



Footpath Utilisation Review

Salamanca Place (Southern Footpath)

March 2017

Version 1.0 – 17 March 2017

Contents

1. Introduction	3
2. Investigation Scope	3
3. Overview of Footpath Management Issues.....	5
4. Existing Pedestrian Conditions – Salamanca Place between Kennedy Lane and Wooby’s Lane	9
5. Preferred Pedestrian Treatment – Salamanca Place between Kennedy Lane and Wooby’s Lane.....	11
6. Review of Constraints - Salamanca Place between Kennedy Lane and Wooby’s Lane	11
7. Options for Future Treatment	14
8. Salamanca Place – Wooby’s Lane to ‘The Silo’s’ Discussion.....	19
9. Streetscape Aesthetics.....	21
10. Conclusion.....	22
11. Recommendations	24
12. Appendix A.....	25
13. Appendix B.....	26
14. Appendix C.....	27

1. Introduction

This review provides background material on the options for the future treatment of the southern footpath of Salamanca Place between Kennedy Lane and Wooby's Lane.

2. Investigation Scope

On 6 February 2017, the Hobart City Council considered a report on future alignment of pedestrian zones and outdoor dining furniture on the widened and reconstructed footpath on the southern side of Salamanca Place between Gladstone Street and Montpelier Retreat.

The Council resolved:

- "That: 1. The alignment of pedestrian zones and areas for outdoor dining on footpaths reconstructed and widened as part of the Salamanca Pedestrian Works Project, be implemented generally as shown on the plan titled 'Salamanca Place Footpath Widening Concept Plan', marked as Attachment E to item 6.1 of the Open City Infrastructure Committee agenda of 25 January 2017, with a pedestrian path adjacent to the building line, to the satisfaction of the General Manager.*
- 2. Stakeholders who have provided comment on the proposed usage of the widened footpath be so advised.*
- 3. A further urgent report be provided on options for the future treatment of the section of footpath on the southern side of Salamanca Place between Kennedy Lane and Wooby's Lane, including the option of locating the pedestrian path along the building line."*

This review addresses the options for the future treatment of the section of footpath on the southern side of Salamanca Place between Kennedy Lane and Wooby's Lane.

It includes:

- An overview of the issues with the management of the footpath that arose during stakeholder engagement for the widening of the southern footpath between Gladstone Street and Montpelier Retreat;
- An overview of the existing pedestrian conditions on the southern footpath between Kennedy Lane and Wooby's Lane;
- A discussion of the preferred future pedestrian treatment on the southern footpath between Kennedy Lane and Wooby's Lane (based on the final design for the Stage 1 works) ;
- A review of the constraints that exist on Salamanca Place between Kennedy Lane and Wooby's Lane that may restrict the ability to achieve the preferred treatment;
- A discussion of the options for the future treatment;
- A discussion of issues for pedestrians on the remainder of Salamanca Place (Wooby's Lane to 'The Silo's'; and

- Conclusions and recommendations.

A project funded in the current financial year is for the widening of the footpath on the southern side of Salamanca Place between Gladstone Street and Montpelier Retreat. The design concept plan of that works is included as Figure 2.1. Also included, in Figure 2.2 is a concept plan showing the location of proposed future works stages at the intersection of Salamanca Place / Montpelier Retreat and in the Salamanca Lawns area.

In this Review:

- **Stage 1** – Refers to the widening of the southern footpath of Salamanca Place (between Gladstone Street and Montpelier Retreat), for which funding is available in the 2016/17 financial year, and construction is planned from April to June 2017.
- **Stage 2** – Refers to the widening of the footpaths at the intersection of Salamanca Place / Montpelier Retreat, and the southern footpath of Salamanca Place (between Montpelier Retreat and Kennedy Lane), which is currently not funded, but is preliminarily programmed (pending further design work) to be constructed in the 2018/19 financial year at a cost of \$500,000.
- **Stage 3** – Refers to the future linking of the Morrison Street upgrade works to the Salamanca Place southern footpath by re-alignment and removal of sections of road in the Salamanca Lawns – Castray Esplanade – Morrison Street precinct,, which is currently not funded, but is preliminarily programmed (pending further design work) to commence construction in the 2018/19 financial year at a cost of about \$1.5M.

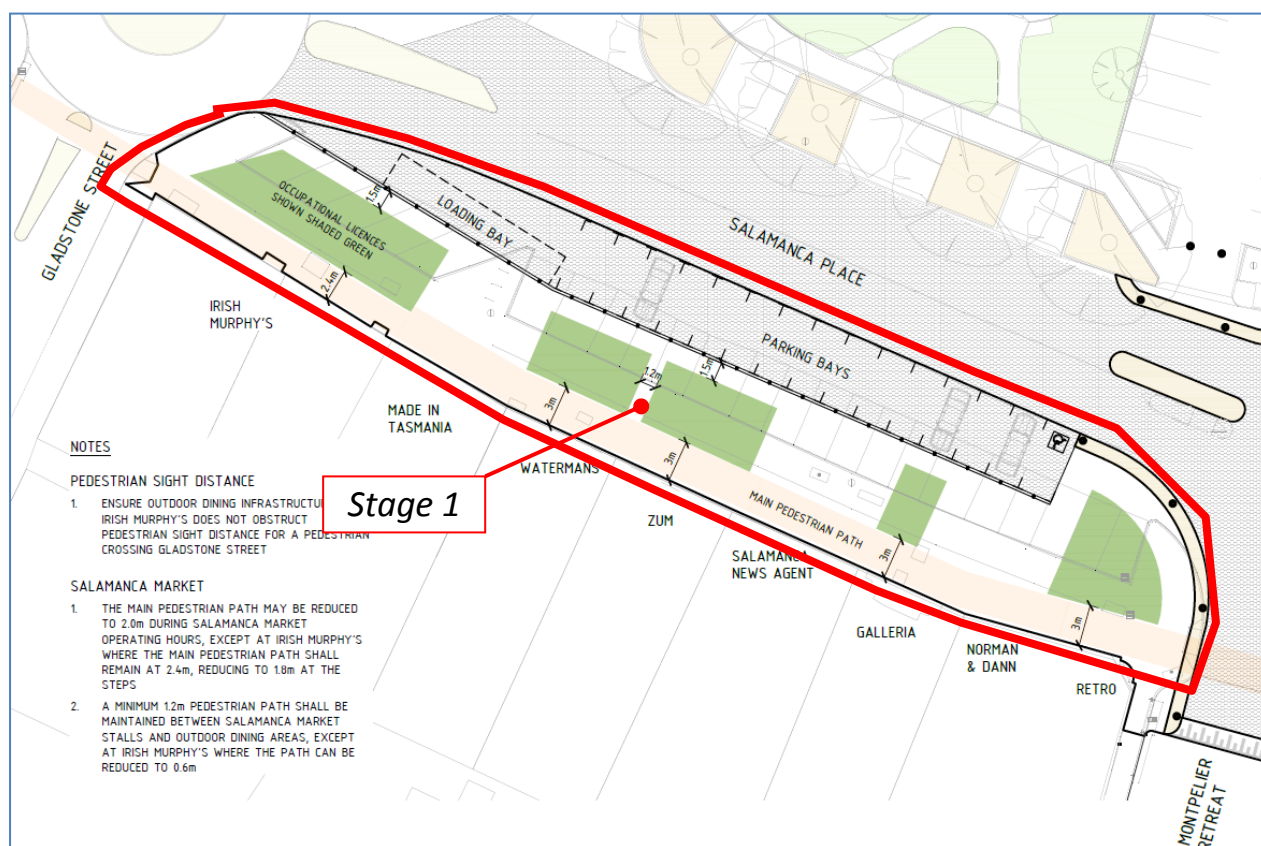


Figure 2.1 – Salamanca Place Southern Footpath – Stage 1 Concept Plan



Figure 2.2 – Salamanca Place Project Overview – Current Stages Concept Plan

3. Overview of Footpath Management Issues

The main ongoing issues raised during the stakeholder engagement processes for the Stage 1 widening of the Salamanca Place footpath have related to how the space on the widened footpath would be allocated between the competing interests of pedestrian zones and zones for outdoor dining infrastructure.

Submissions on behalf of several businesses with outdoor dining asked that a clear pedestrian zone not be provided on the footpath directly adjacent to the building line, so that they could have an outdoor dining area on the footpath directly adjacent to the building, with pedestrians on the footpath walking around the outside of the outdoor dining area (i.e. between the outdoor dining area and the road proper, in an arrangement similar to that currently in place at businesses such as ‘Maldini’, ‘Jack Greene’, ‘Cargo’ and ‘Grape’).

