



PUBLIC SPACES  
AND PUBLIC LIFE

CITY OF ADELAIDE : 2002



## Clients



### **South Australian Government : Planning SA**

Roma Mitchell House, 136 North Terrace, GPO Box 1815, Adelaide, SA 5001, Australia.  
www.planningsa.gov.au  
Telephone - 08 8303 0600



### **City of Adelaide**

Colonel Light Centre, 25 Pirie Street, GPO Box 2252, Adelaide, SA 5001, Australia  
www.adelaidecitycouncil.com  
Telephone - 08 8203 7203



### **Capital City Committee**

First Floor, 50 Pirie Street, Adelaide, SA 5000, Australia  
www.capcity.adelaide.sa.gov.au  
Telephone - 08 8207 2319

## Consultant



### **GEHL Architects Aps**

#### Urban Quality Consultants

Jan Gehl, Architect MAA, Dr. Litt. &  
Helle Lis Søholt, Architect MAA, M.Arch. (Uni. of Wash.)  
Strandgade 100, Bygning N, DK-1401 Copenhagen, Denmark  
tlf.: +45 32 950 951 fax: +45 32 950 958  
mail@gehlarchitects.dk www.gehlarchitects.dk

#### Project managers:

Jan Gehl, Architect MAA, Dr. Litt.  
Helle Søholt, Architect MAA, M.Arch.

#### Project co-ordinator:

Henriette Mortensen, Architect MAA

#### Project team:

Louise Grassov, Architect MAA  
Line Spangsmark, Stud.Arch

Further copies of this report can be downloaded from the above websites

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## Assisting officers:

### **Planning SA**

Peter Dungey, coordinator  
Jason Green  
Alan Merchant  
Philippe Mortier  
Paul Stark  
Shari Sutherland  
John Tagliaferri

### **City of Adelaide**

Eleanor Button, coordinator  
Alan Fairley  
Michael Flehr  
Barbara Meldrum, coordinator  
Nick Nash  
Clem Parrish  
Faye Patterson

## Assisting students:

Nitsan Atkinson  
David Case  
Paul Cooksey  
Philip Cottrell  
Dorna Darab-Isfahani  
Stephen Darley  
Brett Grimm  
Paula Hansard  
John Kearie  
John Lewis  
Christine Mifsud  
Mohammed Quad  
Corey Trezise  
Catherine Twaddle  
Michele Williams





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# IDEOLOGY AND METHODOLOGY



## Reasons for studying public life in cities

There is more focus than ever before on the human dimension in city planning and the need for quality in the public realm of our cities. Cities all over the world are rediscovering their public spaces and a general awareness has been awakened regarding the need for dignified, high quality city environments for people. People are invited to repossess their cities and restrictions are being made to reduce parking and traffic in central city areas in order to make room for more people oriented activities.

Two opposite directions in city planning can presently be identified. In some cities walking and public life are disappearing, emphasizing that life is becoming more and more privatized. In other cities public life is carefully supported by the introduction of good pedestrian environments in order to supplement the private life spheres with a well functioning public domain offering a wide range of attractive public activities. The fact that people in all parts of the world respond eagerly and enthusiastically to these new opportunities for walking and participating in public life in public spaces, indicates that walking environments and other types of public spaces where people can meet are important assets in present day society (possibly even more so than 20, 30 or 50 years ago). In a world being steadily privatized public spaces are gaining in importance.

## GEHL Architects

The work at GEHL Architects is carried out on the basis of Dr. Litt. Jan Gehl's work of the past 30 years. The work of Jan Gehl includes "Life Between Buildings" a humanistic approach to urban design and city planning. It is the strong belief of both Jan Gehl and GEHL Architects that planning carried out with the human dimension in mind will produce durable, high quality solutions.

GEHL Architects has achieved insight into the specific problems related to Australian cities through previous work in Melbourne and Perth and also through Jan Gehl's year-long experience and numerous travels to the Australian continent. His Australian and world-wide experience makes it possible to compare Adelaide to other similar cities in order to identify what can be achieved in Adelaide. This experience also creates an awareness that Adelaide is not a European city, but a city of the new world with the qualities and problems that implies. It is with this in mind that the following study has been conducted.

## Information about public life

Most cities have excellent statistics about traffic flows and parking patterns. Thus the issues of traffic and parking are generally well represented in planning processes. However, when it comes to insight and information about city quality as seen from a pedestrian point of view and about how the public spaces actually function for the people who use the city, only very little information is usually available.

It is the purpose of this study to collect such information and make it easily accessible to the residents, politicians, city planners, business associations and other groups who work to improve the quality of the city centre. The collection of such information will serve as a useful tool for the ongoing work of improving the quality of the public spaces. It will make it possible in the future to follow new trends, identify changes in the use pattern of the city, as well as creating a general public awareness of people in the city and the quality of the city.

## The Public Spaces and Public Life study in Adelaide: Purpose and methods

The Public Spaces and Public Life studies have been the main area of work for GEHL Architects during the last 15 years. The surveys and recommendations included in the study reports serve as guidelines for politicians and planners to agree on future common goals. The studies consist of three parts, which provide substantial knowledge of how the city is used and how it can be improved.

One intention of this report is to highlight the fact that changes can happen over a longer time frame e.g. Copenhagen where a persistent wish for a better city for people has resulted in a city much improved today - 40 years after the first improvements commenced.

The Adelaide study area contains the areas of greatest public and commercial activity in the city. The recommendations put forward in the third part of the report are both strategic comments - relating to the City's broader "square mile" as well as comments regarding specific locations within the study area.

**Part 1 - Public Spaces** - is a descriptive analysis of the actual physical conditions provided for pedestrians.

How are the public spaces composed ?

How large are the areas available for pedestrian traffic and public life and where are they situated ?

What are the conditions offered for walking and spending time in the city?

What is the traffic situation like? What are the major conflicts with pedestrian movements ?

**Part 2 - Public Life** - presents a survey of pedestrian activities which discloses how many people walk in the city; where they walk; how many people stay in the city; what do they do; what kind of facilities are offered for walking and staying.

How is Adelaide's city centre used on typical summer days ?

How many people are walking in the streets ?

How many activities are going on ?

How are the streets, squares and parks used ?

Which groups in the population use the spaces in the city centre ?

**Part 3 - Recommendations** - Based on the above mentioned analysis and use surveys a general evaluation of the pedestrian activity patterns as well as the quality offered for people by the public spaces will be highlighted. Finally problems and potentials in Adelaide city centre will be outlined and suggestions and broad strategies for quality improvement will be presented.

## The process

The project started in January 2002 in Adelaide where a team was set up consisting of architecture, planning and landscape students from the universities, officers from City of Adelaide and from Planning SA guided by GEHL Architects. The students carried out the field studies which took place in a number of key positions in the city and did behavioural mapping in the most important public spaces. The planning officers and some of the students joined in 5 different task forces - each with a specific area of study. During an intense work period a number of important findings were made and the week concluded with a seminar where the different task forces presented their findings.

The material presented in Adelaide is part of this report and serves together with surveys and findings made in the period from January to June 2002, as the basis upon which recommendations and conclusions have been made.

# CHARACTERISTICS OF A GOOD CITY

In order to carry out a qualitative analysis of the public spaces, a yardstick for the evaluation is applied. The quality of the public spaces is viewed from a pedestrian perspective, walking at a pace of 5 kilometres per hour. A good city is defined in the following terms:

## **A Good City to walk in and to stay in for a while**

- Room to walk with dignity, integrity and without overcrowding
- Comfortable climatic conditions. Sun and shade depending on the season and protection from the wind
- Pleasant facades at street level to stroll alongside and observe
- Good conditions for people with disabilities and people with prams
- Clear structure in the pedestrian system. It should be easy to find your way around
- A pedestrian system that connects important destinations
- Ability to promenade through the city
- Good walking rhythm with few interruptions
- Few and short waiting times at intersections
- Many well placed benches
- Widespread secondary seating such as steps and edges of planter boxes
- Well-situated cafes and outdoor restaurants
- Beautiful and effective lighting

## **A Good City for social and cultural exchanges**

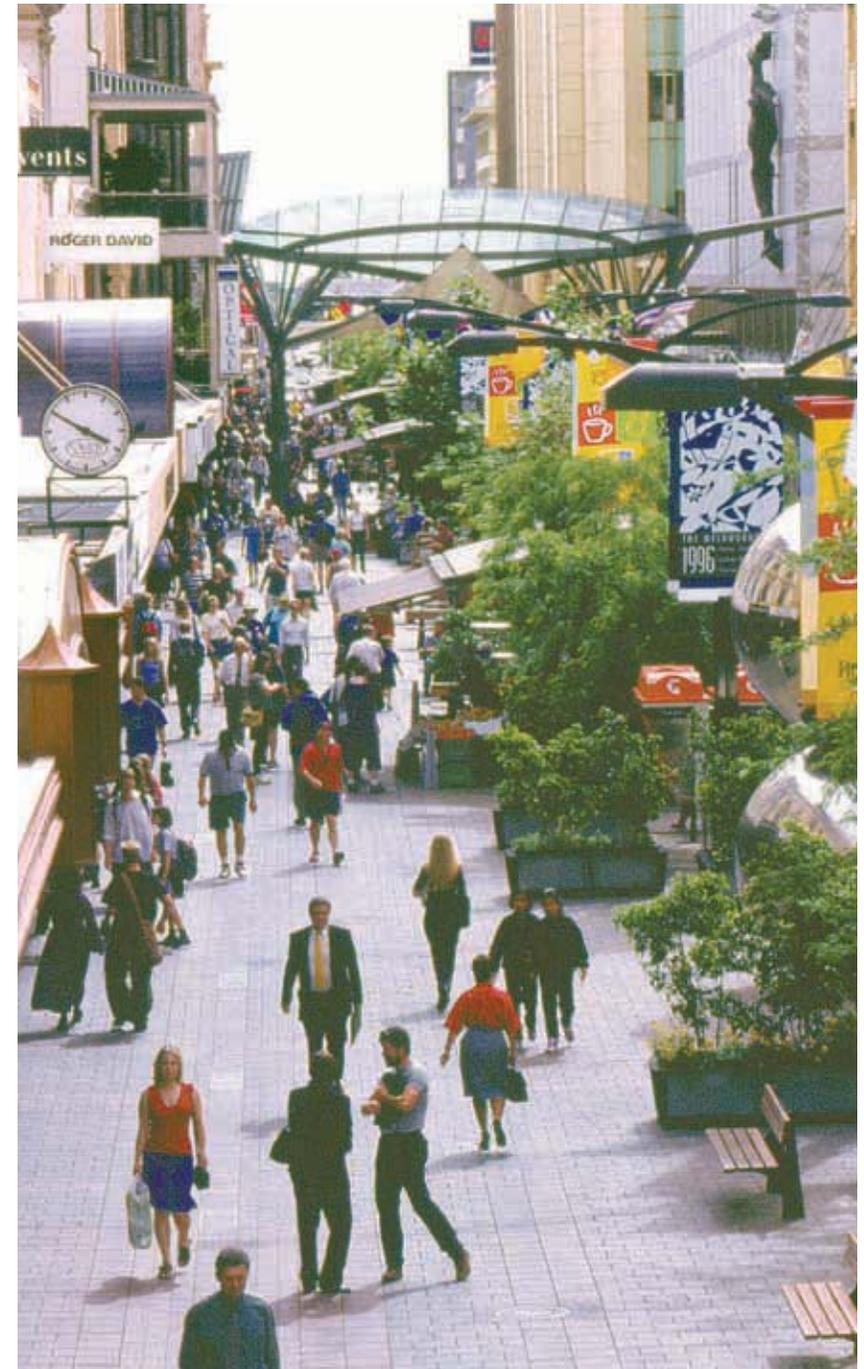
- Space for cultural activities and communication
- Space for street theatre, clowns and jesters, music and small scale commercial activities
- Democratic public spaces for all

## **A Good City for talking, watching and experiencing**

- Low level of noise and few disturbances
- Intimate public spaces
- Fine views and good details
- Interesting facades, window displays and exhibits

## **A lively, diverse and safe city to move around in**

- A wide variety of uses both day and night
- Residences to ensure a 24 hour city
- Educational institutions to ensure life and vitality
- Open in the evenings with lit window displays
- Safe places and streets both day and night



## ACTIVITIES IN THE PUBLIC SPACES

On this page three different categories of activities carried out in public spaces are described.

Among the three distinct categories of people activities - NECESSARY ACTIVITIES, OPTIONAL ACTIVITIES AND SOCIAL ACTIVITIES - the optional and the social activities are the important keys to city quality.

In poor quality city areas one will only find necessary activities ie. people doing things they have to do.

In good quality city areas one will find not only necessary activities (carried out under decent conditions) but also a multitude of recreational and social activities people love to do while in cities. However these activities will only happen if the circumstances are right; ie. if the city offers tempting, good quality spaces. This is why a good city can be compared to a good party - people stay for much longer than really necessary, because they are enjoying themselves.

## THREE TYPES OF PEDESTRIAN ACTIVITIES

### Necessary activities

The things that have to be done:

Going to school, waiting for the bus and going to work. In the short term these types of activities occur regardless of the quality of the physical environment because people are compelled to carry them out.

A Good City provides good conditions for the many necessary activities and will retain and strengthen these activities over time.



### Optional activities (urban recreation)

Activities people are tempted to do when climatic conditions, surroundings and the place are generally inviting and attractive. These activities are especially sensitive to quality. They only occur when quality is high.

A Good City is characterized by a multitude of optional activities. People come to town, find the places attractive and stay for a long time. A great, attractive city can always be recognized by the fact that many people choose to spend time in the public spaces.



### Social activities

These activities occur whenever people move about in the same spaces. Watching, listening, experiencing other people, passive and active participation.

A Good City offers a wide range of attractive optional activities, and because so many people are present in the city, there are many people to experience, watch and speak to. The city becomes a lively and wonderful city. A people city.



# LIFE IN THE PUBLIC SPACES

## The good public space

The key to establishing lively and safe public spaces is pedestrian traffic and pedestrian activities.

The arrival to the public space will - in different combinations - happen via six forms of traffic - people will arrive on foot, by car, by train or tram, by bus or on bicycles. Eventually everybody will be pedestrians leaving their mode of transport behind and entering the public spaces experiencing the surroundings at eye level.

The traffic in good public spaces will primarily be dominated by walking, cycling and limited vehicular traffic. How the traffic will be distributed depends on the quality of the public spaces. If the vehicular traffic is too dominant the public spaces will neither be exciting for people nor lively. Worldwide examples show how public spaces with unfortunate compromises for pedestrians result in unattractive and deserted public spaces.

If on the other hand good conditions are provided for pedestrians more people will walk and many recreative and attractive activities will follow.

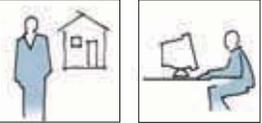
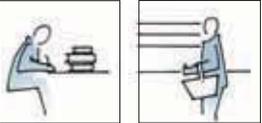
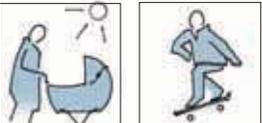
A public space of high quality will always be recognized by people interrupting their walk or daily business so they can rest, enjoy the city, the public spaces and be together with other people.

Good conditions for walking and for life on foot, along with a possibility for staying, for pauses and experiences are the key to attractive and lively public spaces.

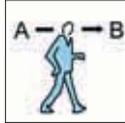
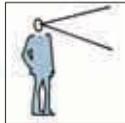


Placa del Sol, Barcelona, Spain.

## Which types of user groups can be expected to use the public spaces ?

- |   |                                      |  |
|---|--------------------------------------|--|
|   | <b>1. The every day users:</b>       | People that live and work in the area or walk through.   |
|  | <b>2. The visitors/customers:</b>    | People that visit the functions in the area.   |
|  | <b>3. The recreational visitors:</b> | People that visit the area because the public space is delightful or use the public space in relation to recreation, pleasure, exercise, play etc. |
|  | <b>4. The visitors to events:</b>    | People that visit the public space because of special events.  |

## What kind of activities can be expected in the public spaces ?

- |   |                                       |                                     |
|---|---------------------------------------|-------------------------------------|
|   | <b>A Daily necessary activity:</b>    | To walk to and from or walk through |
|  | <b>B Daily recreational activity:</b> | Breaks and pauses                   |
|  | <b>C Recreational activity:</b>       | Recreation and play                 |
|  | <b>D Planned activity:</b>            | To be a spectator /participant      |

## Focus

When planning public spaces the most important group are those people who visit the area because the public spaces are delightful and who use the public space for recreation, pleasure, exercise, play etc.

To ensure that public spaces are lively and popular one must make sure that this group of people are given good conditions. This means that the public spaces must be highly attractive. Within this user group the focus can be on children, teenagers, adults or the elderly, and the public spaces can be designed to meet the different needs of different groups. If the public spaces are very attractive one can, on a day with nice weather, expect the group of public space visitors to make up the majority of people in the public space.

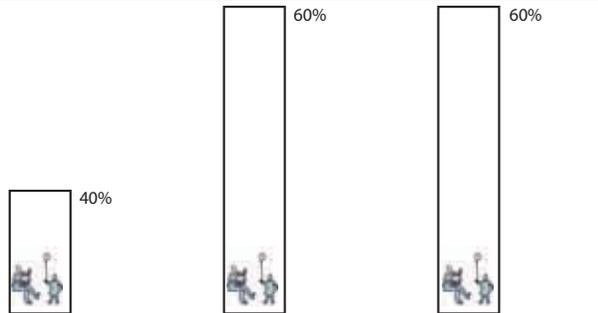
To the right is a list of criterias to be used as a guide in the design of public spaces. To create a "100% place" - meaning a place that combines all or nearly all the essential qualities to obtain comfort and pleasure for people - the majority of the listed criteria should be met.

**Visits to events**  
- depend on the size and character of the planned events

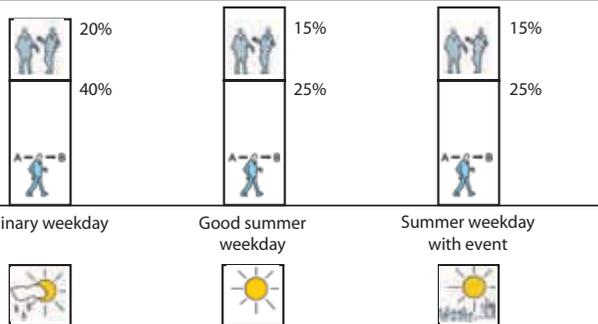


Depending on the character of the event, this category can change between a few to thousands of participants

**Optional activities**  
- extent and character depends on the quality and design of the public space



**Necessary and predictable activities**  
- goes on more or less regardless of the quality offered



DESIGNING / DETAILING THE PUBLIC SPACES A KEY WORD LIST			
<b>P R O T E C T I O N</b>	<b>1. Protection against Traffic &amp; Accidents</b> <ul style="list-style-type: none"> <li>- traffic accidents</li> <li>- fear of traffic</li> <li>- other accidents</li> </ul>	<b>2. Protection against crime &amp; violence (safety)</b> <ul style="list-style-type: none"> <li>- lived in / used</li> <li>- streetlife</li> <li>- streetwatchers</li> <li>- overlapping functions - in space &amp; time</li> </ul>	<b>3. Protection against unpleasant climatic extremes</b> <ul style="list-style-type: none"> <li>- wind / draft</li> <li>- rain / snow</li> <li>- cold / heat</li> <li>- sun / glare</li> </ul>
	<b>4. Possibilities for WALKING</b> <ul style="list-style-type: none"> <li>- room for walking comfortably</li> <li>- un-tedious layout of streets</li> <li>- interesting facades</li> <li>- good surfaces</li> <li>- no obstacles</li> <li>- good accessibility to key points</li> </ul>	<b>5. Possibilities for STANDING / STAYING</b> <ul style="list-style-type: none"> <li>- staying zones</li> <li>- 'Edge effect'</li> <li>- defined spots for staying</li> <li>- supports for staying</li> </ul>	<b>6. Possibilities for SITTING</b> <ul style="list-style-type: none"> <li>- zones for sitting</li> <li>- maximized advantages primary sitting positions secondary sitting poss.</li> <li>- benches for resting</li> </ul>
	<b>7. Possibilities to SEE</b> <ul style="list-style-type: none"> <li>- seeing-distances</li> <li>- unhindered views</li> <li>- interesting views</li> <li>- lighting (when dark)</li> </ul>	<b>8. Possibilities for HEARING / TALKING</b> <ul style="list-style-type: none"> <li>- low noise level</li> <li>- bench arrangements »talkscapes«</li> </ul>	<b>9. Possibilities for PLAY / UNFOLDING / ACTIVITIES</b> <ul style="list-style-type: none"> <li>- invitation to physical activities, play &amp; entertainment - day &amp; night and summer &amp; winter</li> </ul>
<b>C O M F O R T</b>	<b>10. Scale</b> <ul style="list-style-type: none"> <li>- dimensioning of buildings &amp; spaces in observance of the important human dimensions related to senses, movements, size &amp; behaviour</li> </ul>	<b>11. Possibilities for enjoying positive aspects of climate</b> <ul style="list-style-type: none"> <li>- sun / shade</li> <li>- warmth / coolness</li> <li>- breeze / ventilation</li> </ul>	<b>12. Aesthetic quality / possible sense- experiences</b> <ul style="list-style-type: none"> <li>- good design &amp; good detailing</li> <li>- views / vistas</li> <li>- trees, plants, water</li> </ul>
	<b>E N J O Y M E N T</b>		

## THE INVADED AND THE ABANDONED CITY



THE INVADED CITY - Westport, Ireland

THE ABANDONED CITY - Spokane, WA, USA



Different cities have applied very different policies concerning people activities in the city centres and the design concepts for their public spaces.

### - the invaded city

Cities being inundated with car traffic to such an extent that the pedestrians and the public life have almost been squeezed out. This has happened in many cities worldwide.

### - the abandoned city

Cities where walking and public life has become completely phased out. Many cities in North America are now in a situation where public life is non-existent.

### - the reconquered city

Cities which have striven to regain a reasonable balance between traffic, market and meeting places. This is the case in Barcelona (Spain), Strasbourg and Lyon (France), Freiburg (Germany) and Copenhagen (Denmark) - all European cities. From other continents cities such as Portland (USA), Curitiba (Brazil) and Melbourne (Australia) have gone through a similar development. In many of these cities can be found an impressive increase in the volumes of walking and other people activities in the public spaces. In Copenhagen a four-fold increase in public space activities over the past 25 years has been documented - closely corresponding to the improvements carried out in the pedestrian environments in the same period.

- from Gehl & Gemzøe »New City Spaces«, 2001



**Portland, Oregon, USA; Pedestrian-oriented policy with detailed design guidelines.**

Inspired by grassroots movements and visionary politicians, Portland has demonstrated that it is possible to create a pedestrian-friendly city even in the country where the car is king. Trams that were discarded in the 1950s were reinstated in Portland in the 1980s, and today the city has a well-functioning public transport system of buses and several tram lines, which are free to passengers in the city centre. The design of the streets and squares and the relationship of buildings to public spaces follow a set of detailed design guidelines that emphasize top quality for pedestrians. Thus Portland has wide footpaths with attractive surfacing, and numerous appealing parks and squares.



**Melbourne, Victoria, Australia; Unified policy for quality and vitality in city streets.**

With 3.3 million inhabitants, Melbourne is Australia's second largest city. Its history, street pattern and mix of high and low buildings in the city centre are reminiscent of many other large cities. However, where other cities have surrendered their streets to the automobile and developed indoor shopping malls, Melbourne decided to keep its streets as the city's most important public spaces. The city undertook extensive renovation of pavements and street furniture, reinforced its status as a green city and developed a policy for active facades along the footpaths. Thus Melbourne has ensured that its streets invite people to walk.



**Strasbourg, France; the renovation of public space and public transport for a new European capital.**

In only a decade (starting in 1990) Strasbourg has carried out an extensive urban renewal project. The conditions for city life, cyclists and public transport have been improved dramatically, while car traffic has been markedly reduced in the city centre. A linear public space policy introduced an elegant new tram line, which inspired the renovation of squares, streets and roads along its route. Constructing the 12.6-kilometre line literally paved the way for public space improvements both in the centre and on the outskirts of the city. The changes in public space and traffic have been a great success, and a new tram line was inaugurated in November 2000, doubling the length of tracks laid. A third line is presently being prepared.



**Barcelona, Spain; Visionary thinking and pioneering public space policy.**

For the past two decades, Barcelona has been the most important source of inspiration for architects, landscape architects, urban planners and politicians who work with public spaces. Nowhere else in the world can the viewer see in one and the same city so many different examples of new parks and squares and so much exuberance and experimentation in their design.

Barcelona has been both radical and imaginative in implementing its public space policy. In only a decade, several hundred new parks, squares and promenades were created by tearing down dilapidated apartment buildings, warehouses and factories, as well as by renovating existing squares and regulating traffic to benefit pedestrians.

# THE COPENHAGEN DEVELOPMENT

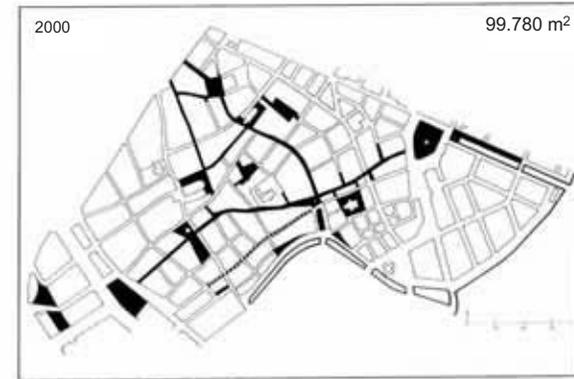
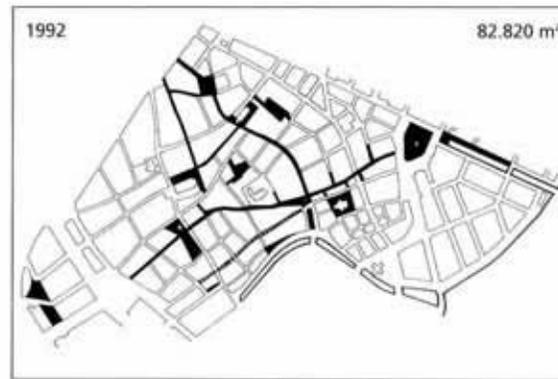
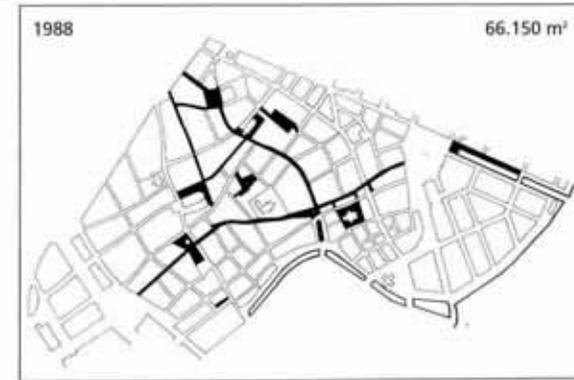
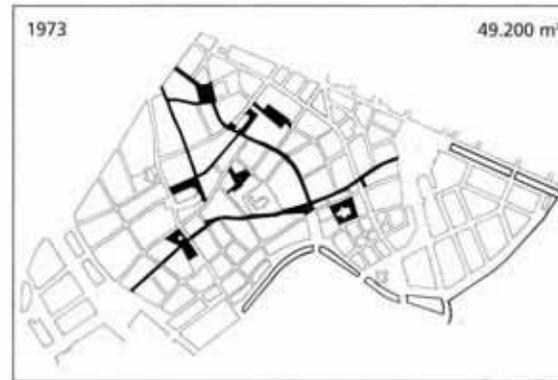
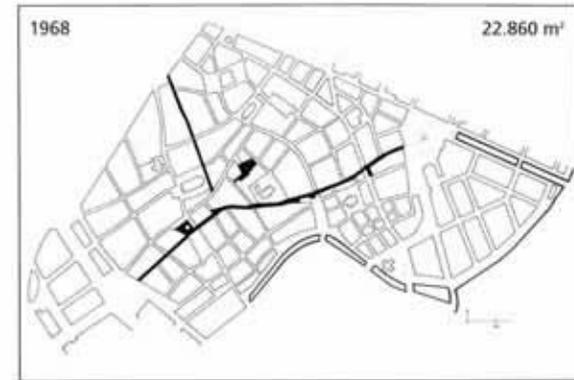
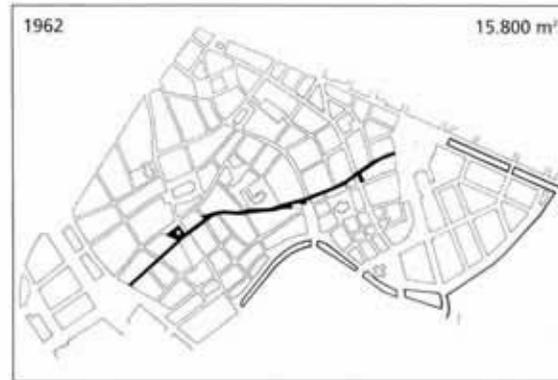
## The story of Copenhagen:

On these pages a general presentation of Copenhagen will be made in order to illustrate the developments in Copenhagen City centre where for 40 years a step by step policy has been followed for turning a car oriented city into a people oriented city. One of the catalysts for this development was a strong public demand but also the rising fuel prices and the increased taxes on private cars over the same period.

The development has involved stopping the 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 m<sup>2</sup>, when the first pedestrian scheme was introduced in 1962, to the present day 100.000 m<sup>2</sup> of car free streets and squares. These physical changes have been the background for a dramatic increase in the number of people using and enjoying the city. In the case of Copenhagen these changes are well documented through surveys on the relationship between public life and public space quality carried out over three decades.

