

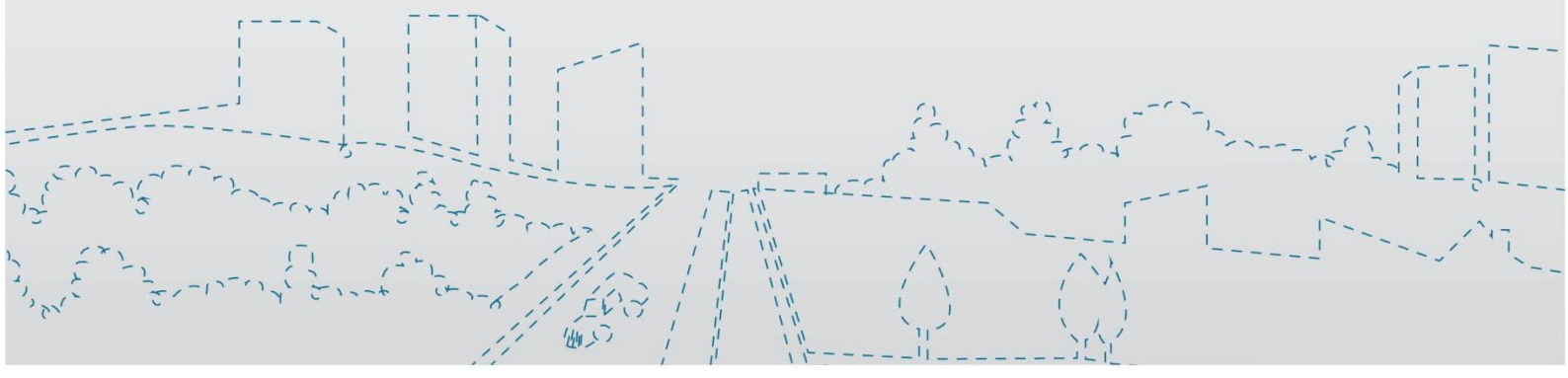


Hobart Rivulet Park Strategic Master Plan 2011
Sandy Bay Rivulet Park Feasibility Study 2007
New Town Rivulet Linear Park 1995

Review of the Three Rivulet Plans

24 February 2016

Prepared for the City of Hobart



Contents

1.	Introduction	1
1.1	Purpose of the Report	1
2.	Summary and Key recommendations	2
	Sandy Bay Rivulet Linear Park Feasibility Study 2006	2
	Hobart Rivulet Strategic Master Plan 2011	2
	New Town Rivulet Linear Park 1995	3
3.	Sandy Bay Rivulet Linear Park Feasibility Study 2006	5
4.	Hobart Rivulet Park Strategic Master Plan 2011	10
5.	The New Town Rivulet Linear Park	31

1. Introduction

1.1 Purpose of the report

Emma Riley & Associates has been engaged by the City of Hobart to undertake a review of the three rivulet plans: the New Town Rivulet Linear Park 1995; Hobart Rivulet Park Strategic Master Plan 2011 and the Sandy Bay Rivulet Park Feasibility Study 2007 and associated review of community feedback.

The process undertaken included a review of each of the documents, meetings with Council officers and visiting the necessary sites to determine the status of the recommendations as well as consideration of specific site conditions.

During the evaluation of the plans the following matters have been considered and addressed:

- Identification of the status of each action, strategy and recommendation;
- Identification of changes to land uses that have occurred since each of the plans preparation;
- Identification of opportunities that have emerged since the plans preparation;
- Consideration and re-evaluation of the priority/timing given; and
- A brief summary of potential issues that have emerged.
- Identification of key projects for funding

Section 2 of this review summarises each of the documents and outlines key projects recommended to be funded in the short term.

Section 3 assesses each plan, tabulates each action, strategy and recommendation, and comments and reviews its status and reviewed priority.

2. Summary and key recommendations

Sandy Bay Rivulet Linear Park Feasibility Study 2007

The Sandy Bay Rivulet Linear Park Feasibility Study was adopted by the Council in 2007 as a guide to the long term development of the linear park.

Given the Council's resolution, the development of the park has been delayed.

Based on the review of the feasibility study, the following key projects are recommended for funding:

1. Undertake the necessary land purchases and acquisitions, planning, design and approvals to construct the Sandy Bay Rivulet Park from
 - 1.1. Fitzroy Gardens to Lynton Avenue (High)
 - 1.2. Waterworks Road through to Romilly Street (Moderate)
 - 1.3. Romilly Street to Waterworks Reserve (Moderate)
2. Prepare and implement a wayfinding, signage and lighting plan for the linear park (Moderate)

Hobart Rivulet Park Strategic Master Plan 2011

Since the Hobart Rivulet Park Strategic Master Plan was adopted by the Council in 2011 a substantial number of significant recommendations and actions have been either completed or partly progressed.

Based on the review of the master plan, the following key projects are recommended for funding:

1. Undertake the necessary, planning, design and approvals to:
 - 1.1. Construct the Hobart Rivulet Park Rivulet Shared path from Molle Street – McKellar Street (High)
 - 1.2. Formalise and upgrade the Right-of-Way through 40 Molle Street to Collins Street (High)
 - 1.3. Enhance the Molle Street- Collins Street road crossing to improve bicycle and pedestrian safety (High)
 - 1.4. Construct McKellar Street- Gore Street including upgrading of the street footpath and extending the rivulet track (High)
 - 1.5. Activate and improve the rivulet park entrance at Molle Street with improved park based facilities (Moderate)
 - 1.6. Narrow the intersection of Gore Street with McKellar Street to improve the road crossing and address safety concerns on the Hobart Rivulet Park Trail (High)
 - 1.7. Improve the track alignment and user experience from Wynyard Street to Weld Street (High)
 - 1.8. Upgrade the Cascade Gardens car park to improve parking layout, and park user amenity (High)
 - 1.9. Undertake a review of the use of the eastern end of Degraes Street adjacent to the Female Factory by vehicular traffic (High)
 - 1.10. Improve pedestrian and cycle access and safety through Cascade Gardens and the western end of Cascade Gardens to Cascade Road (Moderate)
2. Progress negotiations to purchase properties for integration into the Rivulet Park at 18 McKellar Street and 21 Wynyard Street (High)
3. Prepare a vegetation management plan for the Hobart Rivulet Park (High)
4. Prepare and implement a wayfinding, interpretation and signage plan for the park (High)
5. Undertake rivulet track improvements to improve the track alignment, track surface and user experience (including fencing the dog exercise area) (High)
6. Develop a shared use etiquette with stakeholder groups and park users through signage and awareness raising (High)