There were concerns from some businesses with outdoor dining that they would be at a competitive disadvantage to other businesses in Salamanca Place who currently have large dining areas located directly adjacent to the building frontage.

Submissions were also made on behalf of businesses with large dining areas located against building lines that these areas are popular with the public, and provide a higher level of amenity to patrons than would areas separated from the building line by a pedestrian path.

There were also concerns from some businesses with outdoor dining that if the clear pedestrian path is located adjacent to the building line, it will create a health and safety issue for staff moving out of the door of the business with food and drinks to serve to customers, who need to pass through a moving stream of pedestrians on the footpath.

Submissions on behalf of several retail businesses, asked that the pedestrian zone be against the building line and be wide, so that pedestrians are not either required or encouraged to walk on the footpath between the outdoor dining areas and the road.

There were concerns from some businesses that if pedestrians were encouraged or required to walk away from the building line, there would be a negative impact on trade due a reduction in pedestrian traffic past the doors and windows of those businesses.

Submissions on behalf of the City of Hobart's Access Advisory Sub-Committee and the various advocacy bodies represented on that group, asked that a clear and wide accessible path of travel be provided against the building line.

There were concerns from representatives of the accessible community that requiring pedestrians to move away from the building line and around the outside of outdoor dining areas would make moving along the Salamanca Place footpath and moving into and out of adjacent premises more difficult and less safe for the majority of pedestrians with disabilities.

There were also concerns from representatives of the accessible community that should the Council permit the placement of outdoor dining furniture on the footpath adjacent to the building line, the Council would deviate from its current commitment to progressively move to a 'best practice' approach where clear and accessible paths of travel are provided adjacent to building lines on footpaths in the City of Hobart.

This is of significant concern to representatives of the accessible community, who strongly support the commitment of the City of Hobart to progressively move towards provision of clear paths of travel adjacent to building lines, as a means of improving the comfort, safety, dignity and independence of members of the accessible community, and as a means of the City of Hobart addressing its obligations under the Disability Discrimination Act.

After considering these matters, and following inspection of current practice in outdoor dining precincts in Melbourne, it was the advice of officers that:

- Maintaining a clear path of travel for pedestrians against the building line represents not only the best practice for pedestrians who are using the public footpath, it is standard practice in major outdoor dining precincts in Melbourne, including Lygon Street in the City of Melbourne, Ackland Street in the City of Port Phillip and Nelson Place in the City of Hobson's Bay.
- Venues which choose to operate outdoor dining areas and provide table service will have an additional issue to manage if outdoor dining areas are positioned away from the building line, as staff exiting the building to serve customers in the outdoor dining area will need to take care crossing pedestrians on the footpath.
- The maintenance of a clear pedestrian path adjacent to the building line is noted as being standard practice in major outdoor dining precincts in Melbourne. In Hobart, The Customs House Hotel in Morrison Street, and Cultura in Liverpool Street are venues who have been required to keep the footpath clear in front of the venues, and who appear to be managing this situation successfully.
- The primary purpose of the public footpath on Salamanca Place, and the primary responsibility of the City of Hobart, is to ensure that the footpath is maintained such that it is available for the movement of pedestrian traffic through the area and into and out of frontage properties.

- The most appropriate position for the clear pedestrian path is between the building line and the outdoor dining areas, as this alignment best serves the interest of pedestrians using the footpath and / or seeking to access frontage properties.
- This clear pedestrian path would provide functional access for pedestrians along the footpath at widths of 1.8 metres and higher, but the more width is provided, the greater the level of comfort and amenity for pedestrians.

After considering these matters, the revised proposal for Stage 1 of the Salamanca Place footpath widening works is summarised as follows:

- In keeping with the existing Council resolution that clear pedestrian paths be provided and maintained next to the building line on streets that have been reconstructed, the main pedestrian path be provided between the building line and the outdoor dining areas.
- In recognition that the clear pedestrian path between the building line and outdoor dining areas can be obstructed at times due to people stopping and talking to people in an adjacent dining area, looking in shop windows etc, the width of this clear pedestrian path be generally increased from the 2.4 metres as originally proposed to 3 metres.
- In recognition that the widening of the clear path against the building line will reduce the available additional area available to businesses with outdoor dining, the width of the clear secondary pedestrian path to be provided between parked cars and the dining areas be generally reduced from the 1.8 metres originally proposed to 1.5 metres.
- In recognition that the widening of the clear path against the building line will reduce the available outdoor dining area available to businesses during the Salamanca Market to less than the 2 metres of dining width that is required to utilise the rectangular style of table and chair sets owned and used by many of these businesses, the width of the clear pedestrian path against the building line be generally reduced from the 2.4 metres originally proposed to 2 metres.

The main subject of this review, the southern footpath of Salamanca Place between Kennedy Lane and Wooby's Lane, has some important differences from the other sections of the Salamanca Place southern footpath between Gladstone Street and The Silo's.

In summary, these are:

- There are only seven businesses with direct ground floor frontage on this section, and four of these frontage businesses form essentially a 50 metres long continuous segment of ground floor businesses with outdoor dining on the 75 metres length of this section of footpath.
 - This consistent run of similar businesses with outdoor dining reduces the impact of having pedestrians walking outside the outdoor dining areas on other ground floor retail frontage.
- These four businesses were permitted to install fixed and powered umbrellas that cover the entire footpath width, and in 2012-13 (prior to the introduction of the Council position on maintaining clear pedestrian paths along building lines) the pedestrian path was diverted around the outside of this 50 metres section of the Salamanca Place footpath.

- These fixed and powered umbrellas, approved by the City and purchased by the businesses prior to the development of the Council position on maintaining clear building lines for pedestrians, could be seen to represent a 'hardship' on those businesses who have purchased and installed the umbrellas, if they were required to be removed.
- In terms of the legal requirement (under Section 23 of the Disability Discrimination Act 1992) to provide a clear and accessible path of travel for pedestrians with a disability along the footpath, it is a matter of whether the removal of the fixed and powered umbrellas to allow the repositioning of the path of travel along the building line would constitute an "unreasonable hardship" under the DDA.
- This arrangement has operated very successfully (in the view of the business operators, and as evidenced by the popularity of these outdoor dining areas with patrons), and there has been little public concern / complaint about the diversion of pedestrians of the main footpath.
 - It is considered that in this location, the current diversion of a pedestrian walking along the southern footpath from the centre of the existing footpath, to the clear pedestrian path on the road surface, requires the pedestrian to walk an additional 4 metres at each end of the 50 metres section. This does not seem to be seen by the public as an unreasonable diversion in the same way that the same 8 metres diversion around a single business would be seen to be.

4. Existing Pedestrian Conditions – Salamanca Place between Kennedy Lane and Wooby's Lane

Figure 5.1, below, shows an overview of the main pedestrian path (and location of outdoor dining areas) on the Salamanca Place southern footpath, between Kennedy Lane and Wooby's Lane.

