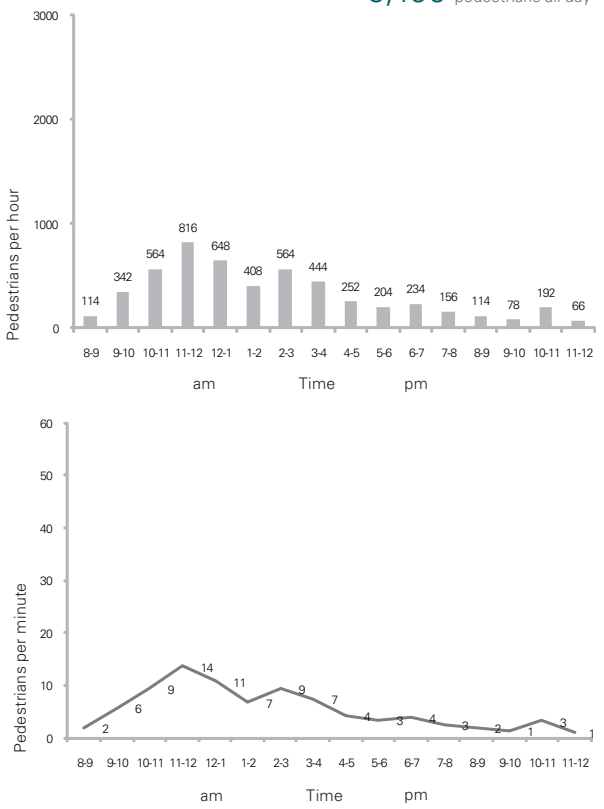
39,912 pedestrians all day





D1. Elizabeth Street (between Davey and Morrison Street

5,196 pedestrians all day

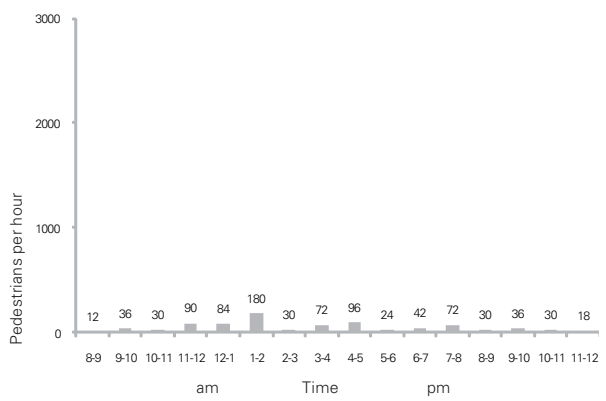


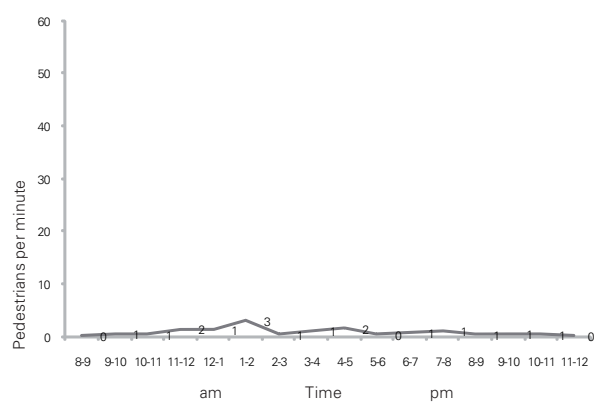
Pedestrian traffic - summer Saturday



E1. Collins Street (between Barrack and Molle Street)

882 pedestrians all day

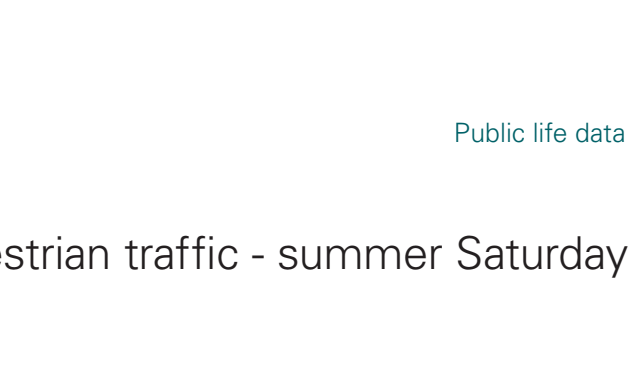




E2. Collins Street (between Argyle and Elizabeth)

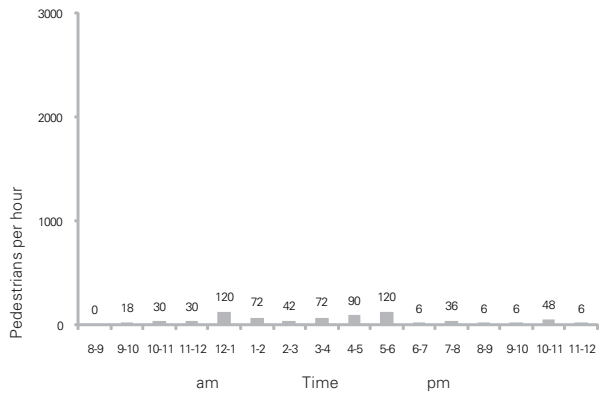
2,316 pedestrians all day

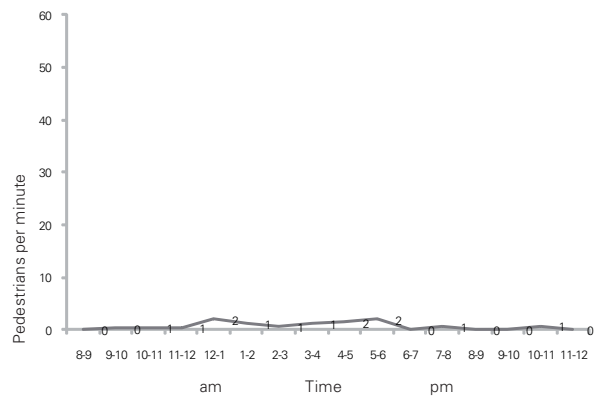




E3. Sandy Bay Road

702 pedestrians all day

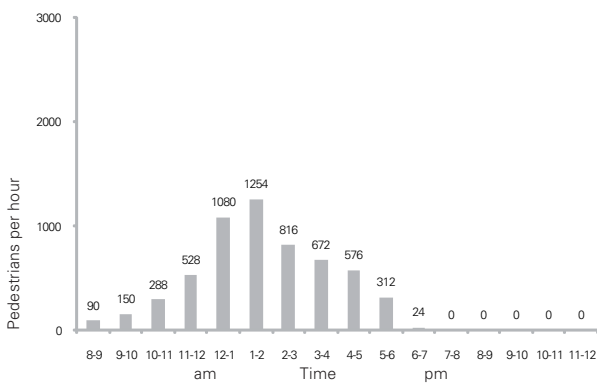


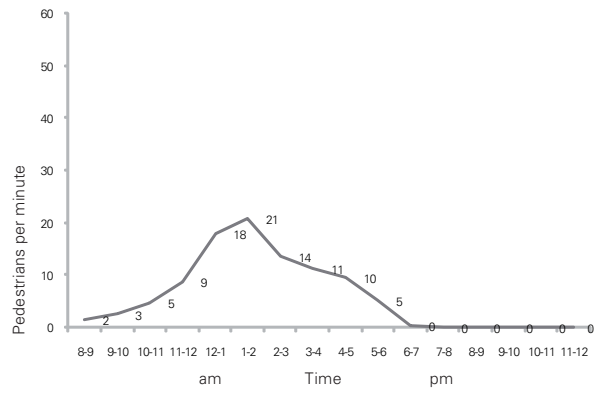


Pedestrian traffic - summer Saturday

F1. Wellington Court

5,790 pedestrians all day

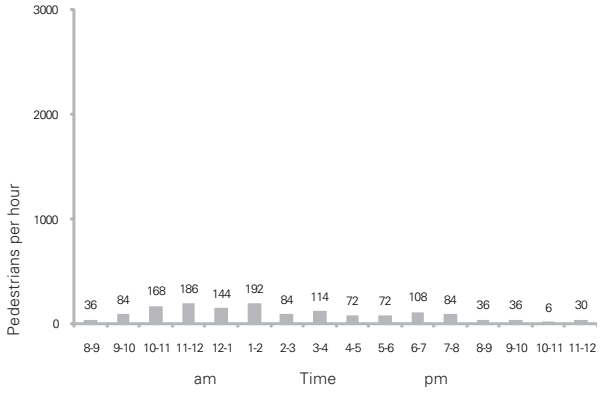


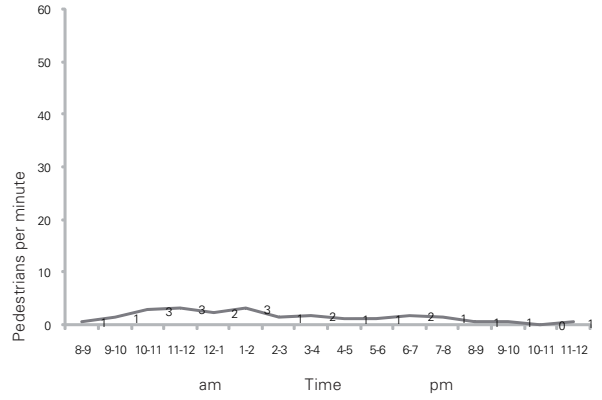




F2. Macquarie Street (between Harrington and Barrack Street)

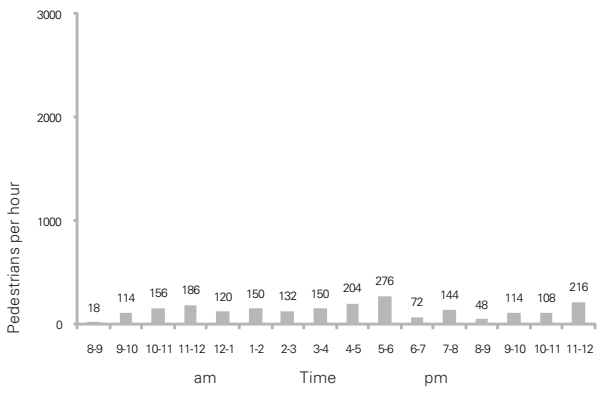
1,452 pedestrians all day

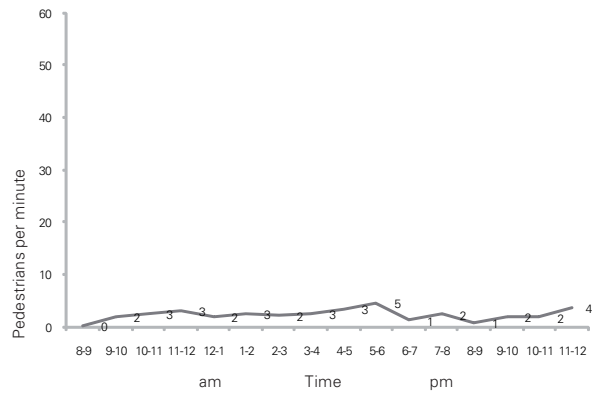




F3. Macquarie Street (between Elizabeth and Argyle Street)

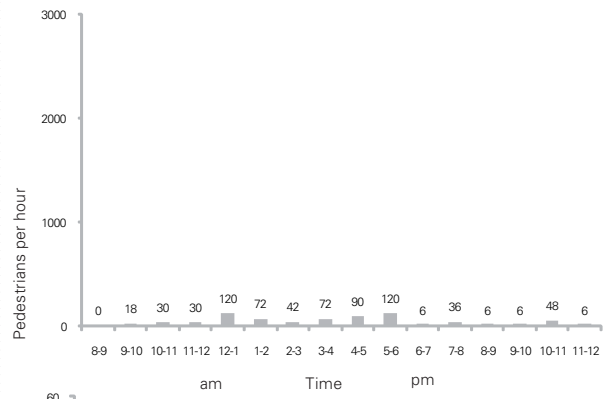
2,208 pedestrians all day

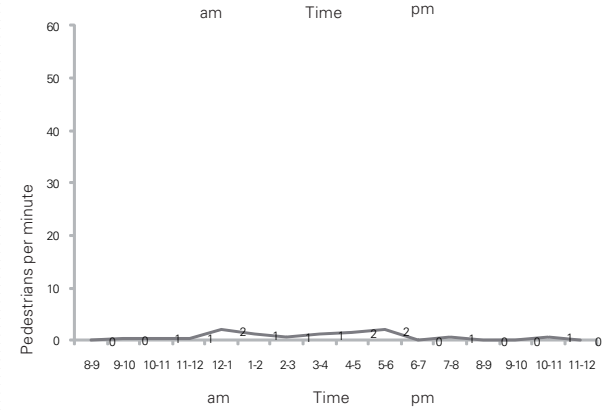




F4. Elizabeth Lane (laneway between Liverpool and Collins Street)

12,252 pedestrians all day



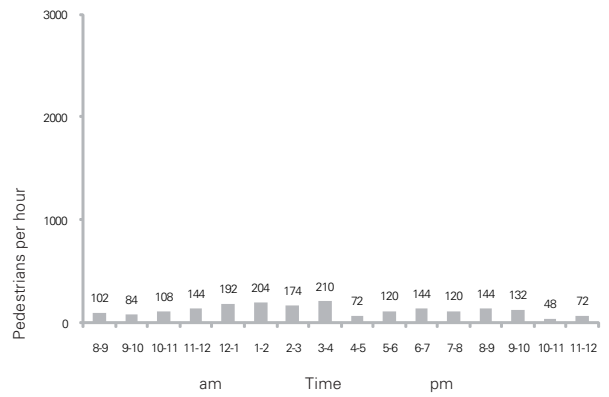


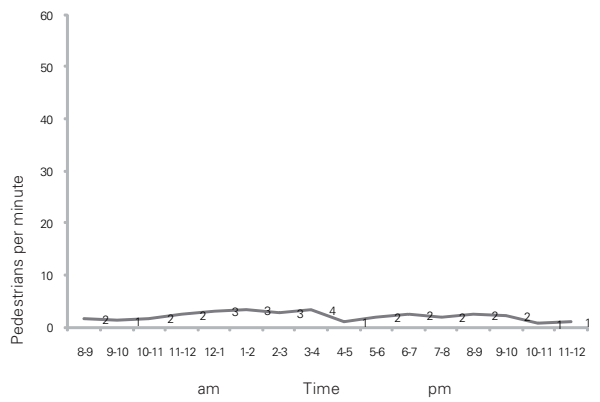
Pedestrian traffic - summer Saturday



G1. Argyle Street (between Macquarie and Davey Street)