The general development of the main street in Copenhagen (Strøget) is quite similar to the development in many other cities - Portland, Melbourne etc. The development can be described in four steps:

1. **The car-oriented phase;** the street is filled with cars and pedestrian areas are limited to narrow footpaths.
2. **The shopping phase;** the street is pedestrianized and people visit merely to shop and look at the window displays.
3. **The cultural phase;** new activities begin to appear, people settle down and recreate, the effect spreads to adjoining streets and areas.
4. **The spatial identity phase;** the street and the squares connected are regarded significant on the same terms as important public buildings. The space between the buildings is given a new meaning.



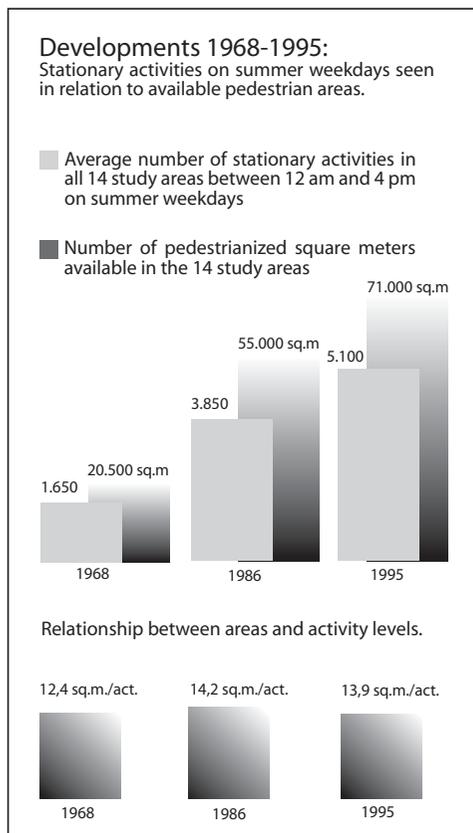
The gradual development of pedestrian areas in the city centre of Copenhagen 1962 - 2000. The total pedestrian area is 100.000 m<sup>2</sup>. Of this area 1/3 is streets and 2/3 are squares. This illustrates a policy where conditions are not only improved for walking but also for staying and the activities that follow.



The Town Hall Square was renovated in connection with Copenhagen being the European Cultural Capital in 1996. Above: The Town Hall Square in 1995 before renovation when traffic divided the square in two separate parts.



Renovation turned the Town Hall Square into a large unified bowl-shaped space defined by a pavilion building in dark glass.



Strædet; mixed traffic on pedestrian terms.

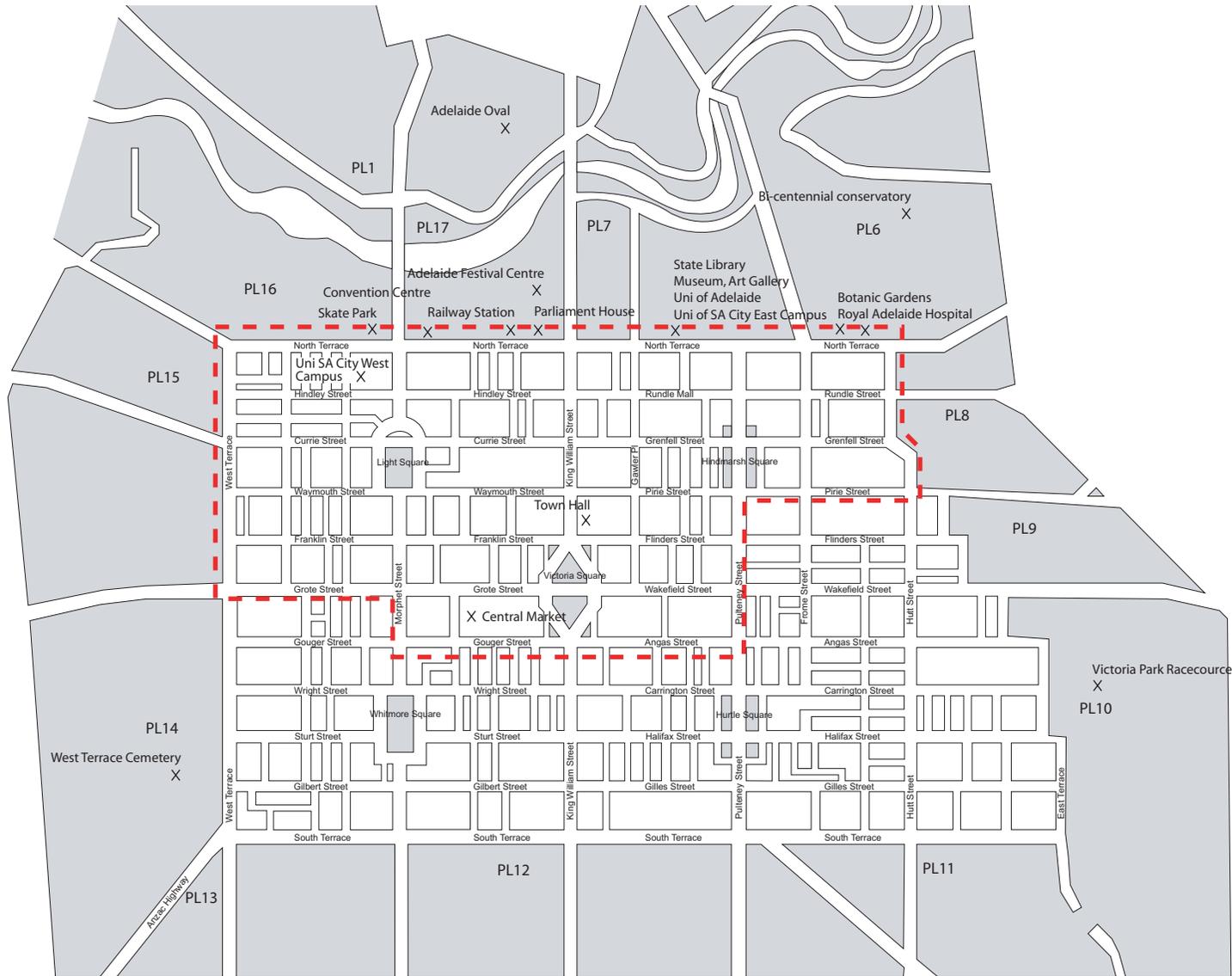


Bicycle traffic in Copenhagen has grown by 65% since 1980. Bicycles are an important link in the transport system and handle 33% of commuter traffic.



## PART 1 - PUBLIC SPACES - problems and potentials





**Plan showing the study area,**  
 which contains the areas of greatest public and commercial activity and is  
 contained within the broader city "square mile".



## STUDY AREA - comparison with similar cities

### Study area

The study area is defined as the area of the city where the major public spaces, commerce and the cultural institutions are concentrated. The area is defined by the Park Lands to the north, east and west while Grote, Gouger, Angas and Pirie Streets mark the boundary to the south.

While this study did not include the whole of the City's square mile nor North Adelaide some of the recommendations will be applicable to these areas.

### Comparison with other cities

Studies of other cities will be used for comparison and will act as the frame of reference in this study.

Comparison will be based on similar studies carried out in Melbourne (1994), Perth (1993) and Copenhagen, Denmark (1996).

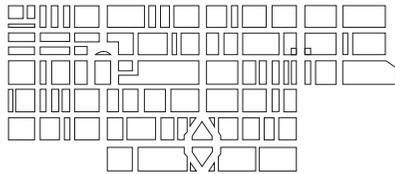
A comparison with these cities will provide insight into the public life of other cities of comparable or somewhat bigger size.

While Copenhagen is a medieval city with the characteristics that implies, Melbourne and Perth are younger cities with some of the similar problems as Adelaide. Copenhagen is used for comparison because of the example the city provides based on 40 years of improvements.

The illustrations on this page are shown in scale 1:40,000. The survey areas in Copenhagen and Perth are very close to 1,000,000 m<sup>2</sup>, representing a distance of 1 km from one end to another which is the distance people in most cases are willing to walk. Most city centres are of a similar size. The study areas in Adelaide and Melbourne are larger, including important destinations.

Adelaide, Perth and Copenhagen have a population in the metropolitan area of app. 1 million. Melbourne has a vast suburban sprawl and therefore a larger population of 3.2 million inhabitants in the metropolitan area.

The inhabitants in the central city are an important factor for a lively downtown area, also outside office hours. In this case Copenhagen has 6,800 inhabitants in the central city area, while the city centre population in Perth and Adelaide is much lower. Melbourne has done quite a lot in the recent years to improve conditions for residents in the city centre which has led to a lively downtown area also at night.



**Adelaide study area**  
 1.575.000 m<sup>2</sup>  
 1.939 inhabitants in the study area (2002)  
 12 residents per hectare  
 (1.1 million inhabitants in metropolitan area).



**Perth city centre**  
 1.240.000 m<sup>2</sup>  
 200 inhabitants in the city centre (2002)  
 2 residents per hectare  
 (1.38 million inhabitants in metropolitan area).

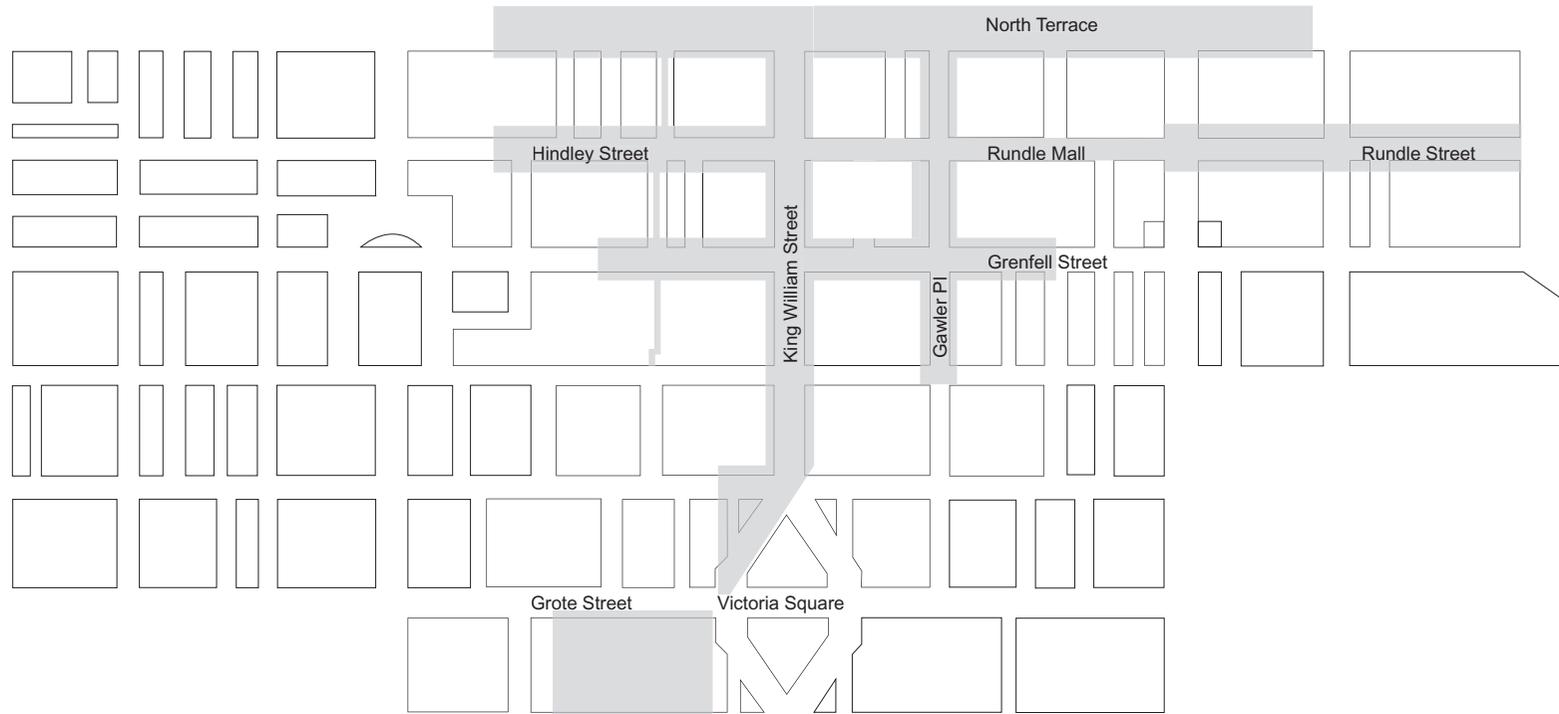


**Copenhagen city centre**  
 1.150.000 m<sup>2</sup>  
 6.800 inhabitants in the city centre (1995)  
 59 residents per hectare  
 (1.35 million inhabitants in metropolitan area).



**Melbourne city centre**  
 2.300.000 m<sup>2</sup>  
 9.504 inhabitants in the city centre (2002)  
 41 residents per hectare  
 (3.5 million inhabitants in metropolitan area).

# AREAS OF HIGH PEDESTRIAN USE



Areas of high pedestrian use



## AREAS OF HIGH PEDESTRIAN USE

A rich and diverse public life needs space. Pedestrian areas provide more and better space for public life and also a safer, more dignified and calmer urban environment.

One of the key elements for a high quality urban environment, as defined on the previous pages, is a pedestrian network of streets or wide, comfortable footpaths that connect important places and enable people to walk easily through the city. In Adelaide such a pedestrian network has yet to be fully developed. Apart from Rundle Mall and James Place there are no car free streets and Leigh Street is the only street with high pedestrian priority. The squares have so far not been developed to accommodate the needs of pedestrians and the pedestrian priority in the public spaces is generally low.

### Pedestrian streets /Rundle Mall and James Place:

Total area: 8.600 m<sup>2</sup>

Total length: 570 m

### The squares in the City's square mile are:

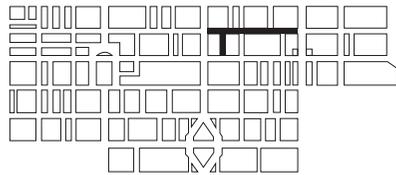
Light Square, Victoria Square, Hindmarsh Square, Whitmore Square and Hurtle Square.

### Comparison:

On this page is shown a comparison between the car free pedestrian streets in Adelaide, Perth, Copenhagen and Melbourne. The comparison shows that much can still be done in Australian cities to create and maintain a good pedestrian network. Melbourne has actually started a development to improve the central city spaces to invite more people to use the city streets and squares. This development includes mixed public transport /pedestrian streets, where the tram system cuts its way through the central city streets. In Copenhagen the city has succeeded in creating a continuous network of pedestrian streets and squares offering various possibilities for people to stay and walk in the city.

### Summary:

Compared to similar cities, regarding size and population, Adelaide city centre is not fully developed as a place for people to walk and stay in. Attempts have been made e.g. an increased number of outdoor cafés but a more diverse range of activities can still be achieved. In relation to this the five central city squares and the central city streets offer big areas to be further developed for pedestrians in order to create a pedestrian network of higher quality.



Adelaide study area

570 m (car free streets)



Perth city centre

1.100 m (car free streets)



Copenhagen city centre

3.200 m (car free streets)



Melbourne city centre

1.850 m (car free streets)

# THE PUBLIC SQUARES - waiting to be developed for pedestrians



Light Square



Whitmore Square



Victoria Square



Hindmarsh Square



Hurtle Square

## THE PUBLIC SQUARES - waiting to be developed for pedestrians



### The park

Recreational city space. Offers a pause in the throbbing life of the city and a sense of cultivated nature.



### The urban space

A classic public space which adapts the city context and offers space for events, social activities or resting.



### Urban activity + landscape feature

New type of public space which integrates more active, recreational activities.

<b>Total amount of car-free space:</b>	<b>100.500 m2</b>
Victoria Square:	28.600 m2
Light Square:	13.000 m2
Hindmarsh Square:	13.600 m2
Whitmore Square:	23.900 m2
Hurtle Square:	21.400 m2

In Colonel Light's Adelaide plan there are six squares. Three of these squares are located in the study area and a further two are within the city's square mile.

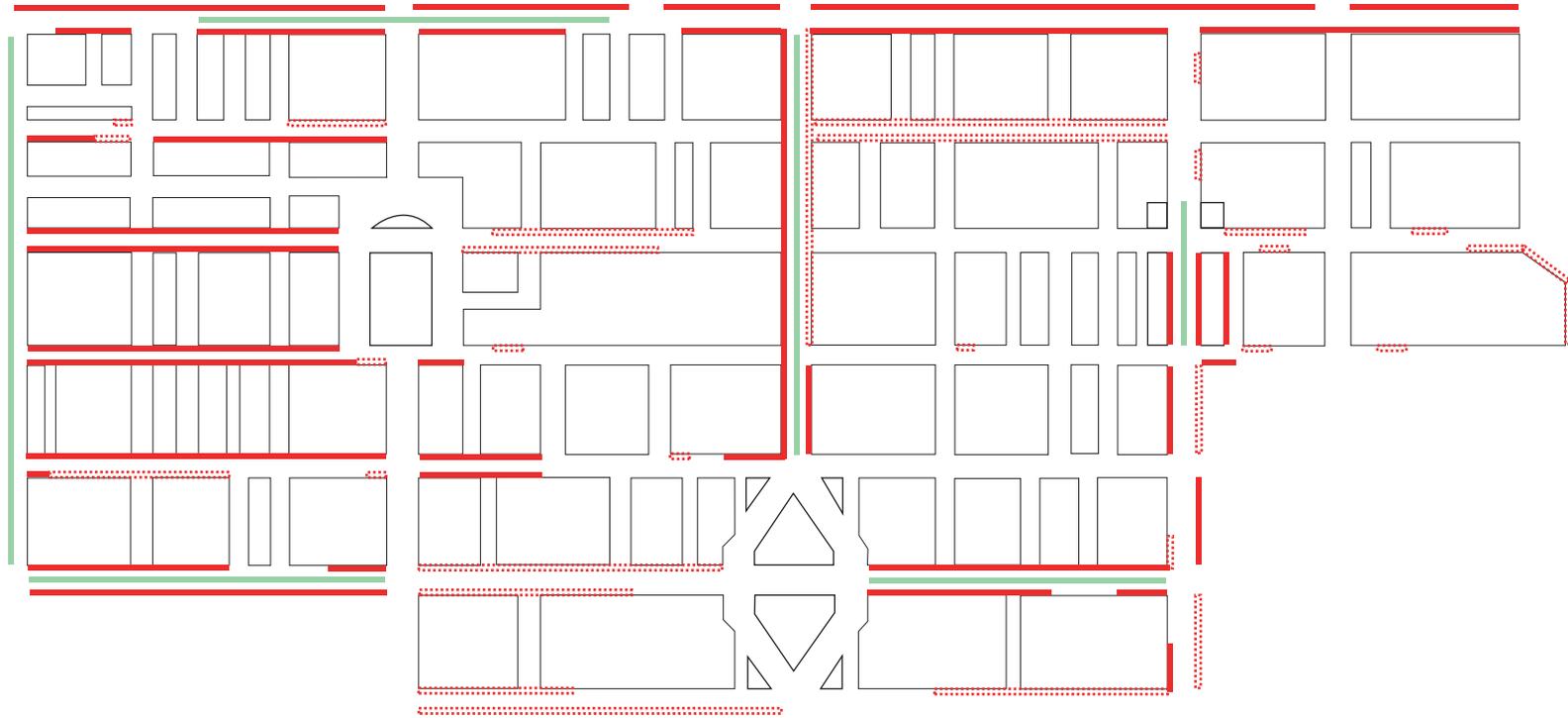
The squares provide a public space for each part of the city, offering wonderful opportunities to develop a local, active public space. Victoria Square is the centrally located main square where occasionally festivals and civic events take place.

The squares are cultivated bits of landscape brought into the city in order to offer people space for recreation. Over the years Adelaide has changed but the squares are luckily still there. They still offer space for recreation and are still unbuilt areas but their present state does not reflect contemporary visions for fine public spaces where people want to spend time. All squares, except Whitmore Square, are cut through by traffic, leaving the spaces cut up in smaller pockets. This is very unfortunate and ruins both the perception of the squares as a whole and as important identifiable elements in the city plan. The respect for the squares seems to have been worn down over the years under the pressure of traffic.

### Summary

The public squares cover a large area and offer recreational potential yet to be fully explored. The urban and aesthetic quality of the squares today is poor and an overall plan needs to be developed to discuss what future use Adelaide wants of these squares and what kind of character they should have - parks, urban squares or a more active space for various exercises or activities.

# WIDE STREETS - offering many opportunities



Existing street trees

-  Formal row planting
-  Irregular planting
-  Median strip plantings



## WIDE STREETS - offering many opportunities

**Right:** North Terrace has an impressive street planting which gives character to the streetscape, narrows the street visually and adds substantial quality to the foot-path.

**Below:** Pulteney Street has currently been upgraded and now has tree planting in some parts of the street.



North Terrace

North Terrace



Pulteney Street

Currie Street



### Street hierarchy

Adelaide has a street system with a hierarchy depending on widths. The streets are either 20 m, 30 m or 40 m wide depending on the importance and location in the city grid. The extravagant widths have until now been used for extra traffic lanes e.g. North Terrace.

Generally speaking the east west connections are very good with acceptable intervals. The north-south connections are not so frequent and one often has to walk far to reach a larger north-south bound street.

Some streets have recently been upgraded - King William Street and Rundle Mall - while others are worn down and in need of a general renewal, which could improve the conditions for pedestrians and cyclists as well as bring more character and identity to the different streets offering a distinct sense of place.

### Street trees

On the opposite page is shown a recording of street trees in Adelaide. As the street widths indicate the level of importance so could street trees strengthen this image and help establish a distinct hierarchy between local streets and main streets. North Terrace has the most extensive and systematic street plantings. Here, the formal row planting is continuous, offering a distinct character and a wonderful shade.

Street trees are generally located in the east-west streets while the north-south connections have not been planted. The exceptions are King William Street and Pulteney Street.

### Summary

The street width is a large potential which could be used for more recreative activities, improved conditions for cyclists and pedestrians and dedicated bus lanes.

Adelaide has a street planting strategy which needs to be followed in order to strengthen the street hierarchy and the individual character of every street.

Planting should not be applied to every street but follow the overall strategy which identifies important routes and places.

# THE POOR NORTH SOUTH CONNECTIONS



## BLOCKED VISTAS



Many of the north-south bound streets leading from Rundle Mall to North Terrace have been visually blocked by building structures creating passageways or parking facilities between blocks.

This is an unfortunate situation since the buildings block all visual connection with the city outside Rundle Mall and the north-south-bound streets are turned into unattractive tunnels where only few people walk.



## Side streets

While Adelaide has good east-west connections the north south connections through the city are less obvious and less developed. This has roots in the very beginning of Adelaide when the city was planned with a street grid and a number of allotments to be sold to private developers. The distances between the planned north-south streets have, through time, proven to be too large and a number of side streets have been added in the allotments. These streets are often private and serve, in some cases, as delivery lanes blocked for pedestrian passage.

As these connecting minor streets are very much needed in the city structure as important pedestrian links they need to be upgraded in order to invite people to use them and improve the accessibility for pedestrians in the city centre. In many cases the side streets have the character of dark, back alleys and are certainly not places one would like to walk through late at night.

Between Rundle Mall and North Terrace the same problem is evident. Here many of the side streets even have skywalks or buildings crossing the street at first floor level blocking the visual connections to other parts of the city.

## Summary

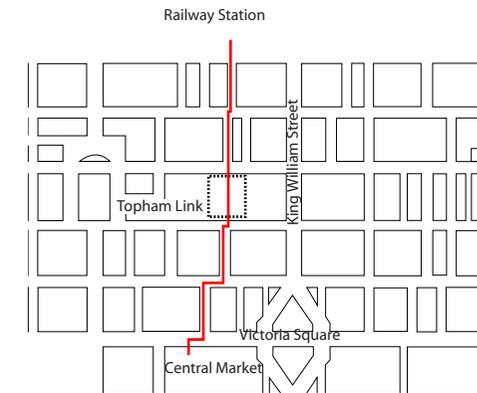
There are not enough north-south connections offered in the original plan of Colonel Light. Through time various routes have been created through the blocks, but the general state of these important links is poor and their status is unclear.

The most important north-south connections need to be identified in order that they can be redeveloped into attractive, plausible routes through the city as part of a new pedestrian network.

Links to be considered are:

- Railway station to Central Market, as described to the right.
- James Place to Victoria Square via Colonel Light Centre
- Twin Street, Austin Street, Adelaide Uni, footbridge.
- All links between Rundle Street, Rundle Mall, Hindley Street and North Terrace.
- Kintore Avenue, Gawler Place to Wakefield Street.

## WALKING FROM THE STATION TO THE MARKET



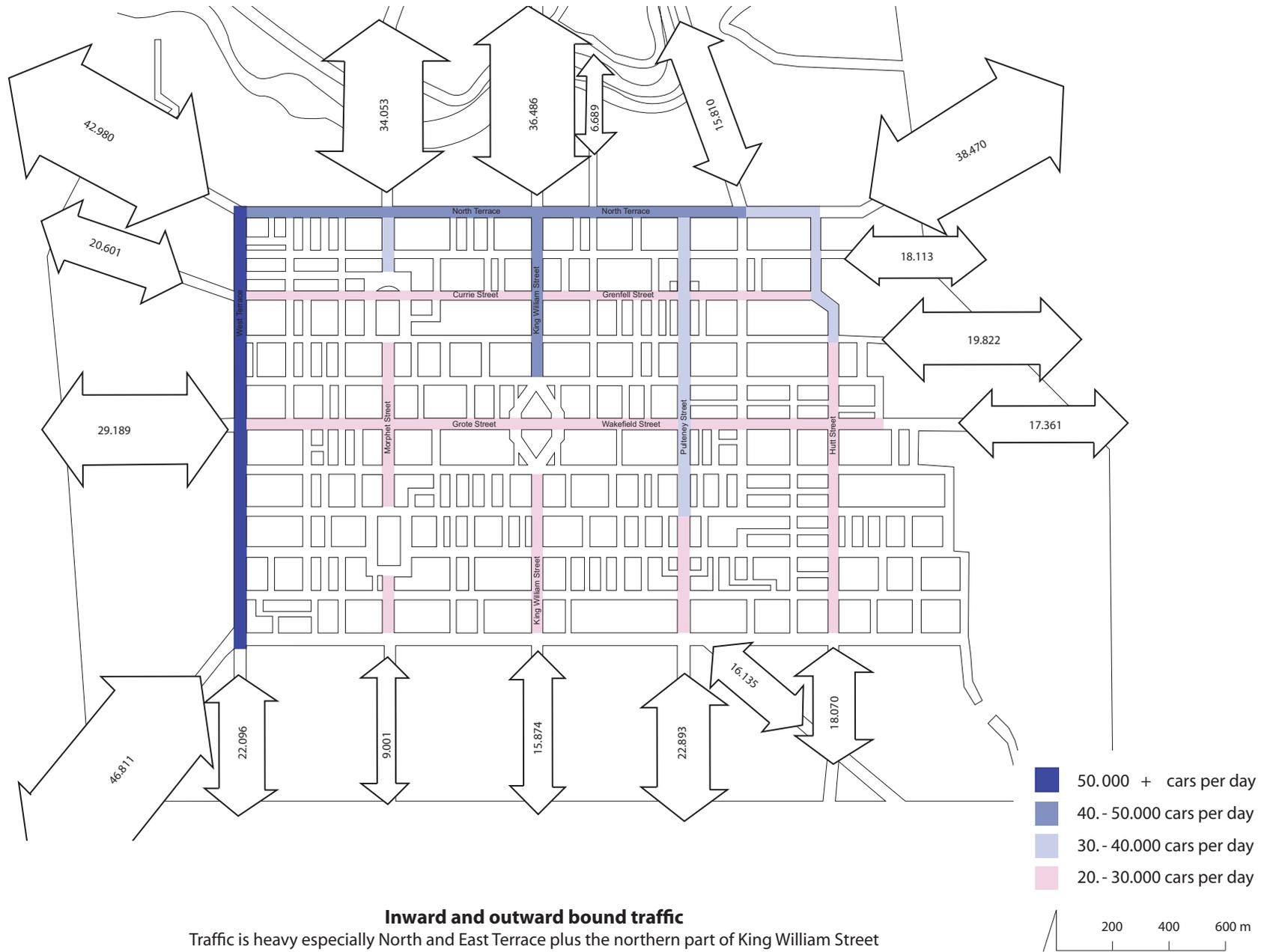
Between the Central Market and the Railway Station there is no clear or straight connection. A preferred pedestrian route is through Pitt Street, Bentham Street, Topham Link, Leigh Street and Bank Street. This presents a somewhat crooked connection but seems to function as the most direct link.

Topham Link, a shopping centre and car park, is quite destructive to this important city link as the building is of poor architectural quality and blocks any visual connection between Bentham Street and Leigh Street. Visual connections are important features in the city as they help people to navigate and estimate distances.