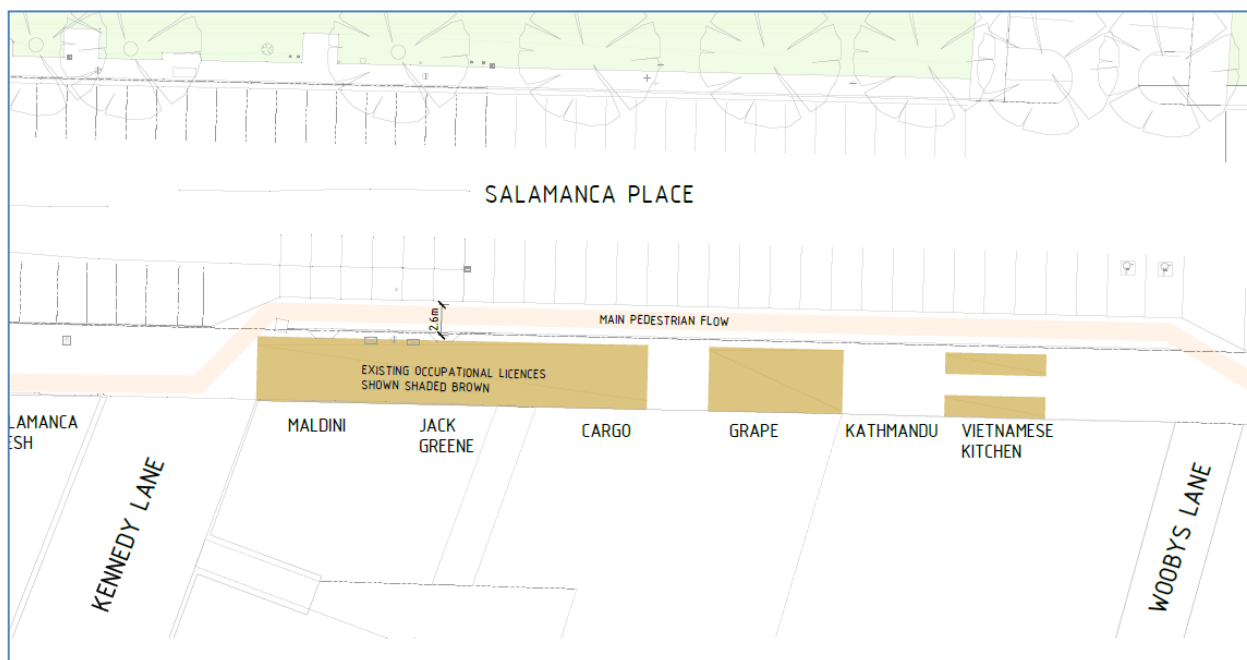


Figure 5.1 – Existing Conditions – Salamanca Place (Kennedy Lane to Wooby's Lane)

Five of the seven active frontages on this section of Salamanca Place are businesses serving food and drinks to the public and as a result the footpath between Kennedy Lane and Wooby's Lane is largely occupied by outdoor dining furniture and patrons.

The footpath is about 6.15 metres wide, surfaced in the 'Salamanca Pavers'. The footpath has been widened by an additional 2.4 metres by the placement of removable bollards in the Salamanca Place carriageway.

An approximately 60mm high kerb separates the 2.4 metre wide 'footpath widening' from the conventional footpath.

There are two rows of permanent umbrellas with heaters located along the footpath in front of 'Maldini', 'Jack Greene', 'Cargo' and 'Grape'. The canopies of these umbrellas cover the full 6.15 metres width of the conventional footpath.

In the past, a 1.8 metre wide pedestrian path was maintained on the conventional footpath through the centre of the outdoor dining areas. Heavy use of these outdoor dining areas, particularly at venues where patrons were able to stand and consume alcohol led to this pedestrian path being blocked at times, and being inaccessible to pedestrians. On busy evenings, this led to pedestrians choosing to walk on the road rather than on the footpath. Even when the footpath was not fully blocked, at times this was an intimidating path for the public to use, as pedestrians essentially walked through a 1.8 metre corridor between rows of patrons consuming alcohol.

In 2012-2013 the City of Hobart trialled and then made permanent the addition of a 2.4 metre wide clear pedestrian path on the road side of the 'conventional footpath'. This has allowed reliable pedestrian

access along this section of Salamanca Place, and has also allowed a high quality experience for patrons at the venues.

Figure 5.2 and 5.3 show the typical streetscape on the southern footpath of this section of Salamanca Place.

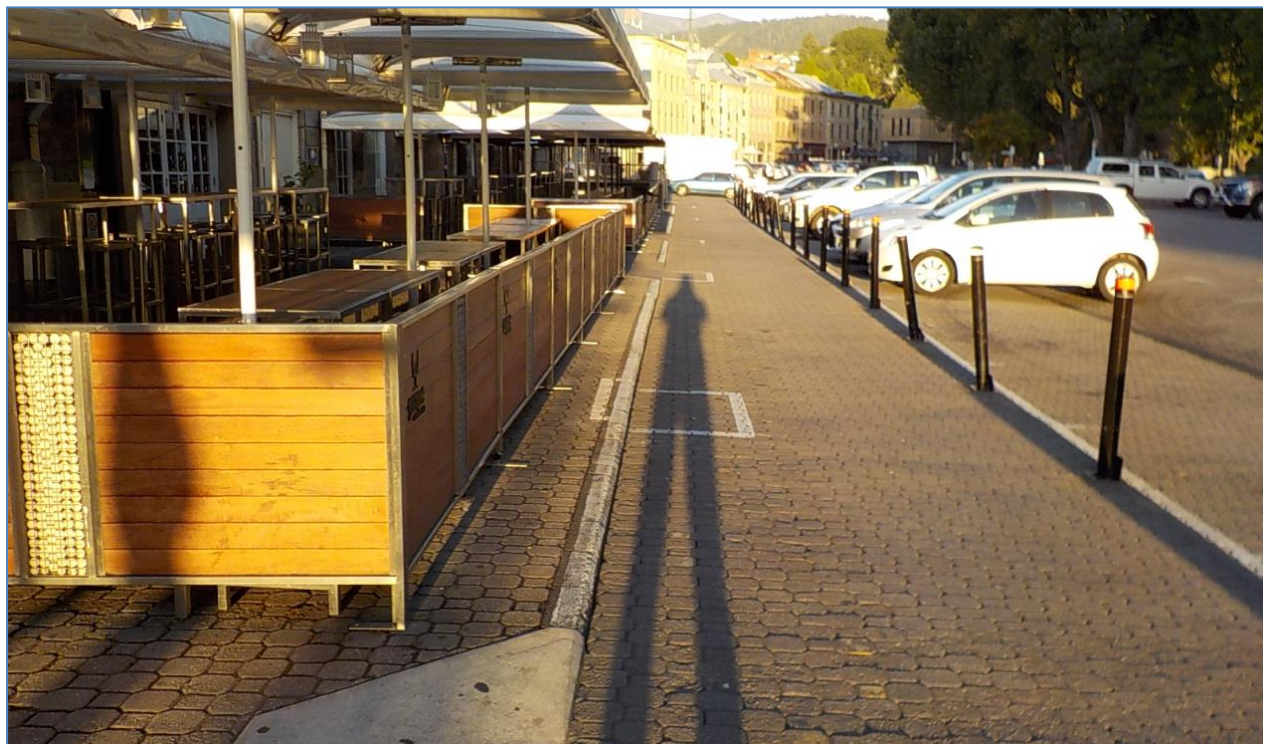


Figure 5.2 – Existing Conditions – Salamanca Place (Kennedy Lane to Wooby's Lane)

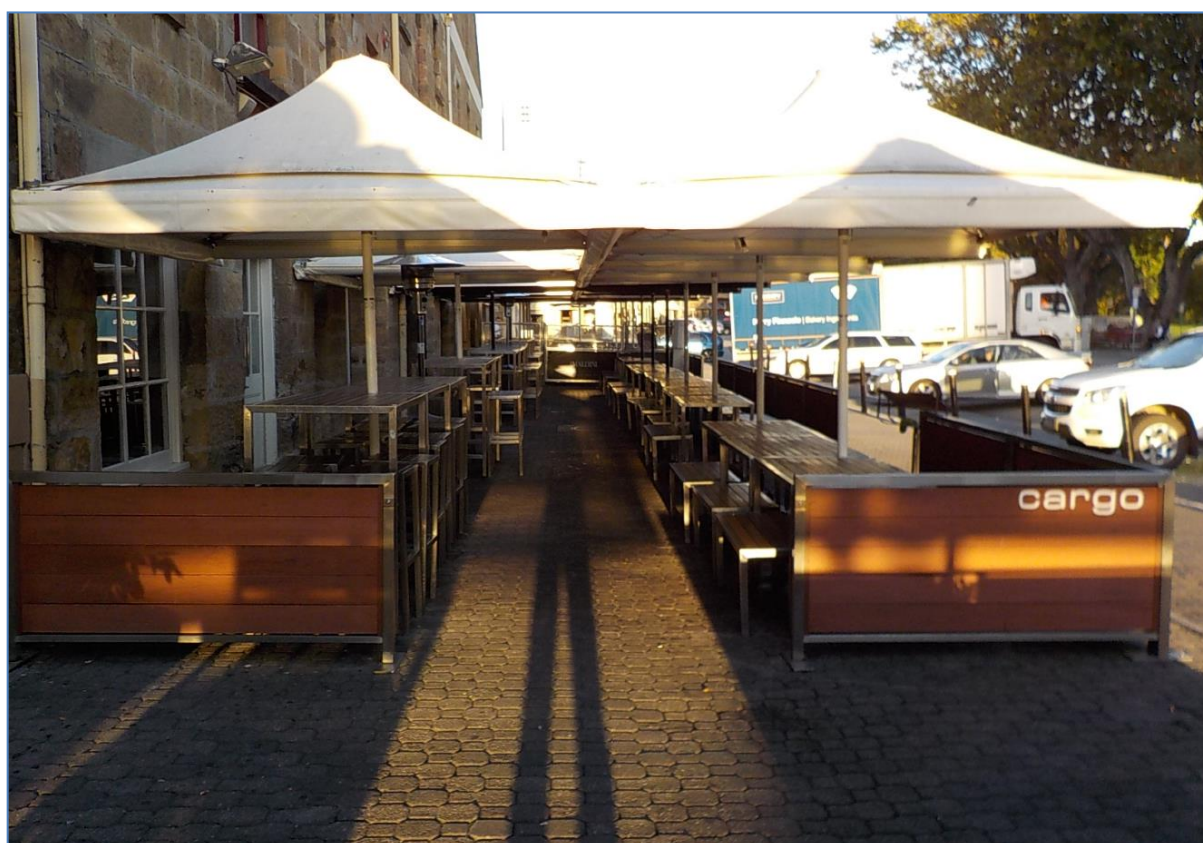


Figure 5.3 – Existing Conditions – Salamanca Place (Kennedy Lane to Wooby's Lane)