2,070 pedestrians all day





G2. Tasman Highway

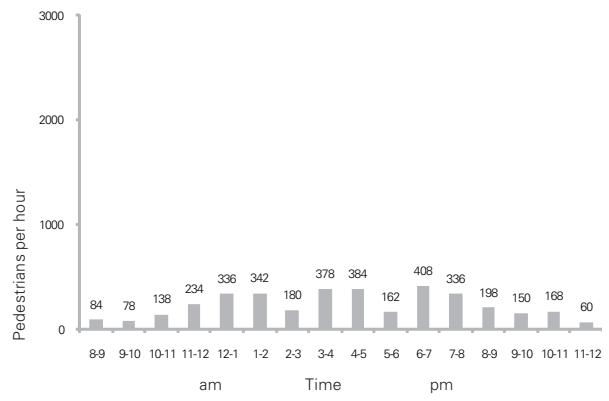
288 pedestrians all day

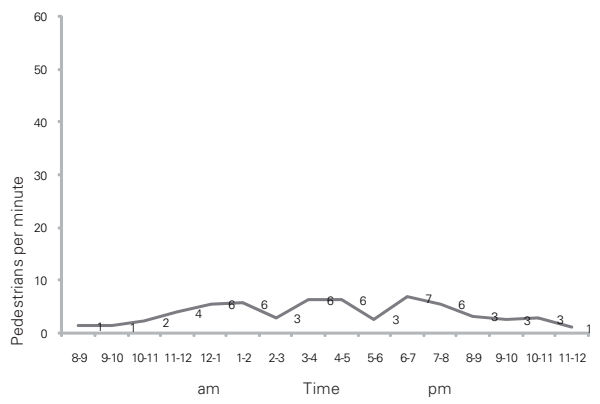




G3. Hunter Street

3,636 pedestrians all day

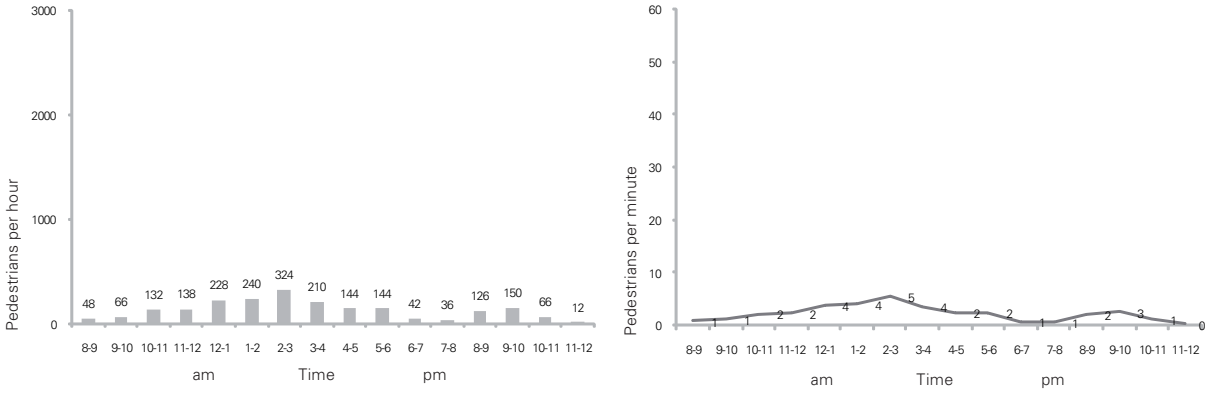




Pedestrian traffic - summer Saturday

H1. Davey Street (Between Elizabeth and Argyle Street)

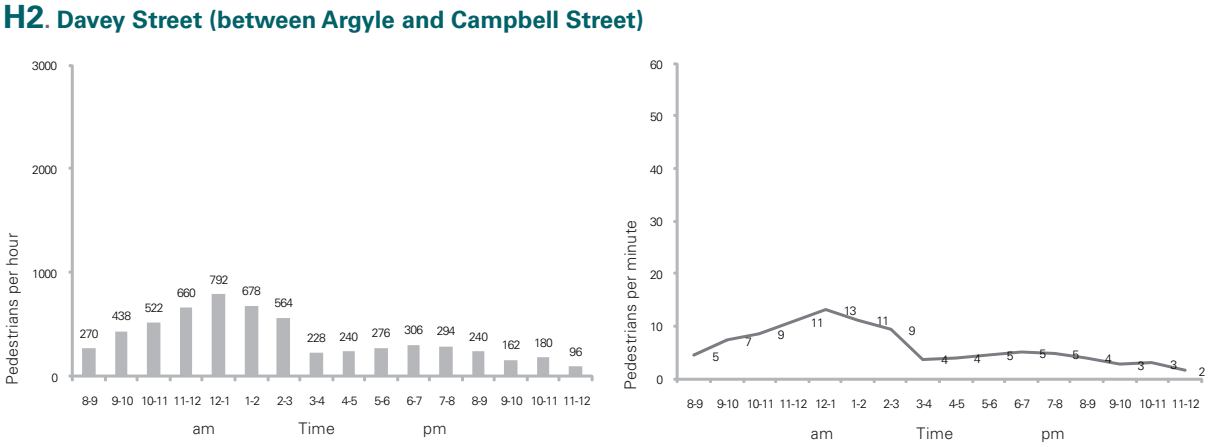
2,106 pedestrians all day





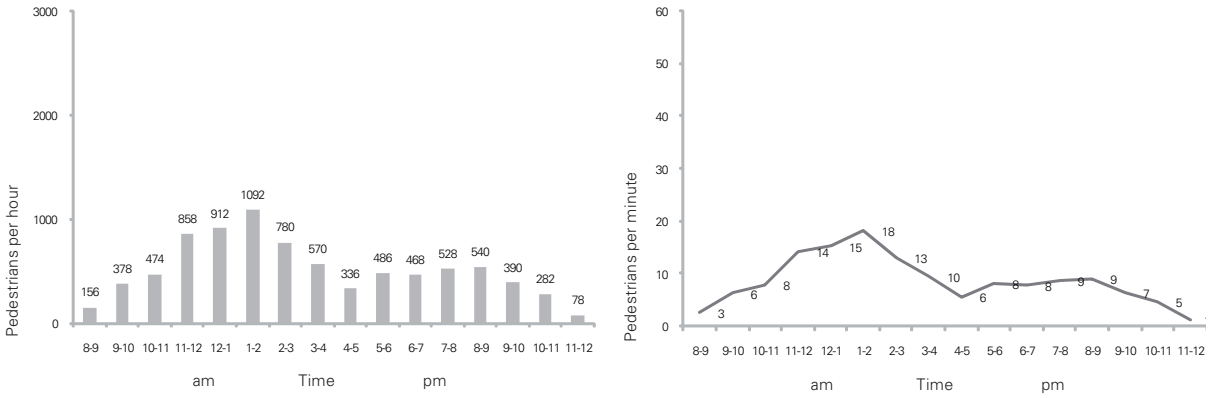
H2. Davey Street (between Argyle and Campbell Street)

5,946 pedestrians all day



H3. Franklin Warf

8,328 pedestrians all day

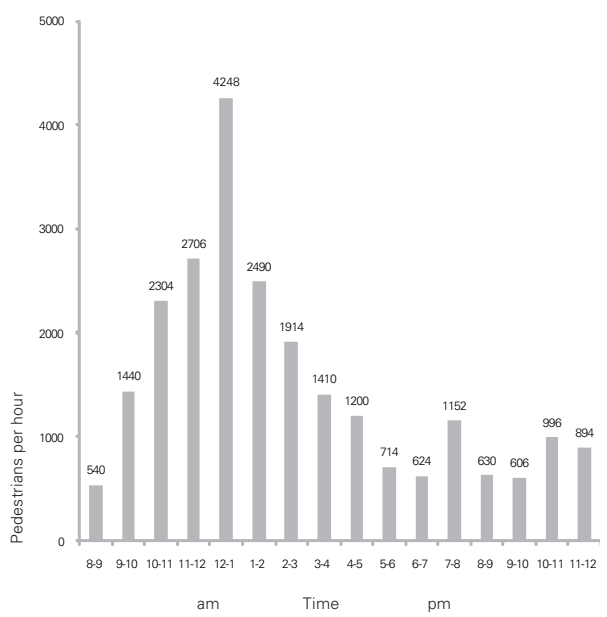


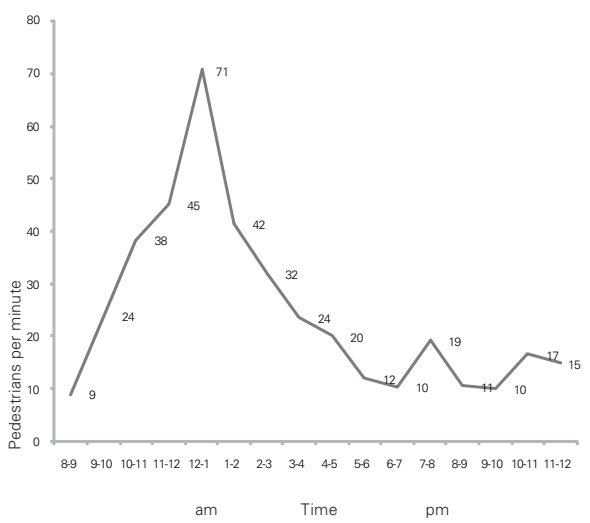
Pedestrian traffic - summer Saturday



I1. Morrison Street

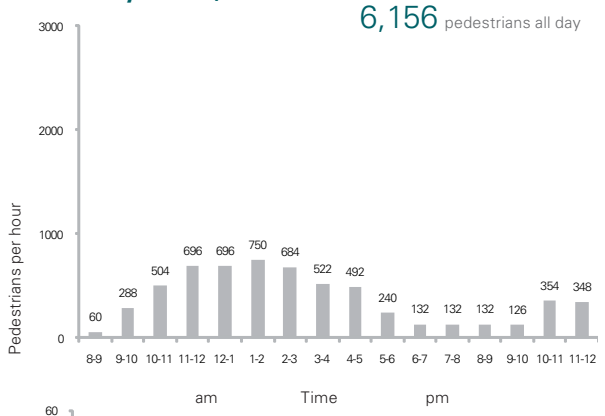
23,868 pedestrians all day

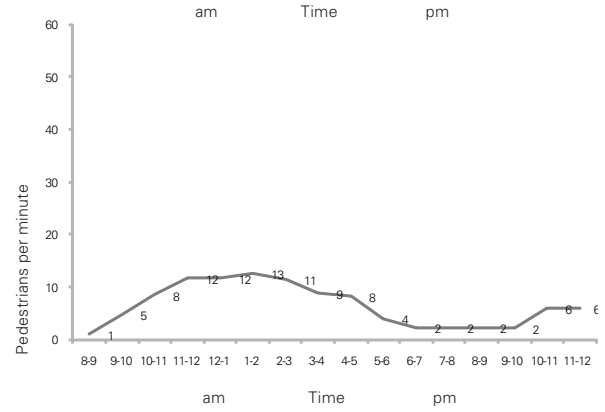




I2. Murray Street (between Macquarie and Davey Street)

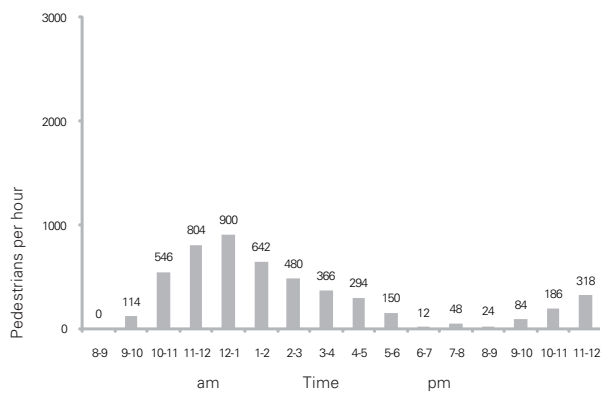
6,156 pedestrians all day

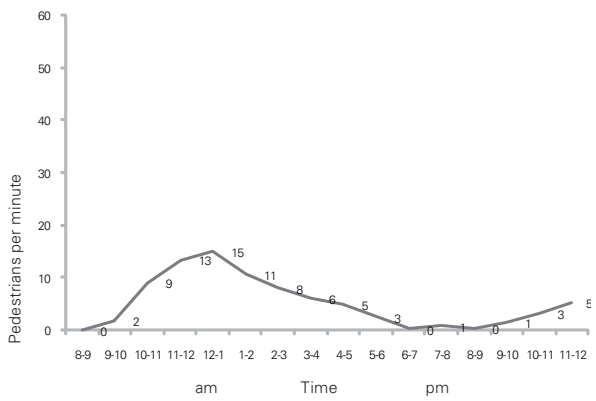




I3. Murray Street (between Bathurst and Liverpool Street)

4,968 pedestrians all day





Pedestrian traffic - winter weekday

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

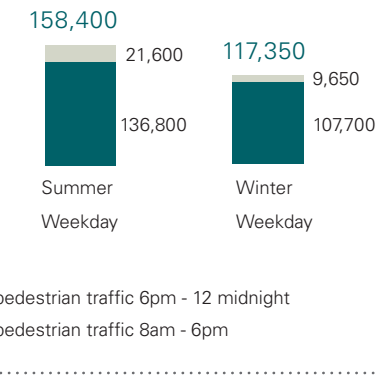
Low level of evening traffic
At night the same pattern are found as for summer weekday and Saturday. Not much is going on. The busiest locations being Salamanca Place and Morrison Street.