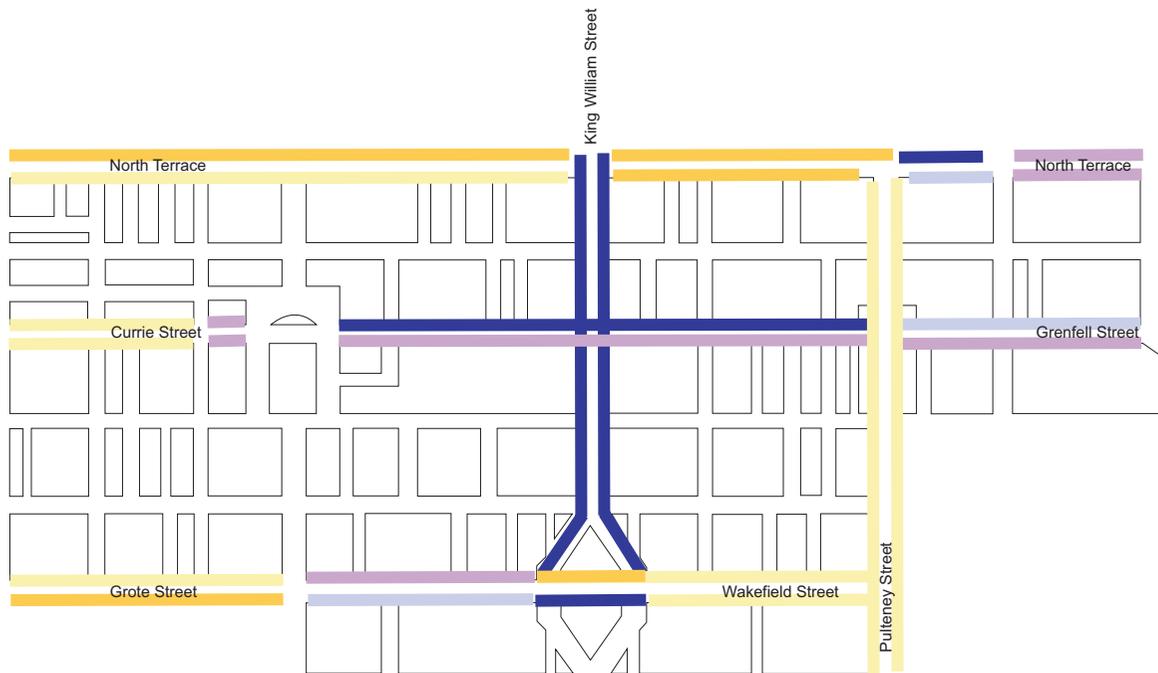
Leigh Street (photo below) has recently been renovated and is today a fine city street with good quality paving and street furniture. In this street pedestrians have high priority which is a traffic status that could serve as an example for other north-south connections.



# HEAVY THROUGH TRAFFIC - in the city centre

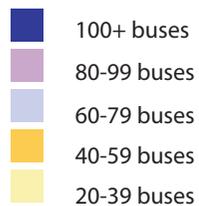


## HEAVY THROUGH TRAFFIC - in the city centre



### Public transport

Bus movements in the evening peak hour 4.45 - 5.45  
August 1997, Passenger Transport Board



Map showing bus movements in the evening peak hour. King William Street and Grenfell Street are the most used streets by buses while North Terrace and Pulteney Street have a less intense bus service.



### Traffic

Conflicts between motor traffic and pedestrians are one of the major problems in cities today. In many cities traffic has steadily increased. As a result there are frequent conflicts between pedestrians and motortraffic. 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.

The map on the opposite page illustrates inward and outward bound traffic (24 hours - 1997 figures) and the average weekday traffic on the central city streets. This illustrates high pressure on West Terrace, North Terrace and the northern part of King William Street. Not surprisingly these are also the streets where most accidents happen. Of all this traffic 30% is estimated to be through traffic. This figure increases to approximately 50% during peak travel time with cars being driven through the city centre because the short-cuts through the city centre are too inviting and seen to be short-cuts for avoidance of the metropolitan road network.

### Public transport

A well-organized public transport system can give people the ability to move around in the city without a car and provide seniors and children with a real alternative.

In cities all over the world new public transport systems have been designed as in Strasbourg, France, where a new modern tram system carries 70.000 passengers per day and the use of public transport has increased by 43%.

In Adelaide public transport has been improved during recent years. The free bus services - the Beeline, the City Loop and the Adelaide Connector - are especially good since they offer - free of charge - an easy and dependable way of getting around the city centre. In future this system could be expanded to reach other important links such as park and ride facilities further away from the city centre.

### Summary

Adelaide suffers from heavy through traffic and high traffic volumes which is putting pressure on the city centre and decreasing the quality of the public spaces.

In order to develop a good city for people and improve the overall city quality the number of private motor vehicles driving through the centre needs to be decreased. Other modes of transport need to be developed in order to offer people who are coming to the city centre an alternative to the car.

## OFF-STREET CAR PARKS - conflicts with pedestrians



**Above:** North Terrace  
- three lanes in, three lanes out.

**Right:** Gouger Street  
- two lanes in, two lanes out.



### Estimated number of parking spots in study area: 35.000

Parking stations (study area):	18.72
Open lot parking (study area):	1.097

On-street parking (total city of Adelaide):	15.075
Private on-site parking (total city of Adelaide):	31.000

### Comparison:

Copenhagen:	3.000, in a similar study area
Stockholm:	8.000, in a similar study area
Lyon:	12.000, in a similar area
Perth:	13.000 in a slightly smaller area

Some European cities have better developed public transport systems that enable people to leave the car at home and go to the city by bus, tram, cycle or train.

In Adelaide the overall goal has been to offer everybody a parking spot in the centre of the city in order to make the city accessible. Off-street car parks and large parking lots are therefore a common element in Adelaide.

This strategy has provided good opportunities for vehicular traffic but has proven to have a large negative impact on the quality of the public spaces and conditions for pedestrians.

The entrances to off-street car parks are constructed with up to 6 lane entries/exits which cut across the footpath and leave pedestrians in an undefined pedestrian area.

This is the situation on North Terrace and a number of other places in the city centre.

It is important to note that as soon as a motorist leaves the car s/he becomes a pedestrian for which all the quality issues described apply.

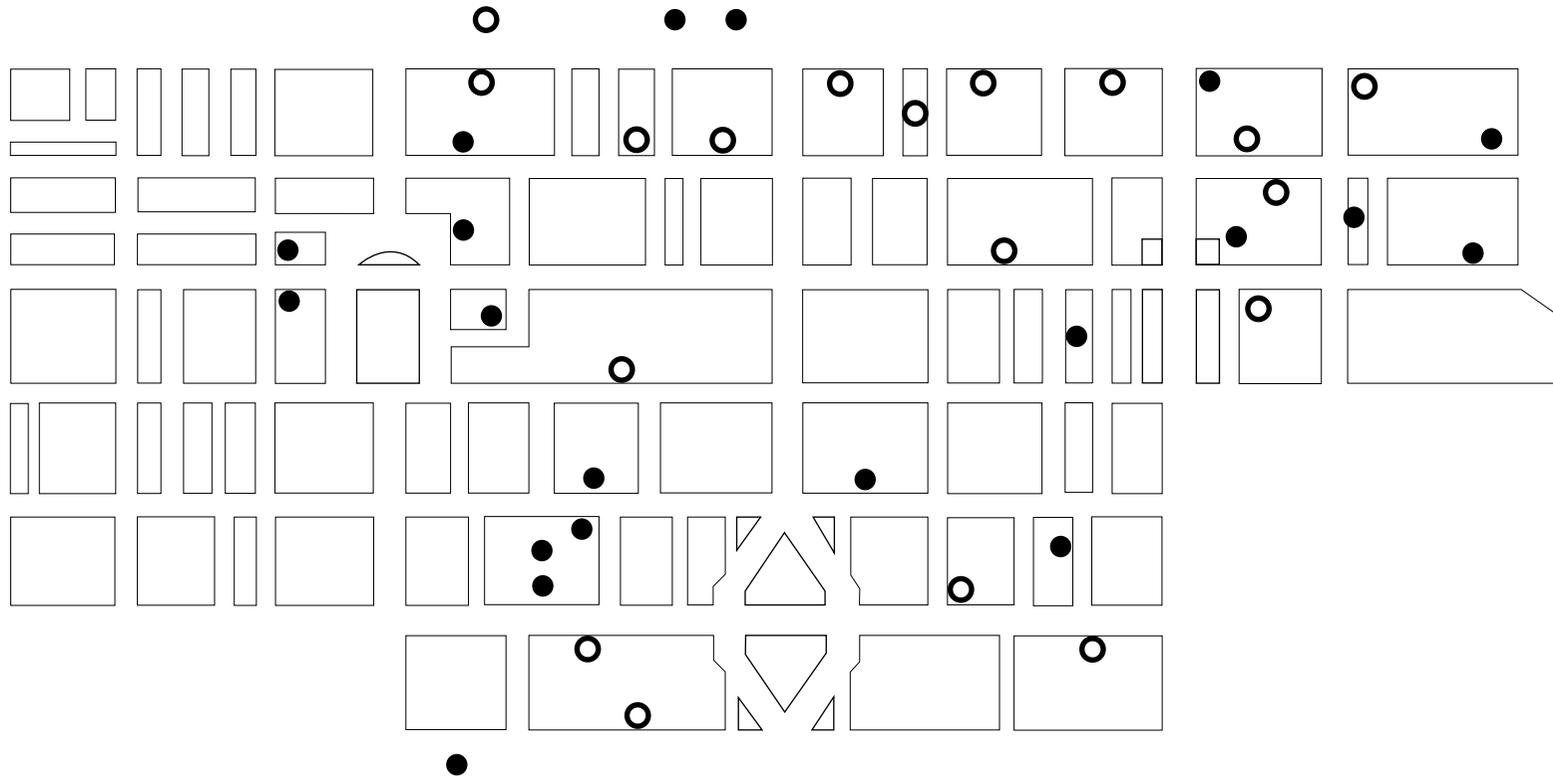
### Summary

Adelaide has a very high number of parking spots in the city centre offering good conditions for cars but also increasing the problem of traffic in the city centre.

Pedestrians have low priority on footpaths where entries and exits to off-street car parks are interrupting the footpath.

Given the high number of parking spaces available it is not recommended to increase parking in the downtown area.

Increase in parking capacity should in the future be linked to public transport lines in the form of park and ride facilities, which are currently successfully being introduced in many other cities.

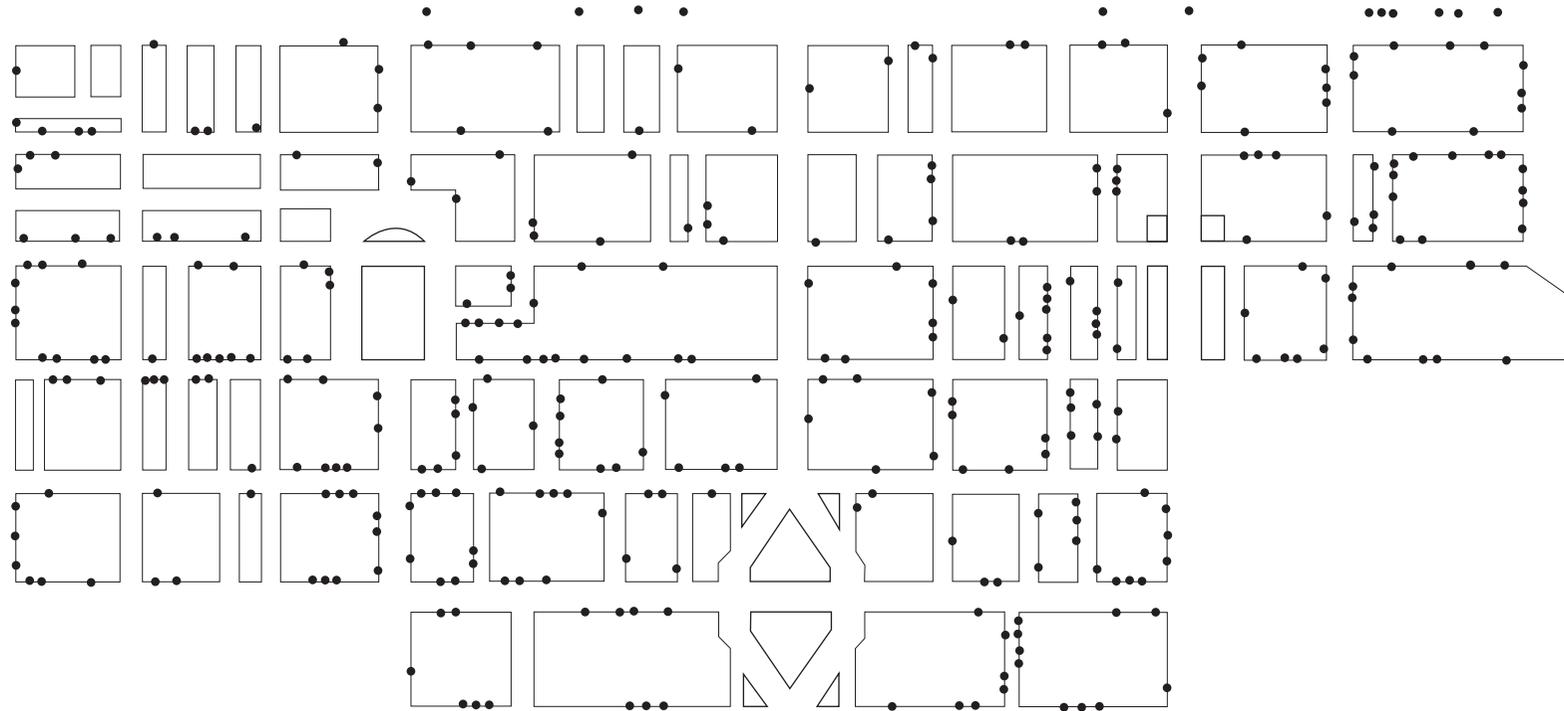


**Off-street car parks in the study area**  
Location of parking facilities in the study area

- Off-street car parks
- Off-street car parks with entrances interrupting footpaths (e.g. on page over leaf).



# CONDITIONS FOR PEDESTRIANS - low priority in the city centre



**330 unnecessary interruptions in the pedestrian system**

Dots showing footpath interruptions made by driving lanes etc.



In a car-oriented city a big effort is put into making traffic movement as easy and unobstructed as possible. In such a city with increasing demands from motorists, pedestrians are often the losers. Footpath widths are decreased, squares are turned into car parks, walking periods at intersections are diminished and walking is generally turned into an unpleasant experience. The following describes some of the problems pedestrians face in Adelaide.

## Waiting time /Push buttons /Short time for crossing

Push buttons at pedestrian crossings are a wide spread phenomena all over Australia and in Adelaide. The installation of push buttons is part of State Government law. Here you have to apply to cross the street and if you press the button in time the digital device will give you between 7 and 10 seconds of green light to step off the kerb, before the lights start to flash red to tell you to finish walking across the road.

This system takes the elderly, children and people with disabilities hostages since they will often not be capable of moving across the streets at the pace needed. It also sends a clear signal that cars have higher priority than people.

## Footpath interruptions

A tour through the study area disclosed 330 unnecessary interruptions of footpaths. Interruptions are places where footpaths should have continued but have been cut in bits and pieces by crossing traffic lanes for car parks, delivery lanes or minor side 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. People have to take extra care even though they are on a pedestrian footpath.

## Summary

Altogether these conditions give a signal that pedestrians are perceived as obstacles in a car oriented city.

In a city the size of Adelaide and with such a wide spread suburbia there are not too many people to populate the public spaces and make the city a lively and friendly city where people want to stay. Therefore pedestrians who do go to the city should be treated in a dignified way and walking should be made as easy as possible to persuade them to walk even more frequently and to persuade others to start to walk in their city.

Therefore please: no unsignalled left turns, no slalom course on the footpaths, no unnecessary interruptions of the footpaths and preferably no push buttons.



## Slalom course on the footpaths

North Terrace especially has been turned into an obstacle race caused by badly placed city furniture. Bus stops, signs, trees, benches and so on make walking into a slalom. This challenges people with disabilities, seniors, people with prams and creates an undignified way to move around as a pedestrian.



## Left Turn Slip Lanes on red light

Another problem is the left turn from slip roads that are allowed in certain places in the city e.g. where North Terrace meets Frome Road. Here, cars in slip lanes are allowed to turn left without paying attention to the traffic lights. Even though they have to give way to pedestrians, this system creates extremely dangerous situations for pedestrians. This kind of traffic arrangement should not be allowed in the city where everyone should be able to walk safely on the streets. Further, this turning practice works against the development of a cycling culture. Also the speed at which some traffic move in slip lanes with a broad radius means that they are often travelling too fast e.g. around Hindmarsh Square.

## TEST WALKS

In order to evaluate the opportunities for walking through the city five test walks were carried out.

In each case ordinary walking speed was used and the walking time as well as waiting time at traffic intersections was recorded.

### Walk 1. North Terrace

*(From West Terrace to King William Street)*

Walking time: 12 min. 35 sec.

Waiting time/ crossing time: 0 min. 0 sec.

Waiting/ crossing time: 0%

### Walk 2. North Terrace

*(From King William Street to East Terrace)*

Walking time: 15 min. 35 sec.

Waiting time/ crossing time: 2 min. 7 sec.

Waiting/ crossing time: 14%

### Walk 3. Hindley Street

*(From West Terrace to King William Street)*

Walking time: 15 min. 45 sec.

Waiting time/ crossing time: 1 min. 47 sec.

Waiting/ crossing time: 11%

### Walk 4. Railway Station to Central Market

*(Bank St, Bentham St, Pitt St)*

Walking time: 14 min. 47 sec.

Waiting time/ crossing time: 1 min. 41 sec.

Waiting/ crossing time: 11%

### Walk 5. King William Street

*(From North Terrace to Victoria Square, tram stop)*

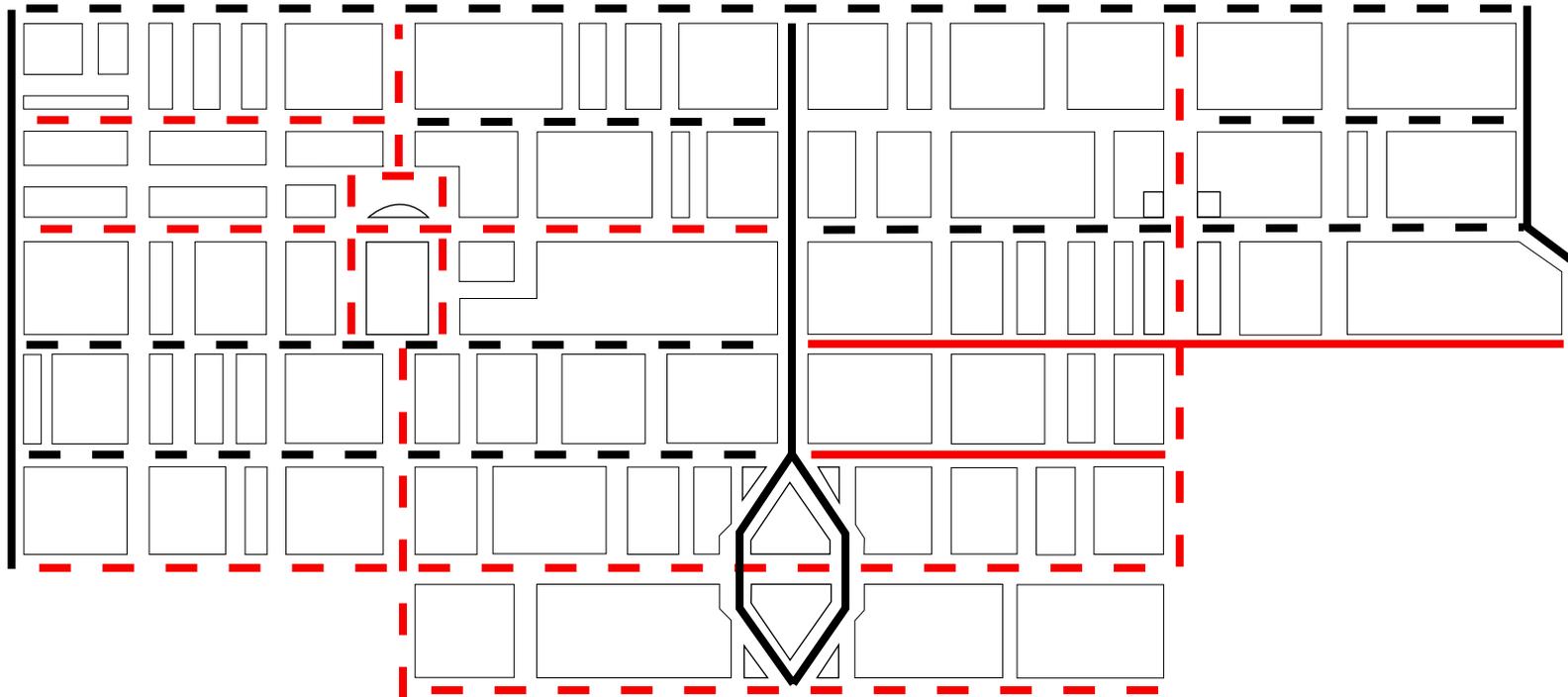
Walking time: 15 min. 35 sec.

Waiting time/ crossing time: 2 min. 7 sec.

Waiting/ crossing time: 14%

The general conclusion on these test walks is that waiting time at crossings is not a big problem in Adelaide since the test walks show a general delay of maximum 16% of the total time used for walking the distance.

A similar survey carried out in Perth in 1993 showed a dramatic delay of 30-40% of the total time used for walking a certain distance.



**Rating of cycle lanes**

The recordings and ratings were done by one of the Adelaide "task forces" while cycling through the study area.

- Very poor cycle routes
- - - Poor cycle routes
- Good cycle routes
- - - Fair cycle routes



## CYCLING - a half hearted gesture



Cycle lanes are placed between driving lanes and parking.

Below: Driving a bike through intersections in Adelaide can be a dangerous experience.



Below: The introduction of city bikes would be an important step forward for the cycle culture and makes the need for improved conditions for cycles even more apparent.



### Present situation

In Adelaide State Government has funded cycling improvements for ten years and this has generated a growing interest for improving conditions for cyclists. The City Council is planning to introduce citybikes and has created cycle lanes in certain parts of the city. The effort and the intention is good but more needs to be done in order to create a good cycle network. Today there is no such network but bits and pieces of cycle lanes in the city centre which do not constitute a joint system.

In Adelaide, as in many Australian and American cities, cycling is rather scarce and generally quite dangerous. Only few skilled cyclists dare to take up the challenge to cycle on the roads. Cycling is not yet an integrated part of the city culture and motorists are not used to looking out for cyclists. As such the cyclists find themselves in unclear, undefined zones and tend to ride aggressively in order to be noticed by motorists. This behaviour, by the way, often causes conflicts with pedestrians at footpaths and at intersections.

### World wide

The facilities offered for cyclists around the world are varied. In Europe the old medieval city centres have not been able to absorb the modern world's need for car traffic and councils have been forced to find other ways - like strengthening the public transport system or improving conditions for cycling to encourage more people to use this mode of transport instead of the car. In Copenhagen the cycling policy has been to establish cycle lanes in all major streets in order to offer a city-wide network of comfortable and reasonably safe routes. Bike crossings have been established parallel to the customary pedestrian crossings at intersections. Cycle lanes have frequently been established at the expense of kerb side parking or traffic lanes, thus promoting cycling and discouraging car traffic at the same time.

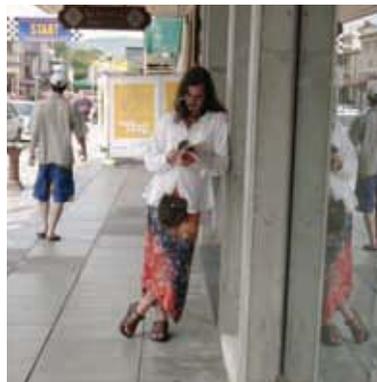
### Summary

Initiatives have been taken to invite people to cycle but more needs to be done in order to create a safe network for cyclists. Dedicated cycle lanes in a safe position, special measures at crossings, colours on cycle lanes, information etc. are all means which could create a greater awareness. Experience from overseas shows that the secret to making cycling popular and reasonably safe is to have a sufficient number of cyclists - a critical mass. Motorists only learn to watch out for cyclists when cycling becomes part of a general traffic culture.

# EVALUATION OF STREET FRONTAGES AND GROUND LEVEL ACTIVITY

## City Quality at Eye Level - The ground floor facade

The quality of the building frontages facing the footpath is an extremely important factor for the quality of an urban area. Good ground floor facades are rich in detail and exciting to walk by, interesting to look at, to touch and to stand beside. Activities inside the buildings and those occurring on the street enrich each other. In the evening friendly light shines out through the windows of shops and other ground floor activities and contributes to both a feeling of security as well as genuine safety. Interesting ground floor facades also provide good reasons for walking around in the city in the evenings and on Sundays, engaging in the age old attractive pastime: window shopping. Blank walls, on the contrary, underline the futility of visiting the city outside working hours.



The Edge Effect - Standing



The Edge Effect - Resting



The Edge Effect - Socializing

Narrow units have the fine effect of making streets more interesting because narrow units mean many doors and many different uses to look at, even on a short walk through town. The many narrow units also provide a predominantly vertical facade structure which has the important visual effect of making distances feel shorter. This makes it more interesting and comfortable to walk around in the city.

As illustrated on this page the edge is often the most popular place to sit or stand and watch public life. A lively edge can be achieved through lively facades, which with columns, recesses, stairs, niches or stones give people an interesting environment to pass along or to linger by.

Adelaide has serious problems with unattractive ground floor facades in substantial portions of the city centre. To assess these problems a system for evaluation has been developed. The system includes 7 grades from A+ to E- (which are introduced on the opposite page).

## Summary

Street frontages are an important part of the street environment offering life and experience to the street. In order to create a lively and people friendly city a substantial part of the street frontages need to be open, transparent and welcoming in order to create a sense of a safe and nice city to move around in.

A+ Exciting Like A but even more attractive



# EVALUATION OF STREET FRONTAGES AND GROUND LEVEL ACTIVITY



## A Attractive

Small units, many doors (15-20 units per 100 m)  
 Diversity of functions  
 No closed or passive units  
 Interesting relief in facades  
 Quality materials and refined details



## B Pleasant

Relatively small units (10-14 units per 100 m)  
 Some diversity of functions  
 Only a few closed or passive units  
 Some relief in the facades  
 Relatively good detailing



## C Somewhere in-between

Mixture of small and larger units (6-10 units per 100 m)  
 Some diversity of functions  
 Only a few closed or passive units  
 Uninteresting facade design  
 Somewhat poor detailing



## D Dull

Larger units with few doors (2-5 units per 100 m)  
 Little diversity of functions  
 Many closed units  
 Predominantly unattractive facades  
 Few or no details



## E Unattractive

Large units with few or no doors  
 No visible variation of function  
 Closed and passive facades  
 Monotonous facades  
 No details, nothing interesting to look at

- seen on Grote Street - "Open 7 days a week"  
 but certainly not towards the footpath !



E- Mean Like "E" but even more unattractive

# ATTRACTIVE STREET FRONTAGES

## The good facades

Attractive street frontages create a friendly streetscape with many entrances and transparent facades which provide a good contact between indoors and outdoors.

In Adelaide the attractive street frontages are concentrated along and around Rundle Street, Rundle Mall and Hindley Street.

In these precincts there is generally a good mix of different units / shops, not too large units etc. When the streetscape is perceived as an inviting and friendly place one or two bad units cannot distort this experience.

Gouger Street is another place where a good development has resulted in open, lively and transparent street frontages. In comparison with the market frontages on Grote Street the street frontages on Gouger Street are generally more open and lively with many cafés, restaurants and smaller shops that enrich the streetscape.

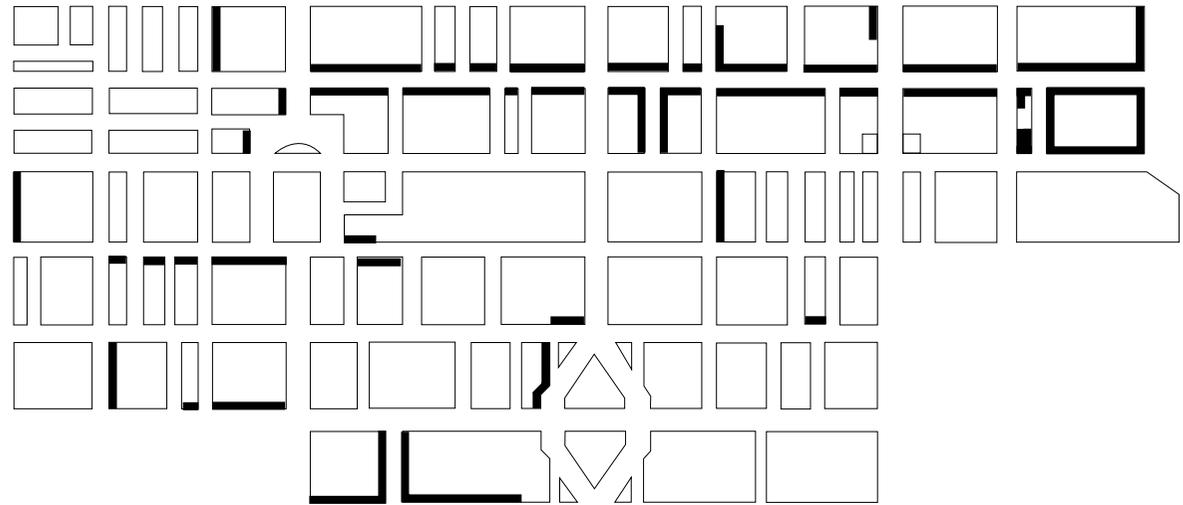
Apart from these areas the good street frontages are scattered in minor areas over larger parts of the central city area.

Guidelines for improving street frontages should be made in order to improve the streetscape on a number of important connections in the city. Identifying the important streets will indicate where a general improvement of street frontages should begin. Brochures, good examples and guidelines can start an improvement of the general street picture.

A "Good street frontage award" could be introduced to be given as a prize for the best facades every year. This is a model that has been tried elsewhere with good results as it has managed to create an increased awareness of this problem and has resulted in a good development.

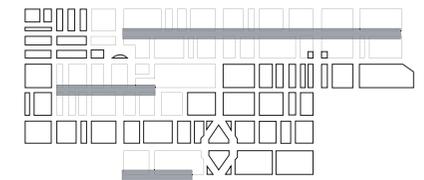
## Summary

The areas with attractive street frontages are limited. The best ground floor frontages are found on Hindley Street, Rundle Mall, Rundle Street and parts of Gouger Street. Apart from these streets the areas with good frontages are widely scattered.