7. Undertake the necessary investigations and planning, design and approvals to develop the upper Rivulet Park from the Old Farm Road Bridge to the Strickland Avenue Bridge and through to Wellington Park (Moderate)

New Town Rivulet Linear Park 1995

The New Town Rivulet Linear Park plan is over 20 years old and is now out-of-date. Many of the recommendations have been either completed or have been found to be superfluous to the core purpose of the development of a linear park and recreational link in 2016. The recommendations that have not been progressed and are still valid largely fall into three categories:

- Recommended land acquisitions that are still considered important for the completion of the park;
- Developing the recreational links along the rivulet corridor to complete the park
- The preparation of an interpretation, wayfinding and lighting plan for the entire linear park that establishes a consistent identity of the park from the Derwent through to Wellington Park
- The development of the rivulet park to ensure that the trail is clearly identifiable, is constructed and maintained to a contemporary standard, and there is consistency in design, presentation and maintenance of the park regardless of the Local Government Area.

Based on the review, the key projects recommended for the New Town Rivulet Linear Park for funding are:

1. Progressing land acquisitions along the rivulet corridor:
 - 1.1. 74 Risdon Road (High)
 - 1.2. 1 Wilmslow Avenue (High)
 - 1.3. 223 Lenah Valley Road (High)
2. Developing the recreational links along the rivulet corridor to complete the park:
 - 2.1. Linking Albert Road to Wilmslow Avenue (Moderate)
 - 2.2. Linking John Turnbull Park to Lenah Valley Road (Moderate)
3. Establishing a park identity through way finding, thematic interpretation and lighting;
 - 3.1. Prepare and implement a wayfinding, interpretation , lighting and plan (High)
 - 3.2. Maintain and upgrade deteriorating areas along the Linear Park with a particular focus on Creek Road between Main Road and John Turnbull Park (High)
 - 3.3. Establishing a park identity from the mouth of the New Town Rivulet to Queens Walk and Brooker Highway through improved wayfinding and track development (Moderate)
4. Promoting shared use to all user groups:
 - 4.1. Develop a shared use etiquette with stakeholder groups and park users through signage and awareness raising (High)
5. Establishing connections with other open space networks such as the Inter City Cycleway.
 - 5.1. Link the Inter-City Cycleway to the Linear Park track New Town Boys High School area (High)
 - 5.2. Investigate other links (Moderate)

3. Sandy Bay Rivulet Linear Park Feasibility Study 2006

The purpose of the Sandy Bay Rivulet Linear Park Feasibility Study was to investigate the feasibility of developing a linear park extending from the Waterworks Reserve to the River Derwent following the Sandy Bay Rivulet. A short description provided in the feasibility study as follows:

The upper section of the Sandy Bay Rivulet (i.e. between Waterworks Reserve and Romilly Street) has already been well developed as a recreational trail and is likely to continue to attract regular use. If a trail was developed along the middle section (Romilly Street – Fitzroy Gardens) it is likely to be more of a local recreational trail, with the section from Fitzroy Gardens to Lynton Avenue potentially attracting higher use given that it would be an extension of the park experience. The lower section from Fitzroy Gardens to Marieville Esplanade has major constraints and is difficult to justify in the short term, given the high acquisition, development and rehabilitation costs, for the local recreational benefits that would be attained.

The Feasibility Study and associated Review of Community Feedback was adopted by the Council in 2007 as a guide to the long term development of the linear park with its development delayed until other Council park related projects were completed.

Table 1 provides the review of the recommendations within the feasibility study.

Table 2 outlines the issues that should be included in the development of the master plans based upon a review of the community feedback.

Table 3 outlines the recommendations to progress the linear park concept that were identified in the review of the community feedback.

Table 1: Analysis - Sandy Bay Rivulet Park Feasibility Study 2006

Recommendation	Status	Comment	Reviewed Priority
<p>Prepare a Master Plan and undertake cost estimates for the development of the linear park in the following sections:</p> <ul style="list-style-type: none"> • Fitzroy Gardens to Lynton Avenue • Lynton Avenue to Romilly street • Romilly street to Waterworks Reserve <p>The Master Plan is to be prepared in consultation with the Department of Infrastructure, Energy and Resources, the Friends of Sandy Bay Rivulet, and Waterworks Valley Landcare Group.</p>	Not progressed	<p>State Growth was informally contacted in 2015 in regards to the potential transfer of the road reserve between Lynton Avenue and Fitzroy Gardens and has responded positively.</p> <p>Negotiations should be progressed as a high priority to develop the entrance to the park as outlined in the feasibility study</p>	<p>The development of Fitzroy Gardens to Lynton Avenue should be high priority.</p> <p>The upper sections above lower Waterworks Road a moderate priority.</p>
<p>Commence negotiations with the identified private landowners to facilitate the establishment of the linear park, from Waterworks Reserve through to Lynton Avenue.</p>	Underway and ongoing	<p>Negotiations with the owner of 8A Romilly Street have commenced with Council resolution in 2010 to purchase a section of 8A Romilly Street in addition to a POS contribution gained through subdivision.</p>	High priority
<p>Prepare an Interpretation Strategy for the three sections of the linear park identified above and including the lower section of recreational street trail below Lynton Avenue.</p>	Not progressed	<p>This will be an important consideration in progressing the development of each section including wayfinding and signage.</p> <p>The recommendation for the continuation of the 'park' via recreational street trail is no longer relevant to the implementation of the plan. Further assessment has concluded that the significant diversion from the Rivulet is impractical and counter-intuitive.</p>	<p>Preparation of a wayfinding, interpretation and signage plan is a <i>moderate priority</i>.</p>

Recommendation	Status	Comment	Reviewed Priority
Upgrade the pedestrian crossing at the intersection of Anthill Street and Fitzroy Place to improve safety.	Not progressed	The recommendation of the continuation of the 'park' into a recreational street trail is no longer relevant to the implementation of the plan.	No longer relevant

Table 2: Analysis - Sandy Bay Rivulet Feasibility Study - Review of Community Feedback 2007