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

Total sum of pedestrians

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

Comparison of summer and winter:
Number of pedestrians between 8am - 12am - in selected streets





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



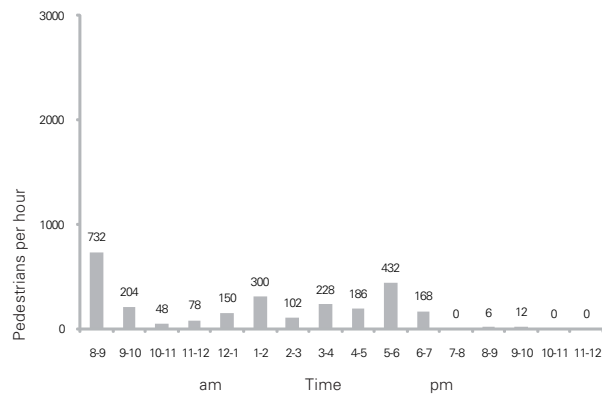
Pedestrian traffic - evening
Winter Weekday 8pm - 12am. Thursday the 5th August 2010. Weather: Fine 7° C

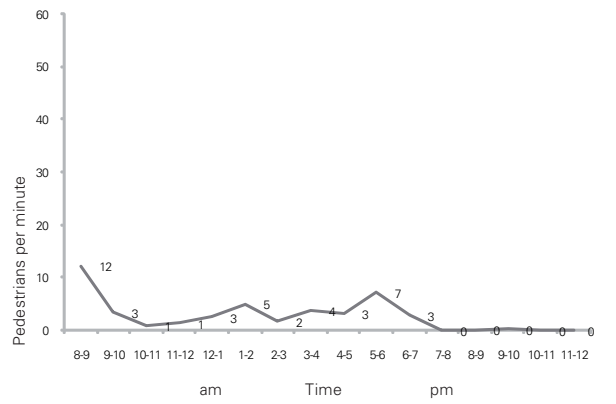
Pedestrian traffic - winter weekday



A1. Brooker Avenue

2,646 pedestrians all day

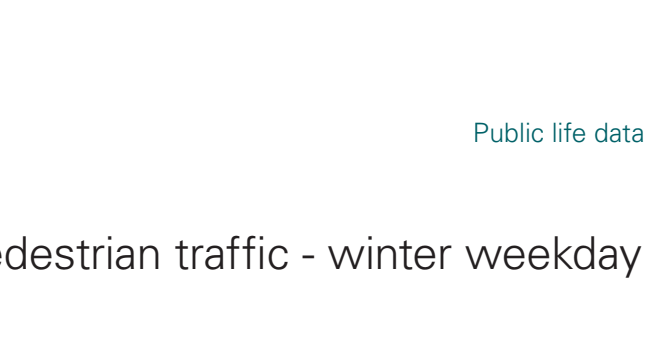




A2. Campbell Street (between Liverpool and Collins Street)

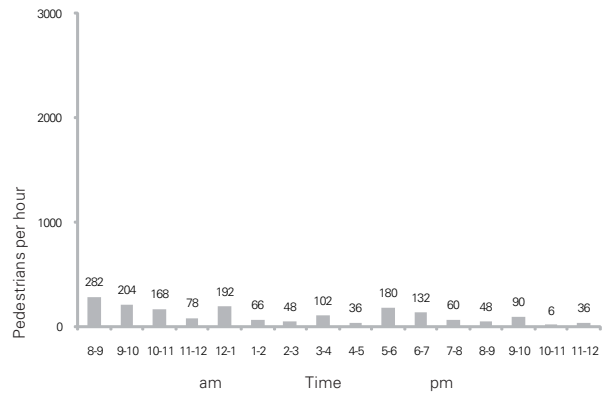
3,084 pedestrians all day

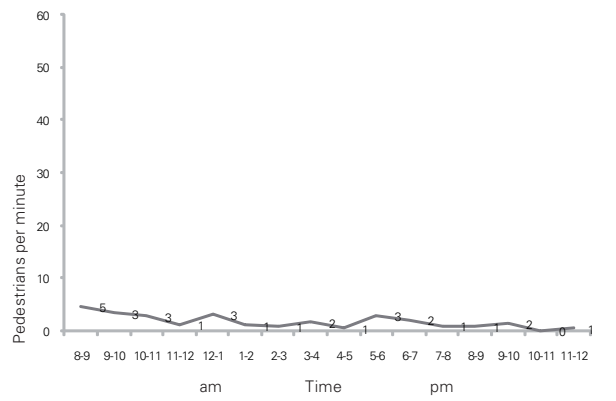




A3. Campbell Street (between Macquarie and Davey Street)

1,728 pedestrians all day

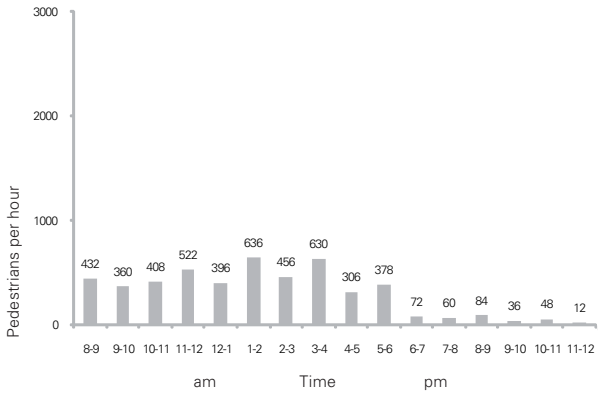


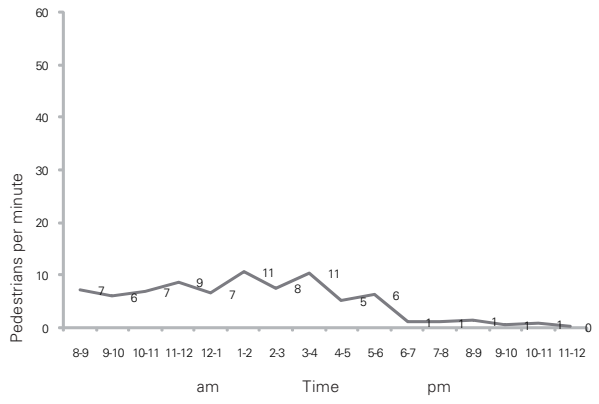


Pedestrian traffic - winter weekday

B1. Liverpool Street (between Murray and Harrington Street)

4,836 pedestrians all day

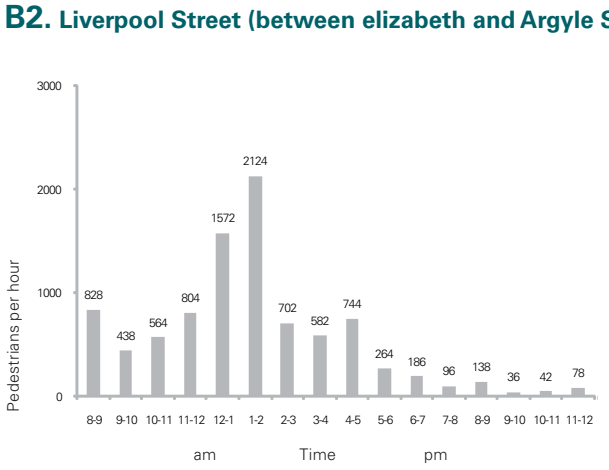


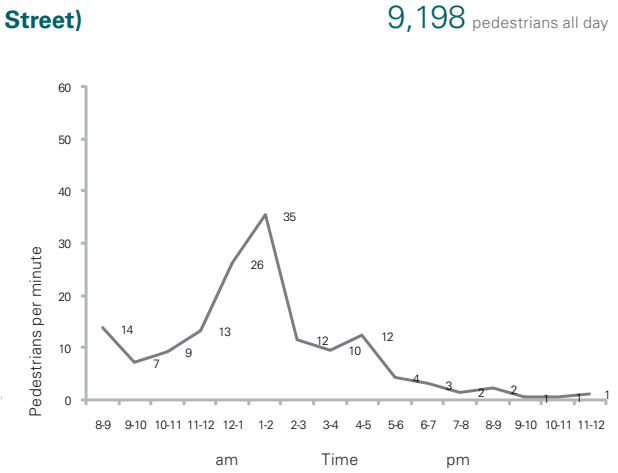




B2. Liverpool Street (between elizabeth and Argyle Street)

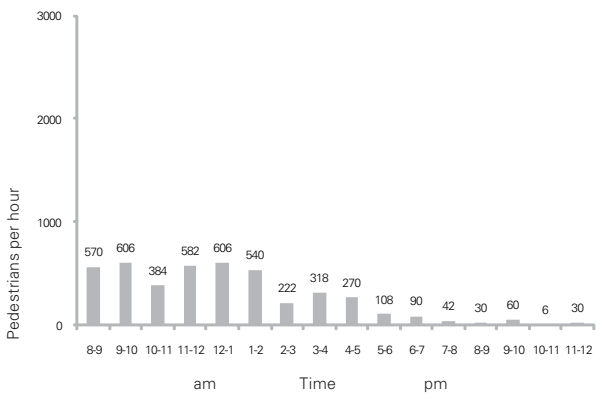
9,198 pedestrians all day

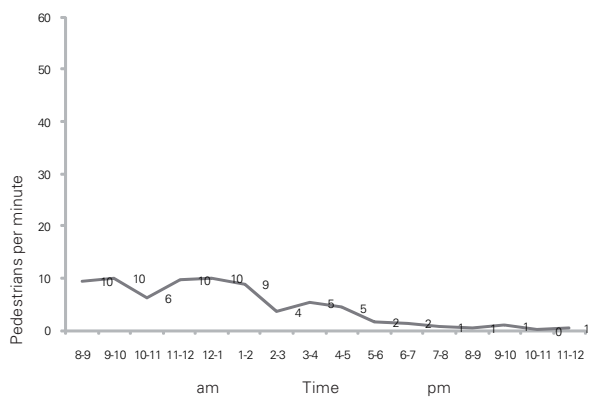




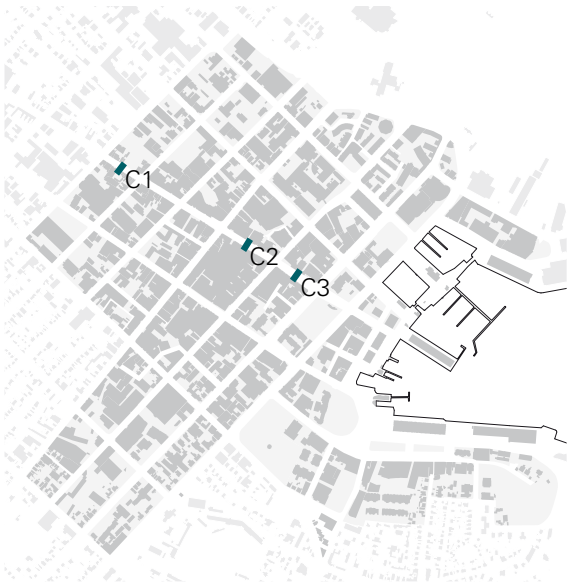
B3. Liverpool Street (between Argyle and Campbell Street)

4,464 pedestrians all day



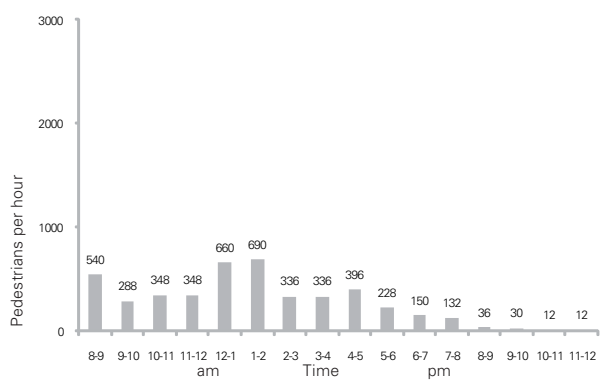


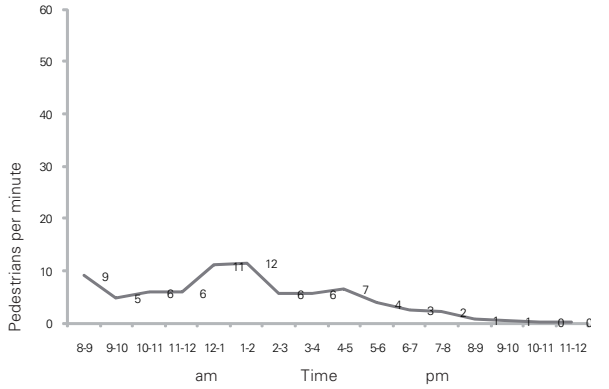
Pedestrian traffic - winter weekday



B1. Elizabeth Street (between Brisbane and Melville Street)

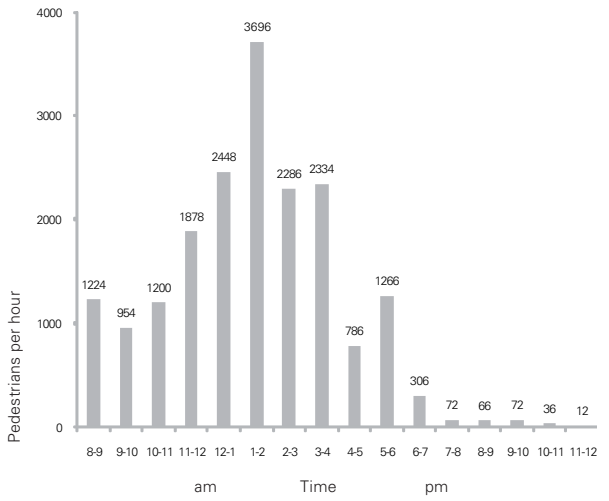
4,542 pedestrians all day

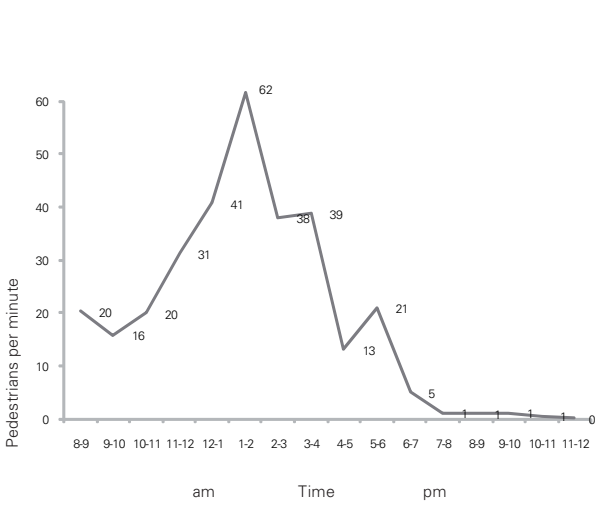




C2. Elizabeth street Mall

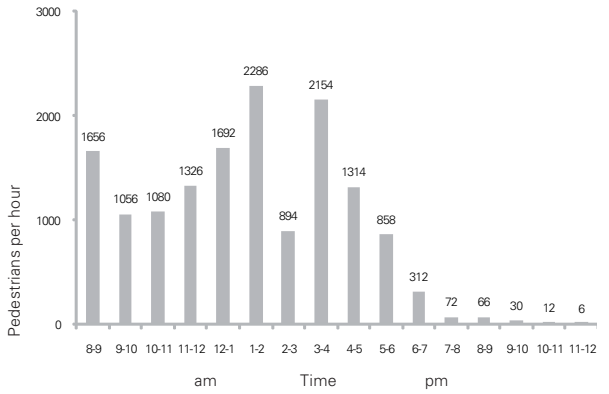
18,636 pedestrians all day

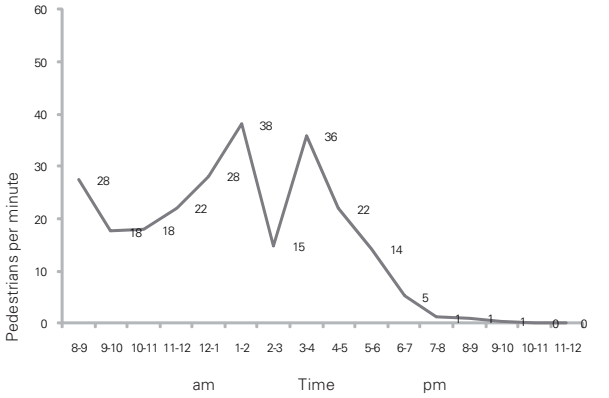




C3. Elizabeth Street Bus Mall

14,814 pedestrians all day

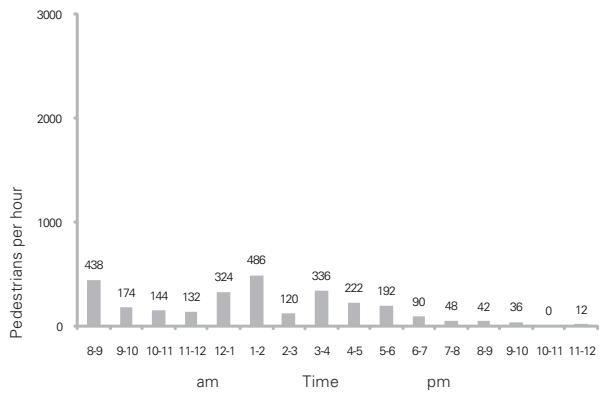


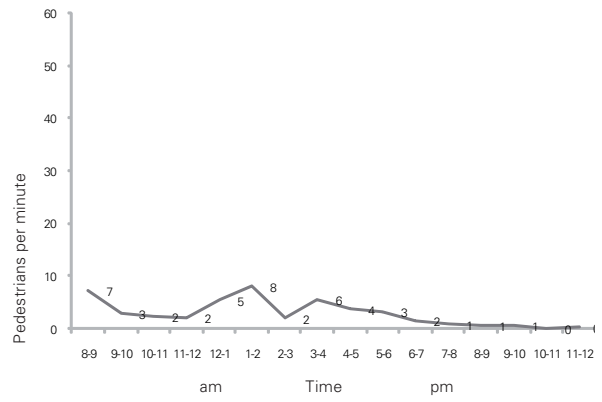


Pedestrian traffic - winter weekday

D1. Elizabeth Street (between Davey and Morrison Street)