## Attractive street frontages

Map showing ground floor frontages in the categories A+, A and B as displayed on the previous pages.



**Summary** These are the areas where attractive street frontages dominate.



# UNATTRACTIVE STREET FRONTAGES

## The poor facades

There is a general problem concerning unattractive street frontages in Adelaide. Far too many of the ground floor facades are uninteresting, closed and inactive.

Unattractive street frontages are concentrated in the western part of the city but are a widespread problem.

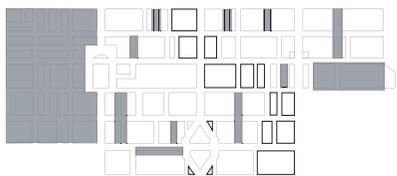
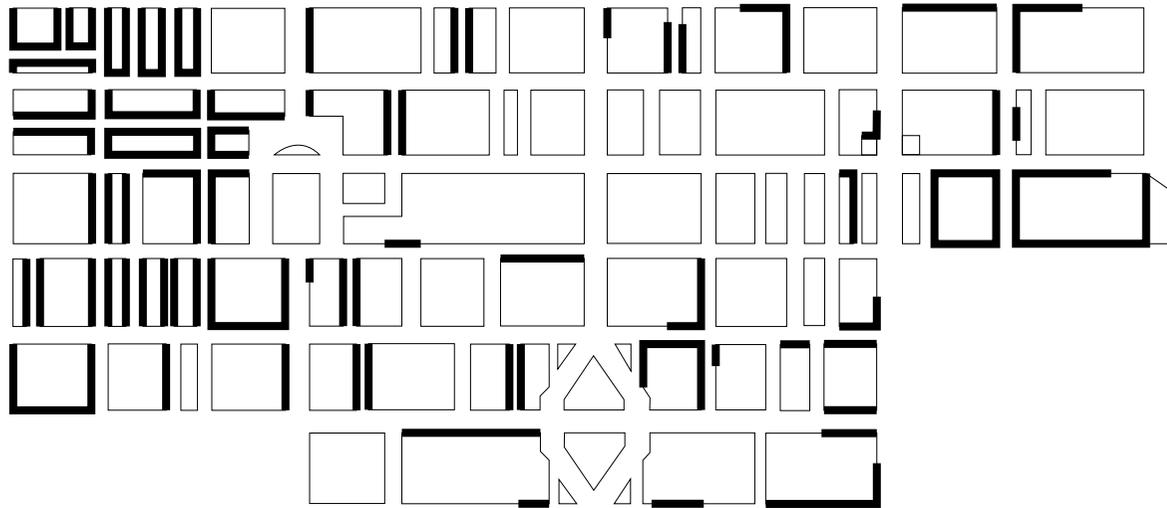
In particular, the north-south connections are of poor quality and reinforce the perception that these links are uninviting dark alleys. In order to improve the pedestrian connections in the city the most important north-south links must be identified and redeveloped in order to create inviting and safe connections.

The recordings display only the E and the E- category (see the previous pages) which indicate that the problem is quite serious and needs attention. Public institutions could set an example for the redevelopment of street frontages. One of the poor examples of public institutions to be mentioned here is the University of South Australia's City West Campus which is quite introverted and uninviting. This is rather sad since an educational institution is usually a very vibrant element in a city and could start a positive development in an otherwise quite inactive part of the city.

## Summary

The areas with unattractive street frontages are concentrated in the western part of the city centre, where most of the frontages are considered quite uninteresting.

Many of the north south connections are, not surprisingly, also present on the summary map of unattractive street frontages.



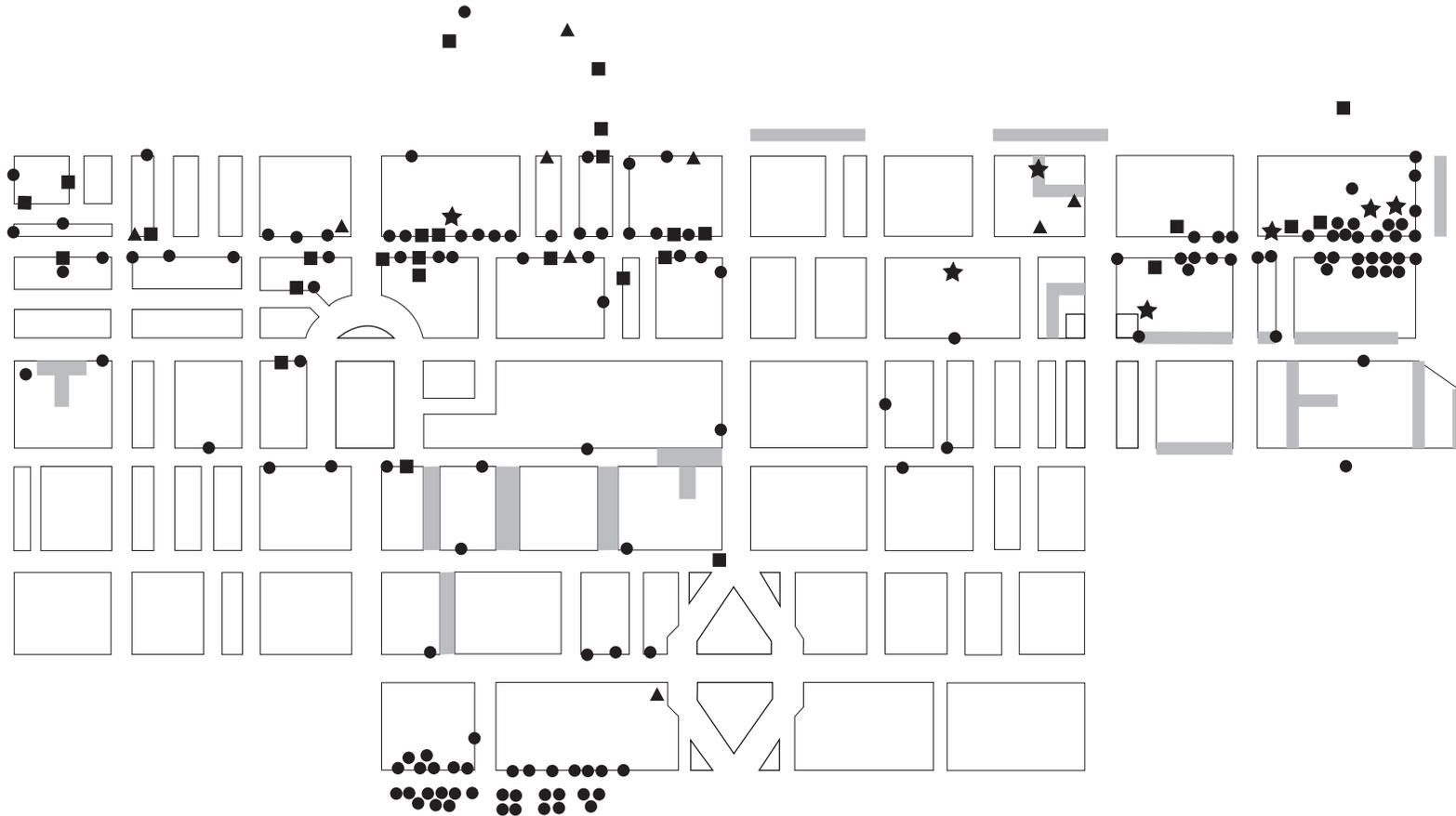
## Unattractive street frontages

Map showing ground floor frontages in the categories E and E- as displayed on the previous pages.

**Summary** These are the areas where unattractive street frontages dominate.



# EVENING ACTIVITIES - towards a 24 hour city



## Evening activities

Map showing the number and category of evening activities open and active at 10 pm on a summer weekday. Marked in grey are the streets perceived as the most unsafe.

- Restaurants, cafés, pubs and clubs
- ▲ Hotels
- ★ Theatres, cinemas, cultural activities
- Other
- ▬ The streets perceived as most unsafe



**Evening activities**

The number of evening activities and their location are important factors for the vitality of the city and the perception of safety. If there are 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.

The map on the opposite page highlights what is open during the evening hours (at 10 pm) on a normal summer weekday in the study area. The recording shows three major concentrations of activities: one in Hindley Street, one in Rundle Street and one in Gouger Street. The main activity in these areas is bars and restaurants.

It is striking that Rundle Mall and the adjoining streets are devoid of evening activities to such an extent that practically nothing has been recorded in these streets. It is important to strengthen Rundle Mall as a place for night time activities as the Mall connects two areas of nightlife.

To achieve a more citywide location of the evening activities and to 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.

The recording also included a study of which streets were perceived safe and unsafe to walk through at night. The streets marked in grey on the map on the opposite page are those perceived as being unsafe at night. These were mostly minor sidestreets but included parts of North Terrace.

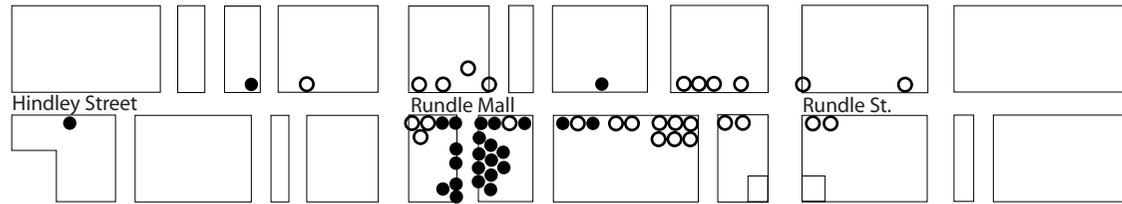
**Metal shutters**

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 Adelaide this is a widespread trend especially on Rundle Mall and James Place where metal shutters deprive the city of its attractiveness and charm at night and turn it into a deserted place.

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.

**METAL SHUTTERS - A DESTRUCTIVE HABIT**



Recording of metal shutters in Hindley St, Rundle Mall, Rundle St and James Place.

- Metal shutter, completely closed
- Metal shutter, partly closed



Above: James Place  
Below: James Place at night



Above: Rundle Mall  
Below: Strøget, Copenhagen, at night



# RUNDLE MALL

## Rundle Mall in an overall context of Adelaide city centre

Rundle Mall was created in the mid 1970's as one of the first pedestrian streets in an Australian City Centre. It was a pioneer effort and in the intervening 25 years the Mall has firmly established itself as the retail centre of the inner city. Architecturally much was done from the very beginning to make this street look different from the other city streets in order that the car drivers - and especially the customers in the city- could see this was a new type of street - a welcoming, people oriented street. This tradition of a good standard of paving, lamps and furniture have been upheld and improved over the years. Rundle Mall stands out as the special place it is. The most people oriented, friendly, carefree place in the city offering more seats than any other locality in the city. All this can be seen as positive assets.

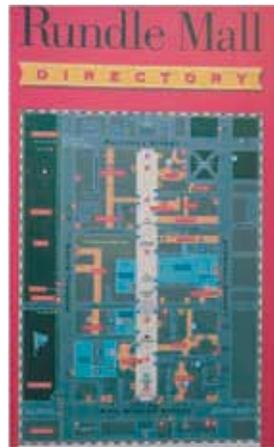
From a more critical angle it can be pointed out, that Rundle Mall is very different and disconnected from the rest of Adelaide. It stands out as a small strip of people friendly turf, where a much wider part of Adelaide city centre should bring this message to the city visitors. Or to phrase it more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

Rundle Mall has been, and still is, commercially 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.

## Suggestions on city scale

Rundle Mall should be perceived as a link in a long string of streets. Hindley Street, Rundle Mall & Rundle Street should ideally have same pavement, same lamps, same furniture -but different traffic solutions. In either end slow moving cars/creeping cars can be accepted. The central part should be kept car free.

The direct linking of the 3 streets should be by some very wide, special pedestrian crossings.



Left: Rundle Mall directory illustrating a widespread shopping area including almost all blocks in the area.

## Suggestions on street scale

Make it a friendly street at night. All shop windows to be lit until 12 pm. No metal shutters ought to be allowed. More evening activities should be invited to Rundle Mall eg. cafés, kiosks, restaurants, cinemas etc.

## Connections to the city

Rundle Mall is increasingly turning into one big shopping mall with entrances from either the western or the southern end. This trend should be toned down and Rundle Mall should be treated as a city street. A general upgrade of the side streets should ideally include a removal of buildings blocking views from the Mall to the rest of the city to avoid a situation where Rundle Mall is gradually isolated from the rest of the city.

Below: Rundle Mall is an intense, busy place.



Situation to be avoided - blocked vistas from Rundle Mall



Uninviting side street

## Street furniture

A consistent appearance of market stalls etc. can secure a neat and nice street of good quality. Generally street furniture of low quality, messy market stalls, loud music and speaker sales people create a city environment of low quality. Aggressive or exaggerated signage is another issue to be avoided in Rundle Mall.

Below: Market days in January.





Location of the Central Market.



Generally car park entries are more prominent and inviting than pedestrian entries, e.g. Grote Street.



The Central Market has much to offer and has a valuable function in an otherwise not very active part of the city. As such the restaurants and cafés in Gouger Street thrive by their location near an important city function.



Entrance point from Gouger Street.



Entrance point from Grote Street.

The hustle and bustle of the many people working and visiting the Central Market in Adelaide makes it a special place with an impact on the senses. Here you can feel city life and enjoy the sight of the various goods arranged in fascinating displays.

The Market is situated in the Central West Precinct of the city in a complex made up of many individual buildings. The inside is labyrinthine with various entrance points. Today the Market is not clearly visible in the city. This has to do with its geographical location within the city, the unattractive facades at ground floor level, a lack of signage and the poorly developed entrance points.

### Connections

Located between Grote Street and Gouger Street the Market is well away from the retail and commercial core of Adelaide city centre. This location is made more unfortunate by the city's poor north-south connections such as the connection between the Railway Station and the Market. To make the Market an integrated part of the city the connections for pedestrians should be improved.

### Readability

Generally there is no connection between what is going on in the ground floor facades facing the surrounding streets and what is going on inside the Market buildings. An exception is part of the ground floor facades on Gouger Street where there is a fine coherence between the shops and the street environment. In this case the Market shops and the street life enrich each other which is a much wanted situation in other parts of the entire Market block. Closed, or inactive ground floor facades should be avoided to enable a more visible market in the city.

### Accessibility

Entrance points to the Market are confusing. Entering the market from Victoria Square, a shopping arcade has to be passed through before one can enter the Market area. The footpaths adjoining the Market are often interrupted by delivery lanes servicing the Market with goods. These delivery lanes create a very unfortunate street environment, where the building facades are interrupted by messy, smelly lanes and dark alley ways. On Grote Street there are several delivery lanes interrupting the footpath. These cause confusion for pedestrians regarding where to enter the Market.

## THE RIVER TORRENS - a well kept secret

The River Torrens is just outside the study area, but of such recreational importance for public life that the access routes were included in the study.

Until quite recently Adelaide turned its back on its river. Although Colonel Light's famous plan envisaged very few buildings between North Terrace and the Torrens, over the past 150 years views and easy access to the river from the City have been all but lost as more and more developments have occurred. Fortunately though, in recent years both the Riverbank and North Terrace Masterplans have included design principles that aim to restore pedestrian connections and a sense of the river from the city. It is very important that these masterplans are acted on so that Adelaide can join the many cities around the world that are reconnecting with their waterfronts.

### Pedestrian links

The essential problem with the existing conditions is the rather massive building front which is situated between North Terrace and River Torrens. Along this edge access to the river and visual contact is of low quality. Several of the passages are hidden, narrow or private, not inviting people to use short cuts to the river. There are no clear, direct and distinct passages to the river from North Terrace.

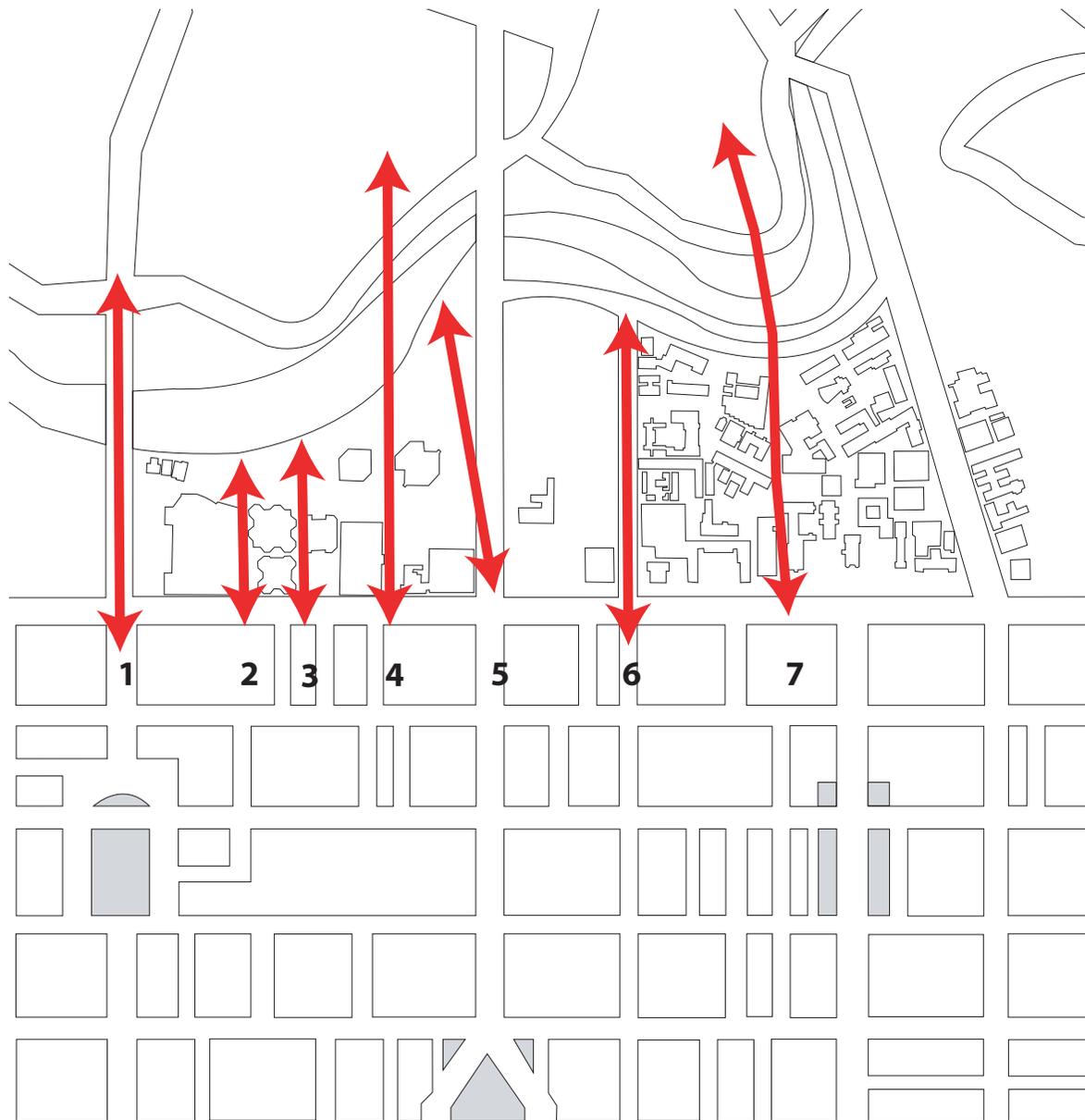
Along the river exists opportunities for a re-establishment of the passages and the Riverbank project includes the possibility for more passages to the water.

As displayed on the map the access points to be developed are: 1. Morphett Street Bridge / Montefiore Road. 2. Adelaide Convention Centre. 3. Adelaide Plaza. 4. Station Road / Festival Drive. 5. King William Road. 6. Kintore Avenue. 7. Path through the University of Adelaide.

### Summary

The connections between the city centre and the River Torrens are weak. Buildings close off the immediate visual links between the two and passages have not been kept open in many cases or are of such poor quality that people do not want to, or cannot use them.

These conditions need to be changed. Adelaide should have strong visual and physical connections to the river. The access to the water should be eased and activities on the riverbanks and on the water should be encouraged.



**Passages to the river**  
Map showing possible passages to the river.

## PARK LANDS - a recreation potential

The Park Lands are outside the study area, but of equal recreational importance for the public life as the river.

The Park Lands are an important element of Colonel Light's original plan for the city - a cultivated border of green landscape that surrounded the city offering free space and recreational activities to the urban population between the hills and the seaside.

The Park Lands have mostly been preserved as a green belt surrounding the inner city, but over time a number of public monuments and private institutions have been built.

To continue preserving the character, attractiveness and recreational qualities of Park Lands, it is important in the future to limit the build form from spreading.

### Pedestrian links

Like the access to the riverfront, the success and liveliness of the Park Lands also depends upon accessibility.

Today, several of the footpaths in the Park Lands are used as short cuts to other parts of the city. The most important and direct routes are marked on the map on this page.

The overall perception is that the Park Lands are unsafe to walk through at night, and in general the parks are not utilized enough as recreational areas.

### Summary

The connections from the city centre through the Park Lands can appear unsafe at night and the routes to the city centre through the Park Lands need to be improved for pedestrians and cyclists.

Adelaide should have strong visual and physical connections to and through the Park Lands. Wide, well lit paths through the parks should also be developed and others improved to encourage more people to use the recreational opportunities available there and to walk and cycle to the city.

### The surrounding Park Lands

Map showing important passages through Park Lands to the surrounding neighbourhoods.



### Activities in the Park Lands

The Park Lands include the well visited Botanical Gardens with the bi-centennial conservatory. The gardens are an important asset for both the city and the region. In addition the garden is a fine place to find quietness and solitude.



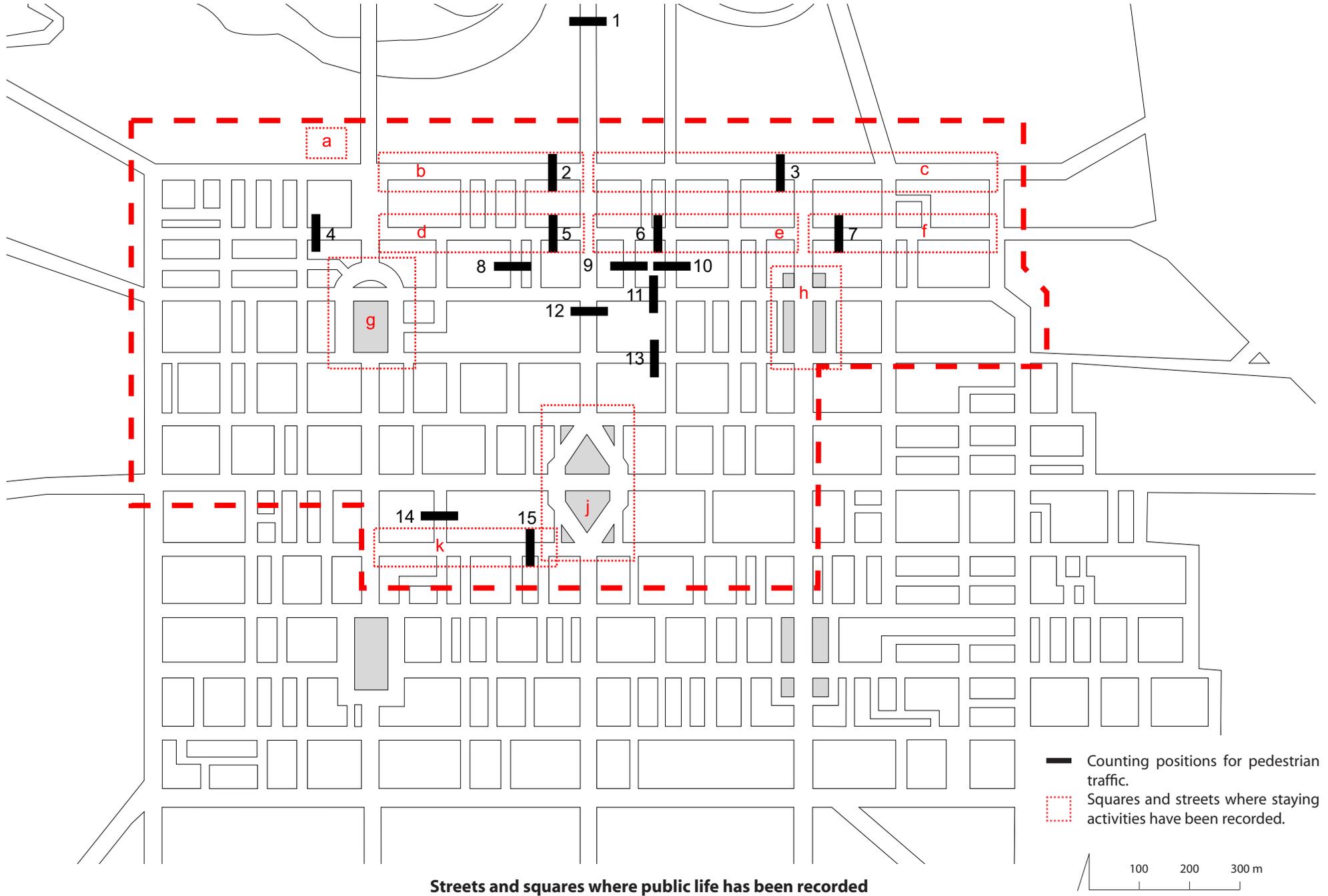
The Park Lands further incorporate the Adelaide Oval, which is much loved, well established and attracts visitors to cricket matches from all over the country. (Photo: Tourism Commission)



## PART 2 - PUBLIC LIFE



# STUDY AREA - public life studies



### Streets and squares surveyed

#### Pedestrian Traffic Survey

- 1 King William Street North
- 2 North Terrace West
- 3 North Terrace East
- 4 Hindley Street West
- 5 Hindley Street East
- 6 Rundle Mall
- 7 Rundle Street
- 8 Leigh Street
- 9 James Place
- 10 Gawler Place
- 11 Grenfell Street
- 12 King William Street South
- 13 Pirie Street
- 14 Moonta Street
- 15 Gouger Street

#### Stationary Activity Survey

- a Skate Park
- b North Terrace West
- c North Terrace East
- d Hindley Street
- e Rundle Mall
- f Rundle Street
- g Light Square
- h Hindmarsh Square
- j Victoria Square
- k Gouger Street



#### Pedestrian countings and observations

The purpose of this part of the study is to examine how the urban 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 strengthen in order to maintain the activity or which to improve to make it easy and pleasant to use the necessary routes.

This part of the study also provides information on how much and where people sit, stand or carry out various stationary activities in the city. These stationary activities act as a good indicator of the quality of the urban spaces. A high 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 high urban quality.

#### How was the data collected

- counting of pedestrian traffic
- surveys of stationary activities (behavioural mapping)

#### Method

The method for collecting this information has been developed by GEHL Architects and used in previous studies in Perth, Melbourne, Riga, Stockholm, Oslo, Copenhagen and a number of provincial cities in UK and Scandinavia. In order to compare Adelaide with the cities mentioned in the opening chapter the counts and surveys in Adelaide have used exactly the same methods.

The method applied in Adelaide includes pedestrian countings carried out in selected streets for 15 minutes every hour between 10 am and 12 pm. (count results have been extrapolated to produce an hourly estimate).

#### Survey period

- the surveys took place on summer days with nice weather in January and February. Supplementary surveys took place in April 2002 to verify the earlier data.
- the data was collected on weekdays and Saturdays both during the daytime and in the evening.

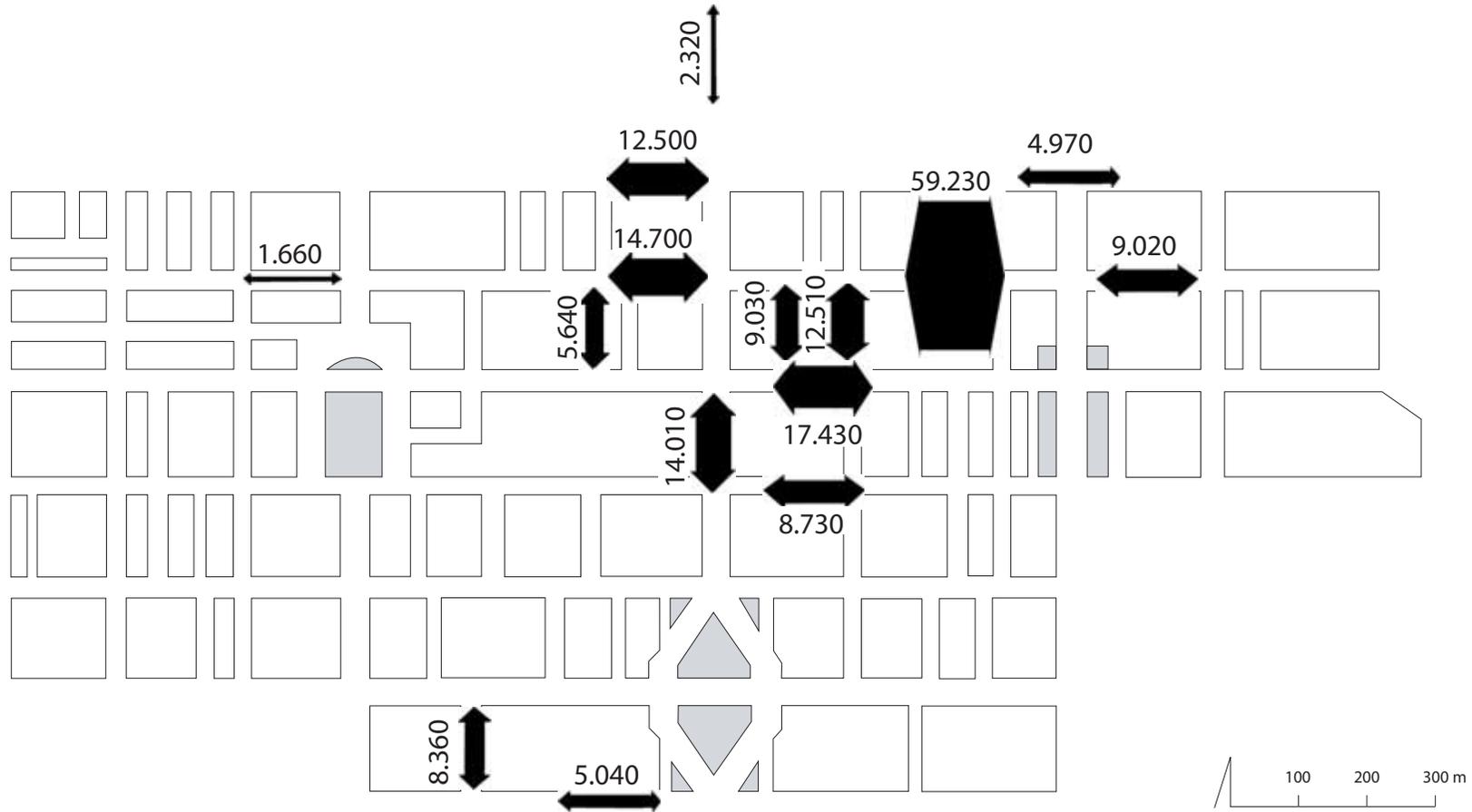
#### Survey days

- Wednesday the 22nd of January 2002, (during school holidays) 10 am to 12 pm. Weather: Mild and sunny, 25°C.
- Saturday the 9th of February 2002, 10 am to 6 pm. Weather: Cloudy, 22°C.