Recommendation	Status	Comment	Reviewed Priority
The Parliament Street Reserve should be the “bookend” or endpoint for a continuous linear park originating at the Waterworks Reserve. This would enable the Parliament Street reserve to be further developed to complement the linear park as well as offering possible street connections for a linear park in the linear section.	N/A	This will be taken into account during the development of the park.	N/A
Planning for the upper section of the Rivulet (i.e. Romilly street to Waterworks Reserve) should proceed as a high priority, as the Council already owns a number of key properties that can be integrated into the linear park (notwithstanding the need to acquire private property at Kooyong Glen).	Not progressed	This recommendation is consistent with the need to progress the development of overall the rivulet park as a high priority. However the priority has shifted to developing the entrance of the park at Fitzoy Gardens.	Moderate priority
More detailed planning should be undertaken for any proposed street-based routes and crossing points in the lower section of the linear park from Parliament Street Reserve.	Not progressed	It is recommended that the park ceases at the Fitzroy Garden & Parliament Street reserves.	N/A
Master planning should be accompanied with further community consultation and public display of the detailed plans.	Not progressed	Community engagement will be integral to the development of the park.	Ongoing

Table 3: Analysis - Community Feedback 2007

Recommendation	Status	Comment	Reviewed Priority
Reaffirm the recommendation outlined in the feasibility study that a linear path from Waterworks Reserve to Fitzroy Gardens be adopted.	No change	Planning commence for the development of : Fitzroy Gardens – Lynton Avenue Waterworks Rd to Romilly Street Romilly Street – Waterworks Reserve	High priority Moderate priority Moderate priority
Confirm the Parliament Street Reserve to be the eastern endpoint for the linear park following the course of the rivulet to Waterworks Reserve.	No change	This would be continued as part of the development of the park.	N/A
Develop master plans with this report and the linear park feasibility study providing the basis for their development.	No change	It is recommended that planning commence for the development of the park commencing with Fitzroy Park to Lynton Avenue.	High priority
Consider the detailed siting, design, infrastructure and associated elements of each section of the proposed linear park within the master plans. This should be timed in advance of project implementation and involve community consultation.	No change	It is recommended that planning commence for the development of the park commencing with Fitzroy Park to Lynton Avenue.	High priority
Promote the linear park concept as a long-term project.	No change	It has been nearly ten years since the preparation of the feasibility study, as such the priority for the parks implementation has been elevated.	No longer relevant
Continue to work with community groups such as the Friends of Sandy Bay Rivulet and Waterworks Valley Landcare Group.	No change	It is essential to engage with the local stakeholder groups.	Ongoing
Pursue the purchase of strategically important land	No change	Negotiations to purchase strategically identified	High priority

Recommendation	Status	Comment	Reviewed Priority
parcels in a co-ordinated way to support the linear park concept.		properties should progress as a high priority.	

4. Hobart Rivulet Park Strategic Master Plan 2011

The Hobart Rivulet Park Strategic Master Plan 2011 was prepared for the City of Hobart by consultants, Inspiring Place in 2011 with the involvement of key stakeholders representing the community, user groups, key neighbours and industry in its development.

The purpose of the master plan as described in the Hobart Rivulet Strategic Plans Master Plan is as follows:

The purpose of this project is to develop a Hobart Rivulet Park Strategic Master Plan to guide the future development and management of the parkland and open space along the rivulet. The project considers the entirety of the rivulet but focuses primarily on the section of the Hobart Rivulet Park between Molle Street to the Wellington Park boundary. It also considers the links in open space and use to surrounding areas such as the City centre area, Knocklofty and West Hobart.

Table 4 provides an analysis of progress with the implementation of all recommendations and actions identified in the master plan.

Table 4: Analysis – Hobart Rivulet Park Strategic Master Plan 2011

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
1.1 Develop a continuous open space corridor and shared trail along the Hobart Rivulet Park, between the Hobart CBD and Wellington Park – ‘a City to the mountain experience’	1.1.1 Enhance Collins Street for bicycle and pedestrian priority.	Moderate	Programmed for investigation and planning 2017/18	This is identified in the City’s ICAP (Inner City Action Plan) as project AP04 – Linking Hobart Rivulet Park along Collins Street to the City.	High priority
	1.1.2 Improve trail safety and connectivity between the Molle street entrance and Cascade Brewery.	High – Anglesea Street Parklands adjacent to C3 land, Degrares Street between Cascade Gardens to Tara Street and Cascade Gardens to the Cascade brewery. Moderate – Molle Street – McKellar street, McKellar Street – Wynyard Street, Wynyard Street – Anglesea Street, C3 site to Tara Street	Anglesea Street Parklands is complete. Degrares Street – Mostly complete Cascade Gardens to Cascade Brewery is not complete. Molle Street – McKellar Street is to be constructed 2015/16. C3 site to Tara Street is complete with the purchase of land and its integration into the park. Remaining moderate priorities have not been completed.	The priority has shifted to progress the development of Molle Street to McKellar Street, the resolution of the Wynyard Street area, and track upgrading to resolve year round shared use, maintenance and drainage. It is recommended that a shared use etiquette be developed to improve user behaviour. Following construction evaluation of the track and shared use.	Cascade Gardens to the Cascade brewery Moderate High– Molle Street – McKellar street, Moderate McKellar Street – Wynyard Street, High- Wynyard Street – Anglesea Street, Moderate - C3 site to Tara Street Moderate - McKellar – Wynyard Street Shared use etiquette – High priority

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
	1.1.3 Negotiate with some landowners near McKellar Street, Wynyard Street, Tara Street and the Upper Rivulet to improve trail alignment, the linkage of open space and experience values.	Ongoing	Underway and ongoing	64 Anglesea St- (C3) corridor – Purchased 4 Tara Street - purchased. Negotiations commenced with 18 McKellar Street and 21 Wynyard Street. Upper Rivulet negotiations have not progressed	Ongoing
	1.1.4 Negotiate a partnership with the Cascade Brewery for opportunities to upgrade and formalise public access connection to Wellington Park.	Moderate - High	Awaiting finalisation of Cascade Estate Strategic Land Review. Cascade walking Track completed 2012.	A Cascade Estate Strategic Land Review is currently underway between the Cascade Brewery and Council. Once the project is finalised, formalisation of the Upper Rivulet Track located on Cascade land should be a high priority.	High priority
	1.1.5 Construct walking trail link along Ross Rivulet to link Forest Road and Knocklofty Reserve with Hobart Rivulet Park.	High	Not progressed	A Public Open Space (POS) it to be gained from the Stephens Farm subdivision that will assist in facilitating the Ross Rivulet link. The construction of this link has been downgraded in priority.	Moderate priority
1.2 Separate pedestrians and cyclists where possible.	1.2.1 Define separate trails for pedestrians and cyclist where possible between	High – Moderate	Underway and ongoing	Community engagement undertaken in 2014/2015 regarding sealing and separation	Priority requires re-evaluation following the sealing Molle- McKellar