2,796 pedestrians all day

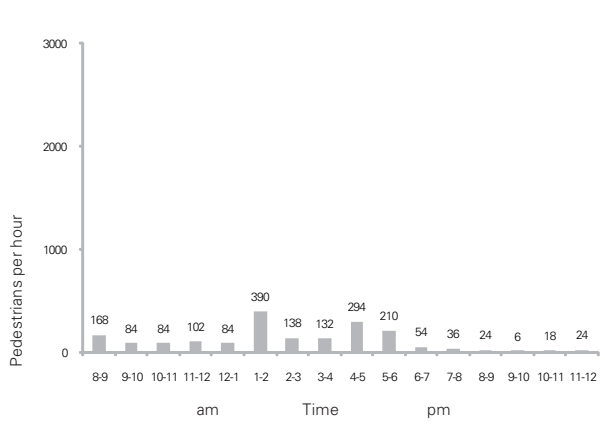


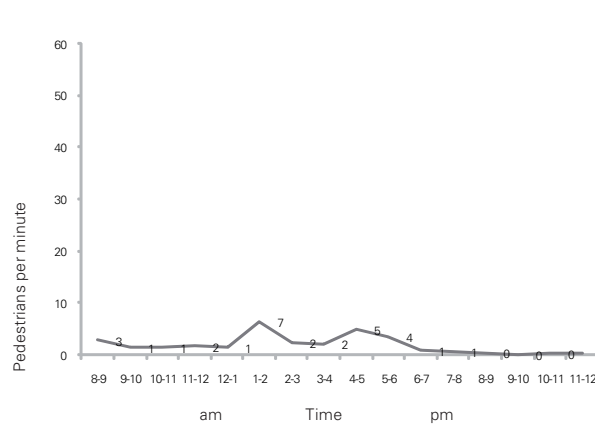




D2. Salamanca Place (between Davy and Gladstone Street)

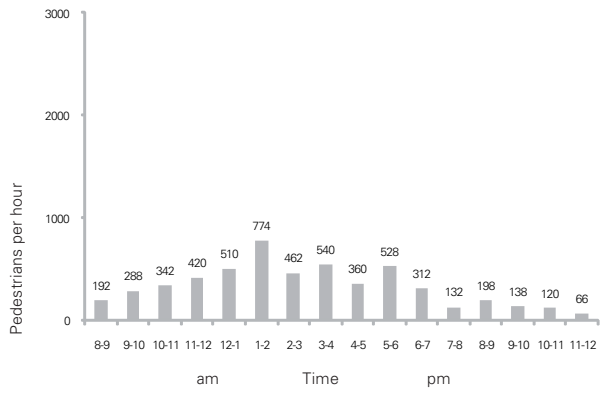
1,848 pedestrians all day

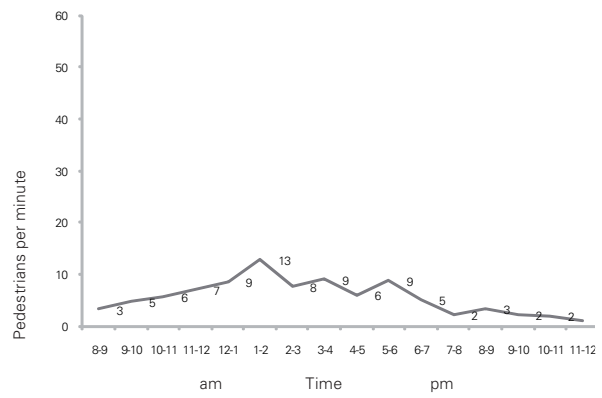




D3. Salamanca Place (between Montepelier Retreat and Kelly Street

5,382 pedestrians all day



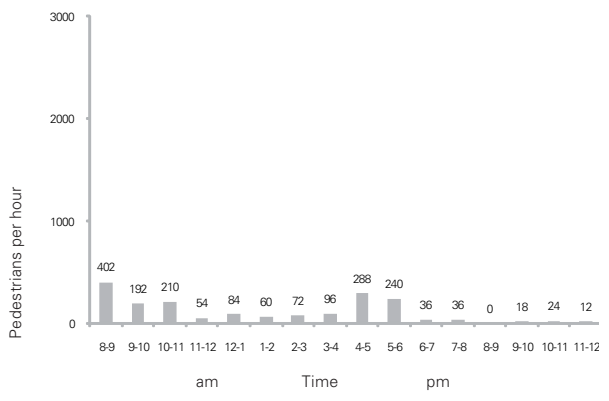


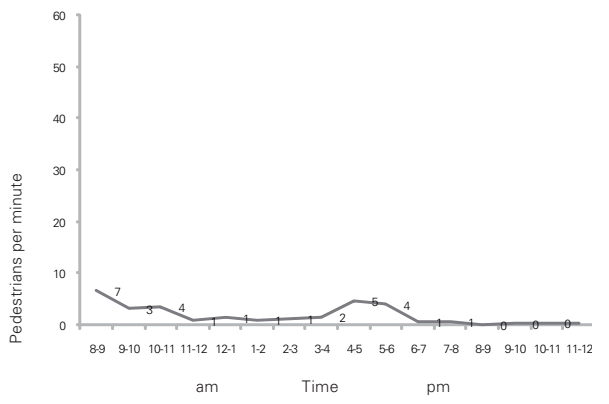
Pedestrian traffic - winter weekday



E1. Collins Street (between Barrack and Molle Street)

1,824 pedestrians all day





E2. Collins Street (between Argyle and Elizabeth Street)

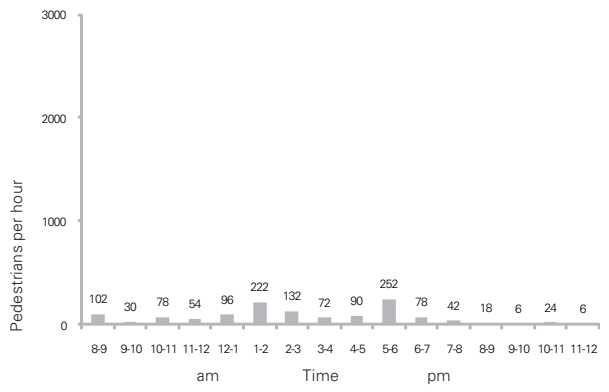
5,598 pedestrians all day

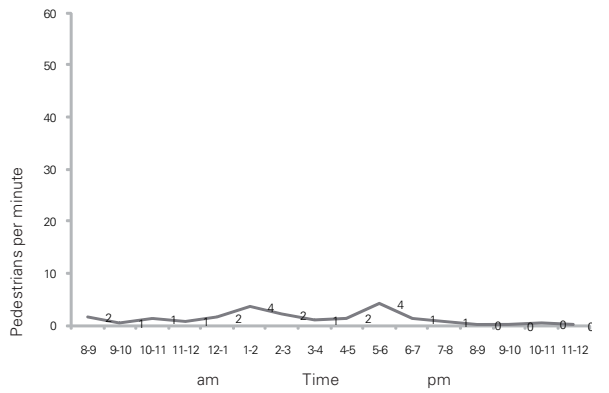




E3. Sandy Bay road

1,302 pedestrians all day

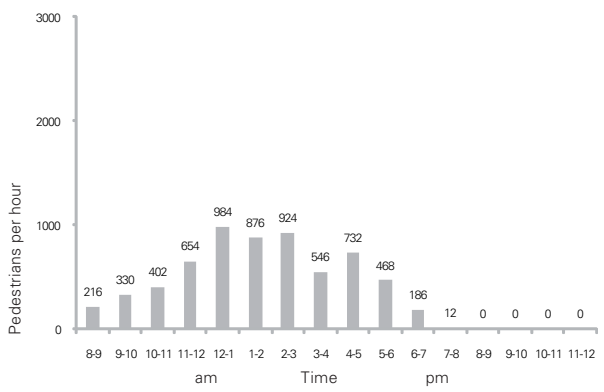


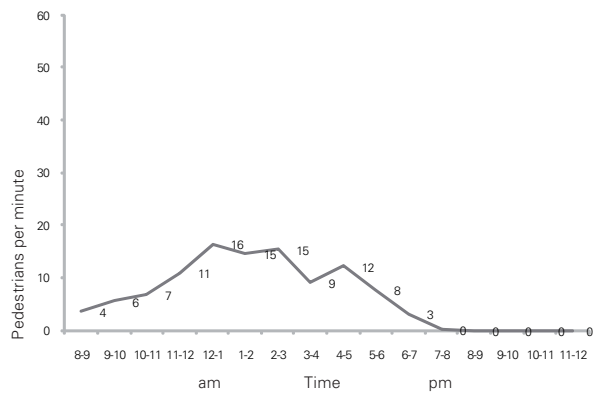


Pedestrian traffic - winter weekday

F1. Wellington Court

6,330 pedestrians all day

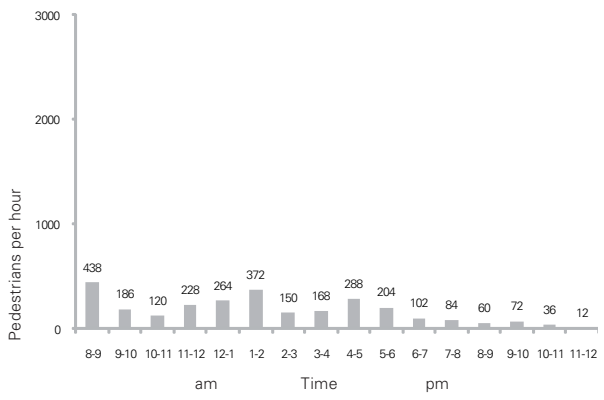


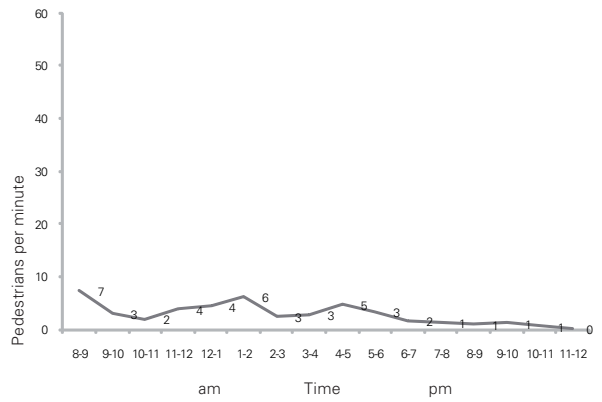




F2. Macquarie Street (Harrington and Barrack Street)

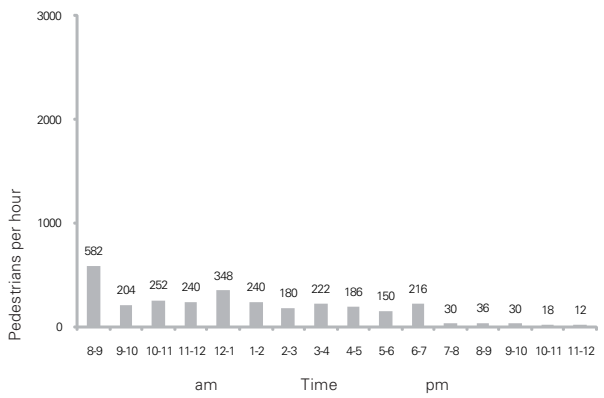
2,784 pedestrians all day

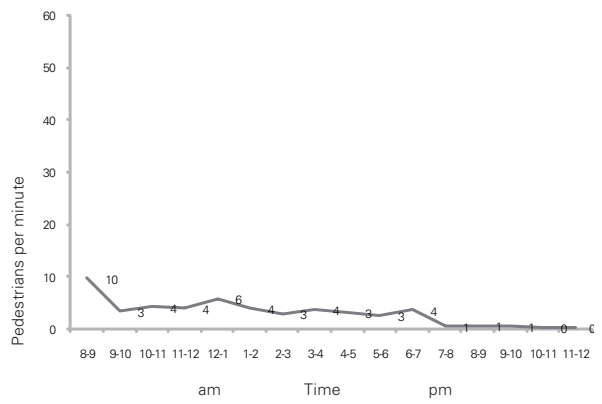




F3. Macquarie Street (between Elizabeth and Argyle Street)

2,946 pedestrians all day



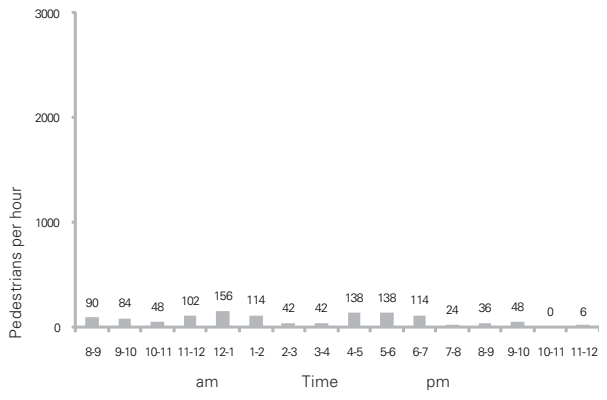


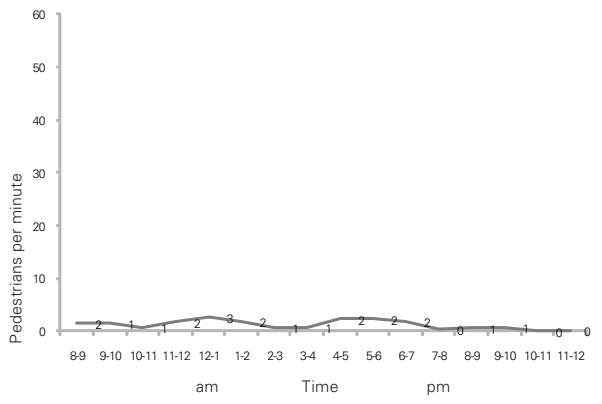
Pedestrian traffic - winter weekday



G1. Argyle Street (between Macquarie and Davey Street)