#### Pedestrian traffic

The findings from the surveys on a weekday in January and on a Saturday in February are presented in the following pages. Comparisons will be made with other cities.

# PEDESTRIAN TRAFFIC ON A SUMMER WEEKDAY - day-time 10 am to 6 pm



Wednesday the 22nd of January 2002

Weather: Mild and sunny, 25°C.

### Day-time - 10 am to 6 pm

As expected, Rundle Mall is the most visited street with almost 60,000 pedestrians surveyed. This total is three times the number of pedestrians in Grenfell Street (that has the second highest pedestrian traffic). The busiest street in Copenhagen carries 55,000 pedestrians in a similar period.

Other streets with a quite high number of pedestrians are: North Terrace (West), Hindley Street, Gawler Place and King William Street (South). These streets have pedestrian volumes of 12,000 - 15,000.

### Comparison ; City main streets

(Summerdays 10 am to 6 pm).

Copenhagen (1996):	55,000 pedestrians
Melbourne (1994):	45,000 pedestrians
Perth (1994):	46,000 pedestrians
Stockholm (1991):	56,000 pedestrians

## PEDESTRIAN TRAFFIC ON A SUMMER WEEKDAY - night-time 6 pm to 12 pm



Wednesday the 22nd of January 2002

Weather: Mild, 20°C.

### Night 6 pm to 12 pm

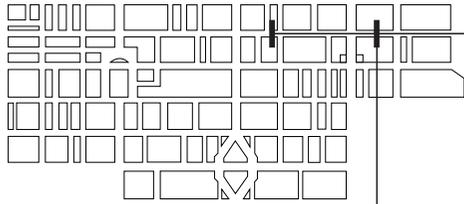
After 6 pm the activities shift to other streets such as: Rundle Street, North Terrace (West) and Gouger Street. Generally the pedestrian traffic is very low at night indicating that people walk in the city because it is necessary in relation to work and shopping and not because it is a pleasure to walk. In Copenhagen 23.000 people walk in the main street at night-time to look at the window displays and enjoy the night life. This is approximately 50% of the daytime activity.

### Summary

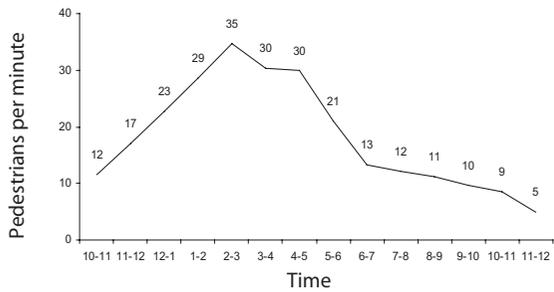
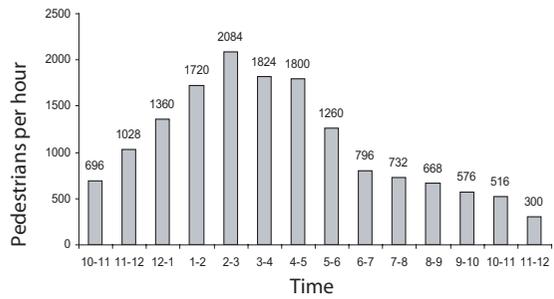
During daytime a surprisingly high number of people walk in Adelaide, considering the partly undeveloped pedestrian network. The pedestrian traffic in the city is related to business hours, where people walk from car parks to offices, go out for lunch and walk back to the car park or to the bus or train in the evening. Another important reason for walking in the city is shopping which is evident in Rundle Mall.

Adelaide becomes inactive after 6 pm when the shops and offices close. The countings display a remarkably quiet city at night time on a normal weekday.

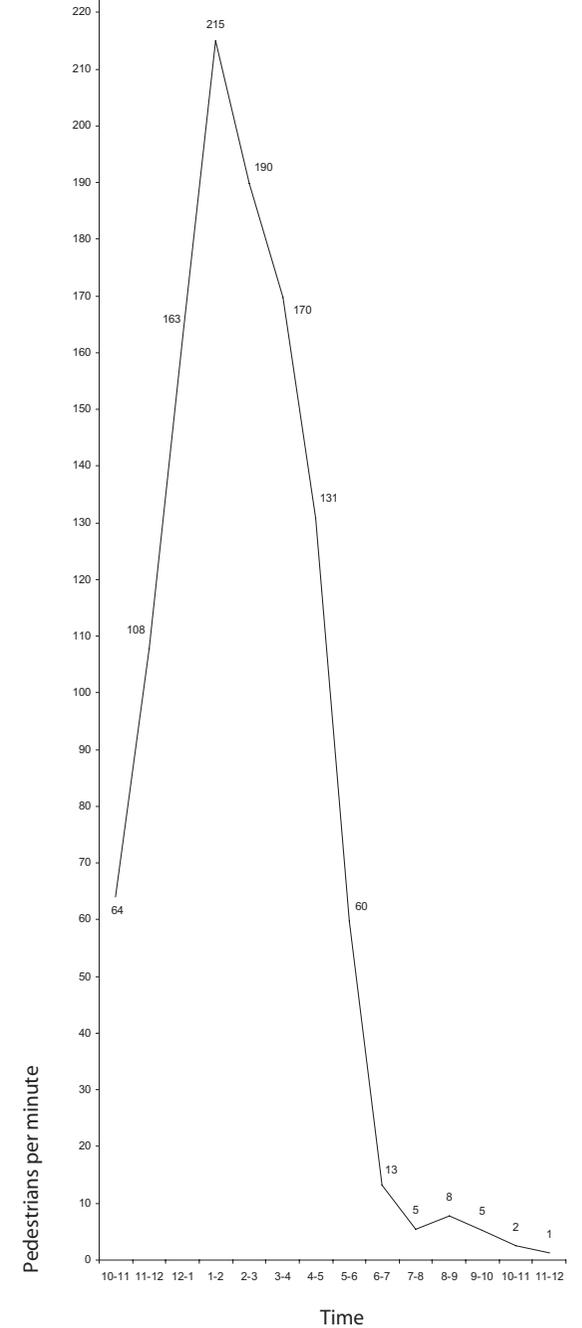
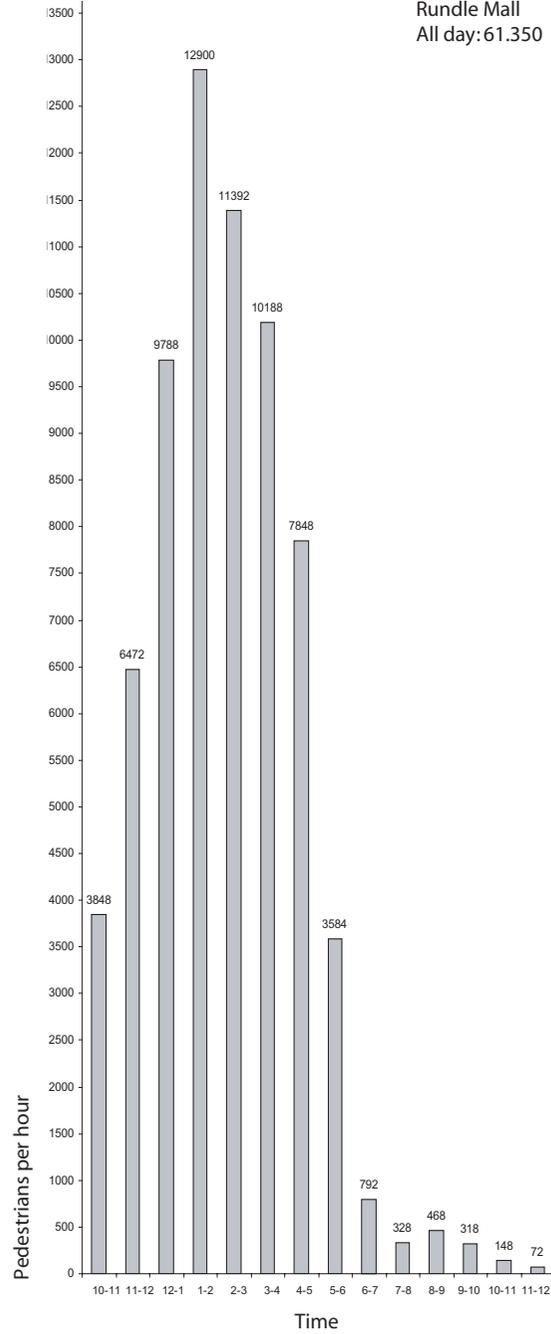
# PEDESTRIAN TRAFFIC ON A SUMMER WEEKDAY



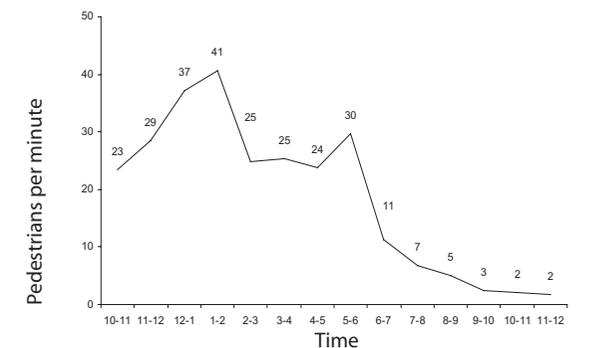
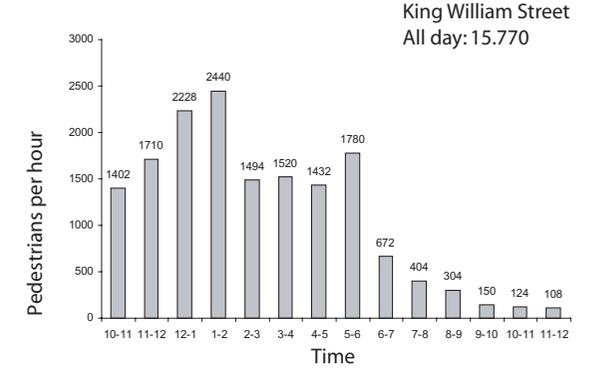
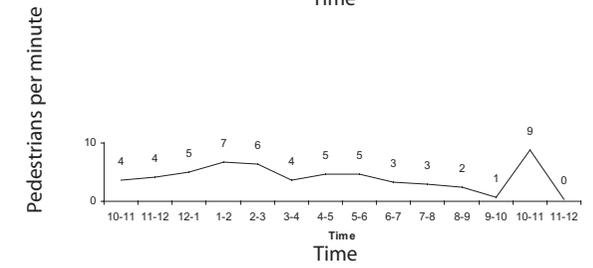
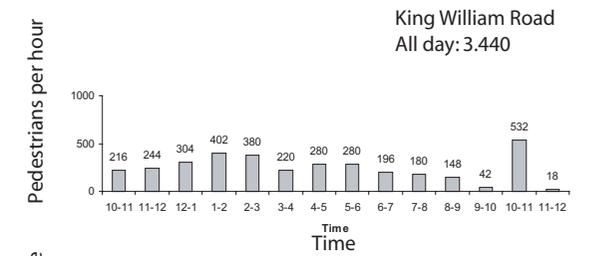
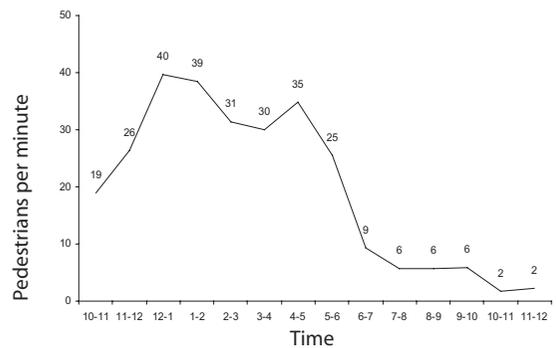
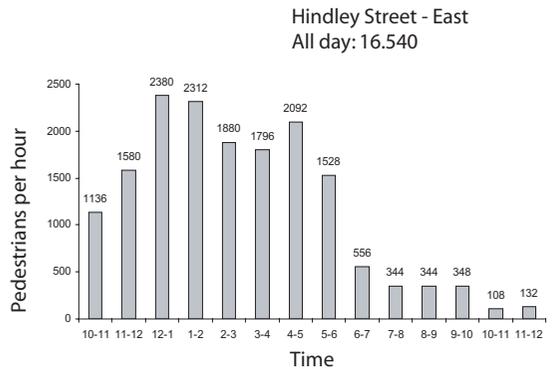
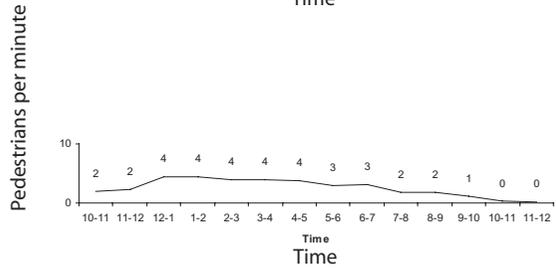
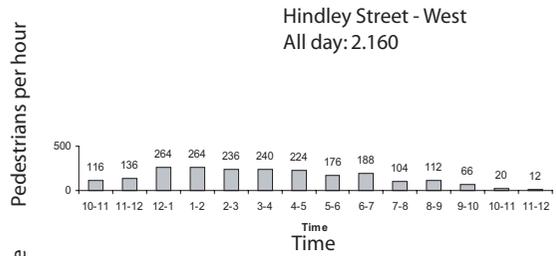
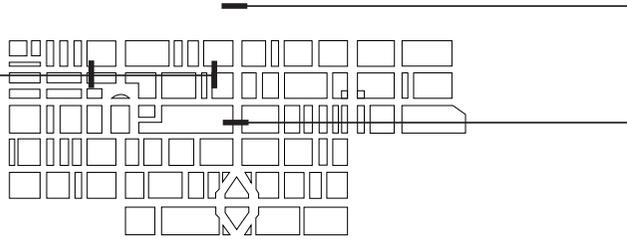
**Rundle Street**  
All day: 11.880



**Rundle Mall**  
All day: 61.350



# PEDESTRIAN TRAFFIC ON A SUMMER WEEKDAY



**Page 52:**

**Rundle Street**

The pedestrian traffic in Rundle Street peaks around 2.30 pm. The street is a busy place throughout the day with people visiting the many outdoor cafés and restaurants. Around 6 pm the activity decreases to 1/3 of the daytime activity. At 11 pm the cafés close and people go home.

**Rundle Mall**

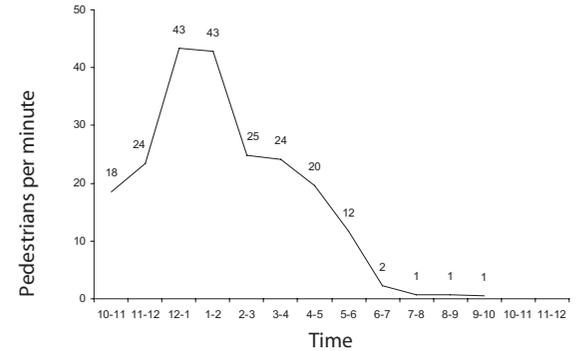
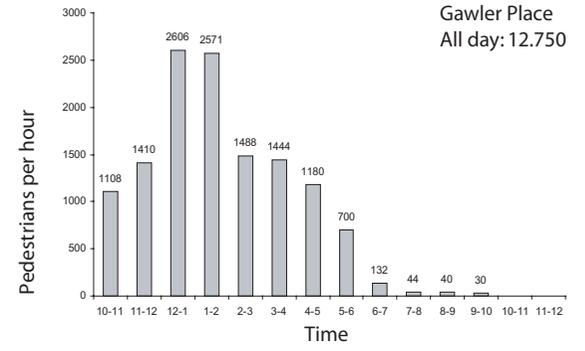
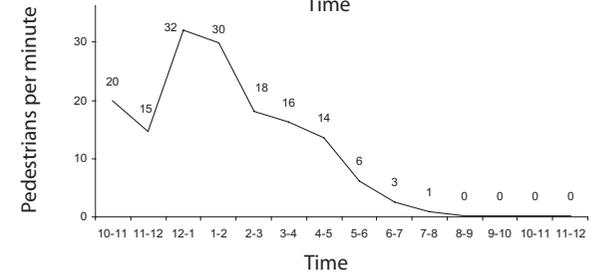
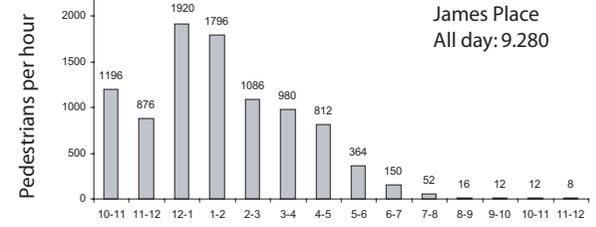
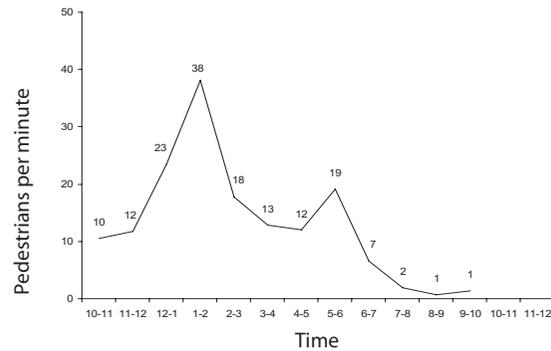
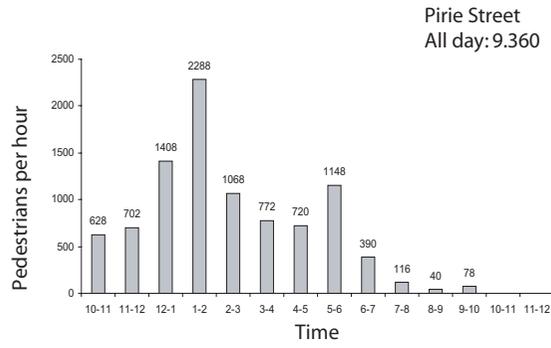
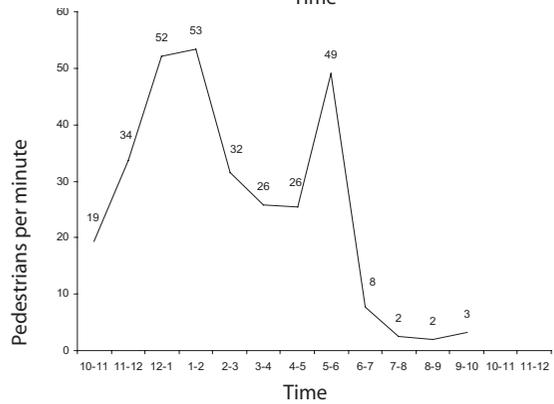
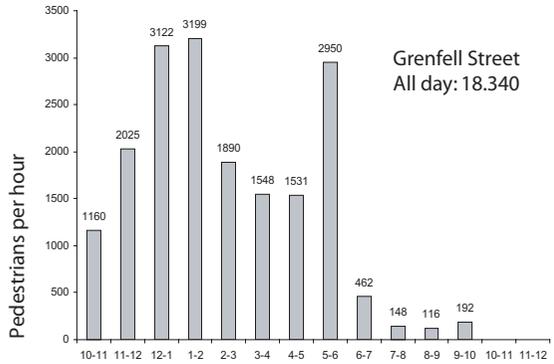
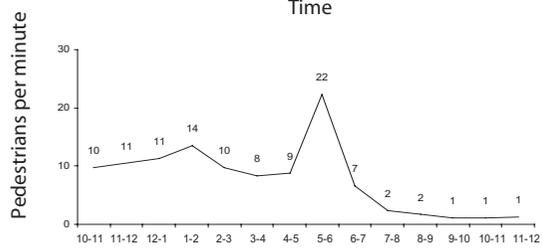
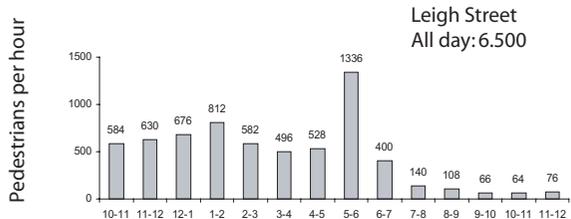
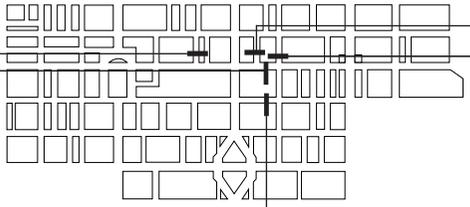
The pedestrian traffic in Rundle Mall is at it's highest at 1.30 pm. At this time 215 pedestrians pass every minute. At 6 pm the shops close and the street becomes rather deserted. This indicates that Rundle Mall is used merely as a shopping mall and not as a good, multifunctional city street with life and activities continuing after closing hours.

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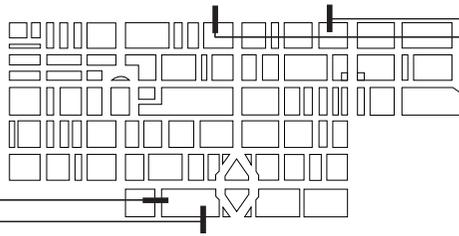
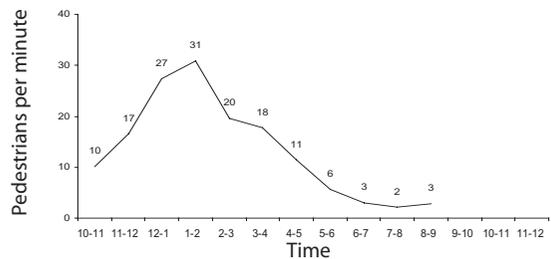
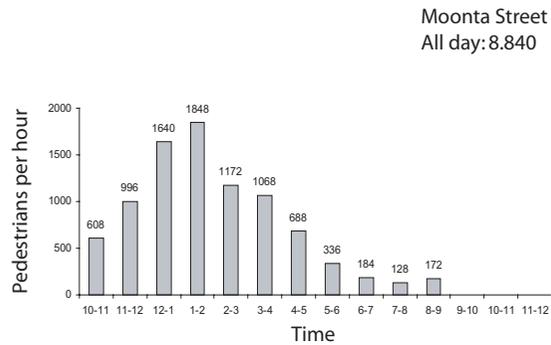
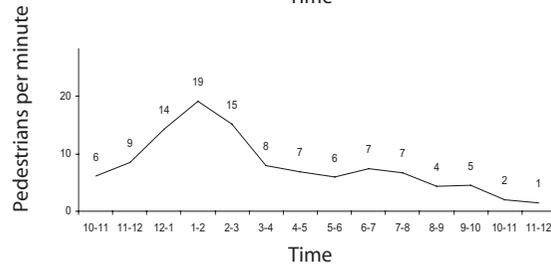
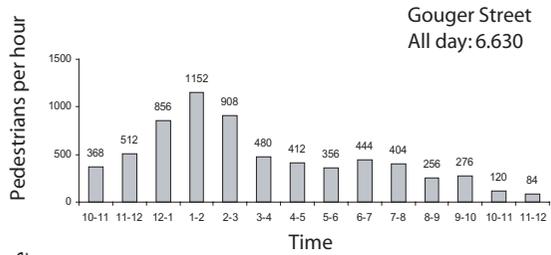
**Hindley Street and King William Street**

The same situation as Rundle Street occurs during daytime although the hourly number of pedestrians (approximately 2.000) are more constant in these two streets than Rundle Street. At night-time Hindley Street and King William carry 50% of the activity on Rundle Street.

# PEDESTRIAN TRAFFIC ON A SUMMER WEEKDAY



# PEDESTRIAN TRAFFIC ON A SUMMER WEEKDAY



**Page 54:**  
**Grenfell Street** and **Pirie Street** are both situated in the central business district. Grenfell is the most used street with 3,200 pedestrians in the lunchtime hours. Both streets experience a lunchtime peak and an afternoon rush hour when people leave work and walk to the different modes of transport. Grenfell Street works as a main street for public transport and as such safety is an important issue in this street where only few people come through at night.

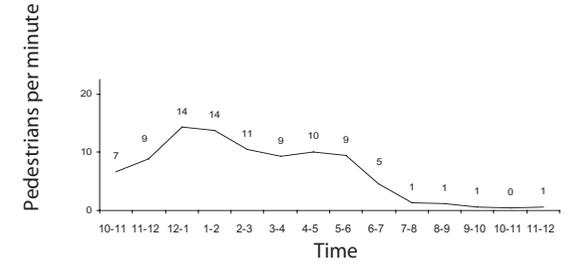
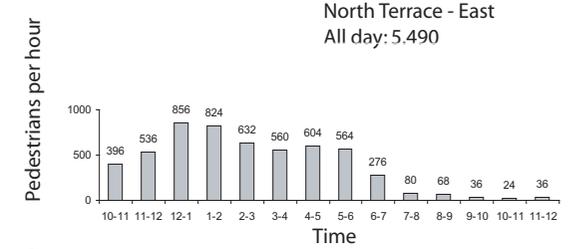
**James Place** and **Gawler Place** are links to Rundle Mall and the traffic in these two streets reflects shopping hours. Both streets have virtually no night-time traffic. One person passes every 5th minute in James Place. This street is very closed and unfriendly at night-time with many metal shutters.

**Leigh Street** is part of the link to the Central Market. The pedestrian traffic is quite constant throughout the day and then drastically drops after 6 pm.

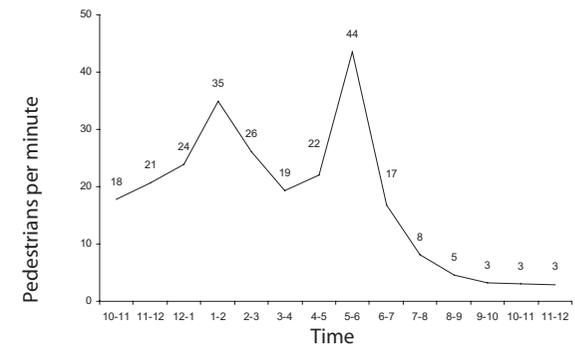
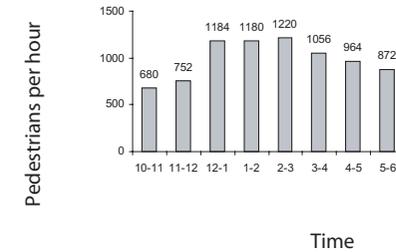
These small connecting streets are all important parts of a pedestrian network and as such a general improvement of the night-time situation is an important issue.

**This page:**  
**Gouger Street** and **Moonta Street** are streets near the market which follow market opening hours. Gouger Street is active also after market closing time, as it is an active restaurant and café street. A drop in the activity level can be noticed outside market hours.