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
	Molle Street and Cascade Gardens, with use of designated shared zones and some shared trail sections as shown in the Master Plans and the Concept Plans.			of the paths. The Council resolved to keep to a single trail and seal Molle to McKellar Street only. Once constructed, an evaluation of users will be undertaken to inform track plans up the rivulet.	Street.
	1.2.2 Upgrade the cycle surface to a sealed surface.	High – Molle Street – McKellar Street, Anglesea Street Parklands Moderate – Gore Street – Wynyard Street, Wynyard Street – Anglesea Street, Anglesea Street Parklands – Tara Street, McRobies Road – Cascade Brewery.	Molle Street – McKellar Street to occur in 2016/17 works program. Anglesea Street parklands complete. Remainder have not yet commenced.	See comment 1.2.2	Priority requires review following completion of Molle- McKellar Street .
	1.2.3 Upgrade the pedestrian trail with high quality compacted gravel.	High – Molle Street – Gore Street, Anglesea Street Parklands Moderate – Gore Street – Wynyard Street, Wynyard Street - Anglesea Street, Anglesea Street	Anglesea Street Parklands complete. Molle Street – McKellar Street to occur in 2015/2016 works program. Remainder have not	See comment 1.2.2.	Priority requires review following completion of Molle-McKellar Street

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
		Parklands – Tara Street Low – Upper Rivulet between Cascade Brewery to Strickland Avenue Bridge	yet commenced.		
	1.2.4 Install on-road bike lanes where possible to improve safety for cyclists e.g. McKellar Street, Degraes Street	Moderate	The cycle lane in Degraes Street is complete McKellar Street not progressed	Investigations have found that an on-road bike lane in McKellar Street is not necessary.	Remove
1.3 Develop the Hobart Rivulet Park trail primarily as a recreational experience, but with a low-speed commuting function.	1.3.1 Avoid the development of wide and straight trails that facilitate high speed cycle commuting within Hobart Rivulet Park.	Ongoing	No change	The rivulet track is essentially a wide trail with little ability to meander given the linear nature of the park.	Remove
	1.3.2 Investigate options for on-road bike lanes on Macquarie Street and Cascade Road to cater for high speed cycle commuting.	High - Moderate	Not progressed at this time	No comment	Review
1.4 Actively manage road-crossing points	1.4.1 Review the safety of pedestrian and cyclists crossing on Molle Street given expressed community concerns about public safety	High	Programmed 2017/2018	This is listed as the Council's ICAP project APO4 -Linking Hobart Rivulet Park along Collins Street to the City programmed	High priority

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
	and traffic speeds.			for investigation in 2017/2018	
	1.4.2 Install a pedestrian path off Gore Street bridge and narrow the intersection with McKellar Street to improve safety concerns on Hobart Rivulet Park trail.	Moderate	The Gore road crossing is programmed for construction in 2016/2017.	Need for bridge path requires review. Narrowing the intersection and improving the road crossing to improve safety is a high priority.	High priority
	1.4.3 Upgrade the bridge to the C3 site on Anglesea Street to provide a safe pedestrian path.	High	Completed	No comment.	N/A
	1.4.4 Improve pedestrian and cycle safety on Degraives Street and McRobies Road as shown in the concept plan for this area.	High	Partially completed	The cycle lane in Degraives St and McRobies Road pedestrian crossing has been completed. Resolving shared access at the eastern end of Degraives Street through to Tara Street still requires action in consultation with the Female Factory and neighbouring properties.	High priority
	1.4.5 Improve pedestrian and cycle safety at western end of Cascade Gardens to Cascade Road	Moderate	Partly progressed	This recommendation requires further investigation regarding the location and grade of the trail linking into Cascade Road and the impact on Cascade Gardens.	Moderate priority

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
	1.4.6 Improve pedestrian safety at Cascade Road between Brewery Offices and reception centre.	High	Complete	Minor works completed with the provision of a bike lane and pedestrian crossing at Cascade Rd.	N/A
	1.4.7 Continue existing footpath past Cascade Brewery along the top side of the lower car park to a safe crossing point at Old farm Road with a connection to the Cascade Track.	Moderate	Not progressed	Requires land owner consent and negotiations. The Casdcades Road footpath is located directly above this carpark. The construction of another footpath could generate unnecessary duplication. .	Low priority
	1.4.8 Upgrade the safety for pedestrians and cyclists crossing Strickland Avenue to access the Rivulet Track.	Low	Not progressed	Planning is required to determine the route and design of the Upper Rivulet Track before progress is made on this action.	Moderate priority
1.5 Install lighting along heavily used sections of the Hobart Rivulet Park trail.	1.5.1 Install lighting on the trail between Molle Street and McKellar Street to help provide a safer connection to Gore Street.	Moderate	Works programmed to occur in 2015/2016 in the lower rivulet.	The lighting used will be diffused to ensure impacts upon residential amenity and wildlife are minimised whilst still ensuring the safety of the trail is maintained.	High priority
	1.5.2 Investigate the need	Low	Not progressed	Further investigations and	Remove

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
	and value of installing lighting along other sections of the trail (e.g. Gore street to Anglesea Street) in the longer term.			community engagement undertaken during investigations into track surfacing has determined that lighting of these sections of trail is neither desired nor appropriate.	
1.6 Improve connectivity between the Hobart Rivulet Park and surrounding community services, facilities, amenities and residential areas.	1.6.1 Improve the connectivity between the CBD, Queens Domain, Sullivans Cove and the Molle Street entrance to Hobart Rivulet Park including improved visual treatment and directional signage consistent with the recommendations in the City Plan (Gehl 2010).	High	Underway	City Wayfinding Signage has been mostly implemented (ICAP P10).	N/A
	1.6.2 Retain and maintain the existing steep track around the C3 site for alternative trail use.	Ongoing	Completed	N/A	N/A
	1.6.3 Construct a new footbridge over the Rivulet to Glen Street to improve accessibility to South Hobart shops and community	Low	Not progressed	Options for linking the Rivulet Track to the South Hobart shops and Washington Street Park, requires further investigation.	Low priority