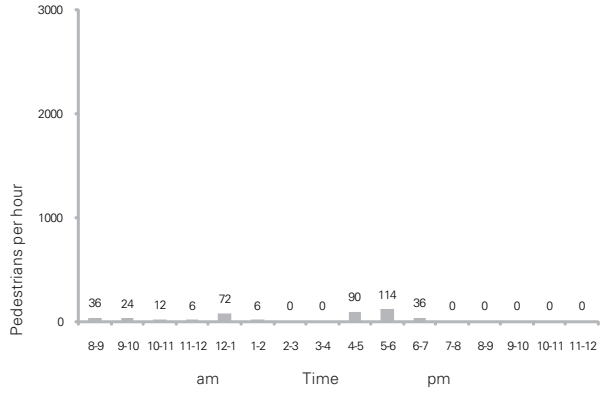
1,182 pedestrians all day

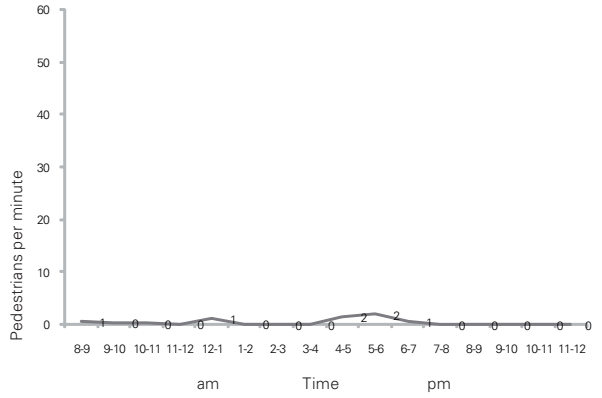




G2. Tasman Highway

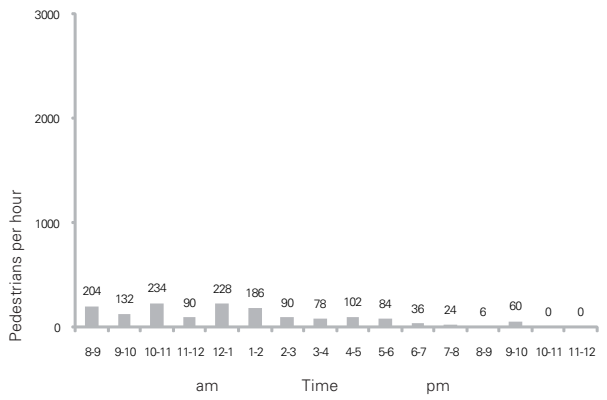
396 pedestrians all day

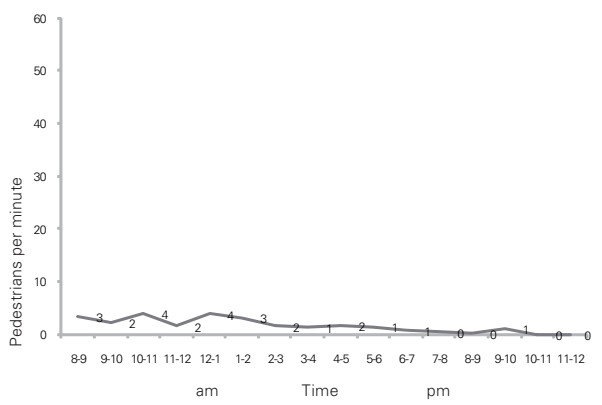




G3. Hunter Street

1,554 pedestrians all day

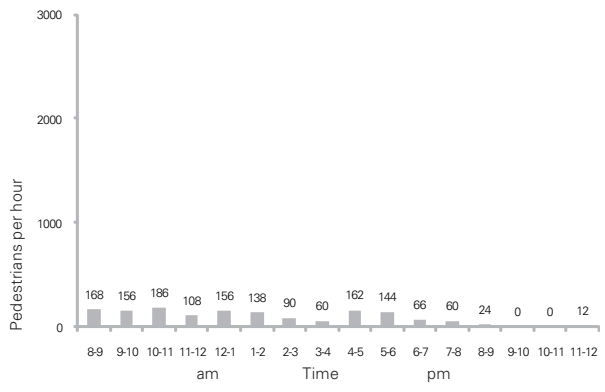


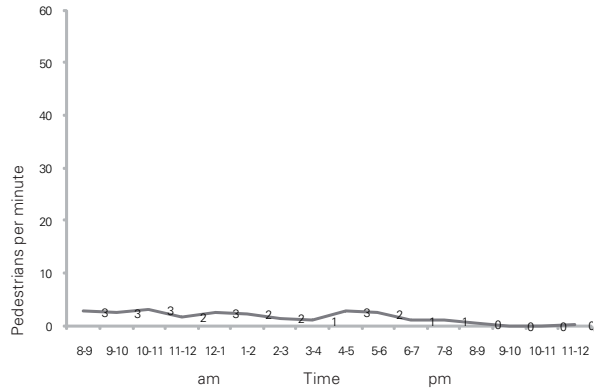


Pedestrian traffic - winter weekday

H1. Davey Street (between Elizabeth and Argyle Street)

1,530 pedestrians all day

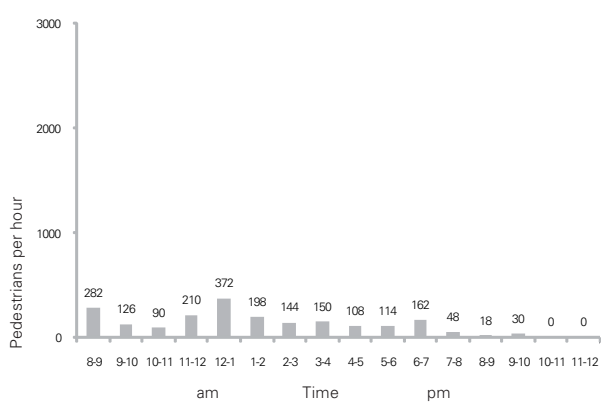


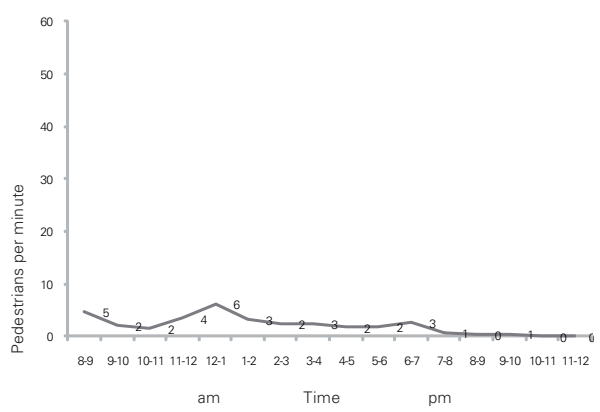




H2. Davey Street (Between Argyle and Campbell Street)

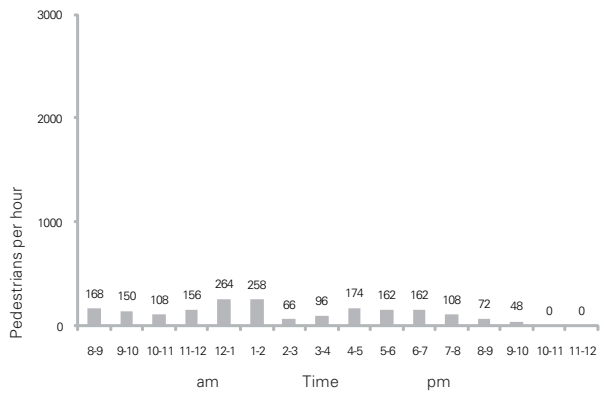
2,052 pedestrians all day

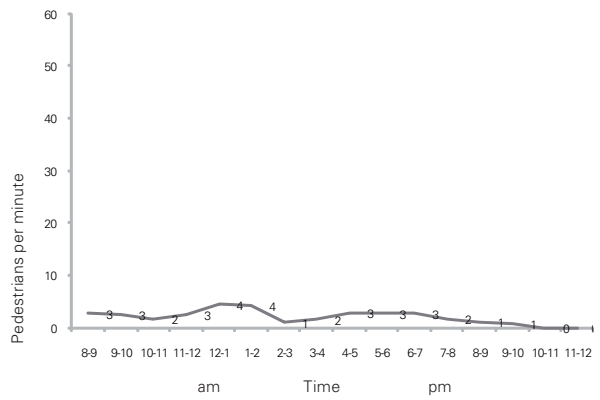




H3. Franklin Warf

1,992 pedestrians all day



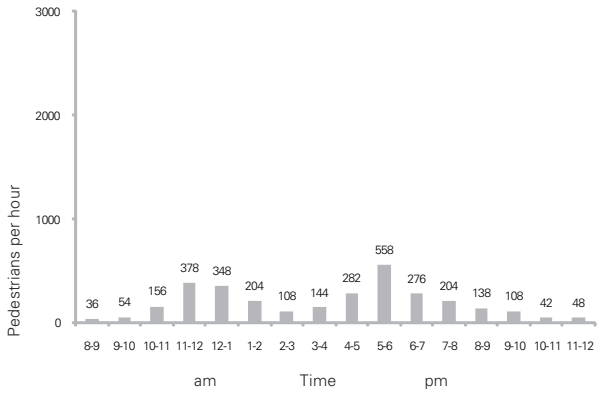


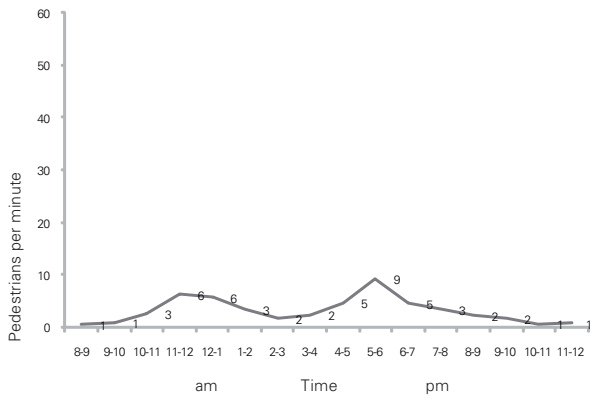
Pedestrian traffic - winter weekday



I1. Morrison Street

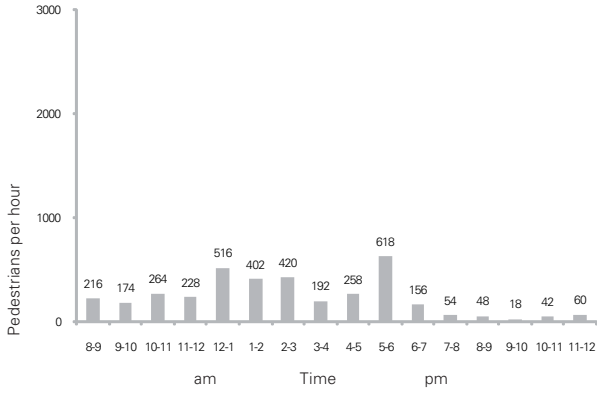
3,084 pedestrians all day

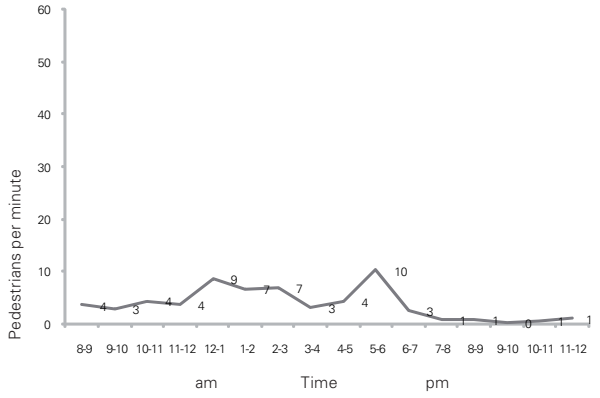




I2. Murray Street (between Macquarie and Davey Street)

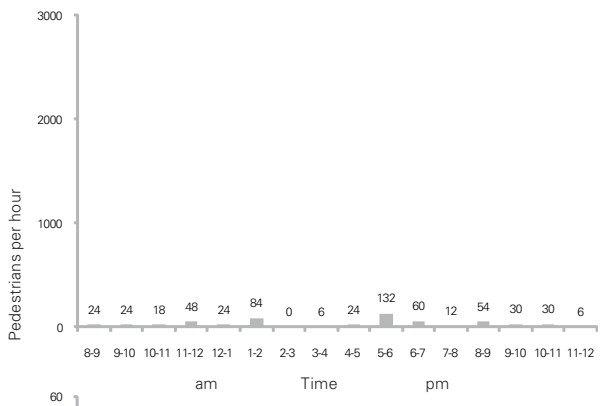
3,666 pedestrians all day

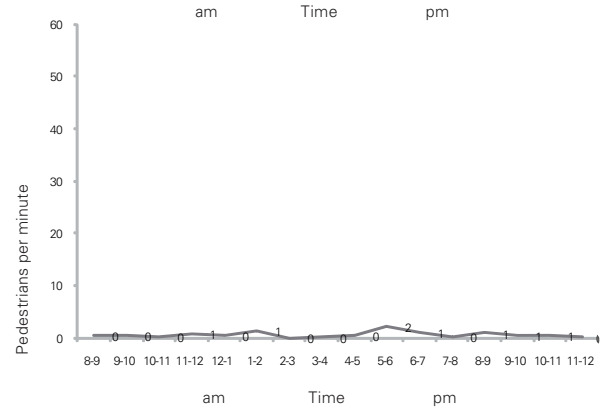




J1. Castray Esplanade

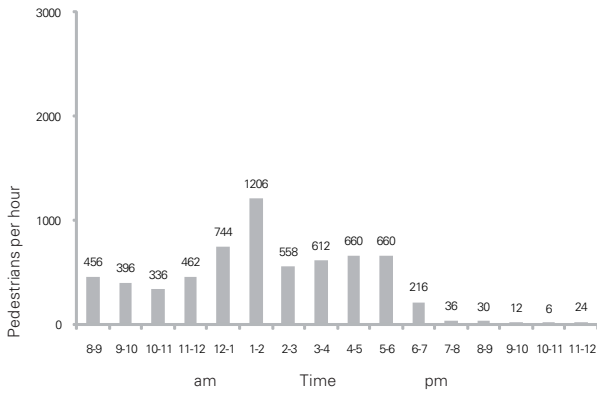
576 pedestrians all day

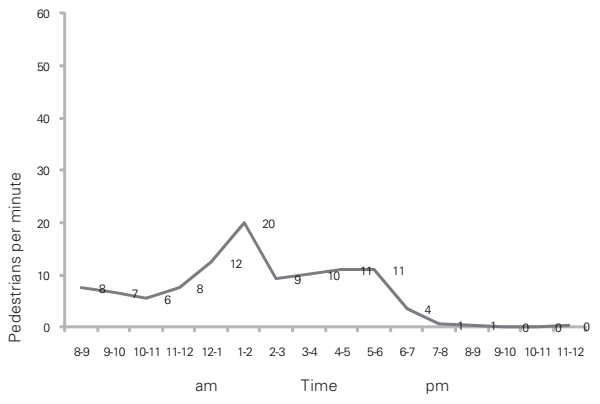




I3. Murray Street (between Bathurst and Liverpool Street)