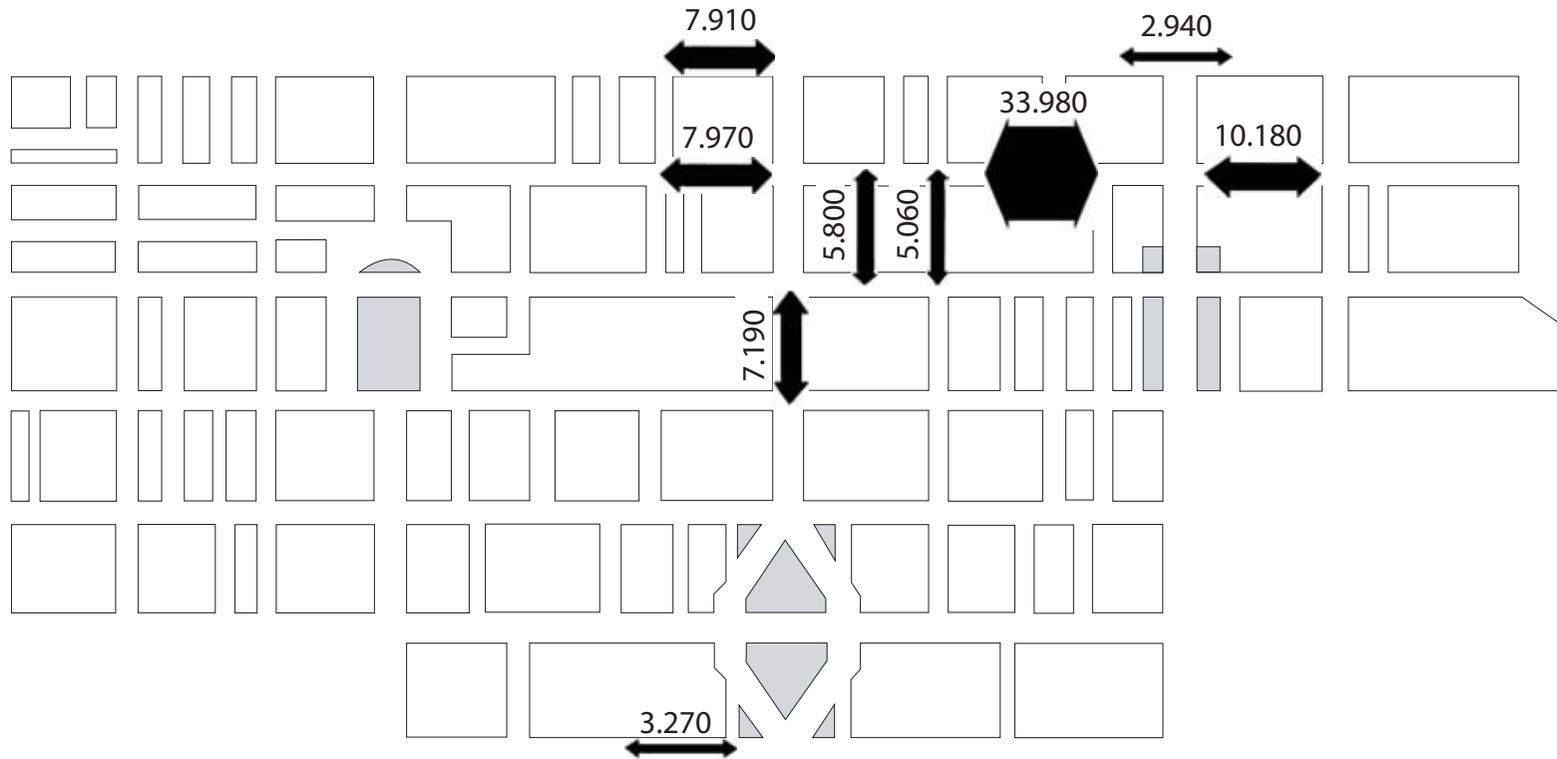
**North Terrace.** The countings made in the eastern part reflect that the university had its summer break in January. The western part of the street is far more active with a higher concentration of offices and cultural institutions plus the railway station.



**North Terrace - West**  
All day: 14.830



# PEDESTRIAN TRAFFIC ON A SUMMER SATURDAY - daytime 10 am to 6 pm



**Pedestrian traffic 10 am to 6 pm**  
Summer Saturday in February 2002



## PEDESTRIAN TRAFFIC ON A SUMMER SATURDAY

*Saturday the 9th of February 2002 - 10 am to 6 pm.  
Weather: Cool and cloudy, 22°C.*

### **Day 10 am to 6 pm**

A general picture of the pedestrian traffic on a Saturday in Adelaide displays a 50% decrease in comparison with a weekday. This is the case for all streets except Rundle Street which carries approximately the same amount of pedestrians as on a weekday.

34.000 pedestrians have been recorded on Rundle Mall between 10 am and 6 pm compared to a weekday, where 60.000 pedestrians pass in the same hours.

### **Comparison ; City main streets - Saturdays**

Copenhagen (1996):	50.000 pedestrians
Melbourne (1994):	63.000 pedestrians

A comparison with Melbourne and Copenhagen on a summer Saturday shows a different pattern. Here the pedestrian traffic in Melbourne has experienced a 50% increase compared to a weekday while the pedestrian traffic in Copenhagen is much the same on a Saturday compared to a weekday.

### **Summary**

The pedestrian traffic in Adelaide on a Saturday in January is half that experienced on a normal weekday. On Saturdays when offices are closed many people choose to stay home or go elsewhere. The people who do come to the city visit Rundle Mall or the cafés in Rundle Street. These are the most popular destinations on Saturdays in the city.

A future development of the pedestrian network, streets and squares would most likely, as seen in other cities, result in an increase of the number of people who come to the city to experience public life and city activities.

### **Following pages:**

As mentioned earlier there is a general decrease of 50% in pedestrian traffic on a Saturday compared to a weekday.

In addition, none of the streets experience a lunchtime and an afternoon peak as seen on the weekday recordings. The pedestrian traffic is much more constant with no big variations.

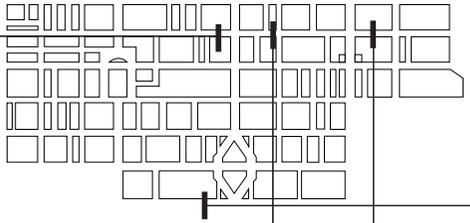
**Gouger Street** and **North Terrace East** are not well visited streets. Here only 7 pedestrians pass per minute.

**Gawler Place** and **James Place** are fairly quiet streets with 13 pedestrians passing every minute.

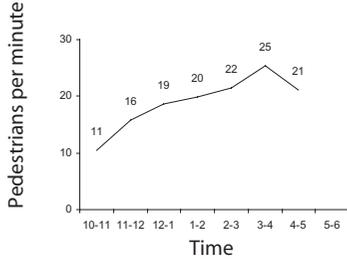
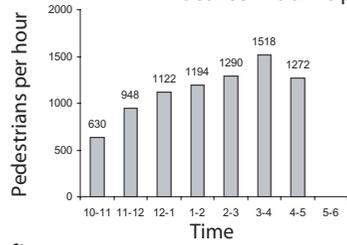
**North Terrace West, Hindley Street East** and **King William Street** have the same number of pedestrians passing through. Approximately 17 pedestrians pass every minute. Hindley Street is a bit busier with 20 pedestrians passing every minute.

In **Rundle Street** 25 pedestrians pass every minute while **Rundle Mall** is much busier with an average of 80 pedestrians passing every minute.

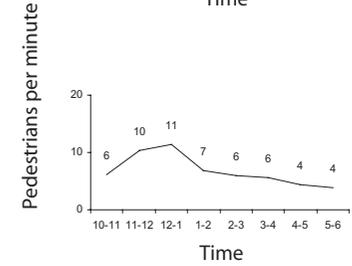
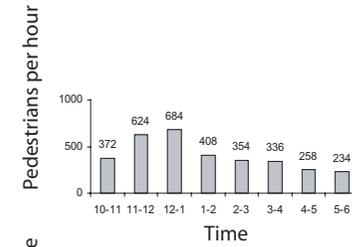
# PEDESTRIAN TRAFFIC ON A SUMMER SATURDAY



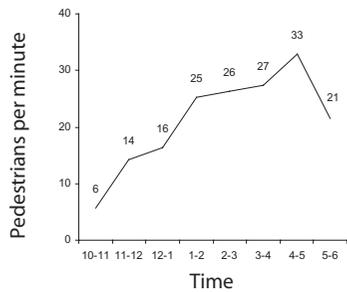
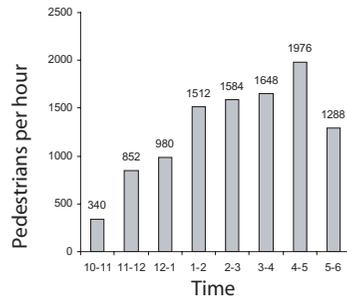
**Hindley Street - eastern part**  
Between 10 am-6 pm: 7.970



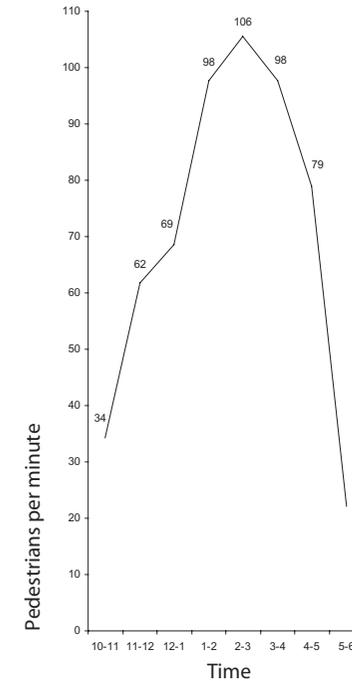
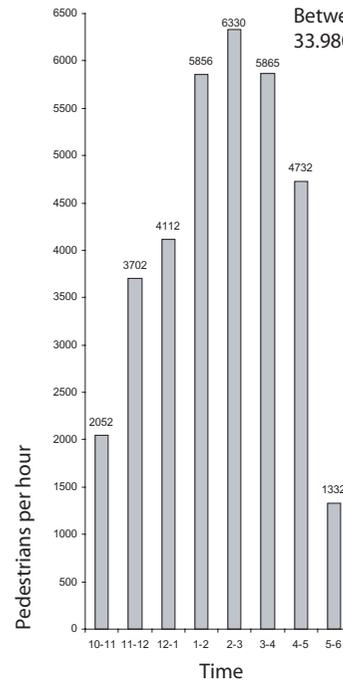
**Gouger Street**  
Between 10 am-6 pm: 3.270



**Rundle Street**  
Between 10 am-6 pm: 10.180



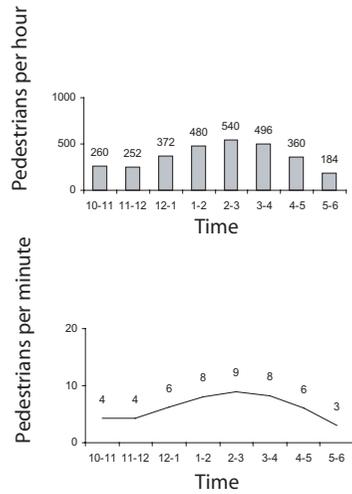
**Rundle Mall**  
Between 10 am-6 pm: 33.980



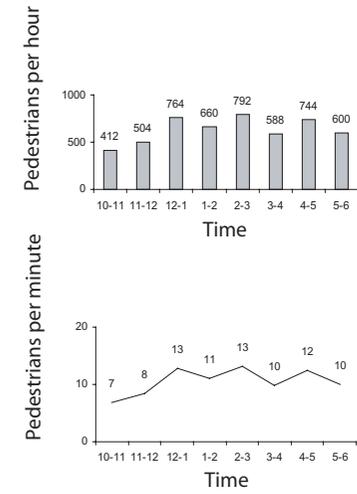
# PEDESTRIAN TRAFFIC ON A SUMMER SATURDAY



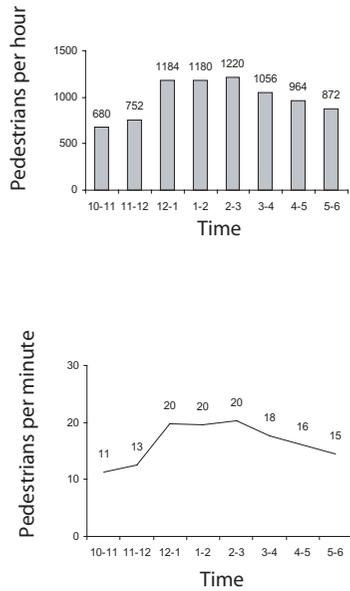
North Terrace - eastern part  
Between 10 am-6 pm: 2.940



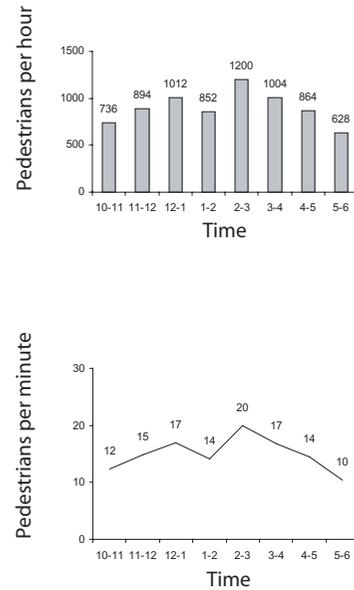
Gawler Place  
Between 10 am-6 pm: 5.060



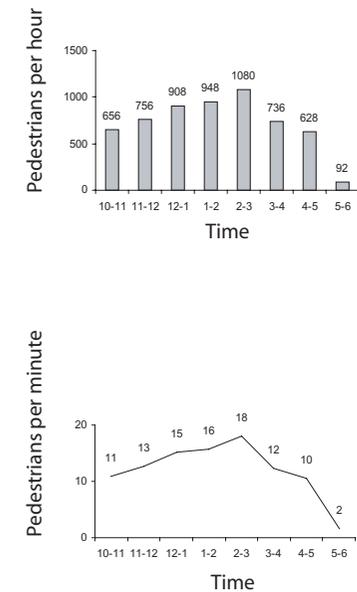
North Terrace - western part  
Between 10 am-6pm: 7.910



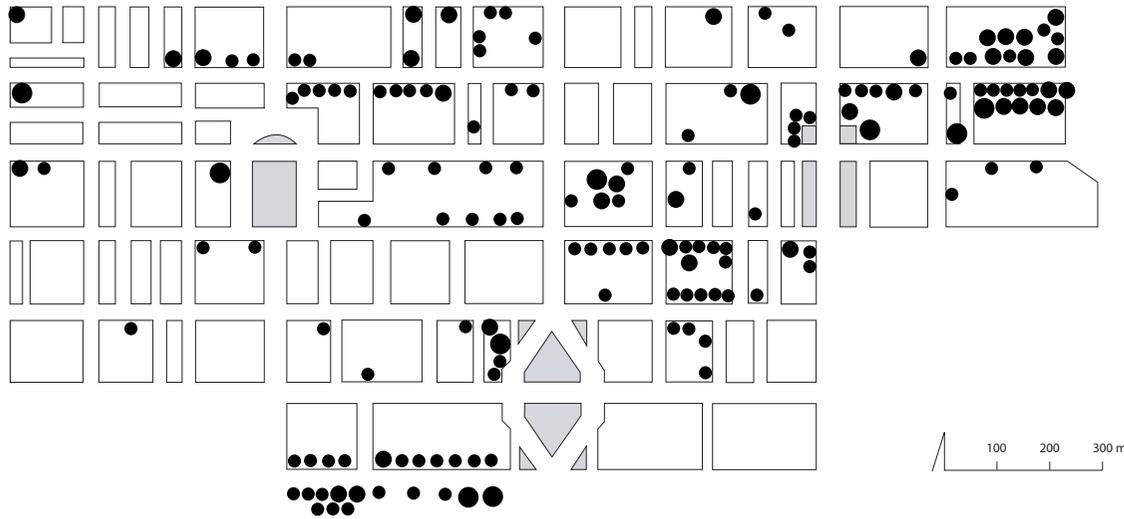
King William Street  
Between 10 am-6 pm: 7.190



James Place  
Between 10 am-6 pm: 5.800



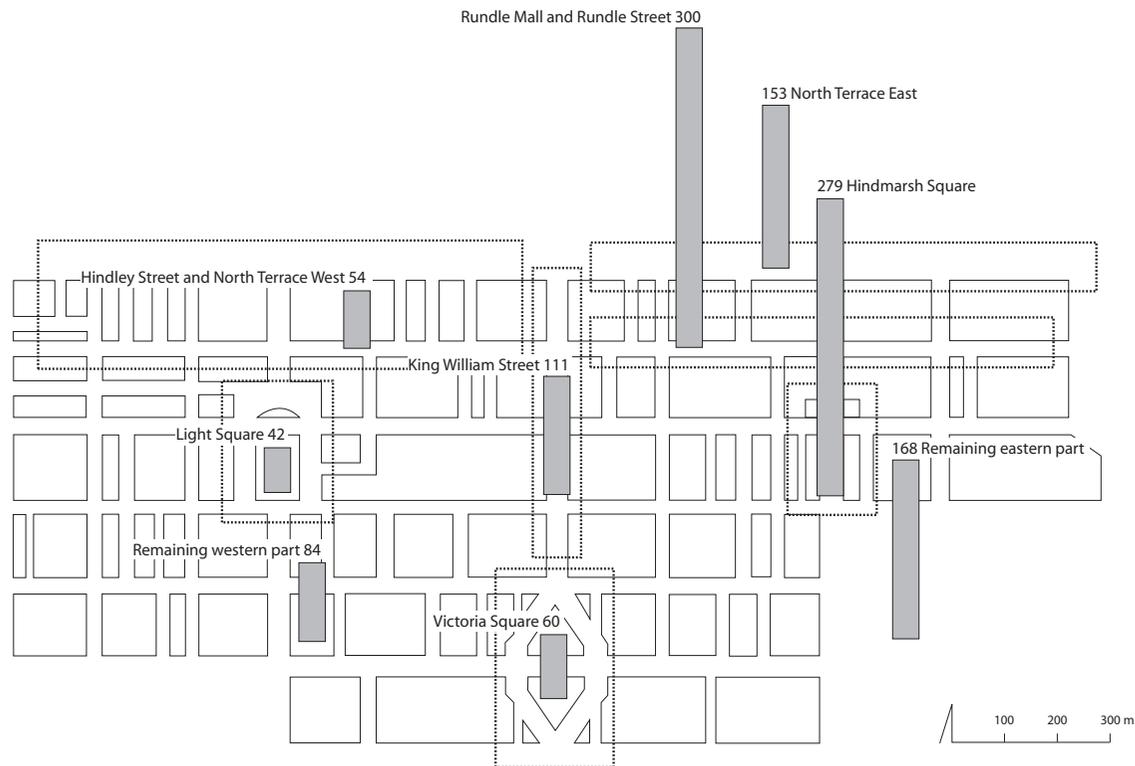
# OUTDOOR SEATING



## Seats on outdoor cafés

Map showing the number and placement of outdoor cafés. The number of cafés and of café chairs must be regarded as quite remarkable and constitutes a valuable asset for the city.

- 1-25 café seats
- 26-50 café seats
- 51-100 café seats



## Seats on public benches

Map showing the number of seats on public benches area by area.

# OUTDOOR SEATING



Café on Rundle Street.



A number of public benches are placed in odd locations - Victoria Square.

Number of seats on benches in Adelaide:	<b>1.250</b>
Number of seats on outdoor cafés:	<b>3.440</b>
Number of outdoor cafés:	<b>160</b>

## Benches

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

Apart from the number of public benches other parameters are important in order to provide good quality possibilities for resting. Views, shade and comfort are all important attributes. Evidence shows that the seating most used is of good quality, has a good view, sufficient shade, and most importantly is located close to important pedestrian links.

The public benches in Adelaide are mainly placed in the eastern part of the city centre - Hindmarsh Square, King William Street, Rundle Mall, North Terrace East and Rundle Street.

## Cafés

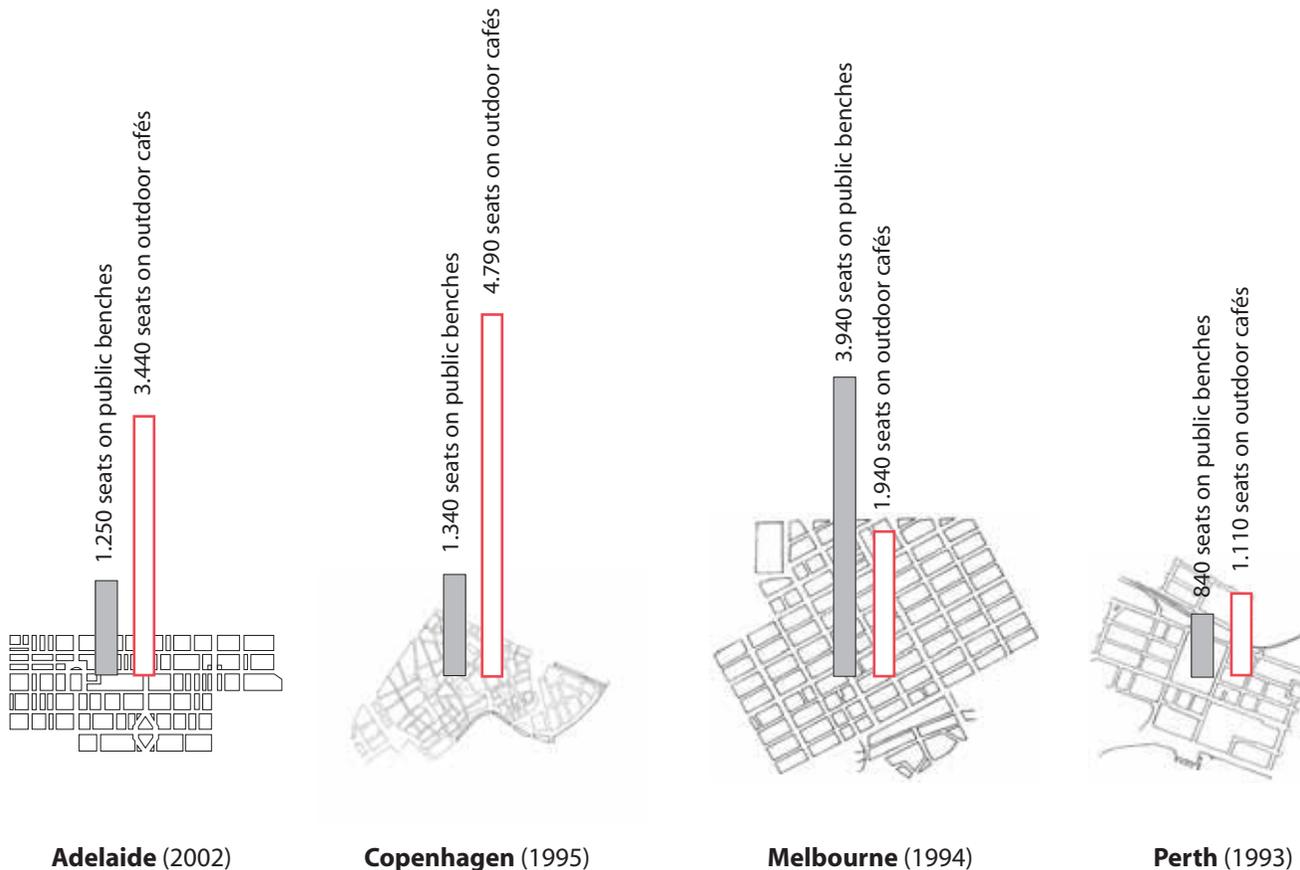
The culture of outdoor café life has developed rapidly in many countries around the world. This has significantly changed the usage patterns of city centres. Today the summer activities are of a much more recreational nature. Drinking coffee is an uncomplicated way to combine several attractions: to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

In Adelaide a substantial number of café seats are offered. This reflects a growing outdoor lifestyle and a rich diversity of cultures. Most of the outdoor cafés are smaller serving areas and they are well distributed throughout the city with concentrations on Rundle Street, Gouger Street, Hindley Street and Pirie Street.

## Summary

The city appears to have enough seating possibilities but as the recordings of the stationary activities will show, quite a few of the benches might not be well placed. The amount of secondary seating in Adelaide is quite high pointing to a situation where there are not enough benches in the right places to accommodate the needs. Many benches are placed in odd locations with no view, no shade and with limited public access. This is the case in places such as: Victoria Square, Hindmarsh Square, Light Square etc.

Seating will in general encourage staying, which will again encourage spending and boost local businesses.



## SPENDING TIME IN THE CITY



# SPENDING TIME IN THE CITY

Wednesday the 22nd of January 2002 - 10 am to 8 pm.  
 Weather: Mild and sunny, 25°C.  
 Spending time in the city.

**Average in the period between noon and 4 pm:  
 864 activities**

## Comparison ; Average no. of activities (noon to 4 pm)

Copenhagen (1996):	5.900 activities
Melbourne (1994):	1.920 activities
Perth (1994):	809 activities
Stockholm (1991):	3.050 activities

The recordings of staying activities show a concentration of activities in the central areas where also the highest number of pedestrians were counted. The activities are mostly standing (looking at goods on the street, speaking to friends and relatives), sitting on benches (resting), secondary seating (resting) and sitting in cafés (resting, socializing).

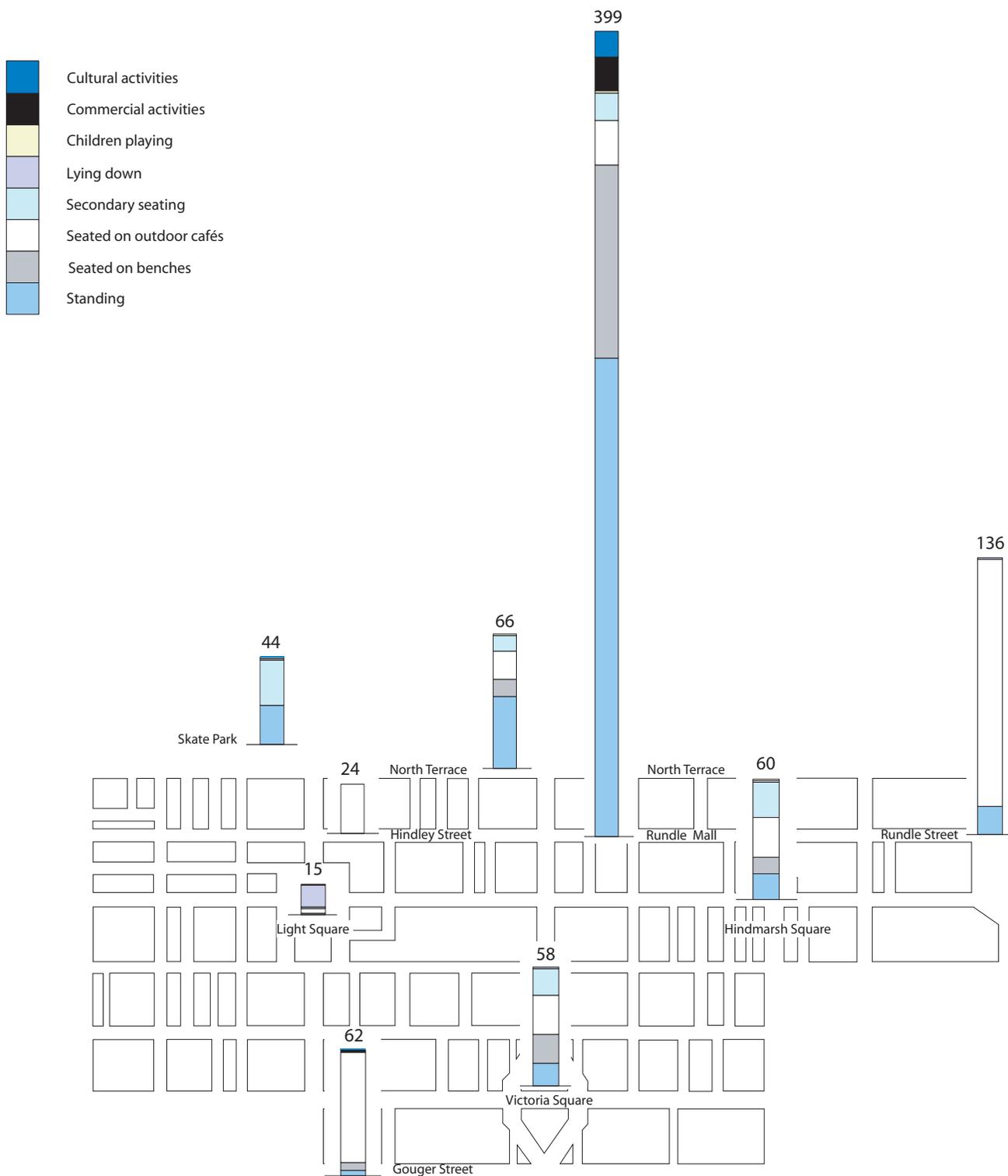
These are the major activities and it is only in Rundle Mall that cultural and small scale commercial activities are found.

A substantial number of people were found using secondary seating. This indicates a lack of public benches in certain areas.

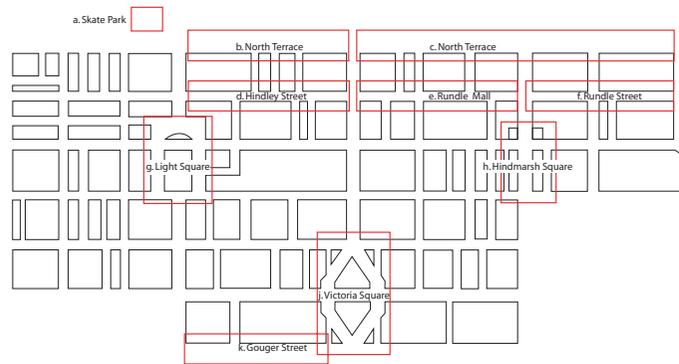
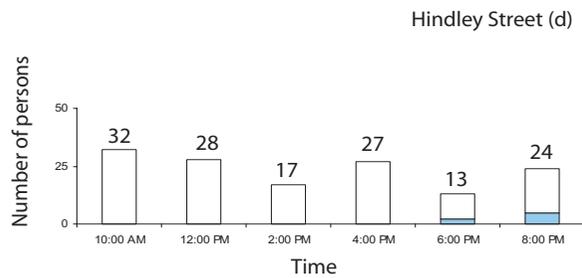
Children playing are seldom found in Adelaide. The only places where children playing have been recorded in this study are in Rundle Mall and at the Skate Park. The public spaces are generally surrounded by traffic and parents do not let their children loose to play. A future development of the public spaces could improve the conditions for children.

## Summary

The recordings of staying activities in Adelaide show a somewhat low rate of activities compared with other cities. The pedestrian countings showed a reasonably high number of pedestrians in central city streets, which indicates that many pedestrians are in the city but only few choose to settle down and spend time in the city. This suggests that the quality of the public spaces is low in most places and the possibilities for staying have not yet been properly developed.



# SPENDING TIME IN THE CITY



**This page:**

**Hindley Street** is not a place where many people choose to spend time. The street is fairly quiet and the main activity is visits to outdoor cafés.