5. Preferred Pedestrian Treatment – Salamanca Place between Kennedy Lane and Wooby’s Lane

Best practice in catering for pedestrians, including pedestrians with disabilities, is to provide a pedestrian path clear of obstacles along the building line.

As discussed in section 3, the future usage of the southern footpath on Salamanca Place between Gladstone Street and Montpelier Retreat (Stage 1) was the subject of much discussion and debate regarding the allocation of footpath space between pedestrian traffic and outdoor dining patrons.

Central to that discussion was the issue of whether the pedestrian path should be positioned against the building line, or whether outdoor dining areas should be permitted against the building line (with the pedestrian path being provided between the outdoor dining area and the parking area).

During discussions, representations were strongly made on behalf of businesses with outdoor dining areas in the Stage 1 section of Salamanca Place that they be permitted to have outdoor dining areas that replicate the arrangements currently in place in the section from Kennedy Lane to Wooby’s Lane.

At the conclusion of these discussions, the Council resolved to have the main pedestrian path adjacent to the building line. The design for the Stage 1 works includes a typically 3 metre wide clear pedestrian path adjacent to the building line, and a second narrower (typically 1.5 metre clear width) pedestrian path between outdoor dining areas and the area occupied by parked cars.

Given the recent consideration and discussion of this matter, and the resolution of the Council regarding the Stage 1 project, it is apparent that the preferred treatment for the section of Salamanca Place between Kennedy Lane and Wooby’s Lane would be:

- The reconstruction of the footpath surface to provide a smoother and more level surface. This would be of particular benefit to pedestrians with disabilities, who report difficulties with the current style of paver used on the Salamanca footpath;
- the provision of an approximately 3.0m wide clear pedestrian path between the building line and the outdoor dining zones; and
- The provision of a second pedestrian path, located between the alignment of the parked cars and outdoor dining zones, to allow pedestrians to move between parked cars and the main footpath and as an alternative pedestrian path.

6. Review of Constraints - Salamanca Place between Kennedy Lane and Wooby’s Lane

The main physical constraints to altering the existing footpath alignment / arrangements are:

- The presence of 26 fixed and powered umbrellas;
- The presence of an additional 5 semi-fixed / removable umbrellas;
- The presence of a raised kerb-line separating the formal footpath from the widened footpath; and
- The need to maintain a clear and flat area for Salamanca Market Stalls on Saturdays.

Table A.1 in Appendix A lists the non City of Hobart physical constraints on the southern footpath of Salamanca Place between Wooby's Lane and the Silo's.

Fixed and Powered Umbrellas

The businesses 'Maldini', 'Jack Greene', 'Cargo', and 'Grape' together have a total of 26 fixed and powered umbrellas on the Salamanca Place footpath. Examples of this umbrella type are shown in Figure 6.1.

These umbrellas are a significant impediment to making changes to the usage of the footpath.



Figure 6.1 - Fixed Umbrellas – Salamanca Place (Kennedy Lane to Wooby's Lane)

The fixed umbrellas are arranged in two parallel rows, with the canopies of the two rows meeting in the centre to essentially provide complete rain and sun protection for patrons of the outdoor dining area. The poles in the two rows are typically about 1.4 metres to 1.6 metres from the building line, and about 4.1 metres to 4.5 metres from the building line respectively.

To provide a clear pedestrian path against the building line, while retaining the existing umbrellas, would mean that the clear pedestrian width (between the building line and the closer of the two rows of umbrella poles) would be about 1.5 metres.

To provide a wider clear pedestrian path against the building line, it would be necessary to remove the row of umbrellas closest to the building line.

The umbrellas canopy's are interconnected, and are typically connected to an electrical supply to also provide heating and lighting to patrons in the outdoor dining areas.

The removal of the 11 fixed and powered umbrellas closest to the building line would leave a clear uncovered width between the building line and the canopy of the second row of umbrellas of between 2.9 metres and 3.1 metres.

Semi-Fixed / Removable Umbrellas

The 'Vietnamese Kitchen' has 4 semi-fixed and 1 removable umbrella located on the Salamanca Place footpath. Examples of this umbrella type are shown in Figure 6.2.

These umbrellas are not considered a significant impediment to making changes to the usage of the footpath, as they can easily be removed / repositioned if required.

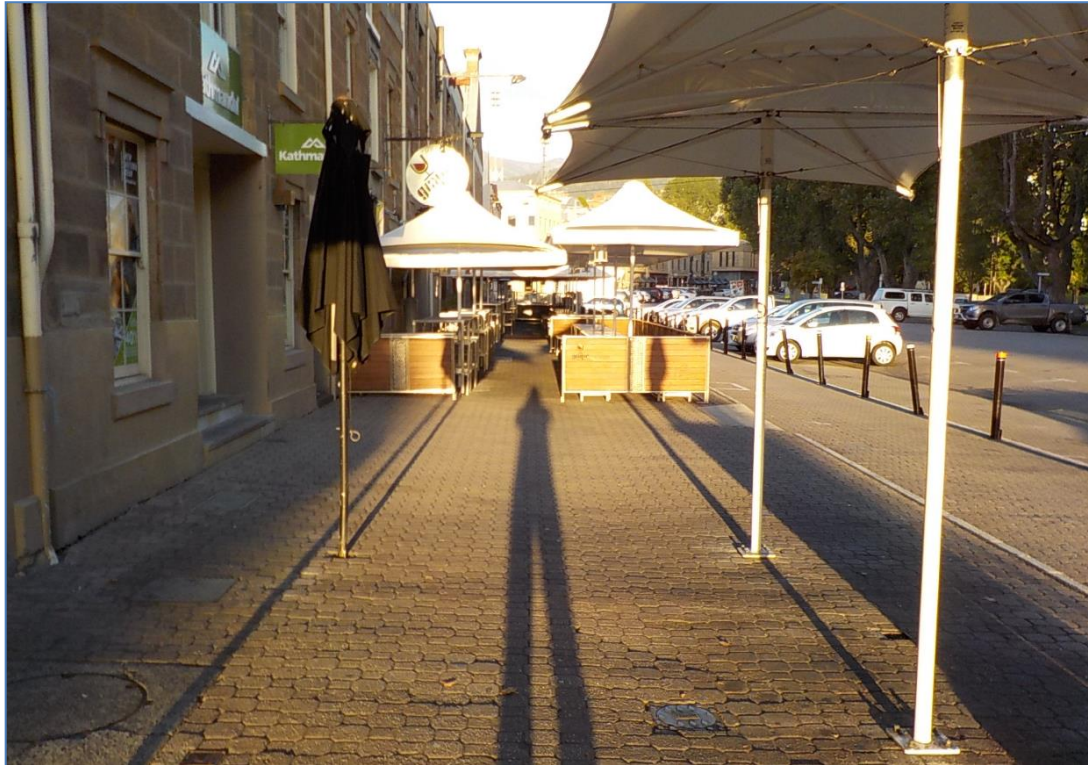


Figure 6.2 Semi-Fixed / Removable Umbrellas – Salamanca Place (Kennedy Lane to Wooby's Lane)

Raised Kerb Line

The approximately 60mm high kerb separates the conventional footpath from the 2.4 metre wide clear pedestrian path on the road surface. This is shown in Figure 6.3.