6,414 pedestrians all day





Staying activities - summer weekday

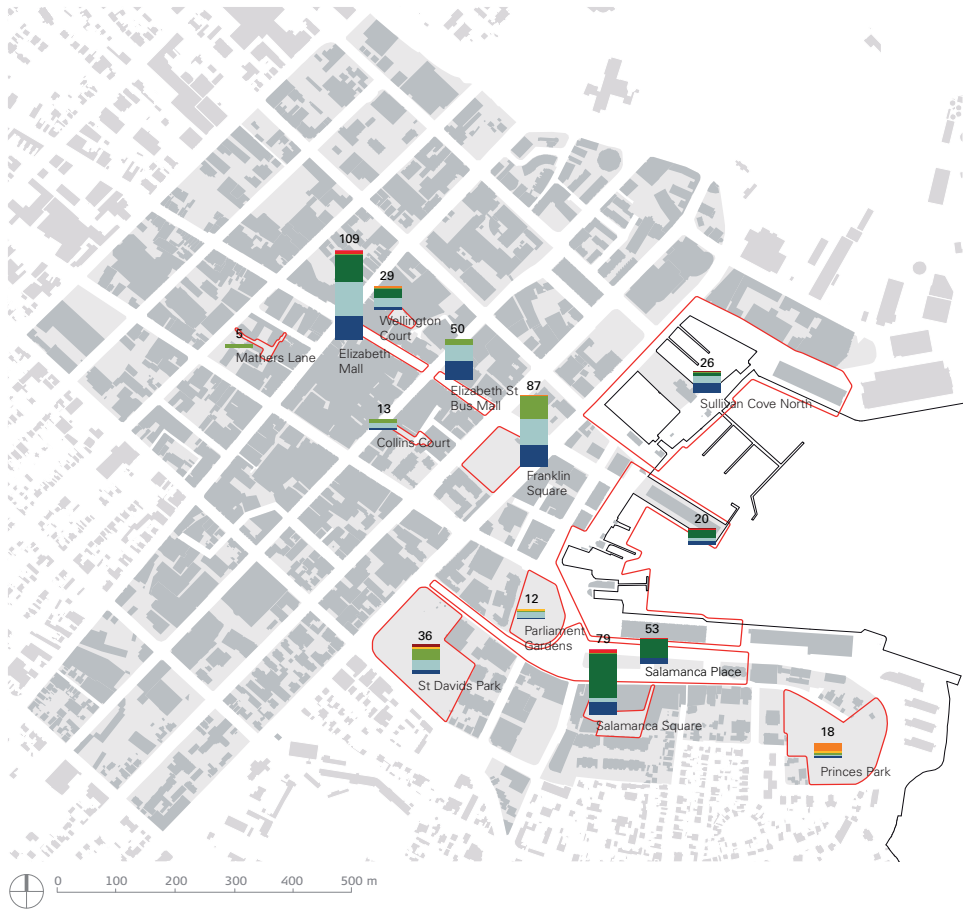
Survey of staying activities

A vibrant city does not necessarily have the same amount of public life everywhere. Less populated spaces are important for getting some peace.
The survey of the staying activities illustrates how the public spaces are used. Surveying what people do in the spaces is important since the number of people, in itself, does not tell much about the public spaces. Surveying what people are doing indicates which public spaces people choose to spend their time. Comparing a public space, where many people sit on benches and socialize, with another public space where many people are waiting for the bus, but not sitting on benches shows that the first public space is a space people like to be in - and choose to spend time in.

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

Minimal activity near the waterfront

The activities are mostly sitting on benches (resting, socializing), sitting in cafés (resting, socializing) and standing (looking at goods on the street, speaking to friends and relatives). These are the major activities and it is only in Elizabeth Mall and Salamanca Square that cultural and small scale commercial activities are found.
On a summer weekday few public spaces are highly populated, but most of the surveyed spaces do not have many visitors.
The popular public spaces are Elizabeth Mall and Franklin Square. The medium used spaces consist of Salamanca Place, Salamanca Square and Elizabeth Bus Mall. The rest of the surveyed spaces in the city centre are not frequently used.



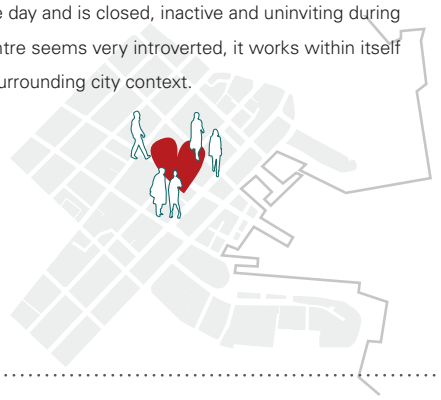
Average number and distribution of staying activities

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

Physical activities
Cultural activities
Commercial activities
Children playing
Lying down
Sitting on folding chairs
Secondary seating
Sitting on caféchairs
Sitting on benches
Waiting for transport
Standing

Summary: Introverted city centre

City life is concentrated within just a few city blocks of the city centre and the surrounding areas are rather inactive. The heart of the city centre is dominated by commercial activities during the day and is closed, inactive and uninviting during the evenings. Today the city centre seems very introverted, it works within itself and gives nothing back to the surrounding city context.



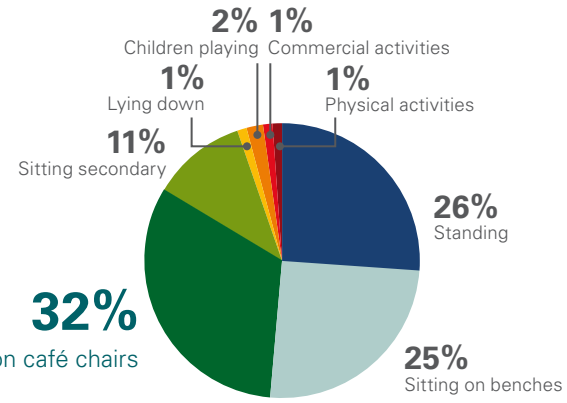
In total **1,900** activities were recorded in the period between 12pm - 4pm in Hobart

Dominant activity

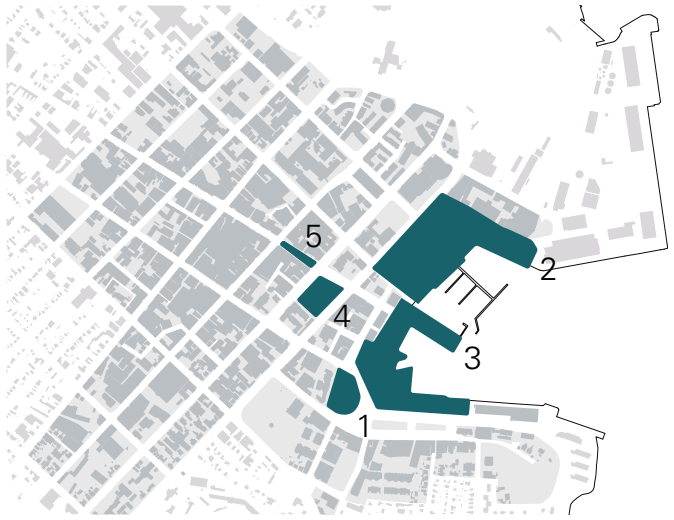
Sitting on café chairs is the most dominant activity (32%) especially in Elizabeth Mall, Salamanca Place and Salamanca Square



32% Sitting on café chairs

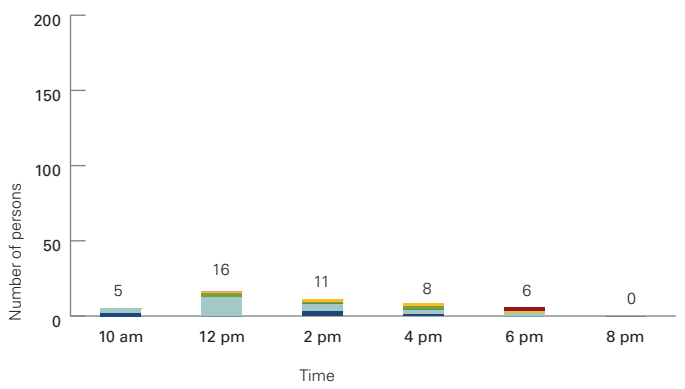


Staying activities - summer weekday



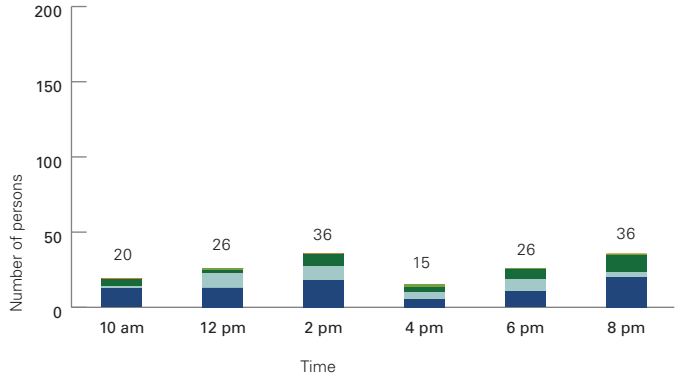
1. Parliament Gardens

46 activities
(registered at selected times)



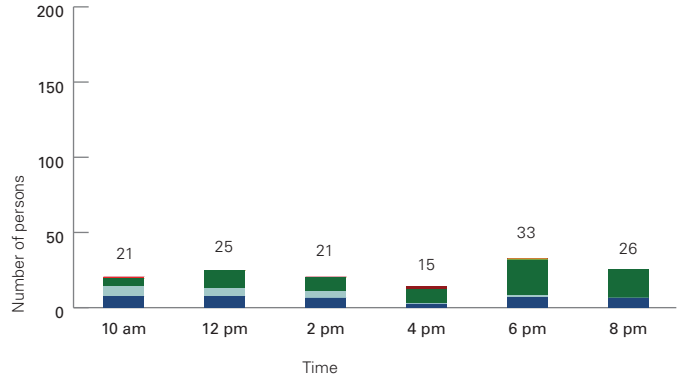
2. Sullivan Cove North

158 activities
(registered at selected times)



3. Sullivan Cove South

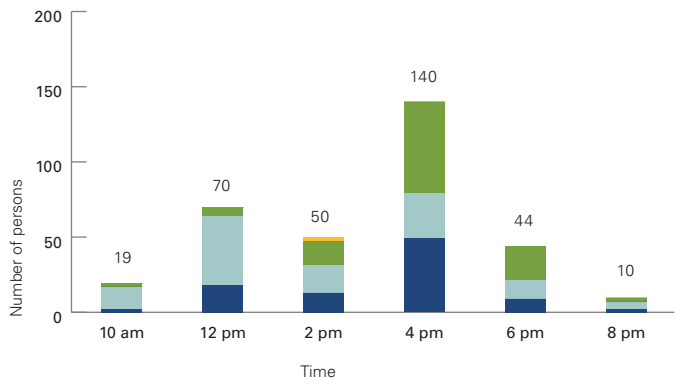
139 activities
(registered at selected times)



Physical activities
Cultural activities
Commercial activities
Children playing
Lying down
Sitting on folding chairs
Secondary seating
Sitting on caféchairs
Sitting on benches
Waiting for transport
Standing

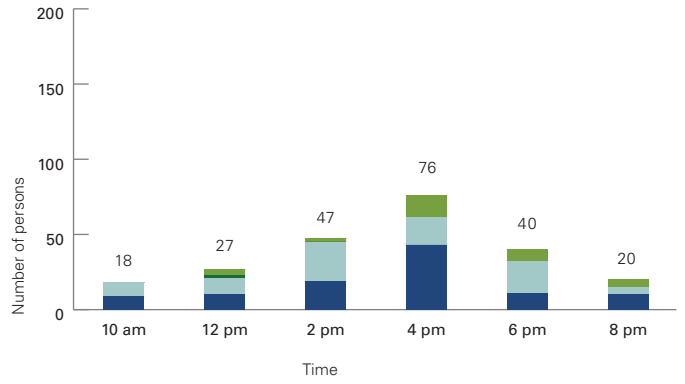
4. Franklin Square

333 activities
(registered at selected times)



5. Elizabeth Street Bus Mall

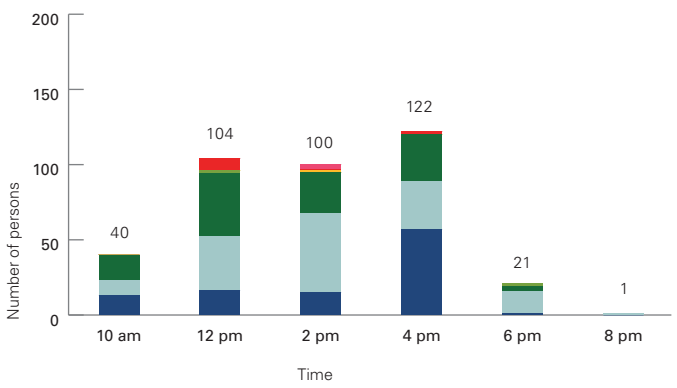
228 activities
(registered at selected times)



Staying activities - summer weekday

6. Elizabeth Mall

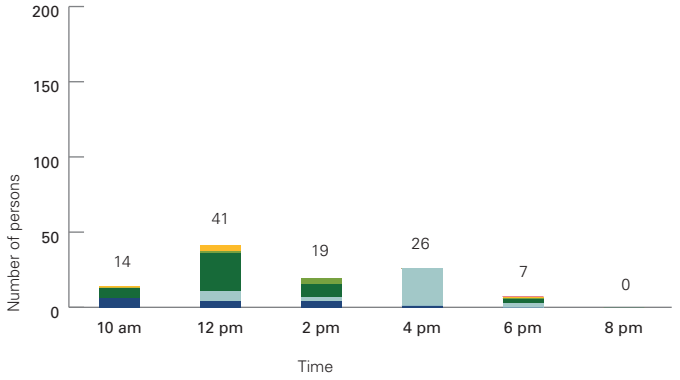
388 activities
(registered at selected times)