**Rundle Street** is dominated by its many cafés and smaller shops. After 4 pm Rundle Street is the most active street.

**Rundle Mall** has a diverse activity pattern reflecting a busy main street. The large groups of people standing at all times displays the well known urban activity of looking at shopping goods and speaking to friends and relatives. There are some cultural and commercial activities at Rundle Mall including speaker salespeople, artists etc.

**Page 65:**

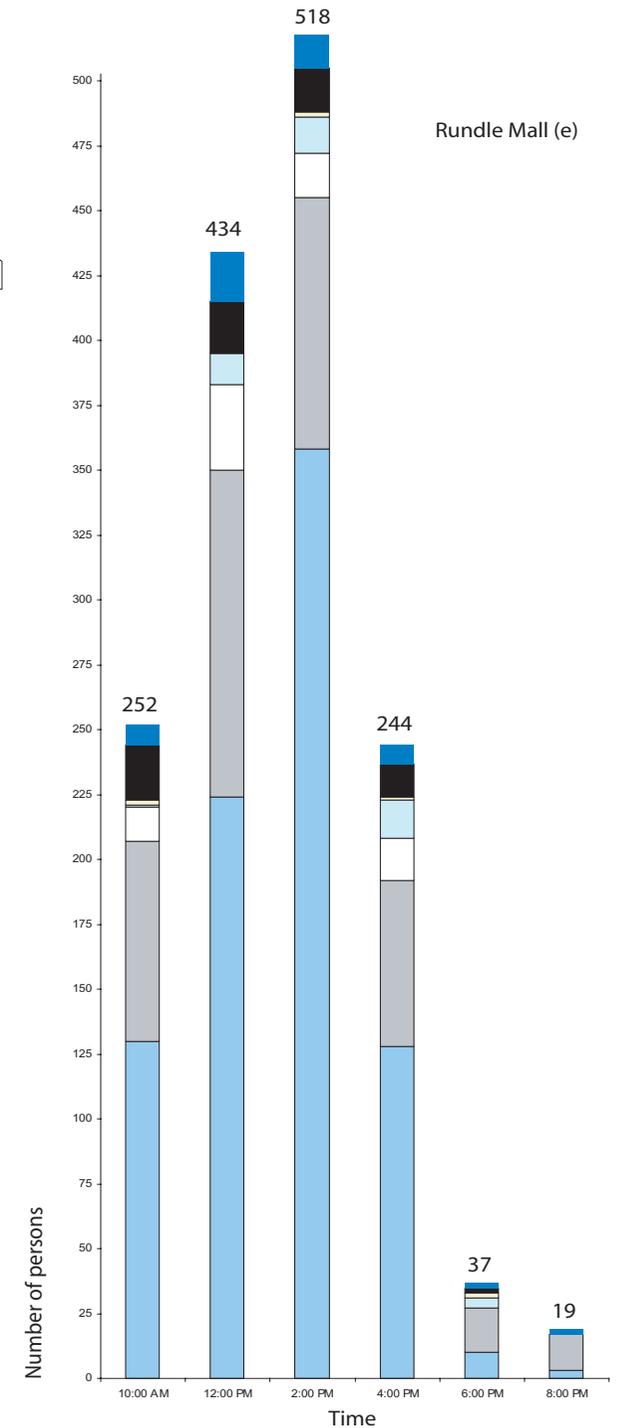
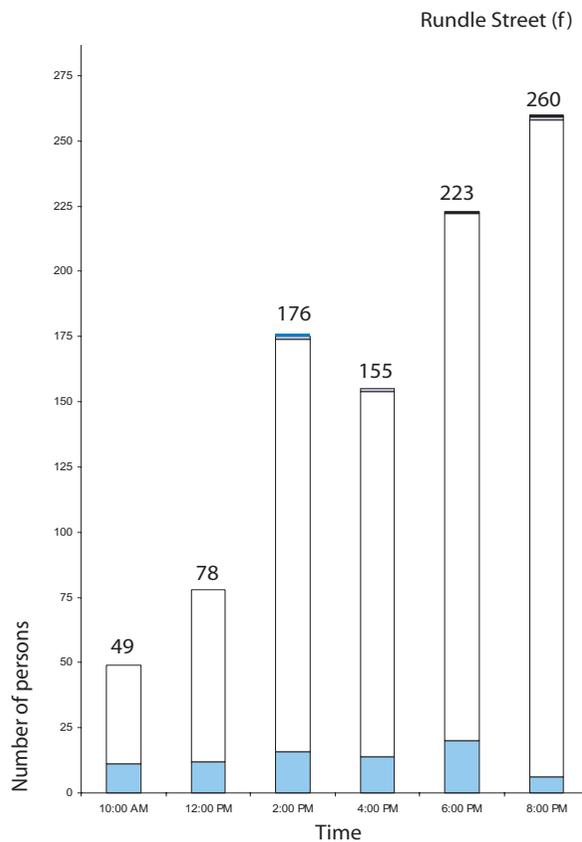
**Skate Park** is an interesting new activity place for children and young people and the place is used exclusively by them throughout the day. The main activity is skating and watching skateboarders or cyclists perform on the ramps.

**North Terrace** is dominated by people waiting for buses, while the main activity on **Gouger Street** is people sitting at the outdoor cafés.

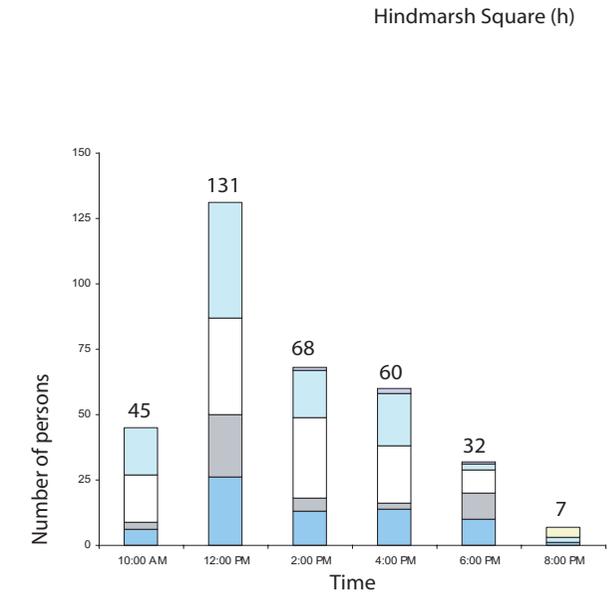
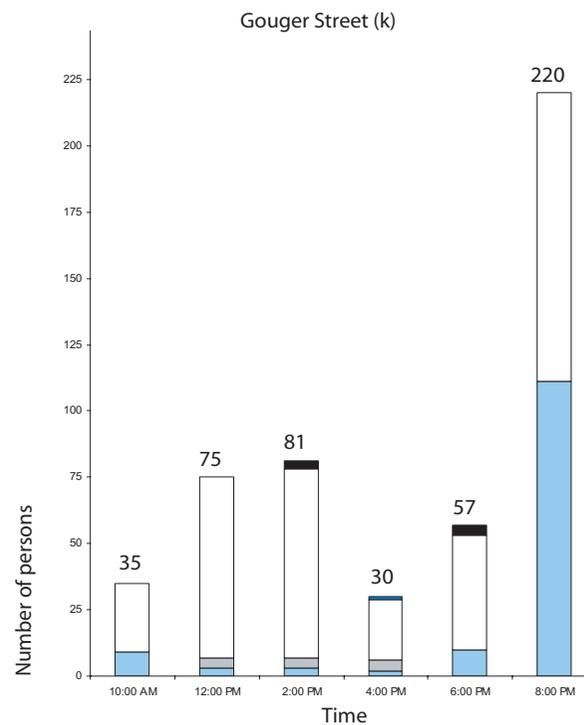
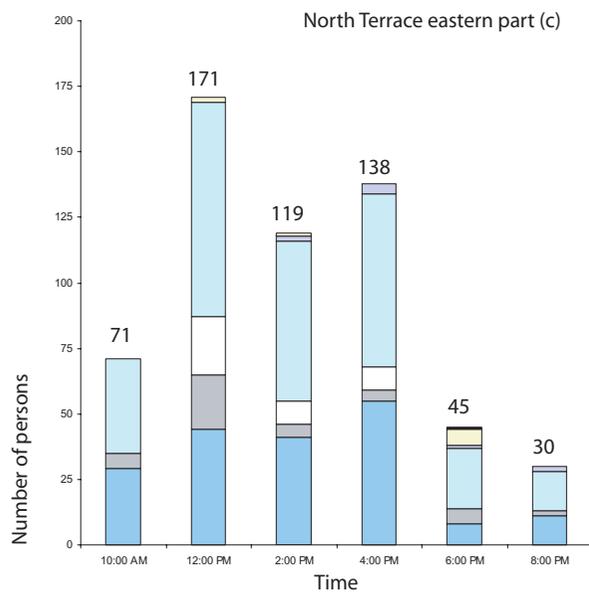
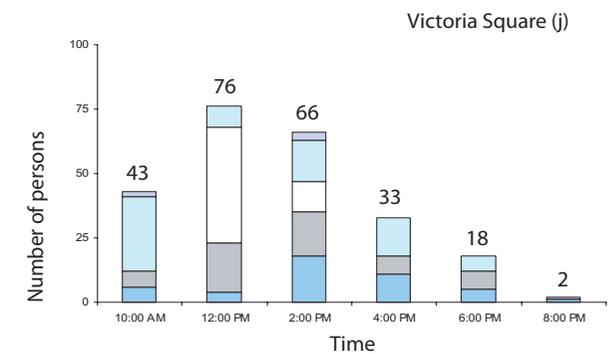
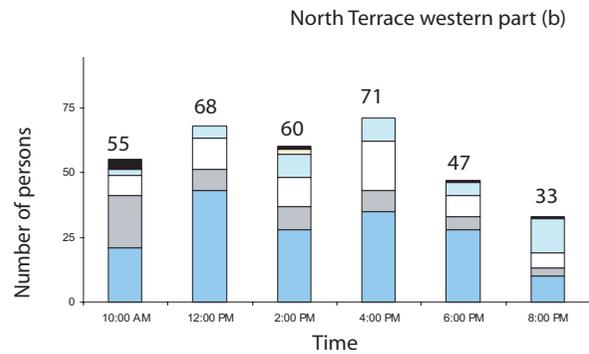
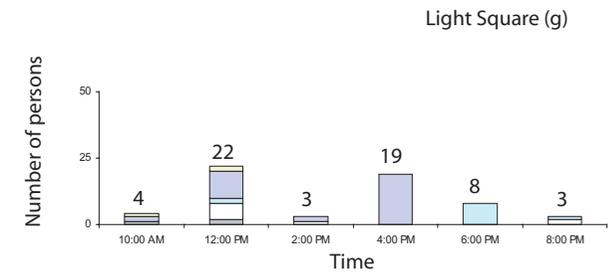
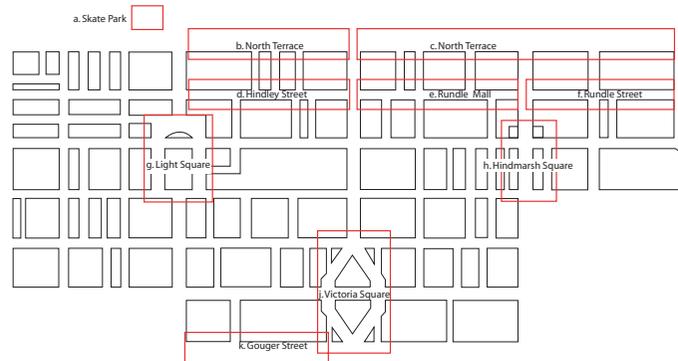
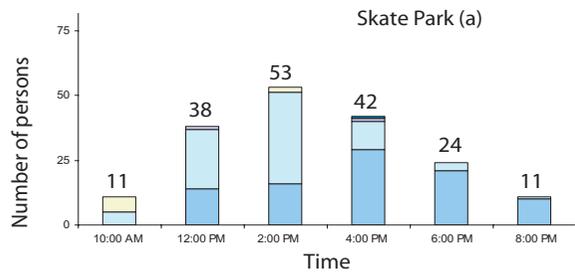
**Light Square** is an informal park-like square where many come to lie in the sun and relax. The activity is quite low reflecting the Square's isolated location in the city and the lack of shade.

**Victoria Square** is dominated by people waiting for public transport and although this is the main square in the city surprisingly few people spend time here.

**Hindmarsh Square** is mainly a lunchtime plaza where people come to visit the outdoor cafés or eat their packed lunch on the public benches or on secondary seating.

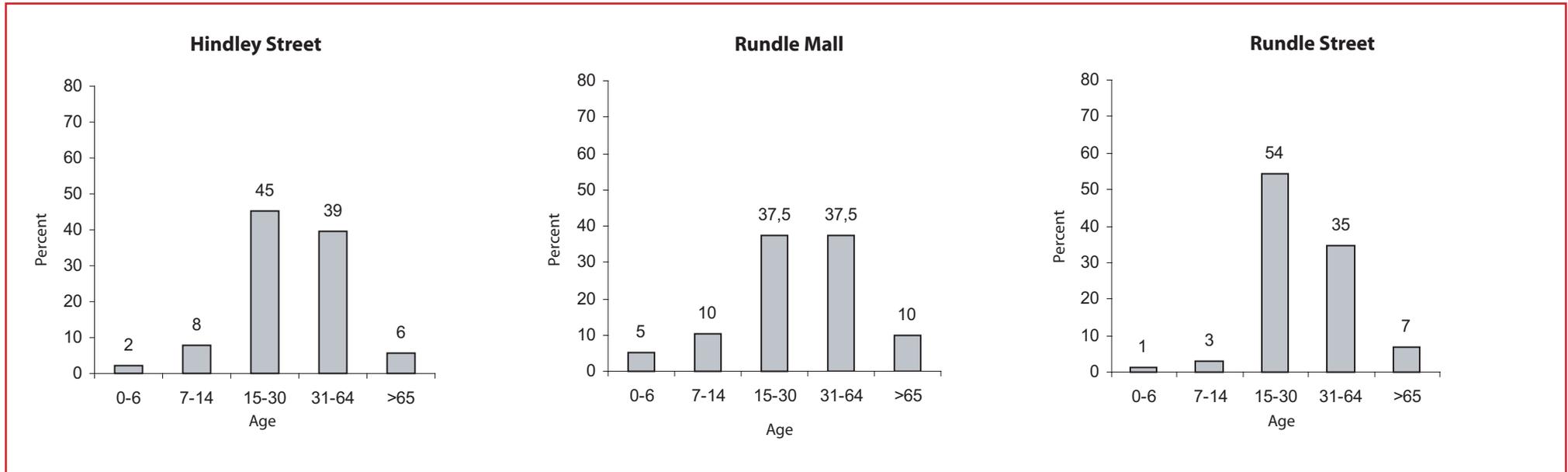


# SPENDING TIME IN THE CITY

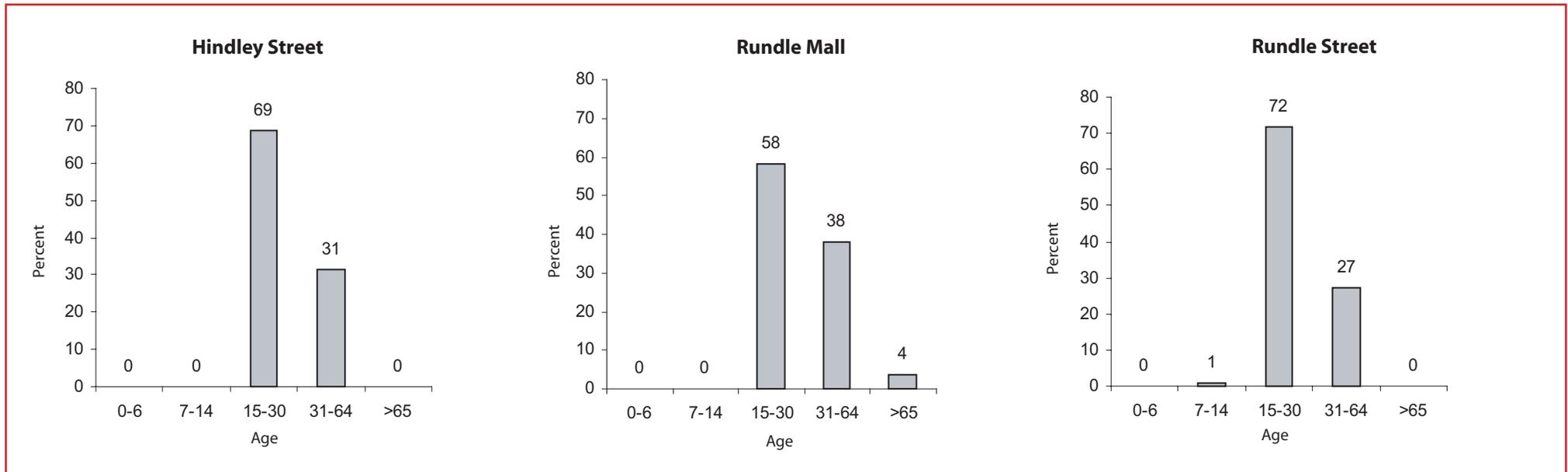


# AGE DISTRIBUTION

11 am



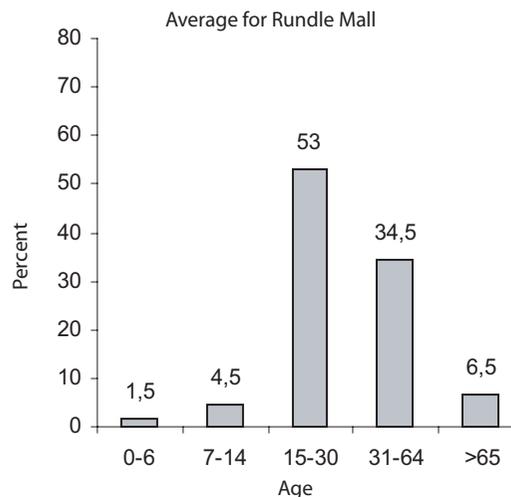
9 pm



## Two main findings

The recordings made on a summer weekday on Hindley Street, Rundle Mall and Rundle Street show a pattern where **young people** constitute the biggest group of people walking in the city.

The findings show **very low figures concerning young women** in the city at night raising the issue of young women possibly avoiding going to the city because it is perceived to be unsafe.



## 11 am - the midmorning situation

The highest number of children at age 0-14 year olds are found at this time of the day. This group is mostly represented in Rundle Mall.

40-55% of all pedestrians are young people between 15 and 30 years. The lowest number were registered on Rundle Mall. The share of 31-64 year olds is 35-40% which is much the same on all streets.

The group of elderly is best represented at 11 am where seniors (above 65 year olds) make up to 10% of all pedestrians on Rundle Mall. At this hour the elderly avoid the overcrowded situation which arises later in the day.

## 9 pm - the evening situation

Children have disappeared from all streets.

Young people (15-30 years) are the most dominant. Of all pedestrians on Rundle Street 72% are between 15 and 30 years. At 9 pm this group is dominated by males.

Hindley Street - 76% of the 15-30 year olds are male.

Rundle Mall - 80% of the 15-30 year olds are male.

Rundle Street - 64% of the 15-30 year olds are male.

Below: Evening activities on Rundle Street



## Average - who are the people using Adelaide city centre.

4-5% are children (0-14 year olds).

50-60% are the 15-30 year olds.

35-42% are the 31-64 year olds.

3-7% are the elderly (+65 year olds).

## Summary

The survey illustrates a very young city with a large share of young people. Children and elderly people are poorly represented.

It is thought-provoking that the evening situation represents such an unequal distribution of male /females where up to 80% of the registered pedestrians are males. The situation is most evident on Hindley Street and Rundle Mall, while Rundle Street has a better distribution in comparison with the other streets.

## PART 3 - RECOMMENDATIONS



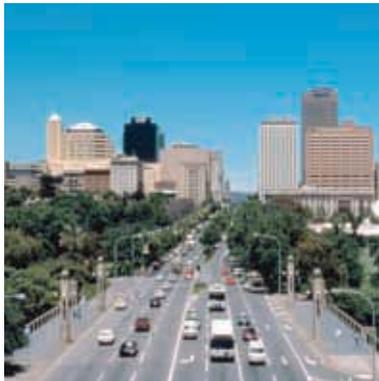
1. Capitalize on the unique qualities



2. Create a better city for walking



3. Create a better city for staying



4. Reduce through traffic



5. Create a beautiful city



6. Create a diverse, safe and lively city

# 1. CAPITALIZE ON THE UNIQUE QUALITIES



# 1. CAPITALIZE ON THE UNIQUE QUALITIES

## Urban Qualities

Adelaide is indeed a fortunate city with many natural qualities. The Adelaide Hills, the Coast, the River Torrens, the beautiful city plan of Colonel Light with the visionary Park Lands and the five squares in the square mile. These landscape features are part of the impression of Adelaide as a green city with wonderful recreational potentials.

In order to utilize these qualities and make them clearly visible in the daily city environment a number of problems have to be addressed. The riverfront is an especially neglected area which needs to be utilized to make the best of its great potential. Attempts have been made through the construction of the river promenade and the Convention Center and the construction of a recreational pathway around the Torrens will assist but more needs to be done.

Access to the river is difficult and it cannot be seen from North Terrace due to the buildings blocking the views. This makes public access to the riverfront unacceptably indirect and complicated or not possible at all. The current redevelopment of the Festival Plaza is very much needed since this public space is currently not offering any spatial qualities or taking advantage of its location so close to a great landscape feature.

"Improved pedestrian accessibility" also summarizes the main recommendation for the Park Lands, the squares, the streets and the unique Market, to further enhance the identity of the City of Adelaide.

### 1: A Waterfront City

- improve the access for pedestrians to the riverfront.
- ensure good connections along the riverfront.
- develop the ground floor facades facing the river to create a lively promenade for walking with interesting experiences and a wide range of activities.
- create a lively building frontage to the river with a mix of uses.
- develop Festival Plaza to be a public space in closer contact with the river and as an important link between the city and the river.
- explore the possibilities for activities near the water and on the water.
- strengthen the north-south bound streets leading to the water e.g. Bank Street, Station Parade and Kintore Avenue.

### 2: A City with valuable open areas - The Park Lands

- avoid new building development in the Park Lands and preserve this unique park band as an open nature reserve for residents and visitors to appreciate.
- make use of the Park Lands for recreational activities.
- create safe passage routes through Park Lands also at night.

### 3: A Square Mile with five great Squares

- redevelop the five squares according to an overall plan.
- hold an international architectural competition for the future use and planning of the five city squares in order to have a broad discussion about these important public spaces and their position and use in the city.
- make Light's squares whole by removing through-traffic routes from their centres. (Victoria Square, Hindmarsh Square, Hurtle Square and Light Square).
- use good quality materials and good quality design to invite people to use the public spaces, both as green parks and as urban spaces.
- make it easier for pedestrians to have access to the recreational areas offered by the squares.

### 4: A City with wide Streets

make better use of the generous widths of the streets:

- to add proper cycle lanes
- to plant more street trees according to an overall "green" strategy.
- to widen the footpaths, when needed. The extra width could easily be used for pedestrian traffic and outdoor cafés.
- take out traffic lanes if needed to slow down traffic in the city centre.
- make dedicated bus lanes.



The River Torrens

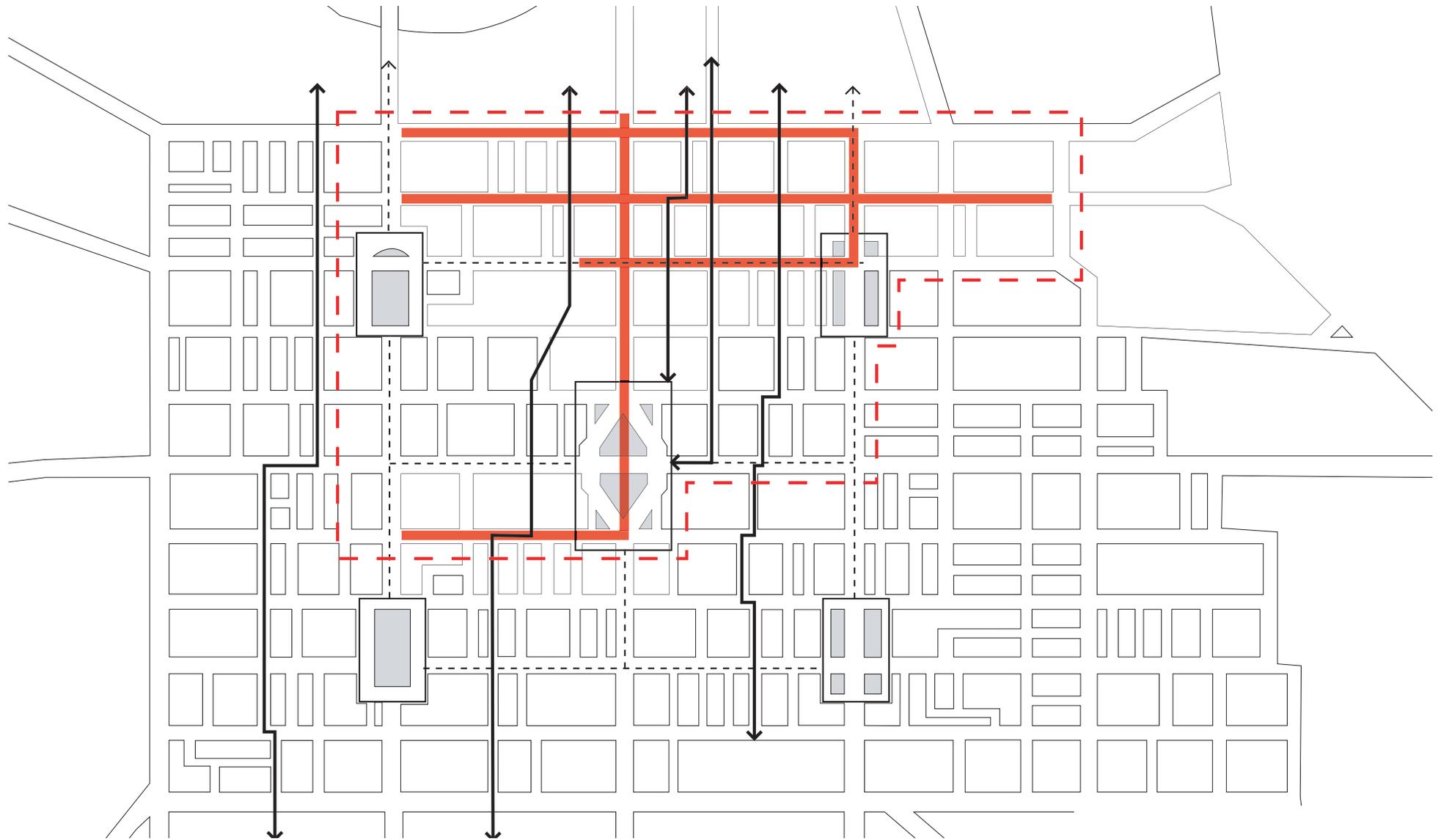


The five Squares; Victoria Square

Below: The wide streets; North Terrace



## 2. A BETTER CITY FOR WALKING



### Future pedestrian network

Map showing future pedestrian network to be developed incorporating the streets and squares displayed.

- Improved primary routes
- Improved public spaces
- ↔ Improved north south connections
- ⋯ Improved secondary routes
- ⋯ Boundary of pedestrian priority area

## 2. A BETTER CITY FOR WALKING

### Create good walking routes

- by making routes with few interruptions and short waiting times at traffic lights.
- remove the push buttons at pedestrian crossings (pedestrians should be allowed to cross the street without applying).
- provide "green waves" for pedestrians as has been done in Portland, USA. (Green waves relate to a phased traffic light accommodated to normal pedestrian speed in order to ensure minimal waiting periods at crossings).
- provide wider and better footpaths on central city streets e.g. Rundle Street and Hindley Street.
- provide places to rest in squares and along streets with reasonable intervals.
- provide good quality lighting for the city streets to improve safety and to upgrade the quality of the public spaces.
- ensure good quality and interesting ground floor facades where people walk to create an interesting, lively and safe street environment.

### Create pedestrian priority streets

- develop an inviting pedestrian network that connects important destinations by limiting traffic in certain streets in order to encourage more diverse activities. This would be attractive in the north-south connecting streets e.g. the connection from the Market to the railway station.

### Improve ground floor frontages

Ground level frontages can meet people with colour and vitality and invite them to stay, but too often pedestrians are met by dull blank walls. These types of frontages make empty areas in the city.

Adelaide City Centre needs a city-wide policy for the treatment of footpath frontages. The policy should be applied to all new construction and to renovation of existing buildings. City streets /frontages should be developed for four different categories of importance relating to four different categories of streets/ routes;

- important
- fairly important
- less important
- unimportant

and guidelines should be made for each category.

### Pedestrian network

In order to strengthen the public life in Adelaide a larger pedestrian network ought to be created in order to offer people good walking routes. When the possibilities for walking are good and the street environment is lively and friendly, people will make use of their city to a much larger extent and this will contribute to a more lively and safe city. Imagine if all the people visiting Rundle Mall were invited into the larger pedestrian network and brought life to other areas of the city centre !

An improvement to the connections in the city and the development of a pedestrian network with good quality pedestrian routes can create a snowball effect. The different routes will be more attractive, the number of pedestrians will increase and the situation for businesses will improve. For streets like Grenfell and King William it would have a great impact if the street environments were upgraded and the ground floor facades improved in order to invite people to stroll also in these streets, or to feel safer while waiting for the bus.

The most important streets to include in a future pedestrian network are North Terrace, Hindley Street, Rundle Street, Grenfell Street and King William Street. All these streets have important city functions and potential as good walking routes.