If the City of Hobart were to seek to replicate the footpath usage alignments approved for the Stage 1 Salamanca Place works on this section, the businesses with outdoor dining would be able to extend their outdoor dining areas on non Salamanca Market days, to occupy a portion of the current 2.4 metre clear pedestrian path located on the road surface. With the 60mm height difference between the conventional footpath and the road surface, this would create an obstruction to the placement of tables and chairs, and a potential trip hazard inside the outdoor dining area.



Figure 6.3 Raised Kerb – Salamanca Place (Kennedy Lane to Wooby’s Lane)

Salamanca Market Stalls

It is not considered practical to relocate / move those Salamanca Market stalls that occupy the space between the existing kerb lines on Salamanca Place on Saturdays. The constraint this creates is it essentially prevents any permanent raised kerb lines or fixed furniture being constructed in the space between the existing kerb lines.

7. Options for Future Treatment

There are many options available for the future treatment of the southern footpath between Kennedy Lane and Wooby’s Lane. The main options identified however are essentially to either retain the existing arrangements, or to provide a clear pedestrian path against the building line (essentially using the basic layout planned to be implemented in Stage 1). Variations of these options essentially relate to the timing of the changes / works.

Base Option 1 – No Change

Under this scenario those businesses with existing fixed and powered umbrellas that were approved and installed prior to the Council resolving that it would move to a ‘best practice’ approach where pedestrian paths are located adjacent to the building line, would be able to continue to utilise those umbrellas and maintain their outdoor dining areas in their existing position.

Option 1A – Maintain existing pedestrian and outdoor dining layout. Make no change to surface.

- Businesses who currently have fixed umbrellas continue to utilise their outdoor dining area in the current manner.

- The footpath surface would be renewed with a smoother paver when the asset reaches the end of its life.
- There would be no cost to implement this option.

Option 1B – Maintain existing pedestrian and outdoor dining layout. Upgrade footpath and part of roadway surface to remove kerb and provide smooth surface for the movement of pedestrians and for outdoor dining furniture.

- Businesses who currently have fixed umbrellas continue to utilise their outdoor dining area in the current manner.
- The footpath, pedestrian path on the road surface, and parking area would be reconstructed with new pavers and street furniture to match the style proposed for Stage 1 and Stage 2 of the Salamanca Place footpath works.
- The reconstruction of the footpath, pedestrian path and parking area would be expected to cost in the order of \$460,000.
- The reconstruction works would need to secure funding and be programmed.

Base Option 2 – Provide clear pedestrian path against building line

Under this scenario the City would ensure those outdoor dining areas with fixed and powered umbrellas (installed prior to the Council resolving that it would move to a ‘best practice’ approach), be transitioned to a situation where a clear pedestrian path is provided adjacent to the building line.

Option 2A – Require a clear pedestrian path against building line, without adjusting existing infrastructure or changing surface.

- A minimum of 1.4 metres to 1.5 metres clear pedestrian path would be provided between the building line and the line of umbrella poles adjacent to the building line. The existing 2.4 metre clear pedestrian path between the kerb-line and parked vehicles would remain.
- Businesses who currently have fixed umbrellas continue to utilise their outdoor dining area in the current manner (other than the reduction in space due to the addition of the 1.5 metre clear path adjacent to the building line).
- The footpath surface would be renewed with a smoother paver when the asset reaches the end of its life.
- There would be no cost to implement this option.
- This could be implemented in the short term.

Option 2B – Require a 3.0m clear pedestrian path against building line, without adjusting existing infrastructure or changing surface.

- A minimum of 3 metres of clear pedestrian path would be provided between the building line and the second line of fixed umbrellas. The existing 2.4 metres of clear pedestrian path between the kerb-line and parked vehicles would be reduced to 1.5 metres, allowing an additional 1.5 metres of width for outdoor dining remain.
- The row of 11 fixed and powered umbrellas closest to the building line would need to be removed.

- Businesses who currently have fixed umbrellas would see a reduction in available area for outdoor dining on non market days of about 27%.
- The footpath surface would be renewed with a smoother paver when the asset reaches the end of its life.
- The direct cost to implement this option would be the cost of removing the umbrellas and modifying the remaining umbrellas to ensure they have power supply and drain appropriately. This is estimated to be in the order of \$11,000.
- The 11 fixed and powered umbrellas removed under this option could not be re-used by the businesses impacted. Essentially the investment of purchasing and installing these umbrellas would be lost. It is estimated that the cost to purchase and install this style of umbrella would be somewhere in the order of \$13,000 per unit. As a rough approximation, if the eleven umbrellas that would need to be removed were on average 5 years old with an expected asset life of 20 years, the total installation cost of \$143,000 would have about \$107,000 of value remaining from purchase that would be lost.
- This could be implemented in the short term.

Option 2C – Requires 3 metres of clear pedestrian path against the building line, upgrade footpath and part of roadway surface to remove kerb and provide smooth surface for the movement of pedestrians and for outdoor dining furniture as soon as practical.

- A minimum 3 metre clear pedestrian path would be provided between the building line and the second line of fixed umbrellas. The existing 2.4 metre clear pedestrian path between the kerb-line and parked vehicles would be reduced to 1.5 metres, allowing an additional 1.5 metres of width for outdoor dining remain.
- The row of 11 fixed and powered umbrellas closest to the building line would need to be removed.
- Businesses who currently have fixed umbrellas would see a reduction in available area for outdoor dining on non market days of about 27%.
- The footpath, pedestrian path on the road surface, and parking area would be reconstructed with new pavers and street furniture to match the style proposed for Stage 1 and Stage 2 of the Salamanca Place footpath works.
- The reconstruction of the footpath, pedestrian path and parking area would be expected to cost in the order of \$460,000.
- The cost of removing the umbrellas and modifying the remaining umbrellas to ensure they have power supply and drain appropriately is estimated to be in the order of \$11,000.
- The 11 fixed and powered umbrellas removed under this option could not be re-used by the businesses impacted. Essentially the investment of purchasing and installing these umbrellas would be lost. It is estimated that the cost to purchase and install this style of umbrella would be somewhere in the order of \$13,000 per unit. As a rough approximation, if the eleven umbrellas that would need to be removed were on average 5 years old with an expected asset life of 20 years, the total installation cost of \$143,000 would have about \$107,000 of value remaining.
- This could be implemented in the medium term (the project would need to be funded and scheduled).

Option 2D – Require a 3 metre clear pedestrian path against the building line in future, upgrade footpath and part of roadway surface to remove kerb and provide smooth surface for the movement of pedestrians and for outdoor dining furniture.

- A minimum 3 metre clear pedestrian path would be provided between the building line and the second line of fixed umbrellas. The existing 2.4 metre clear pedestrian path between the kerb-line and parked vehicles would be reduced to 1.5 metres, allowing an additional 1.5 metres of width for outdoor dining remain.
- The row of 11 fixed and powered umbrellas closest to the building line would need to be removed.
- Businesses who currently have fixed umbrellas would see a reduction in available area for outdoor dining on non market days of about 27%.
- The footpath, pedestrian path on the road surface, and parking area would be reconstructed with new pavers and street furniture to match the style proposed for Stage 1 and Stage 2 of the Salamanca Place footpath works.
- The reconstruction of the footpath, pedestrian path and parking area would be expected to cost in the order of \$460,000.
- The cost of removing the umbrellas and modifying the remaining umbrellas to ensure they have power supply and drain appropriately is estimated to be in the order of \$11,000.
- The 11 fixed and powered umbrellas removed under this option could not be re-used by the businesses impacted. Essentially the investment of purchasing and installing these umbrellas would be lost. It is estimated that the cost to purchase and install this style of umbrella would be somewhere in the order of \$13,000 per unit. As a rough approximation, if the eleven umbrellas that would need to be removed were on average 5 years old with an expected asset life of 20 years, the total installation cost of \$143,000 would have about \$107,000 of value remaining.
- This option could be implemented by selecting a suitable date by which time the fixed and powered umbrellas need to be removed to allow a 3 metre clear pedestrian path adjacent to the building line. This would allow those businesses who had sought and been granted City of Hobart approval to install fixed umbrellas, and invested in the installation of those umbrellas, to obtain a return on that investment.

Option Discussion

Construction of the 'Stage 1' footpath works will be completed in mid 2017, and the suitability of the proposed pedestrian / outdoor dining alignments and reconstructed surface will be available for internal and external stakeholders to see.

