

# **City of Hobart, Elizabeth Street Retail Precinct 'Midtown'**

## **Initial Public Consultation**

## **Heart Foundation Response**

23 January 2019

Heart Foundation response to the consultation listed in red below, submitted via online form at:

[https://yoursay.hobartcity.com.au/midtown/survey\\_tools/midtownideas](https://yoursay.hobartcity.com.au/midtown/survey_tools/midtownideas)

## Midtown Ideas

In 2019 the City of Hobart will invite the community to join us in planning a more vibrant, accessible and attractive main street for Hobart's midtown. Before we get started, we want to hear your big ideas.

### Thinking about Elizabeth Street (between Burnett and Melville Streets),

What do you like about this place right now?

- The diverse mix of uses that line the street, attracting lots of people and activity to the street.
- Variety of built form with strong heritage elements, particularly terraced units that have consistent building line with lots of active frontages addressing the streets.
- Vibrancy on the street with people using it as a key route linking North Hobart and the City Centre and also visiting the street as a destination with its strong mix of uses (particularly between Brisbane Street and Melville Street close to the city centre, some terraces between Patrick Street and Warwick Street and the vibrancy of North Hobart approaching Burnett Street).
- The street is a direct link between the City Centre and North Hobart, providing a good route for active travel and public transport to support healthy lifestyles.
- Positive streetscape features such as vitality helps to create a 'sense of place', one of the Design Features in the Heart Foundation's Healthy Active by Design (HAbD) guidance, likewise the direct movement routes have the potential to be good examples of 'movement networks' another HAbD design feature.
- More info at [healthyactivebydesign.com.au](http://healthyactivebydesign.com.au)

What would improve Elizabeth Street as a place for people?

Streetscape design to provide more space for people, prioritising active travel (walking, cycling) over private vehicles can help promote active living. Design improvements could include:

- Wider footpaths for people walking, waiting at crossings, bus stops, window shopping.
- Wider footways to provide space for activities 'spilling out' of shops and cafes, to create a really vibrant streetscene.
- Segregated cyclelanes, physically protected from the vehicular carriageway (for instance with raised kerbs and edges to delineate between cycle and vehicle lanes): not just painted lines;
- Reduce the speed limit on the street to improve access for active travel, walking and cycling. Follow the example of other successful 30km/hr speed limits in Hobart, e.g. Liverpool Street and Morrison Street.
- Improve crossings for pedestrians and cyclists.
- More street trees, not only to improve the appearance of the street but to provide valuable shade and urban greening, shaded routes can help support walking and active living.
- Reduce the central vehicular carriageway width, that is currently wide and dominant, to make space for the above listed proposals.
- Reduce car parking lining the street – replace with wider footpaths, cycle lanes, street trees, seating.
- Potential for dedicated public transport lanes – e.g. for high frequency bus services between North Hobart and City Centre?

## About you:

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Would you like to be added to our mailing list?

Yes