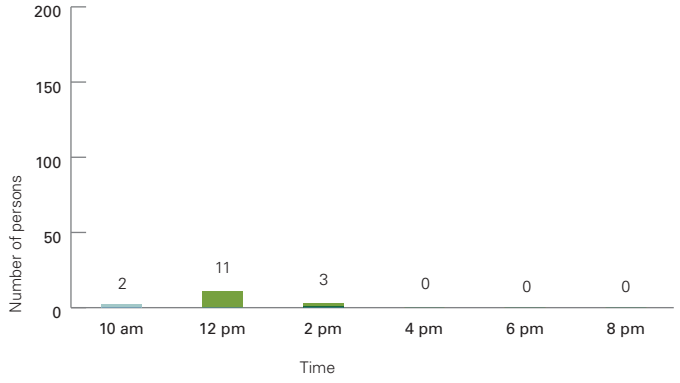
7. Wellington Court

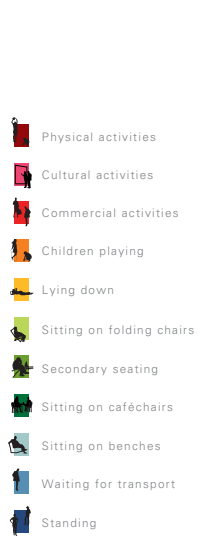
107 activities
(registered at selected times)



8. Mathers Lane

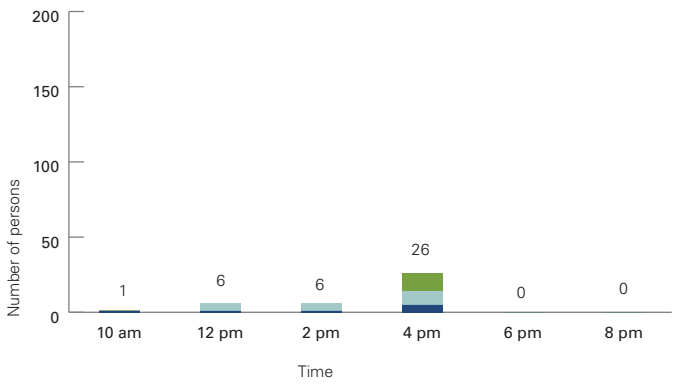
16 activities
(registered at selected times)





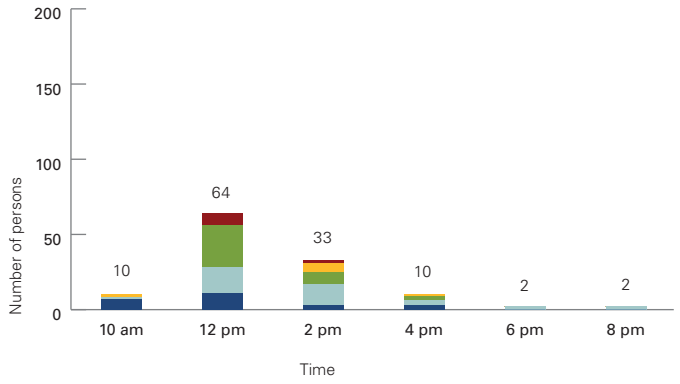
9. Collins Court

39 activities
(registered at selected times)

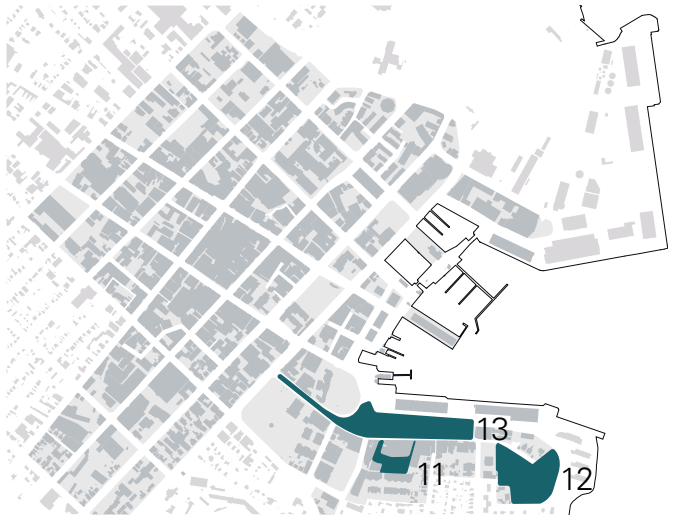


10. Saint Davids Park

121 activities
(registered at selected times)



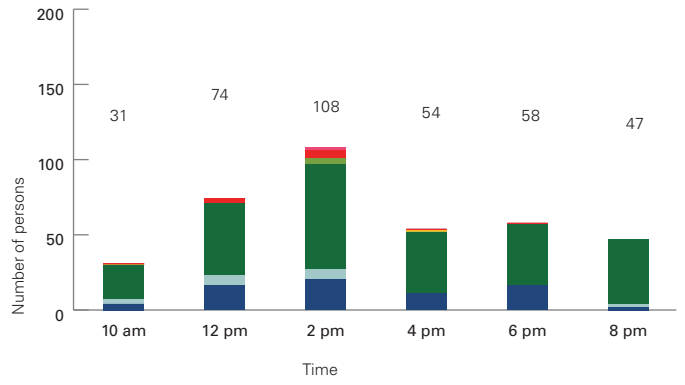
Staying activities - summer weekday



- Physical activities
- Cultural activities
- Commercial activities
- Children playing
- Lying down
- Sitting on folding chairs
- Secondary seating
- Sitting on caféchairs
- Sitting on benches
- Waiting for transport
- Standing

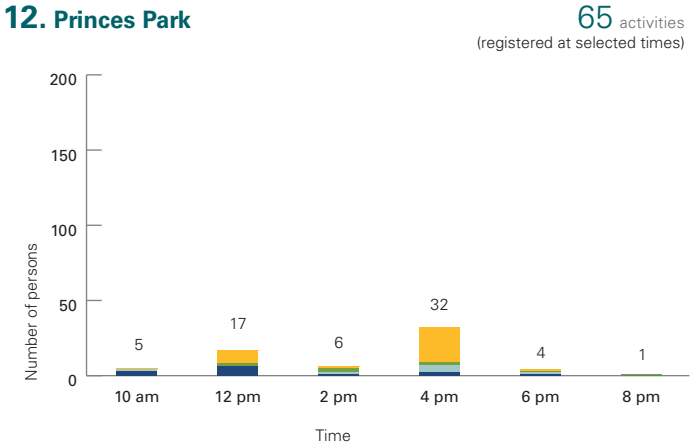
11. Salamanca Square

372 activities
(registered at selected times)



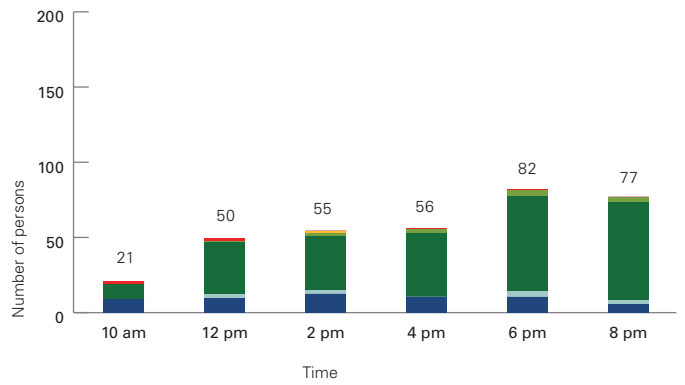
12. Princes Park

65 activities
(registered at selected times)



13. Salamanca Place

340 activities
(registered at selected times)



Staying activities - summer Saturday

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

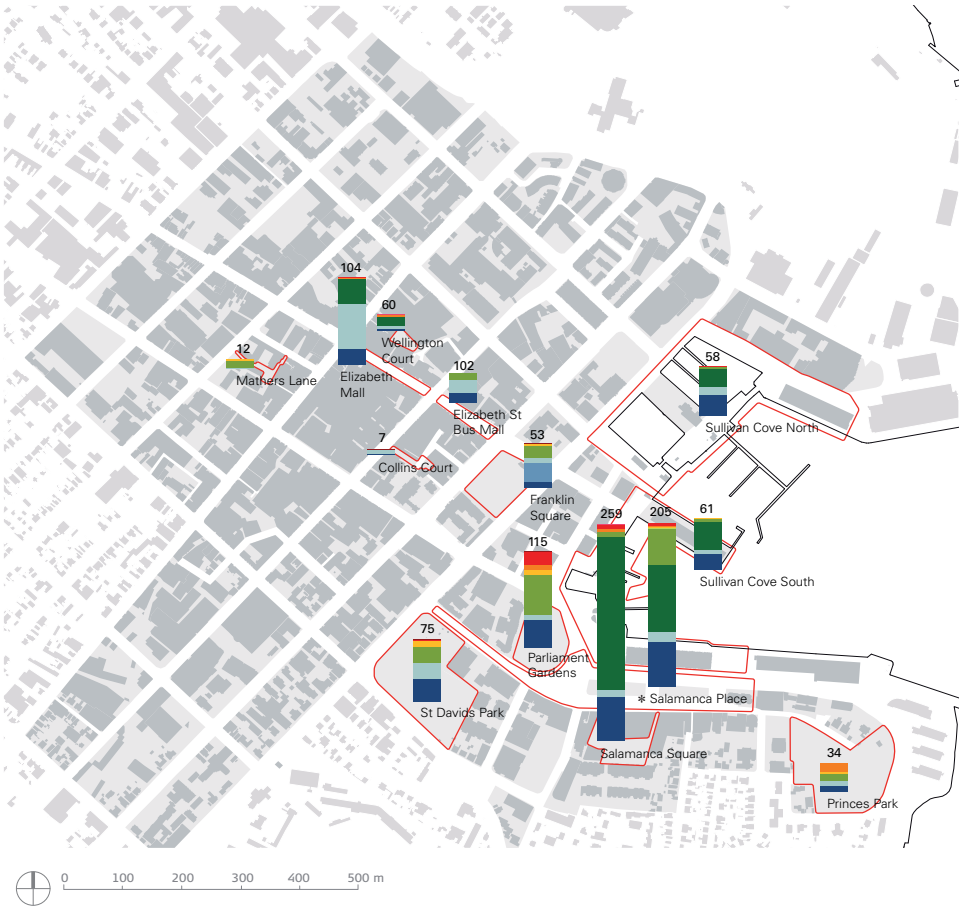
Few activities for children
Of all the activities that were recorded on a Saturday, only 2% represent activity for children. There is a markedly low number of playgrounds and places designed for children within Hobart. Currently, the activity is limited to the playground on Princes park with minimal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

Salamanca Market is a big draw on a Saturday and the public spaces around the market are crowded with people enjoying the city life:

Staying activity on Salamanca Place is **+286%** higher on a Saturday than on a weekday.

Staying activity on Salamanca Square is **+228%** on a Saturday than on a weekday.

Staying activity on Parliament Gardens is **+858%** on a Saturday than on a weekday.

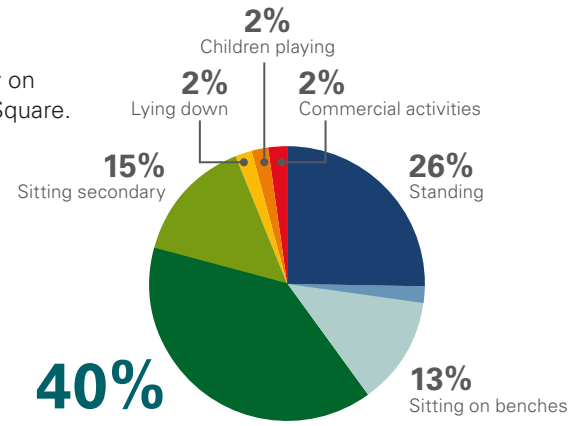


Average number and distribution of staying activities
12pm - 4pm, Saturday the 6th of March 2010

* Only parts of Salamanca Place was counted because of Salamanca market. Stationary activity at the Market was counted at 10am and had a total of 2.050 people standing and sitting + 340 market stalls.

Physical activities
Cultural activities
Commercial activities
Children playing
Lying down
Sitting on folding chairs
Secondary seating
Sitting on caféchairs
Sitting on benches
Waiting for transport
Standing

Dominant activity
Sitting on café chairs is the most dominant activity (40%) especially on Salamanca Place and Salamanca Square.

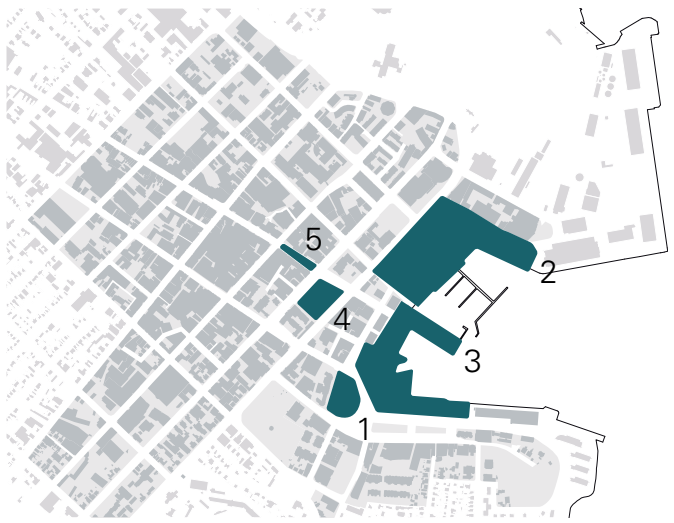




In total **4,290** activities were recorded on a Saturday in the period between 12 pm - 4 pm in Hobart

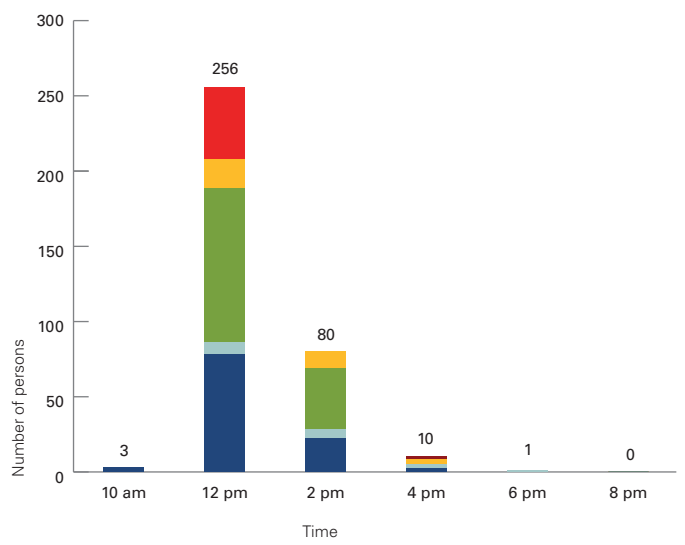
The Saturday activity level make up **226%** of the activities recorded on a weekday

Staying activities - summer Saturday



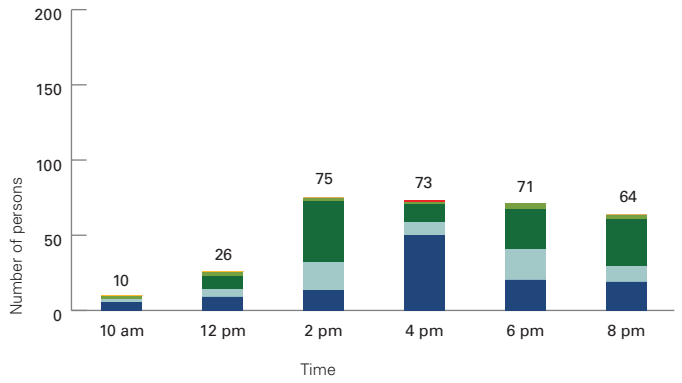
1. Parliament Gardens

350 activities
(registered at selected times)