As with most new construction projects that significantly change the status quo, there will be a period of time immediately after the construction is completed where issues are identified and addressed, but within about six months the level of success and community support for the completed work will be apparent.

If there is strong support from the community for the arrangements, it would be expected that there would be an expectation that Council plan to fund and continue the footpath reconstruction works along the remainder of the Salamanca Place southern footpath in a similar style.

If the community does not respond positively to the Stage 1 works, it may be reasonable to not prioritise further footpath reconstruction works (and to instead progress other projects).

As it currently stands, officers are of the opinion that the reconstruction of the southern footpath surface east of Wooby's Lane is not an immediate priority, with the reconstruction of the intersection of Salamanca Place / Montpelier Retreat and the upgrading of the pedestrian linkages between Salamanca Place and Morrison Street / Castray Esplanade offering greater public benefit.

The relocation of the clear pedestrian path on Salamanca Place between Kennedy Lane and Wooby's Lane from the outside of the existing outdoor dining area to the building line would be beneficial to pedestrians. The current arrangements do not appear to be seen as a significant inconvenience to pedestrian traffic, and seem to be able to be negotiated successfully by people with disabilities.

Requiring the removal of the fixed and powered umbrellas to provide a clear pedestrian path adjacent to the building line of sufficient width to ensure it is comfortable and clear would result in the loss of eleven permanent powered umbrellas that have been purchased and installed in good faith by businesses in this section of Salamanca Place. To require the removal of those umbrellas would see the significant investment that those businesses have made in those umbrellas lost.

While these businesses would have no reasonable basis for compensation for not being able to continue to utilise parts of the public footpath for outdoor dining, an argument could be made that the removal of the umbrellas themselves and the associated lost investment in the infrastructure would be an 'unreasonable hardship' given the fairly minor increase in pedestrian accessibility that this would provide.

In terms of the management of outdoor dining furniture on our public footpaths, it is considered most important that situations like that on Salamanca Place (between Kennedy Lane and Wooby's Lane) where permanent outdoor dining structures have been permitted that create an ongoing restriction on the ability of the City to provide a clear and accessible path of travel not be permitted.

The Council policy of 2015 ensures that this would not happen into the future.

It is a matter then of how the existing fixed and powered umbrella areas that existed prior to the 2015 policy are treated. They can either be removed as soon as practical, left in-place indefinitely, or removed at some agreed time in the future.

It is apparent from the 2015 policy, and the recent decision regarding Stage 1 that the Council favours the placement of pedestrian paths against the building line. This arrangement is seen as providing the best arrangement for pedestrians on the public footpath.

It therefore seems that it would not be appropriate to allow the areas with fixed and powered umbrellas to remain indefinitely.

The benefit in this case is relatively small, and the cost of removing the umbrellas is significant.

It is therefore suggested that the most appropriate balance would be to nominate a date by which time the umbrellas need to be modified / removed to facilitate the provision of a 3 metre clear pedestrian path along the building line.

This would provide a measure of certainty to the businesses that have purchased the umbrellas, and also provide a period of time for the investment they have made in the umbrellas to be recouped.

The determination of a suitable period of time would be somewhat arbitrary. It is suggested that this could be somewhere in the range of 5 to 10 years.

8. Salamanca Place – Wooby’s Lane to ‘The Silo’s’ Discussion

From Wooby’s Lane to the vicinity of the ‘Rockwall Bar & Grill’ at 89 Salamanca Place, the southern footpath of Salamanca Place is about 6.1 metre wide from building line to face of kerb.

The width of the Salamanca Place carriageway from face of kerb to face of kerb is about 20.6 metres.

Figure 8.1, below shows the southern footpath in this section of Salamanca Place, which is free of permanent obstructions.



Figure 8.1 – Existing Conditions – Salamanca Place (Kelly Steps to Wooby’s Lane) – Southern Footpath

From the perspective of the pedestrian, Salamanca Place between Wooby’s Lane and the ‘Silo’s’ has the following constraints:

Southern Footpath

- The existing footpath pavers are somewhat uneven in places, and the texture of the pavers can be difficult for pedestrians with restricted mobility to negotiate;
- The footpath, while wide and clear of permanent obstructions, becomes cluttered along the building line with signboards during business hours which restrict the ability of pedestrians with disabilities to use the building line to guide their path of travel.
- 12 of the 18 doors into premises have lips/steps that would restrict or prevent access by pedestrians in wheelchairs. 8 of these 12 lips/steps are of less than 100mm, and as such could potentially be made flush by reconstructing the footpath.

Northern ‘Footpath’

Figure 8.2, below shows the informal northern footpath in this section of Salamanca Place. Figure 8.3, below, shows the use of this informal ‘footpath’ being utilised by the public when the Castray Esplanade footpaths are closed to the public during an event.



Figure 8.2 – Existing Conditions – Salamanca Place (Silo’s to Wooby’s Lane) – Northern ‘Footpath’



Figure 8.3 – Existing Conditions – Salamanca Place (Silo’s to Wooby’s Lane) – Northern ‘Footpath’

- There is no formal footpath on the northern side of Salamanca Place (between the parking area and the Salamanca Lawns). There is a narrow paved area on the edge of the Salamanca Lawns that provides pedestrian access between parked cars and the parking voucher machines, and this paved area is rarely used by pedestrians to walk along this edge of the Lawns due to the presence of high quality footpaths on either side of Castray Esplanade;
- The paved area is frequently obstructed by vehicles overhangs, and the growth of tree roots has made the gradient and level consistency unsuitable for general pedestrian use.

- In recent years, the annual 'Dark Mofo' and 'Taste' events held in Princes Wharf #1 have expanded to include the fencing off of Castray Esplanade to public access. This forces pedestrians seeking to utilise Castray Esplanade to walk between Battery Point and Morrison Street to walk via Salamanca Place. Almost all of these pedestrians choose to walk on the northern 'footpath', which is entirely unsuitable as a replacement pedestrian route for an accessible path of travel.

Discussion

The southern footpath is free from obstruction (other than the removable advertising signage that is placed on the footpath each day).

The southern footpath in this section has a width of about 6.1 metres, and most of this width is available for the use of pedestrians, with only a single small outdoor dining area currently in place.

12 of the 18 doors into premises have lips/steps that would restrict or prevent access by pedestrians in wheelchairs. 8 of these 12 lips/steps are of less than 100mm, and as such could potentially be made flush by reconstructing the footpath.

There would be scope to widen the footpath by an additional 2.6 metres, and replicate the dimensions and parking arrangements currently in place between Kennedy Lane and Wooby's Lane.

Given the good pedestrian widths currently available, and the lack of demand for on-street dining in this section of Salamanca Place, this would not be seen as a high priority at this time.

The poor pedestrian conditions on the paved northern 'footpath' is a particular issue when large events at PW1 are given permission to close the Castray Esplanade footpaths to public access. This results in all pedestrians who would normally walk along the high quality footpaths on either side of Castray Esplanade being required to detour via the substandard path on the northern side of Salamanca Place.

It has been seen as desirable to upgrade the paved path on the northern side of Salamanca Place between The Silo's and Wooby's Lane for many years. A viable solution has been difficult to identify, given the constraints imposed by the desire to retain the existing trees (making constructing a footpath on the Lawns impractical), and the inability to negatively impact the Salamanca Market (making constructing a footpath on the road surface impractical).

The solution proposed as part of the 'Stage 1' footpath widening on Salamanca Place between Montpelier Retreat and Gladstone Street of installing light removable bollards to separate pedestrians from parking areas however offers a viable means of resolving this issue.

It would be practical to install flush bollard housings in the Salamanca Place road surface about 1.6 metres from the existing kerb line on the northern side of Salamanca Place. This would allow a 1.5 metre wide pedestrian path to be provided between the parked cars and the kerb line, with the bollards able to be removed by the Salamanca Market Crew on Market Days to restore a flush surface suitable for the Market. This pedestrian path could be provided all year round, or could be utilised only during periods where the accessible paths of travel for pedestrians along Castray Esplanade are unavailable.

This would require the purchase and installation of about 36 bollards and bases, and would cost in the order of \$45,000 to purchase and install.

9. Streetscape Aesthetics

During the Stage 1 planning process, concerns were raised by some stakeholders about the visual impact that they felt structures like umbrellas can have on the views of the sandstone building facades on Salamanca Place.

If the option to remove the row of umbrellas from the building line on Salamanca Place between Kennedy Lane and Wooby's Lane is pursued, this would be expected to improve the visual appreciation of the heritage facades.