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
	facilities.				
	1.6.4 Improve Cascade Gardens parking (eastern end of gardens to improve shared access and safety (refer to Concept Plan 6).	Moderate	Programmed 2016/17	Car park upgrading with improved provision for shared use is programmed for construction in 2016/17.	High priority
	1.6.5 Construct pedestrian link from the Hobart Rivulet to Saunders Crescent in South Hobart.	Low	Not progressed	The development of the upper section of the rivulet park (Cascade Brewery to Strickland Avenue) would need to progress prior to any change. A desire path does exist through the Council reserve to the Rivulet to Strickland Avenue.	Low priority
	1.6.6 Install street signs at the end of each street that connects with Hobart Rivulet Park	Low	Not progressed	This should be undertaken as part of the implementation of a wayfinding and signage plan.	High priority
	1.6.7 Consider installing bike lanes along Cascade Road and improving both pedestrian and cyclists safety past the Cascade Brewery site (northern side of road)	Moderate	Partially complete	A bike lane and pedestrian refuge has been constructed on Cascade Road between the Brewery and the Reception Centre. A Cascade Road bike lane has not been progressed	Low priority

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
	1.6.8 Consult with Cascade Brewery to investigate the potential to formalise pedestrian and bike access to the existing track between Marlyn Road and Old Farm Road.	High	Awaiting finalisation of Cascade Estate Strategic Land Review	A Cascade Estate Strategic Land Review between Council and the Cascade Brewery is currently underway. Details of trail development or locations are not identified. Once the project is finalised the development of this trail connection between Marlyn Road and Old Farm Road requires formalisation.	Moderate priority
	1.6.9 Construct the missing section of footpaths along Strickland Avenue to improve safety for pedestrians.	Low	Not progressed	The higher priority is to construct a rivulet park rather than a road footpath on Strickland Avenue due to difficulty developing a footpath . Consideration should be given to provide for a pedestrian area identified through lines on the road as a temporary solution.	Review action.
	1.6.10 Improve pedestrian and cycling access through Cascade Gardens (i.e. widening shared path) and connection to Cascade Road and Cascade Brewery car park at the western end.	Moderate	Partially completed	Cascade Gardens Park path has been widened. Connection from gardens through the Brewery carpark has not been completed.	Moderate priority
	1.6.11 Support further joint	Ongoing	Ongoing	Cascade Estate Strategic Land	Ongoing

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
	initiatives by Council, Cascade Brewery and the community for development and management of authorised and safe trail connections with Hobart Rivulet Park, Wellington Park and residential areas.			Review is currently underway that will consider some of these issues.	
	1.6.12 Investigate opportunities to link Hobart Rivulet Park to other nearby reserves including Ridgeway Park, Wellesley Park and Wentworth Park.	Moderate	Not progressed	Planning for a trail connection along Ross Rivulet to Knocklofty has been programmed as a moderate priority. Connections to Wellesley Park & other routes to Knocklofty require wayfinding signs to facilitate improved linkages.	Moderate priority
	1.6.13 Consider bike trail connections from Hobart Rivulet Park along McRobies Road to bushland areas buffering the landfill site given the interest for mountain bike riding access and use of this area.	Low	Partially completed	Trail locations have been identified in the Greater Hobart Mountain Bike Master Plan. However the expansion of the McRobies Gully Waste Facility has been approved prohibiting access to bikes. Thsi action requires review.	Review
	1.6.14 Work with Cascade Brewery to determine best	Moderate	Not progressed	Carpark used informally on weekends for public track users	Low priority

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
	location to provide improved parking for users of the Cascades Track.			which is currently not an issue. Formalisation of this use could form part of the outcomes of the Cascade Estate Strategic Land Review.	
1.7 Improve opportunities for passive recreation, including picnicking, barbeques, community gathering and events and relaxation.	<p>1.7.1 Implementation of the concept plans for key open space nodes along Hobart Rivulet Park:</p> <ul style="list-style-type: none"> - entry off Molle Street (Concept Plan 1) - area at the start of the Hobart Rivulet Park (Concept Plan 2) - area at the end of Wynyard Street (Concept Plan 3) - Anglesea Street Parklands site (Concept Plan 4) - Degraes street (Concept Plan 5) - Cascade Gardens – Cascade Brewery (Concept Plan 6) 	<p>High – Concept Plans 4 and 5</p> <p>Moderate – Concept Plans 2, 3 and 6</p> <p>Low – Concept Plan 1</p>	<p>Negotiations have commenced with Concept 1</p> <p>Aspects of Concept plan 2 are programmed to occur in 2015/16.</p> <p>Negotiations to improve track alignment underway for Concept Plan 3.</p> <p>Concept plans 4 and 5 are complete.</p> <p>Concept Plan 6 has been partially progressed.</p>	<p>The implementation of Concept Plan 1 needs to be undertaken in tandem with Concept Plan 2 . The ROW requires formalisation and construction to elevate the park entrance and improve user safety.</p> <p>Concept plan 2 - Planning for the activation of Molle Street park entrance is considered to be a high priority, this includes investigation into the appropriate location of toilets with construction programmed 2020/2021 in the Toilet Strategy).</p> <p>Concept Plan 3 will be reviewed once the sealing of the track has occurred between Molle and McKellar Streets and user feedback received.</p> <p>Master Plan 2 recommends the</p>	<p>Concept plan 1 is a high priority</p> <p>Concept Plan 2 is a high priority.</p> <p>Concept Plan 3 is a high priority</p> <p>Concept Plan 6 is to be changed to a low priority</p> <p>Fencing the dog exercise area is a moderate priority.</p>

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
				fencing of the dog exercise area adjacent to McFarlane Street. This should be a priority due to the potential conflict between dogs and track users.	
	1.7.2 Investigate the potential to develop a community orchard on the grassed bank below McKellar Street.	Low	Not progressed	Community gardens are to be initiated from the community to provide community ownership, in accordance with Council policy.	Low
2.1 Maintain and enhance the environmental and cultural values of the Hobart Rivulet Park.	2.1.1 Further investigate and document the natural and cultural values, to improve knowledge and identify management priorities (e.g. creation/enhancement of wildlife corridors, threatened species management).	Ongoing	Underway and ongoing	N/A	Ongoing
	2.1.2 Implement water sensitive design solutions as new development and redevelopment opportunities arise.	Ongoing	Underway and ongoing	No comment	Ongoing
	2.1.3 Prepare a Catchment	High	Complete	Completed	N/A