Possible guidelines for the most important category of street frontage:

- a uniform building line, as buildings built up to the edge of the street or public space makes a more clearly defined space.
- no offices without visual contact with the sidewalk.
- at least 60% of the total length of the facade along the sidewalk transparent, with displays and /or insights into the work being done on the ground floor.
- no parking garages or other passive uses in the ground floor of buildings facing the footpaths.
- shop and office windows lit up until midnight.
- good details and fine materials at sidewalk frontages.
- relief and fine details in the facades at ground level - making them more interesting and more conducive to stop and stand by.
- ledges and shelves at sitting heights could be included in the designs.

### Improve the north-south connections

- identify key north-south streets and create primary pedestrian links through some of these e.g. the link between the Market and the Station (Pitt St, Bentham St, Leigh St and Bank St) which get special treatment.
- ensure interesting ground floor facades.
- provide minimum waiting times at pedestrian crossings.

### Improve footpaths

- avoid footpath interruptions by taking footpaths across side streets.
- improve pavements, make a paving strategy following a street hierarchy system.
- provide good quality lighting for pedestrians.
- enforce a clear zone from the building line for street furniture to free a walking zone for pedestrians e.g. Rundle Mall.

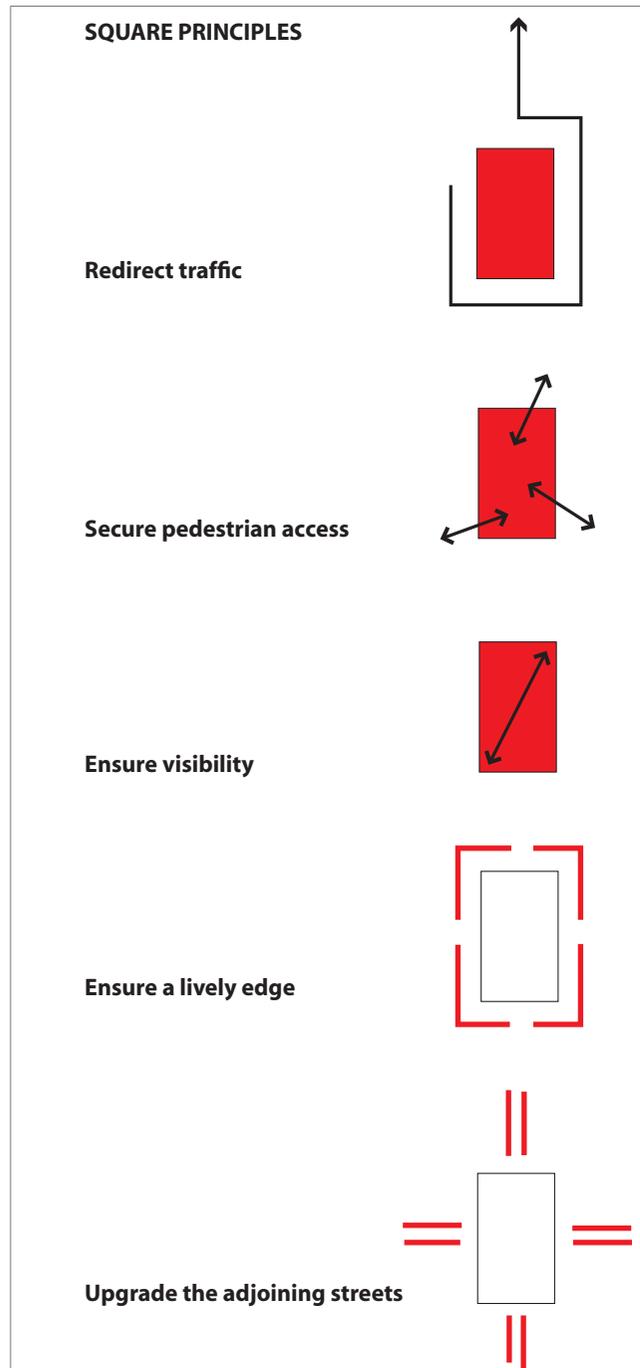
### Take care of the acoustic environment

- avoid the trend of encouraging microphone salespeople in Rundle Mall.
- reduce the level of music coming from shops along Rundle Mall. Loud music creates a stressful atmosphere and generally gives an impression of poor quality.

Below: Most of Copenhagen has a ruling principle where footpaths have been taken over side streets.



### 3. A BETTER CITY FOR STAYING



#### Square principles

The diagrams to the left display a set of simple principles for improvement of the five squares in the square mile. Perhaps these principles could open a discussion about the future use and purpose of the squares eg. how can the squares be designed to accommodate future standards and wishes from the public ?

Adelaide needs a general discussion about the squares and an overall plan to put the squares into a perspective.

Traditionally the squares have been green parks, but traffic has taken up more and more space. Redevelopment of the squares today and in the future needs to address the question of whether or not the squares should be preserved as green spaces, or whether more urban qualities can be applied. To the right is shown three different examples and references as inspiration.

#### Improve the five Squares

1. Make the squares integrated parts of a general pedestrian network.
2. Upgrade the squares to create a sense of ownership and pride and give people a feeling that the city is being carefully looked after.
3. Unify the squares by redirecting traffic. Roads should not cut up the squares into unusable bits.
4. Relocate parking as it creates a generally unpleasant recreational environment.
5. Create possibilities for a multitude of uses, sports, recreation, music, resting, talking, meeting etc.
6. Strengthen the squares as lunch time plazas with many different food outlets, outdoor cafés and public benches.
7. Utilize the street frontages surrounding the squares to create an active and soft edge.
8. Provide more dwellings surrounding the squares to create a safe night time area.
9. Remove the public toilets or replace them e.g. in adjoining buildings.
10. Provide good quality lighting.



Placa de la Palmera, Barcelona - combined park and modern public space.



Above: Pioneer Courthouse Square, Portland - traditional public space.

Below: Place des Terreaux, Lyon - traditional public space.



### 3. A BETTER CITY FOR STAYING

#### Potentials

Giving people the option to stay in the city creates possibilities for social interaction, which can bring people closer together and contribute to a good city environment. To make people stay in the city certain parameters have to be fulfilled. There need to be spaces of a reasonable quality, possibilities for resting and something or someone to look at. Adelaide has many spaces where there is a great potential for public life to be developed.

#### International architectural competition

Positive development often happens in incremental steps that all head in the same direction. But, with regard to the squares, some big steps have to be taken to reclaim these partially lost public spaces.

The squares were originally thought of as voids in a spatial structure where they had their symbolic and recreational function and where the removal of one of them was unthinkable. It still is and the five squares still belong together.

To secure a positive development of the five city squares an international architectural competition could be held for the development of a long term plan for them all.

This would create an overall discussion, widen the perspective and get some fresh new eyes to have a look at what potentials could be developed. Such competitions are used worldwide to act as a catalyst for original design of a high quality.

Future planning proposals for the squares need to incorporate historic, urban and pre-urban conditions.

#### Links to the pedestrian network

A criteria for success of the squares is the linkage to important city areas. Hindmarsh Square has an obvious quality in being so close to Rundle Mall and Rundle Street. These precincts could ensure a more intensive use of the square than today. The other squares have other conditions, Light Square is close to parts of the University of South Australia, the Arts Centre and the Adelaide TAFE. Hurtle Square is in a residential area, while Whitmore Square could be more influenced by its closeness to the Central Market and Gouger Street. Victoria Square is the main square in Adelaide and should be celebrated as the most important place in town for civic events. The Square connects with King William Street which, as a main axis in town, could be more interesting than is the case today.

#### A city for all seasons

- make the best of the climatic conditions. Provide shelter from the wind and shade where people can rest on public benches, in public parks and in outdoor cafés. This will help to secure a lively city environment with good options for people to stay in the city.

#### Integrate functional and recreational pedestrian activities

- by offering good conditions to stay where people pass on their way to do necessary activities such as going to the market or to the station. This can tempt people to engage in social activities and to stay for a longer time than they originally planned.

#### Improve the possibilities for resting

- by improving the city squares.
- by providing more public benches in the public spaces.
- place public benches in nice locations with a good view, shade and shelter from the wind.
- provide more places to rest by the waterfront.

#### Improve conditions for children in the city

- in a good people city children should be looked after. Possibilities for play should be offered and in close connection to public spaces where the parents are most likely to stay. Children and teenagers use the public spaces very extensively and enrich the city environment with their joy and energy.
- provide traffic regulated areas where children can play.



Above: South Australian Museum forecourt, Adelaide - space for play.



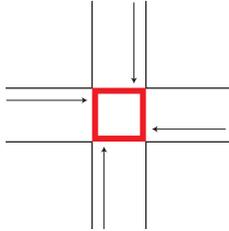
Above: Skate Park, Adelaide - activity + observing.  
Below: Beach volleyball courts, Adelaide, offer space for an active lunch hour.



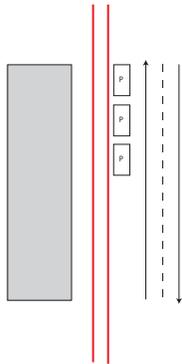
## 4. REDUCE THROUGH TRAFFIC

### ELEMENTS FOR A CYCLE POLICY

Coloured markings of cycle-paths at intersections



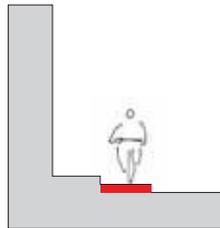
A secure cyclepath between parking and footpath



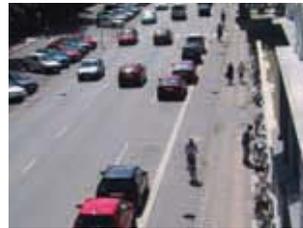
Cycle lights at intersections



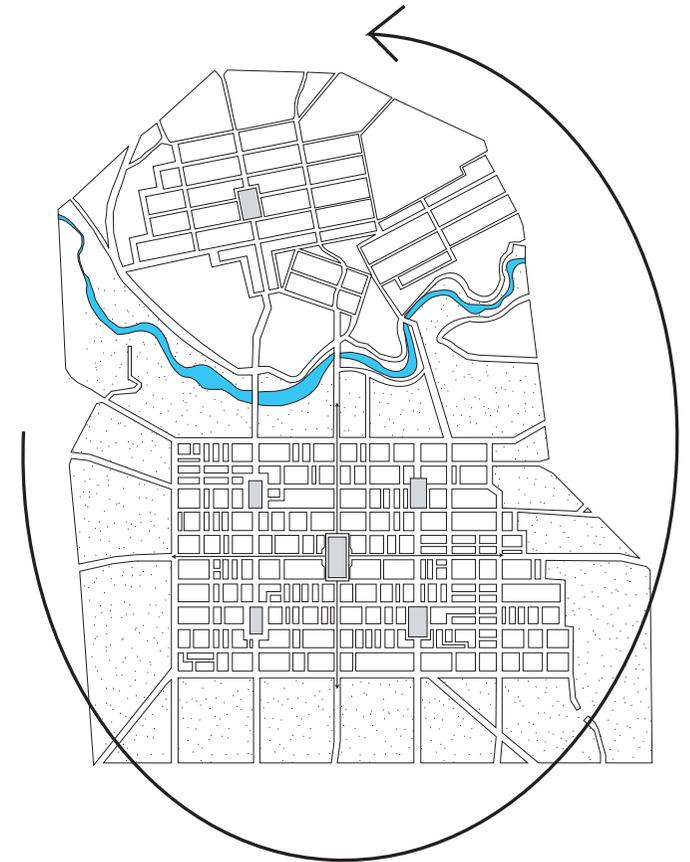
Cyclepaths on a raised level



Above and below:  
Details from traffic system in  
Copenhagen



### ELEMENTS FOR A TRAFFIC POLICY



**Traffic**

1. Create an effective ring road
2. Establish traffic calming measures in the central city

## 4. REDUCE THROUGH TRAFFIC

### Traffic reduction

If a general quality improvement of inner city areas is to be achieved a reduction of car traffic volumes and speeds must be obtained. The great volumes of 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 instalments. Adelaide city centre is currently automobile dominated. In a gradual process a better balance between walking, public transportation and private motor vehicles should be achieved.

### Cycle network

The cycle network ought to be greatly improved and extended. The solution so far has been to make more or less token gestures for the cyclists, actually putting them at substantial risk in a number of places.

Another important issue is the physical facilities provided for cyclists. Cycle lanes should be between the foot paths and the rows of parked cars and preferably on a slightly elevated plane in order to make a clear distinction between the street and the cycle lanes. This is to avoid unnecessary accidents where cyclists get hit by cars moving between the street and the parking. The system is working very successfully in a number of European cities and has proved to be far the most attractive solution.

In Copenhagen the cycle network has been developed during the last 30 years and is still being developed. Further kilometres of cycle lanes are added every year providing cyclists with a very good system which is highly compatible with both buses and cars in a highly congested city.

Today 33 % of all commuting traffic to the inner city centre in Copenhagen is done by bike as it is perceived to be both a safe and quick way to move around in the city centre. A current issue for debate in Copenhagen (summer 2002) is the serious congestion - on the cycle lanes !

### Street plantings

Planting trees in the streets tends to soften the street environment and give character to the street and the city. The wide streets of Adelaide could give room for cafés, wider footpaths, bicycle lanes and street trees.

In many of the wide streets in the city it is perceived that there are far too many lanes of traffic compared to the traffic volumes. Outside rush hours drivers are often seen performing hazardous manoeuvres inappropriate to city streets.

### Reduce through traffic

- by establishing an effective ring road.
- by reducing inner city road and car parking capacity.
- by introducing traffic calming measures, phased traffic lights and reduced speed on selected routes.

### Establish a distinct street hierarchy

- of main streets (width 40 m), city streets (width 30 m), traffic calmed streets (width 20 m) and pedestrian streets. Clarify the system through paving, street furniture, planting, city lighting and signage.

### Campaign for improved traffic safety

- improve consideration and respect for pedestrians.
- give higher priority to pedestrians at traffic lights and other points of conflict with vehicular traffic .

### Establish a continuous network of cycle paths

- invite people to cycle in the city through a general improvement of conditions for cyclists and through campaigns.
- replace cycle lanes to run between parking lanes and foot-paths to ensure a safer position for cyclists.
- make cycle lanes more visible by adding a colour to the lanes, by separating cycle lanes from traffic on a raised level, by adding specific cycle traffic lights.
- educate people to look out for cyclists.
- educate cyclists to follow the rules and watch out for pedestrians.

### Improve public transport

- by extending the free bus service to reach other important connections.
- by providing more frequent running bus lines to more areas.
- by extending the existing tram line through the city centre to the main train station and adding more lines if possible to include the suburbs in a tram network.
- by providing a distinct bus lane in more locations to ease access for public transport through the city.
- by ensuring good bus shelters in safe locations near other city functions.



### Reduce through traffic to achieve room for:

Street trees in order to create a green city profile and a friendly, shaded street environment.



### Reduce through traffic to achieve room for:

Above: Public transport such as a tram, e.g. Strasbourg. Below: Wider footpaths for more pedestrian traffic and staying activities.



## 5. A BEAUTIFUL CITY



Good quality paving in Leigh Street with brass bands.



The flower pavillons in Rundle Mall offer a multitude of colours.



The street furniture in Rundle Mall is upgraded regularly.



Poor bitumen paving on North Terrace.



The toilet buildings are perceived as unsafe at night.



The street furniture on North Terrace is tired and badly placed.

Paving materials differ across Adelaide. Granite, concrete and bitumen are used as paving material for footpaths. King William Street has just been repaved with slate and is one of the better streets in the city. In most streets the materials used do not respond to the level of street hierarchy. A special treatment of the streets could show what kind of significance the individual street has in the city structure, whereas a street like North Terrace which has such a great potential as a city boulevard is not treated in any special way to signal its importance. A general paving policy needs to be discussed to secure a rationale for the work on this important issue.

A good city has fine details. When people move around by foot there is time to see, to touch and to enjoy all the various elements in the streetscape.

Unappealing, ugly litter bins, poorly designed signs and items placed randomly around on foot paths are all signals to people visiting the city about lack of care and concern for city quality. Poor and carelessly placed pieces of street furniture destroy the visual urban quality of cities at eye level.



Out of scale signage, overpowering a typical two storey building.

### Strengthen the history and the architectural heritage

- respect the original city plan and the qualities it holds.
- require that new buildings fit in with their neighbours, by considering relations to scale, building heights and address to the surrounding public spaces.
- by replacing heavy canopies along building fronts with light elegant Australian bullnose type canopies.
- remove out of place vertical signs on the older buildings and signs which obscure the details of the architecture of the buildings. Develop regulations for signage, canopies etc. in order to prevent unfortunate elements destroying the architecture and the street environment.
- encourage awareness and promote sensitive reuse of heritage buildings. Reuse old buildings for new purposes if possible.



Signs of poor quality dominate a hotel, prominently placed on a corner.



Better example of a coherence between architecture and signage.



Hotel free of too dominant signage, although the vertical sign in the background is not very fortunate for the street.

### Introduce a local design profile for Adelaide

which can create a strong city image and a sense of ownership of the public spaces.

- by choosing a city colour for the street furniture and creating a design series of benches, lamp posts, dust bins etc.

### Create a policy for the design of street scapes

improve the quality of street signs and street furniture around the city.

- encourage better standards in shop signs and lettering.
- create a policy for the use of paving materials and look after these. Use paving of high, durable quality and avoid concrete and bitumen.

### Develop an overall lighting plan for the city centre

- as a part of a strategy to reduce crime and improve the street lighting and city quality. Good, beautiful lighting contributes to the feeling of safety and creates a good and friendly street environment.
- Further the street lighting can enhance the understanding of the street hierarchy with different lighting policies for the four types of streets in the city: main streets, city streets, traffic calmed streets / residential streets and pedestrian streets.

## 6. A DIVERSE, SAFE AND LIVELY CITY

### Activities in the city

To further improve the liveliness and vitality of the city centre the activities going on in the public spaces are an important aspect to be addressed.

A variety of organised and spontaneous events should be encouraged. These two types of activities inspire each other and people love both types. In a period where the city is striving to encourage people to use the city centre more the number of organised events should especially be improved so that many people visit the city and have good memories from the nice events in which they have participated.

A city where you have good memories becomes a loved city; and a loved city is also a much safer city.

### Safety

The centre of Adelaide is a safe place compared to many cities. There are several areas that are busy at night and which can be reached directly by car, without having to walk through much of the city. The public transport situation is not so good however, indeed anybody leaving the busy night areas or a night venue may feel insecure walking to reach another busy area or a bus stop. Cameras will be watching in some areas but only a few persons will be found in the public spaces.

Walking in the city should become a charming experience as the central city becomes more popular and there are more people to look out for each other. For the present, safe routes, which meet all safety criteria should be developed between night time areas of the city, public spaces, night venues, public transport, car-parks and other public destinations. In time these will become the lively night time promenades for a cosmopolitan city.

The presence of many people in an area where there is a strong feeling of ownership by the local people makes for a much safer and more secure place.

### Encourage more people to live in the city centre

- by establishing new housing of a high quality in attractive locations.
- redevelopment of old office buildings to serve as apartment blocks.
- start a process of redevelopment and renovation of buildings in the city centre to update existing flats.
- invite more students to live in the city centre.
- a general improvement of the public spaces will make it more attractive to live in the city centre.

### Create a lively city

- by stimulating the activity level outside Rundle Mall which can happen through a general spreading of the pedestrian network.
- ensure more attractive and lively street frontages.
- make better provision for pedestrians, cyclists and other forms of transport that add life to the city.
- develop a lighting strategy for good quality lighting in public spaces to ensure better and livelier streets.

### Create a lively and safe city at night-time

- by increasing the number of dwellings in the city centre and by inviting more life in the city streets.
- ensure the city is free of dark areas, heavy shrubbery and earth mounds which makes concealment possible and raise fear.
- close off hidden, lost or forgotten spaces, especially at night.
- ensure that new developments are designed to overlook public spaces and thus provide "eyes on the street".
- ensure that there are continuous, safe walking routes through the city, especially at night.

### Strengthen the educational institutions

- to maintain Adelaide's many students in the city centre. Students use the squares and parks extensively and contribute valuably to a diverse public life.

### Create a good mix of different uses

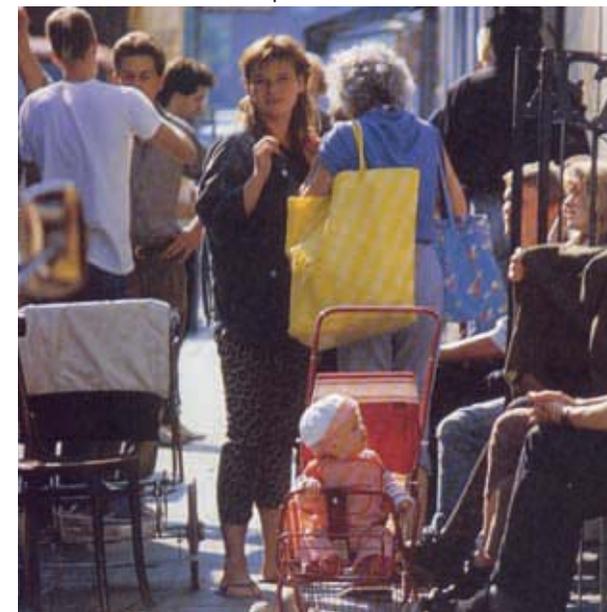
- ensure integration of shops, offices and dwellings in each city area and in the different buildings. Shops can be located on the ground floor, offices on the first floor and dwellings on the upper floors. A mix of uses can secure life in the city streets and squares at all times of the day.

### Make good city events

- by encouraging spontaneous, popular street entertainment
- by staging a number of important annual festivals in the public spaces around the city.
- by making street markets with different themes - antiques, books, arts and crafts etc.

### Strengthen the Central Market

- by improving the connection to the Railway Station and Rundle Mall to secure a good link between central city areas and the Central Market area.
- make a more visible Market in the street environment. Create transparency in ground floor facades to create a link between the street and the activities inside the Market.
- improve access points for pedestrians. Making more, clearly visible entrances for pedestrians and improving the existing ones so motor traffic and pedestrian traffic is not mixed.

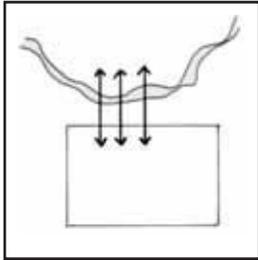


Residents in the city centre create life in the streets with their daily activities and lit windows at night.



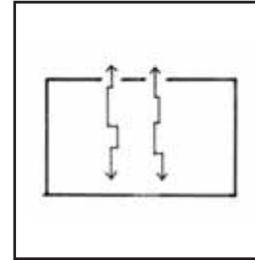
SUMMARY AND REFLECTIONS

## SUMMARY - RECOMMENDATIONS



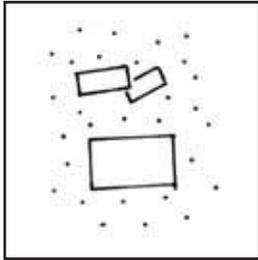
### CREATE CONNECTIONS BETWEEN CITY AND RIVER

Create more, significant visual links and passageways to the river from North Terrace. Encourage activities on the water and the riverfront.



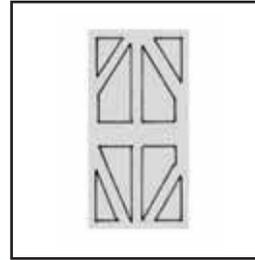
### IMPROVE THE NORTH-SOUTH CONNECTIONS

Create good North-South passageways by linking different sidestreets into upgraded, safe and lively routes through the city.



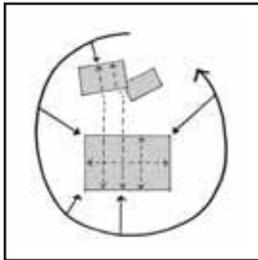
### PRESERVE AND ACTIVATE PARK LANDS

Prevent new buildings in Park Lands. Establish safe passageways through Park Lands. Celebrate Park Lands as a nature resource for walking, skating etc.



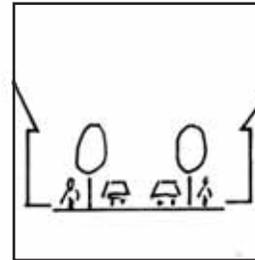
### UPGRADE THE SQUARES

Unify the different parts of the squares to one whole. Create an overall strategy for a redevelopment of the five squares.



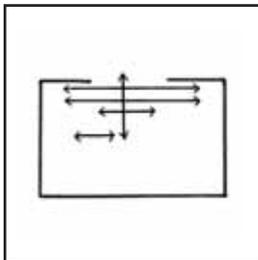
### REDUCE THROUGH TRAFFIC

Establish a well-connected ringroad to redirect traffic with no destination in the central city area. Introduce more traffic calming measures in the inner city.



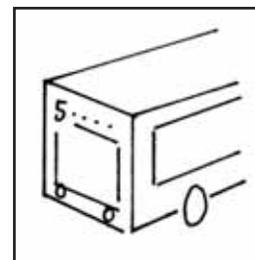
### MAKE USE OF THE MANY WIDE STREETS

To achieve a reduced number of driving lanes, dedicated bus lanes, organize street plantings following a hierarchical street strategy, establish cycle lanes, wider footpaths and zones for street furniture.



### DEVELOP A WIDER AND BETTER PEDESTRIAN NETWORK

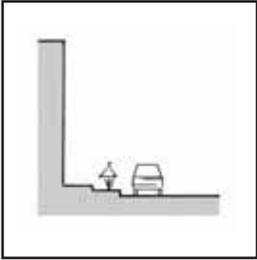
Upgrade and improve conditions for pedestrians in North Terrace, Hindley Street, Rundle Street, Grenfell Street and King William Street in order to create a larger network.



### DEVELOP PUBLIC TRANSPORT

Develop a well integrated and well connected public transport network to provide an alternative to cars.

## SUMMARY - RECOMMENDATIONS



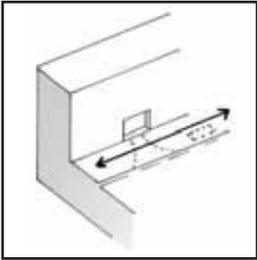
### ESTABLISH A CYCLE NETWORK

Relocate cyclists to ride between the footpath and the parking zone as in many European cities. Provide a proper network for cyclists and create safe cycle routes e.g. raised kerbs towards traffic lanes, lights etc.



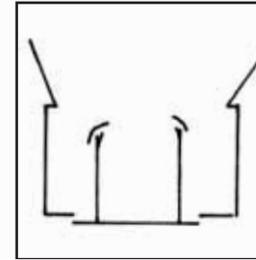
### IMPROVE SAFETY

Ensure visibility at public places, good lighting, easy access to public transport and a general upgrade of the public spaces.



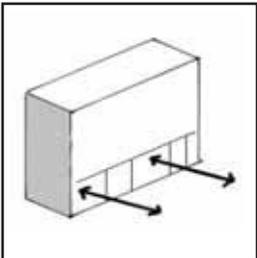
### IMPROVE FOOTPATHS

Footpaths should be continuous, uninterrupted and free of badly placed street furniture. Eliminate the 330 unnecessary interruptions by installing continuous footpaths.



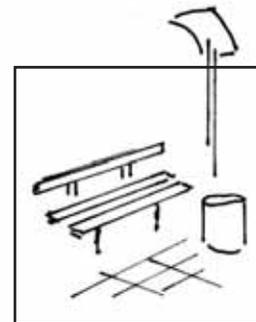
### DEVELOP A LIGHTING STRATEGY

To strengthen the street hierarchy, improve safety and upgrade the light quality and the quality of the public spaces at night.



### IMPROVE GROUND FLOOR FRONTAGES

Establish transparent ground floor facades and smaller shops with many entrances. Work primarily on the routes where people have to walk and already like to walk.



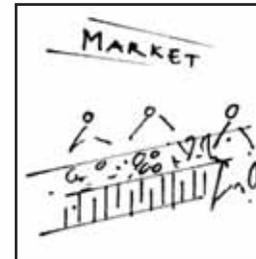
### CREATE A DESIGN PROFILE

Develop a design program for benches, litter bins, signs, city colours etc.



### INVITE MORE RESIDENTS TO THE CITY CENTRE

Establish more dwellings in the city centre to ensure a lively 24 hour city.



### CREATE A VISIBLE AND WELL CONNECTED MARKET

Improve the ground floor frontages, strengthen the connections to other parts of the city, invite stall holders to use parts of the footpaths or the city squares.

Adelaide has come together in order to find a new path for the development of the city. Substantial work has been done towards creating a better Public Realm e.g. Integrated Movement Strategy, Women in Adelaide, Adelaide the Welcoming City and other very important projects, all of which put people and conditions for people in the city in focus. Public Spaces and Public Life - Adelaide 2002 is intended to create a platform on which a future Urban Design Framework can be developed.

### **A gradual process**

The road to a people friendly city with great city squares and room for people is long but important steps have already been taken in terms of agreeing on the path to follow.

The message in this report is among other tales to illustrate that the development can happen over a long period if a strategy is outlined and the goals have been set.

### **A pedestrian network**

Car traffic issues appear to be a significant theme to address in the future development of Adelaide city centre. The development of a pedestrian network relates to the organizing of driving lanes, speed, traffic volumes and the amount of parking and thus driving to and from the city. The existing walking culture needs to be preserved and developed further.

### **Recreational activities**

A third aim of this report is to highlight the importance of improving conditions for recreational activities in the city centre. With reference to the Copenhagen example Adelaide city centre is still mainly perceived as a shopping area, and the recreational opportunities are yet to be further developed.

### **Public spaces**

With time the identity of the public spaces can be developed to be as important for the city's identity, history and culture as the built form. Adelaide is a beautifully planned city with access to the river and surrounding parks and now is the time to understand the true value of the city's potentials and develop beautiful public spaces, that will strengthen the identity of the city as well as people's sense of ownership.

The overall recommendations can be advanced by the State, the City and by the people of Adelaide as a combined effort in an enthusiastic strategic, long term devotion and development towards a people oriented city.