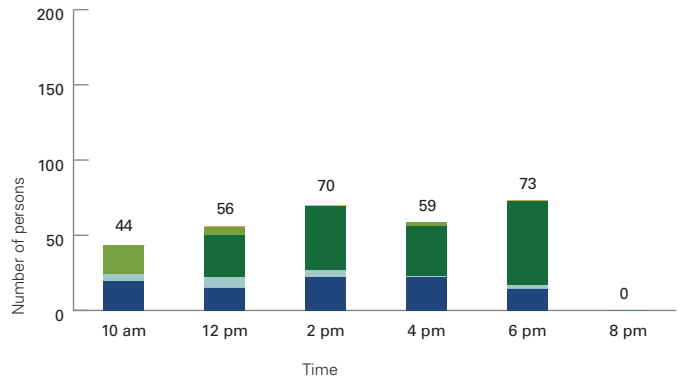
2. Sullivan Cove North

319 activities
(registered at selected times)



3. Sullivan Cove South

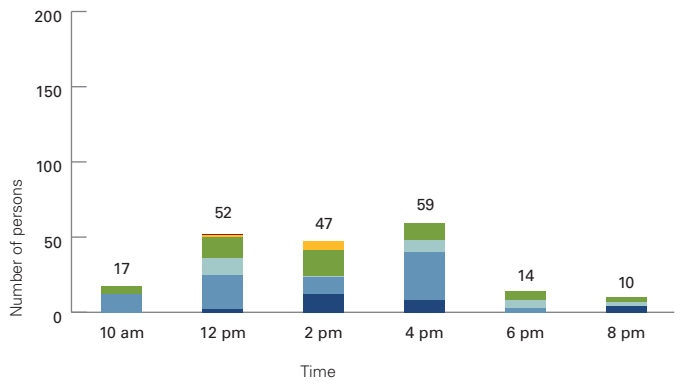
301 activities
(registered at selected times)



Physical activities
Cultural activities
Commercial activities
Children playing
Lying down
Sitting on folding chairs
Secondary seating
Sitting on caféchairs
Sitting on benches
Waiting for transport
Standing

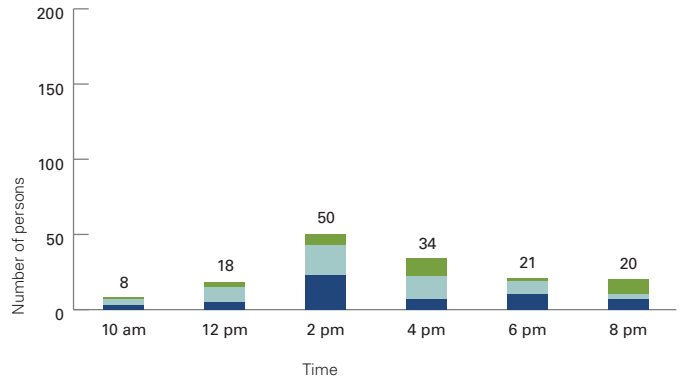
4. Franklin Square

199 activities
(registered at selected times)



5. Elizabeth Street Bus Mall

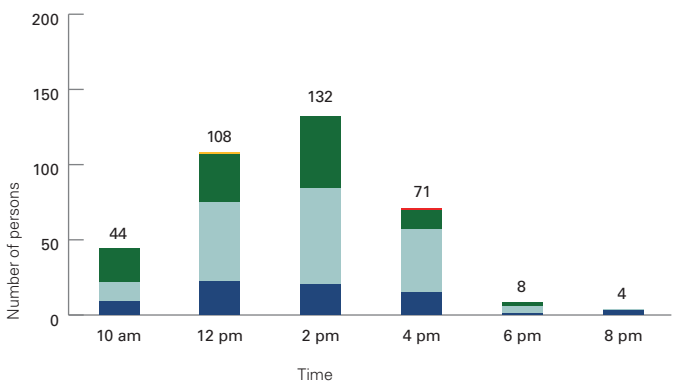
151 activities
(registered at selected times)



Staying activities - summer Saturday

6. Elizabeth Mall

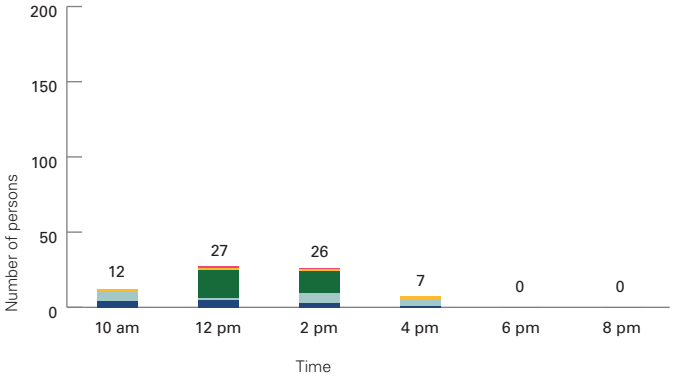
367 activities
(registered at selected times)





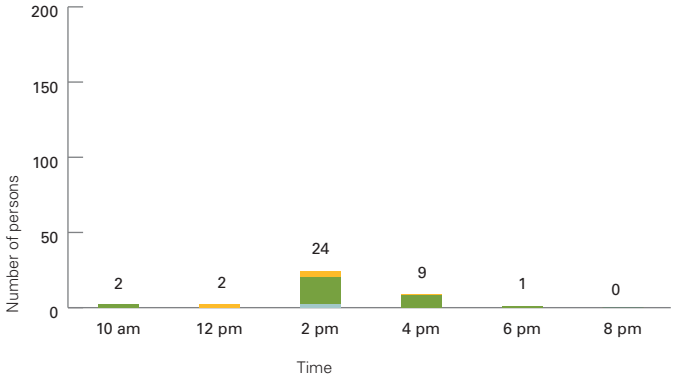
7. Wellington Court

72 activities
(registered at selected times)



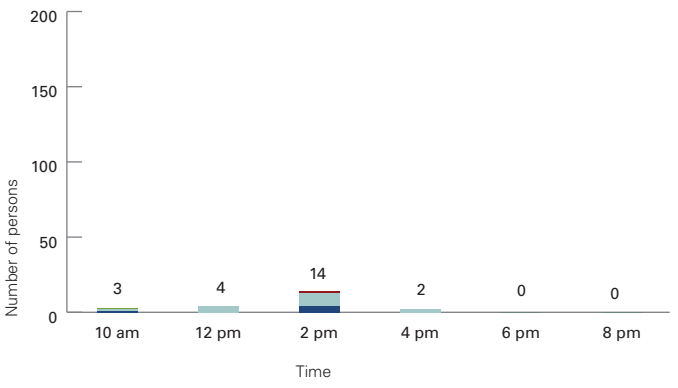
8. Mathers Lane

38 activities
(registered at selected times)



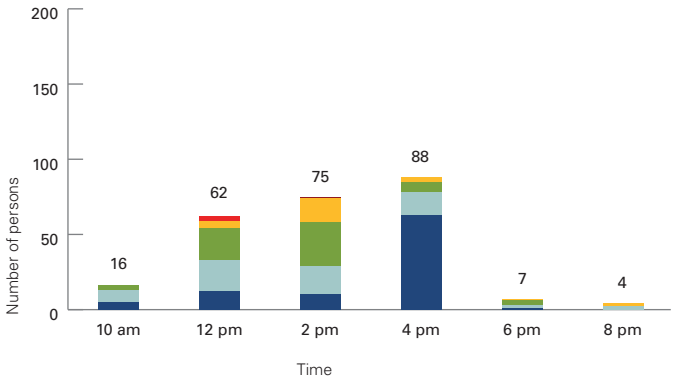
9. Collins Court

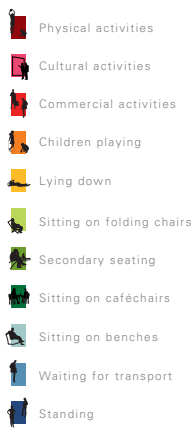
23 activities
(registered at selected times)



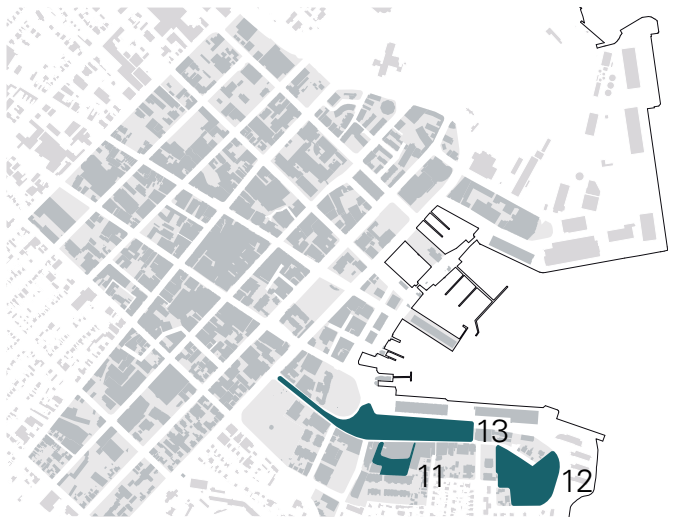
10. Saint Davids Park

252 activities
(registered at selected times)



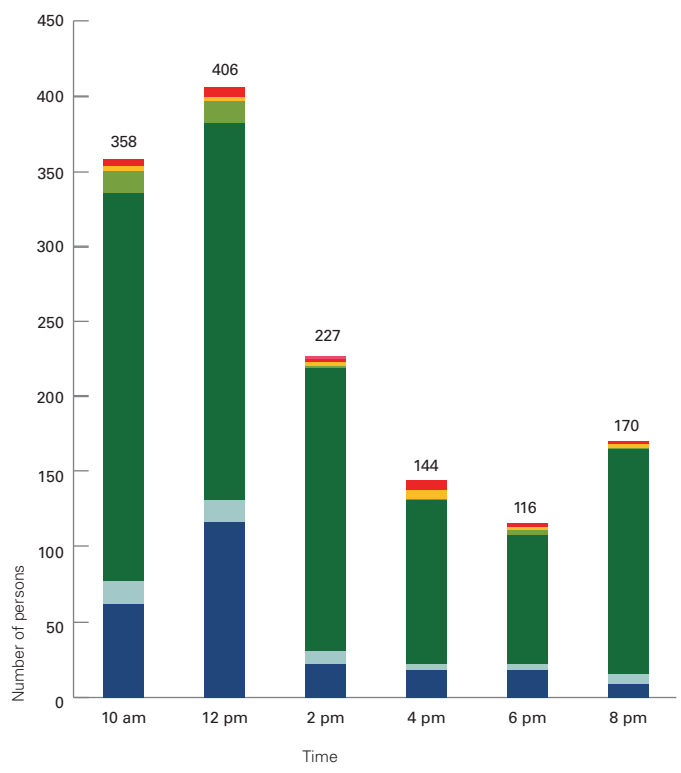


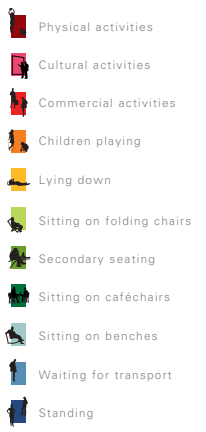
Staying activities - summer Saturday



11. Salamanca Square

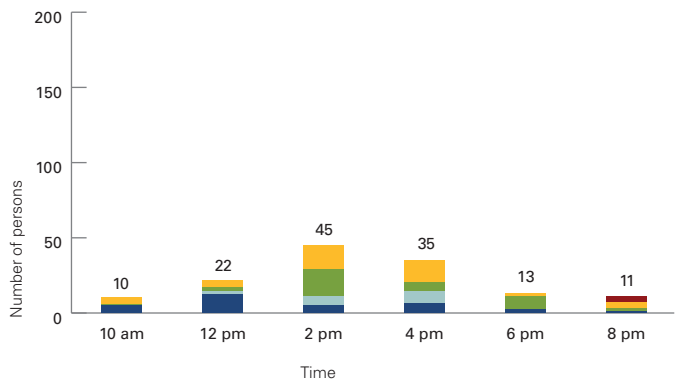
1,421 activities
(registered at selected times)





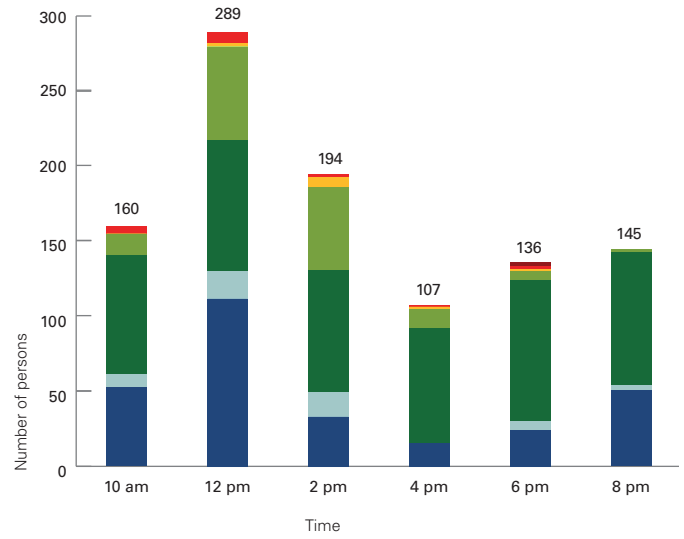
12. Princes' Park

136 activities
(registered at selected times)



13. Salamanca Place

1,030 activities
(registered at selected times)



Students and volunteers involved
Without the very enthusiastic help and efforts from volunteers and students from Hobart City Council and the University of Tasmania School of Architecture & Design it would not have been able to collect all the 'public spaces and public life' data presented in this report, including information on public life and public space.
Special thanks to Lecturer Helen Norrie and Research Assistant Adam Dyason from the University of Tasmania School of Architecture & Design for the great help.

The following people have participated in collecting data:

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Brendan Lennard, Senior Cultural Heritage Officer
Barry Holmes, Manager City Planning
Rohan Probert, Senior Statutory Planner
George Wilkie, Executive Manager City Design
Jeremy Johnson, Landscape Architect
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Philip Holliday, Manager Events & Cultural Development
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Jane Castle, Public Art Coordinator
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Stuart Baird, Sustainable Transport Officer
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Mark Wise, GIS Coordinator
Rachel Reeves, GIS Development Officer
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Students from University of Tasmania School of Architecture & Design

Summer survey, March 2010:
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Winter survey, August 2010:
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Terence Ong Chun Kiat
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Lewis Philpot
Vince Wang Guoshi
Mark Wong Hui Cheung
Yeoh Chen Lim

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

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