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
	Management Plan for the Hobart Rivulet.				
	2.1.4 Improve stormwater practices for the McRobies Gully Waste Management Centre including application of WSUD principles.	High	Complete	Upgrading of the McRobies Gully Waste Management Facility undertaken with new stormwater and waste management detention systems.	N/A
	2.1.5 Develop progressive rehabilitation plans for the Hobart Rivulet banks that identify the progressive removal of declared weed species and recognised environmental weeds such as crack willow and sycamore and preparing planting/landscaping plans for revegetation.	Ongoing	Underway and ongoing	Green army grant allocation targeting Hobart Rivulet has been obtained 2015/2016. Further planning to be undertaken regarding vegetation management. Notwithstanding, an overall vegetation management plan is still required for the Rivulet Park.	The development of an overall vegetation management plan should be a High priority
	2.1.6 Regularly monitor the water quality, to create a base-line data set, and better understand conditions affecting water quality (e.g. pollutant sources);	Ongoing	Underway and ongoing	No comment	Ongoing

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
	2.1.7 Document and protect the historical fabric within and adjacent to Hobart Rivulet Park, and incorporate into the interpretative program.	High-Moderate	Underway and ongoing	Ongoing investigations into historical fabric of the neighbouring area and Hobart Rivulet and protection via planning 2015 Planning Scheme. . Also recent history of South Hobart published. An interpretation strategy has not been commenced.	Ongoing
	2.1.8 Work with the Cascades Female Factory historic Site and Cascade Brewery as the major cultural sites adjacent to the Hobart Rivulet, to contribute to the cohesive delivery of interpretation, and therefore, Hobart Rivulet Park experience.	High	Underway and awaiting the finalisation of the Cascade Strategic Land Review.	There is ongoing dialogue with the Cascade Female Factory since the Port Arthur Management Authority has taken over the management of the site. Also awaiting the finalisation of the Cascade Estate Strategic Land Review.	Ongoing
	2.1.9 Work with adjoining landowners to improve environmental management practices, maintain and enhance visual values, whilst ensuring the privacy and security of private residence and business owners is	Ongoing	Underway and ongoing	N/A	Ongoing

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
	maintained.				
	2.1.10 Protect the Cascade Brewery water supply near the entry to the Rivulet Track	Ongoing	Underway and ongoing	The Brewery protects the Rivulet off take.	Ongoing
2.2 Develop management partnerships between land managers responsible for land within, and surrounding the immediate Hobart Rivulet Park.	2.2.1 Continue to co-ordinate bushfire planning and management between Council, Cascade Brewery, and the Wellington Park Management Trust.	Ongoing	Underway and ongoing	Bushfire management planning is being undertaken in accordance with: <ul style="list-style-type: none"> • The City of Hobart Fire Management Strategy; • The Wellington Park Fire Management Plan; the • Draft Knocklofty, McRobies Gully, Knocklofty Reserve, Ridgeway Park and Waterworks Reserve Fire Management Plan 2016 ; • The Cascade Estate Strategic Land Review is considering broad strategic issues in relation to improved collaboration with fire management of their Estate. 	Ongoing
	2.2.2 Encourage joint	Ongoing	Underway and ongoing	The Cascade Estate Strategic	Ongoing

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
	management arrangements for cross-tenure recreational trails (e.g. between Council, Cascade Brewery, Wellington Park Management Trust and private residential land owners in some cases), connecting the mountain to the city.			Land Review will facilitate joint management arrangements between the Council and Cascade Brewery on Brewery Lands with access agreements already in place for some key trails.	
	2.2.3 Foster consistent approaches to design (signage, trail construction), interpretation and information provision.	Ongoing	Underway and ongoing	Dialogue with Cascade Female Factory and Cascade Brewery is underway	Ongoing
	2.2.4 Facilitate tourism development and community event opportunities associated with the Hobart Rivulet Park.	Ongoing	No change	The Councils' Community Development Division assists with programming collaborative community events throughout the City.	Ongoing
2.3 Continue to support community partnerships to contribute to the environmental management of the Hobart Rivulet Park.	2.3.1 Council support and where possible resource groups such as the South Hobart Bushcare Group to undertake environmental works such as weeding,	Ongoing	Underway and ongoing	Current groups supported by the Council include: <ul style="list-style-type: none"> • South Hobart Bush Care Group; • Friends of Hobart Rivulet 	Ongoing

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
	revegetation, rehabilitation of eroded sections of the Rivulet, water quality monitoring and wildlife monitoring.			<ul style="list-style-type: none"> Tas College of English Bushcare Group. 	
	2.3.2 Develop a Working Group involving key stakeholders along the Hobart Rivulet Park and Council officers to monitor improved management, implementation and review of the Strategic Master Plan actions.	High	Underway and ongoing	On overall umbrella working group has not been formed, but where plan related actions are to be implemented all relevant stakeholders are engaged through project specific engagement.	Ongoing
	2.3.3 Council work with the Climbers Club of Tasmania to improve climbing amenity in the Fruehauf area including help with the cleaning up of past waste e.g. old wrecks, cables, broken glass, weeds and other rubbish.	Ongoing	Upgrading of access and site management measures have been approved with engagement of CCT. Works are programmed in 2016 for construction.	N/A	High priority
	2.3.4 Support the opportunity for the role of a Friends of Hobart Rivulet Group to be formed and	Moderate	Complete and ongoing	A group has been formed and sits under the South Hobart Sustainable Community. It is supported by the Council.	Ongoing

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
	assist with the management of Rivulet environs.				
3.1 Develop and implement an Interpretation Plan for the Hobart Rivulet	3.1.1 Prepare a three-year interpretation plan based on the interpretation directions outlined in the Master Plan including new interpretation opportunities at TMAG/Dunns Street, Elizabeth Street Mall, Barrack Street bridge, near 208 Collins Street and as identified in the Concept Plans 1-4.	Moderate	Not progressed	The preparation of a contemporary Wayfinding and Interpretation plan for the park should now be a high priority.	High priority
3.2 Package and promote the Hobart Rivulet Park as an integrated experience.	3.2.1 Develop a unifying marketing concept to use in promoting the Hobart Rivulet Park and ensure that it is aligned to interpretation.	Moderate	Not progressed	This should be incorporated into a broader marketing and tourism strategy for Hobart's parks.	Moderate priority
	3.2.2 Ensure that promotion highlights the linkages to Cascade Brewery, the Cascade Female Factory Historic Site and Mount Wellington.	High	Not progressed	This should be incorporated into a broader marketing and tourism strategy for Hobart's parks.	Moderate