Following the completion of the various stages of the Salamanca Place pedestrian improvement works, the placement of advertising signboards on the new footpath would be checked to ensure that the placement is in keeping with the City of Hobart guidelines.

The combination of widened and resurfaced footpaths, along with the rationalisation of advertising signage on the footpath, would be expected to make a significant improvement to the streetscape aesthetics.

Inspections of Salamanca Place and Hunter Street (which have many similarities to Salamanca Place) have identified that there is also a significant range in the type and style of outdoor dining umbrellas and barrier systems used.

It is considered that there would be value in developing a style guide for the types of umbrellas and barrier systems that can be installed on Salamanca Place and Hunter Street, to ensure that future outdoor dining areas are implemented in a way that is consistent and sympathetic to the streetscape in these areas.

10. Conclusion

The future usage of the southern footpath on Salamanca Place between Gladstone Street and Montpelier Retreat (Stage 1) was the subject of much discussion and debate regarding the allocation of footpath space between pedestrian traffic and outdoor dining patrons.

Central to that discussion was the issue of whether the pedestrian path should be positioned against the building line, or whether outdoor dining areas should be permitted against the building line (with the pedestrian path being provided between the outdoor dining area and the parking area).

During discussions, representations were strongly made on behalf of businesses with outdoor dining areas in the Stage 1 section of Salamanca Place that they be permitted to have outdoor dining areas that replicate the arrangements currently in place in the section from Kennedy Lane to Wooby's Lane.

At the conclusion of these discussions, the Council resolved to have the main pedestrian path adjacent to the building line. The design for the Stage 1 works includes a typically 3.0m wide clear pedestrian path adjacent to the building line, and a second narrower (typically 1.5 metre clear width) pedestrian path between outdoor dining areas and the area occupied by parked cars.

Given the recent consideration and discussion of this matter, and the resolution of the Council regarding the Stage 1 project, it is apparent that the preferred treatment for the section of Salamanca Place between Kennedy Lane and Wooby's Lane would be:

- The reconstruction of the footpath surface to provide a smoother and more level surface. This would be of particular benefit to pedestrians with disabilities, who report difficulties with the current style of paver used on the Salamanca footpath;
- the provision of an approximately 3 metre wide clear pedestrian path between the building line and the outdoor dining zones; and

- The provision of a second pedestrian path, located between the alignment of the parked cars and outdoor dining zones, to allow pedestrians to move between parked cars and the main footpath and as an alternative pedestrian path.

The main physical constraints to altering the existing footpath alignment / arrangements on Salamanca Place between Kennedy Lane and Wooby's Lane are:

- The presence of 26 fixed and powered umbrellas;
- The presence of an additional 5 semi-fixed / removable umbrellas;
- The presence of a raised kerb-line separating the formal footpath from the widened footpath; and
- The need to maintain a clear and flat area for Salamanca Market Stalls on Saturdays.

The main options identified for the future treatment of the southern footpath between Kennedy Lane and Wooby's Lane however, are essentially to either retain the existing arrangements, or to provide a clear pedestrian path against the building line. Variations of these options essentially relate to the timing of any changes / works.

Construction of the 'Stage 1' footpath works will be completed in mid 2017, and within about six months the level of success and community support for the completed work will be apparent.

If there is strong support from the community for the arrangements, it would be expected that there would be an expectation that Council plan to fund and continue the footpath reconstruction works along the remainder of the Salamanca Place southern footpath in a similar style.

If the community does not respond positively to the Stage 1 works, it may be reasonable to not prioritise further footpath reconstruction works (and to instead progress other projects).

As it currently stands, officers are of the opinion that the reconstruction of the southern footpath surface east of Wooby's Lane is not an immediate priority.

The relocation of the clear pedestrian path on Salamanca Place between Kennedy Lane and Wooby's Lane from the outside of the existing outdoor dining area to the building line would be beneficial to pedestrians. The current arrangements do not appear to be seen as a significant inconvenience to pedestrian traffic, and seem to be able to be negotiated successfully by people with disabilities.

Requiring the removal of the fixed and powered umbrellas to provide a clear pedestrian path adjacent to the building line of sufficient width to ensure it is comfortable and clear would result in the loss of eleven permanent powered umbrellas that have been purchased and installed in good faith by businesses in this section of Salamanca Place. To require the removal of those umbrellas would see the significant investment that those businesses have made in those umbrellas lost.

It is apparent from the 2015 policy, and the recent decision regarding Stage 1 that the Council favours the placement of pedestrian paths against the building line. This arrangement is seen as providing the best arrangement for pedestrians on the public footpath.

It is suggested that the most appropriate balance would be to nominate a date by which time the umbrellas need to be modified / removed to facilitate the provision of a 3 metre clear pedestrian path along the building line. This would provide a measure of certainty to the businesses that have purchased the umbrellas, and also provide a period of time for the investment they have made in the umbrellas to be recouped.

The determination of a suitable period of time would be somewhat arbitrary. It is suggested that this could be somewhere in the range of 5 to 10 years.

It is considered that there would be value in developing a style guide for the types of umbrellas and barrier systems that can be installed on Salamanca Place and Hunter Street, to ensure that future outdoor dining areas are implemented in a way that is consistent and sympathetic to the streetscape in these areas.

The remainder of the southern footpath of Salamanca Place (from Wooby's Lane to 'The Silo's') is free from obstructions that would restrict the ability for the footpath to be widened and reconstructed in the style of the 'Stage 1' works. There is however currently little demand for outdoor dining on this section of Salamanca Place and the current width of the footpath is more than sufficient. To reconstruct this section in the 'Stage 1' style would cost in the order of \$550,000. There is currently no funding allocated for this works, and it would be unlikely to be seen as an immediate priority. An issue for pedestrians on the section of Salamanca Place between Wooby's Lane and 'The Silo's' is the lack of a footpath on the northern side of this section. This is a significant concern during the approximately 2 weeks a year when the public footpaths on either side of Castray Esplanade are closed to the public, and pedestrians are forced to detour via Salamanca Place without provision of an appropriate accessible path of travel.

It would be practical to install flush bollard housings in the Salamanca Place road surface about 1.6 metres from the existing kerb line on the northern side of Salamanca Place between Wooby's Lane and 'The Silo's'. This would allow a 1.5 metre wide pedestrian path to be provided between the parked cars and the kerb line, with the bollards able to be removed by the Salamanca Market Crew on Market Days to restore a flush surface suitable for the Market. This pedestrian path could be provided all year round, or could be utilised only during periods where the accessible paths of travel for pedestrians along Castray Esplanade are unavailable. This would require the purchase and installation of about 36 bollards and bases, and would cost in the order of \$45,000 to purchase and install.

11. Recommendations

It is recommended that:

- No decision be made on the future management of other sections of the Salamanca Place southern footpath, until the 'Stage 1' footpath widening works have been completed and in operation for a minimum of six months.
- A guide for the style of outdoor dining barriers and umbrellas that may be placed in outdoor dining areas on Salamanca Place and Hunter Street be developed.
- Consideration be given to addressing the pedestrian issue occurring on the northern side of Salamanca Place during periods when the footpaths on Castray Esplanade are inaccessible due to special events, by installing about 36 bollard base and removable bollard units at an estimated cost of \$45,000. These removable bollards could be used to provide a minimum 1.5 metre wide clear pedestrian path along the northern side of Salamanca Place during special events.