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
	3.2.3 Promote the Hobart Rivulet Park experience on-line via tourism websites, including www.discovertasmania.com , Hobart City Council and Wellington park Management Trust's website.	Moderate	Partly progressed	The Hobart Rivulet Park is promoted on the Council's website. Broader promotion should be incorporated into a broader marketing and tourism strategy for Hobart's parks.	Moderate priority
	3.2.4 As part of the initial effort to position the Hobart Rivulet experience more strongly, develop a brochure for distribution via tourism providers and the Hobart Visitor Centre, as well as potential partners such as the Tasmanian Museum and Art Gallery.	Moderate	Not progressed	This action requires review in light of the growth of digital and social media and communications over the last 5 years.	Review
	3.2.5 Promote the modified Hobart Rivulet Waterways Tour	Moderate	Underway	The Waterways Tour is currently promoted through a range of mediums. .	Ongoing
	3.2.6 Update publications promoting local walks, such as HCC's Hobart Walks: A Guide to Hobart's Tracks and Trails, to reflect the new	High – Moderate	Partly progressed.	This should be incorporated into a broader existing marketing and tourism strategy for Hobart's parks.	Ongoing

Strategies	Actions	Priority (in master plan)	Status	Comment	Reviewed Priority
	focus on a unified experience.				
3.3 Support the development of tourism products that encourage visitors to make a connection with the significance of the Hobart Rivulet Park.	3.3.1 In conjunction with stakeholders and partners, Hobart City Council to foster the development of tourism products based on the Rivulets' natural and cultural heritage and it's contemporary use and community significance.	Ongoing	Not progressed	This should be incorporated into a broader existing marketing and tourism strategy for Hobart's parks.	Ongoing
	3.3.2 Undertake infrastructure planning to take into account any identified requirements that support tourism product development.	Ongoing	Underway and ongoing	No comment.	Ongoing

5. The New Town Rivulet Linear Park

This New Town Rivulet Linear Park plan was prepared for the City of Hobart by Katherina Nieberler Landscape Architect in April 1995. The report aimed to develop the New Town Rivulet as a continuous linear park from the Derwent River to Wellington Park for the passive recreation and enjoyment of the community. Additionally, a key objective is the protection of the cultural and natural assets of the New Town Rivulet area. The report is presented predominantly in plan form with the recommendations and actions notated on the master plans (1-5).

Many of the recommendations have either been completed or after twenty years are now out-of date and superfluous to the core purpose of the linear park. The recommendations that have not been progressed and are still relevant to the development of the park largely fall into three categories:

- The recommended land acquisitions that have not been implemented and are still considered important for the completion of the park
- The preparation of an interpretation, wayfinding and lighting plan required for the entire linear park that establishes a consistent identity of the park from the Derwent through to Wellington Park
- The development of the rivulet park to ensure that the trail is clearly identifiable, is constructed and maintained to a contemporary standard, and there is consistency in design, presentation and maintenance of the park regardless of the Local Government Area.

Table 5 lists all actions as detailed in the 1995 plan and evaluates and reviews progress with implementation.

Table 5: Analysis – New Town Rivulet Linear Park 1995

Actions	Status	Comment	Reviewed Priority
Land identified as Priority 1 for purchase/acquisition			
Pitt's Farm – near Albert Road	Not progressed	No longer relevant due to current Council and owner negotiations to acquire the rivulet corridor on 74 Risdon Road.	No longer relevant
Lauderdale, 74 Risdon Road	Underway	Acquisition still required. Planning application for a multi unit development is currently proposed and being considered by Council. Council has negotiated a with proponent for an 5m – 25m wide strip along the southern side of the Rivulet in exchange for the Council owned Lot 104 adjacent to 11 Wilmslow Court. It is contingent on approval of the DA. Further negotiations will be required if it is not approved.	High
Tasmaid, Lenah Valley Road 209-211 Lenah Valley Road	Not progressed	Due to the limited space and proximity to the TasMaid Milk factory the preference would be to acquire land on the opposite side of the Rivulet at 223 Lenah Valley Road . Noting that this land is zoned General Residential with approximately 40% of the land subject to the Electricity Transmission Overlay under the Hobart Interim Planning Scheme 2015 (HIPS). This is a critical link and consideration should be given to the land purchase before its subdivision is proposed	No longer relevant New action needed for 223 Lenah Valley Road (High)
Land identified as the Priority Two land – A2/AS			
123 Albert Road	Not progressed	Preference is to acquire land along the rivulet at 74 Risdon Road.	No longer relevant
125 Albert Road	Not progressed	Preference is to acquire land along the rivulet at 74 Risdon Road.	No longer relevant
Mercury Walsh, 1-3 Bowen Road	Not progressed	A review of the land requirements is necessary to establish the park between 74 Risdon Road and Bowen Road. It is therefore recommended that investigations into the best option for the connection is undertaken which considers access adjacent to the land owned by the Director of Housing at 1 Wilmslow Ave.	High

Actions	Status	Comment	Reviewed Priority
Southern Star, 5 Bowen Road	Not progressed	A review of the land requirements is necessary between 74 Risdon Road and Bowen Road. It is therefore recommended that investigations into the best option for the connection is undertaken which considers access adjacent to the land owned by the Director of Housing at 1 Wilmslow Ave.	High
Vacant land along Bowen Road owned by the Retirement Benefit Fund	Complete	The linear park track has been established on Crown land adjacent to New Town Boys High. Land is no longer required for recreational purposes.	Remove
Land owned by the Titan Stanley Factories	Unsure	The linear park track has been established on Crown land adjacent to New Town Boys High. Land is no longer required for recreational purposes..	Remove
New Farm Greenleas	Complete		N/A
Properties off Hamel Street bordering the rivulet	Not progressed	It is not clear which land this acquisition refers to. Notwithstanding this recommendation is no longer necessary given the linear park track has been established on Crown land adjacent to New Town Boys High.	Remove
Leura, occupied by car rental	Not progressed	This recommendation is no longer relevant given the current route of trail.	Remove
10 Main street, owned by GCC	Not progressed	This recommendation is no longer relevant given the current route of trail.	Remove
Ray Taylor's vacant land opposite 103 Creek Road (90 Creek Road)	Not progressed	Land zoned General Residential under the HIPS, so may be subdivided in the future. The existing footpath has been established in the road reserve to form the link required for the rivulet park on the opposite side of rivulet to this property, so acquisition only necessary for wildlife corridor and rivulet protection. Recommendation requires review.	Review
60 Creek Road	Not progressed	Land zoned General Residential under the HIPS, so may be subdivided in the future. The existing footpath has been established in the road reserve to form the link required for the rivulet park on the opposite side of rivulet to this property, so acquisition only necessary	Review