12. Appendix A

Business	Footpath Obstruction	Description	Canopy Clearance from Building Line	Pole Clearance from Building Line	Canopy Clearance from Building Line	Pole Clearance from Building Line
			(Metres)	(Metres)	(Metres)	(Metres)
Maldini	Umbrella 1	Fixed/Powered	0	1.45		
Maldini	Umbrella 2	Fixed/Powered			2.9	4.35
Maldini	Umbrella 3	Fixed/Powered	0	1.45		
Maldini	Umbrella 4	Fixed/Powered			2.9	4.35
Maldini	Umbrella 5	Fixed/Powered	0	1.45		
Maldini	Umbrella 6	Fixed/Powered			2.9	4.35
Maldini	Umbrella 7	Fixed/Powered	0	1.45		
Maldini	Umbrella 8	Fixed/Powered			2.9	4.35
Jack Greene	Umbrella 1	Fixed/Powered	0	1.45		
Jack Greene	Umbrella 2	Fixed/Powered			2.9	4.35
Jack Greene	Umbrella 3	Fixed/Powered			2.9	4.35
Jack Greene	Umbrella 4	Fixed/Powered	0	1.45		
Jack Greene	Umbrella 5	Fixed/Powered			2.9	4.35
Cargo	Umbrella 1	Fixed/Powered			2.9	4.4
Cargo	Umbrella 2	Fixed/Powered	0	1.45		
Cargo	Umbrella 3	Fixed/Powered			2.9	4.4
Cargo	Umbrella 4	Fixed/Powered			2.9	4.4
Cargo	Umbrella 5	Fixed/Powered	0	1.45		
Cargo	Umbrella 6	Fixed/Powered			2.9	4.4
Grape	Umbrella 1	Fixed/Powered	0	1.6		
Grape	Umbrella 2	Fixed/Powered			3.1	4.45
Grape	Service Bollard		<i>On building line - projects 450mm into footpath</i>			
Grape	Umbrella 3	Fixed/Powered	0	1.6		
Grape	Umbrella 4	Fixed/Powered			3.1	4.45
Grape	Umbrella 5	Fixed/Powered			3.1	4.45
Grape	Umbrella 6	Fixed/Powered	0	1.6		
Grape	Umbrella 7	Fixed/Powered			3.1	4.45
Vietnamese Kitchen	Umbrella 1	Semi Fixed		1.65		
Vietnamese Kitchen	Umbrella 2	Semi Fixed			3.0	4.15
Vietnamese Kitchen	Umbrella 3	Semi Fixed			3.0	4.15
Vietnamese Kitchen	Umbrella 4	Removable				4.6
Vietnamese Kitchen	Umbrella 5	Semi Fixed		1.4		

Figure A.1 – Footpath Obstructions – Salamanca Place (Silo's to Wooby's Lane) – Southern Footpath

13. Appendix B

Table 1

SALAMANCA PLACE (GLADSTONE TO KENNEDY LANE) - DESIGNED TYPICAL DIMENSIONS 3.0 m PEDESTRIAN ZONE AGAINST BUILDING LINE PEDESTRIAN ACCESS ZONE OF 1.5m (Normal) & OF 1.2m (Salamanca Market)											
Venue		Approximate Dining Zone Length (m)	Sunday to Friday (Normal)				Saturday (Salamanca Market)				
			Footpath	Ped Zone (between building & dining)	Dining Zone	Ped Access Zone (between parking & dining)	Footpath	Ped Zone (between building & dining)	Dining Zone	Ped Access Zone (between parking & dining)	
Irish Murphy's	Existing	16	Width (m)	Width (m)	Width (m)	Width (m)	Area (sqm)	Width (m)	Width (m)	Width (m)	Area (sqm)
			5.1	1.8	2.7	0.6	43	5.1	1.8	2.7	0.6
	Proposed	16	8.9	2.4	5	1.5	80	5.1	2.4	2.1	0.6
	Existing	7.8	5.9	1.8	3.5	0.6	27	5.9	1.8	3.5	0.6
Watermans	Proposed	7.8	9.1	3	4.6	1.5	36	5.9			
									2	2.7	1.2
	Existing	8.5	5.95	1.8	3.55	0.6	30	5.95	1.8	3.55	0.6
	Proposed	8.5	9.3	3	4.8	1.5	41	5.95	2	2.75	1.2
Dr Coffee	Existing	3.2	6	1.8	3.6	0.6	12	6	1.8	3.6	0.6
	Proposed	3.2	9.55	3	5.05	1.5	16	6	2	2.8	1.2
Retro	Existing	5	5.7	1.8	3.3	0.6	17	5.7	1.8	3.3	0.6
	Proposed	5	12.8	3	8.3	1.5	41.5	5.7	2	2.5	1.2
Whaler	Existing	11.7	6	1.8	3.6	0.6	42	6	1.8	3.6	0.6
	Proposed	11.7	11	3	6.5	1.5	76	6	2	2.8	1.2

Figure B.1 – Proposed Footpath Widths – Salamanca Place (Gladstone to Kennedy Lane) – Southern Footpath

14. Appendix C

Table 2												
SALAMANCA PLACE (KENNEDY LANE to WOOPY'S LANE)												
3.0m PEDESTRIAN ZONE AGAINST BUILDING LINE												
PEDESTRIAN ACCESS ZONE OF 1.5m (Normal) & of 1.2m (Salamanca Market)												
Venue		Approximate Dining Zone Length (m)	Sunday to Friday (Normal) Conditions					Saturday (Salamanca Market) Conditions				
			Footpath (between parking bollard and building)	Ped Zone (between parking bollard & kerbline)	Dining Zone	Ped Access Zone (between kerbline & dining)	Dining Zone	Footpath (between kerb and building)	Ped Zone (between building & dining)	Dining Zone	Ped Access Zone (between Market & dining)	Dining Zone
			Width (m)	Width (m)	Width (m)	Width (m)	Area (sqm)	Width (m)	Width (m)	Width (m)	Width (m)	Area (sqm)
Maldini's	Existing	10.5	8.55	2.4	5.55	0.6	58	6.15	1.8	3.75	0.6	39
	Proposed	10.5	8.55	3	4.05	1.5	43	6.15	2	3.55	0.6	37
Jack Greene	Existing	9.7	8.55	2.4	5.55	0.6	54	6.15	1.8	3.75	0.6	36
	Proposed	9.7	8.55	3	4.05	1.5	39	6.15	2	3.55	0.6	34
Cargo	Existing	11.9	8.55	2.4	5.55	0.6	66	6.15	1.8	3.75	0.6	45
	Proposed	11.9	8.55	3	4.05	1.5	48	6.15	2	3.55	0.6	42
Grape	Existing	12.8	8.55	2.4	5.55	0.6	71	6.15	1.8	3.75	0.6	48
	Proposed	12.8	8.55	3	4.05	1.5	52	6.15	2	3.55	0.6	45
Vietnamese Kitchen	Existing	8.3	8.55	2.4	3.75	0.6	31	6.15	1.8	3.75	0.6	31
	Proposed	8.3	8.55	3	4.05	1.5	34	6.15	2	2.95	1.2	24
N.B. Vietnamese Kitchen maintains pedestrian access through dining area, therefore existing licence area is 3.75m wide.												
N.B. Vietnamese Kitchen do not have fixed powered umbrellas, so to provide 1.2m pedestrian access zone during Salamanca Market												

Table 3

SALAMANCA PLACE (KENNEDY LANE to WOOPY'S LANE)

1.5m PEDESTRIAN ZONE AGAINST BUILDING LINE

PEDESTRIAN ACCESS ZONE OF 1.5m (Normal) & of 0.6m (Salamanca Market)

Venue		Approximate Dining Zone Length (m)	Sunday to Friday (Normal) Conditions					Saturday (Salamanca Market) Conditions				
			Footpath (between parking bollard and building)	Ped Zone	Dining Zone	Ped Access Zone (between kerbline & dining)	Dining Zone	Footpath (between kerb and building)	Ped Zone	Dining Zone	Ped Access Zone (between Market & dining)	Dining Zone
			Width (m)	Width (m)	Width (m)	Width (m)	Area (sqm)	Width (m)	Width (m)	Width (m)	Width (m)	Area (sqm)
Maldini's	Existing	10.5	8.55	2.4	5.55	0.6	58	6.15	1.8	3.75	0.6	39
		10.5	8.55	1.5	5.55	1.5	58	6.15	1.5	4.05	0.6	43
	Proposed											
Jack Greene	Existing	9.7	8.55	2.4	5.55	0.6	54	6.15	1.8	3.75	0.6	36
		9.7	8.55	1.5	5.55	1.5	54	6.15			0.6	
	Proposed							1.5	4.05			39
Cargo	Existing	11.9	8.55	2.4	5.55	0.6	66	6.15	1.8	3.75	0.6	45
		11.9	8.55	1.5	5.55	1.5	66	6.15			0.6	
	Proposed							1.5	4.05			48
Grape	Existing	12.8	8.55	2.4	5.55	0.6	71	6.15	1.8	3.75	0.6	48
		12.8	8.55	1.5	5.55	1.5	71	6.15			0.6	
	Proposed							1.5	4.05			52
Vietnamese Kitchen	Existing	8.3	8.55	2.4	3.75	0.6	31	6.15	1.8	3.75	0.6	31
		8.3	8.55	3	4.05	1.5	34	6.15			1.2	
	Proposed							2	2.95			24

Figure C.1 – Potential Footpath Widths – Salamanca Place (Silo's to Wooby's Lane) – Southern Footpath