Actions	Status	Comment	Reviewed Priority
		for wildlife corridor and rivulet protection. Recommendation requires review.	
Annie Cooper's, 48 Creek Road	Complete		N/A
Market Garden opposite John Turnbull Park	Complete	Property has been approved for subdivision with a large public open space contribution including a Transend Wayleave easement and land adjacent to Council owned land along the rivulet	N/A
221 Lenah Valley Road	Complete	Property has been approved for subdivision with a large public open space contribution including a Transend Wayleave easement and land adjacent to Council owned land along the rivulet	N/A
227 Lenah Valley Road	Not progressed	Land is zoned General Residential under the HIPS, so may be subdivided in the future. Existing large road reserve forms part of the Rivulet Park on the opposite side of rivulet to this property so acquisition only necessary for wildlife corridor. Recommendation requires review.	Review
? Lenah Valley Road	Not progressed	It is not clear which land this acquisition refers to as no property number identified.	Remove
400 Lenah Valley Road	Not progressed	This acquisition is no longer necessary as rivulet track aligned in the road reserve.	Remove
464 Lenah Valley Road	Not progressed	This acquisition is no longer necessary as rivulet track aligned in the road reserve.	Remove
Land identified to be leased from the Crown			
Crown Reserve between the Rivulet and Albert Road	Complete	Owned by Glenorchy City Council	N/A
Crown land between the Rivulet and Wilmslow Avenue	Complete	Owned by HCC as a Road Reserve	N/A
New Town High School, small parcel off Bowen Road	Complete	N/A	N/A

Actions	Status	Comment	Reviewed Priority
Crown Land between the rivulet and Creek Road	Complete		N/A
The following actions are identified on Master Plan Map 2/5			
New Boat Ramp and public jetty	Complete	Buckingham Rowing Shed has been redeveloped. New landing facilities for rowers can be used by the public.	N/A
Future continuous green link along the Derwent River Foreshore to Cornelian Bay	Not progressed	Establishing a green link along the Derwent River foreshore considered unlikely in short term due to the use of the area by industry and associated traffic. Planning has commenced to establish a connection through Rugby Park through to the Cemetery ND Cornelian Bay Reserve. Negotiations are required with the Cemetery Trust to further this.	Moderate priority
Improvement of River Edge as part of sewage treatment plant upgrade	Complete	Area now foreshore public open space.	N/A
Mark the end of the New Town Rivulet and the start of the New Town Rivulet Linear Park	Not progressed	The recommendation needs to be incorporated into a wayfinding, signage and interpretation strategy for the entire trail.	High priority
Pedestrian Bridge	Not progressed	The need for this bridge requires review. It also requires collaboration with Glenorchy City Council to progress.	Low priority
Upgrade Rowing Club facilities to include public amenities i.e. toilets, café, children's play area, canoe hire etc.	Partially complete	Buckingham rowing sheds redeveloped in 2014/2015. It is not a public facility however rowing jetties are public when not in use by rowers.	N/A
Close to traffic – new access to rowing club via Self's Point Road and Marine Esplanade Road	Not progressed	This road closure is considered unnecessary and impractical given it provides the main vehicular route to the Rowing Shed and Bridge Club.	Remove priority

Actions	Status	Comment	Reviewed Priority
Gravel Path – 2m Wide	Not progressed	Widening of the pathway should include consideration of relocating the pathway to be closer to the Rivulet as well as development of a landscaping plan. This area requires consideration in developing a sense of identity of the park.	High priority
Appropriate lighting to a minimum of 2 lux	Not progressed	The preparation of a wayfinding, signage, interpretation and lighting plan is required for the entire linear park.	High priority
Access to the water near Rugby Park	Not progressed	This area requires consideration in developing a sense of identity of the park including consideration of the construction of a path nearer to the rivulet, and landscaping the bank.	High priority
Widen pedestrian bridge on eastern side of Brooker Highway	Not progressed	This area requires consideration in developing a sense of identity of the park including consideration of the construction of a path nearer to the rivulet, and landscaping the bank	Low priority
Albert and Risdon Road Entries: <ul style="list-style-type: none"> • Sense of entry • Signage • Planting • Totems (art work) 	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park.	High priority
Interpretation: <ul style="list-style-type: none"> • Hazelwood • Lauderdale • Pitt's Farm 	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park.	High priority
Pedestrian Bridge at 74 Risdon Road	Not progressed	This recommendation will be determined following the resolution of the acquisition of the 74 Risdon Road riparian corridor.	Moderate priority
Market Garden 74 Risdon Road	Not progressed	The property is owned privately and proposed to be developed. Negotiations underway to acquire the rivulet banks.	Remove

Actions	Status	Comment	Reviewed Priority
Connect Linear Park to Wilmslow Avenue – Rivulet Park and Sculpture Garden	Partly progressed	The sculpture garden has not been constructed and is no longer considered appropriate to this area. However a pedestrian path with landscaping has been constructed between Risdon Road and Wilmslow Avenue. The proposed section of the linear park along the rivulet on 74 Risdon Road is dependent on the outcome of current negotiations.	High priority
Interpretation New Town Park	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park.	High priority
Bottle Neck to Slow traffic and to improve pedestrian amenity crossing Bowen Road	Not progressed	This recommendation will need to be reviewed once development of the trail occurs between Albert Road and Bowen Road.	Low priority
The following actions are identified on Master Plan Map 3/5			
Bowen Road Park Entries, including linking Bowen Road Park Entry east with Wilmslow Avenue Project	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park.	High priority.
Complete walkway constructed during stage 1 (1993) with native planting	Ongoing	It is recommended that a wayfinding, signage, lighting and interpretation plan for the entire liner park. This should be undertaken in conjunction with Glenorchy City Council to ensure that the trail is constructed and maintained to a contemporary standard and there is consistency of development and management regardless of the Local Government Area.	High priority
Appropriate lighting to a min of 2 Lux (New town oval)	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park.	High priority
Interpretation Bishop's Glebe	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park..	High priority
Interpretation: • New Farm/Greenleas	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park.	High priority

Actions	Status	Comment	Reviewed Priority
<ul style="list-style-type: none"> • Leura • The Old bridge • New Town Road Bridge 			
New Town Road Entries (sense of entry etc) – symbolise the link of entries Hobart/Glenorchy	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park.	High priority
Link boardwalk with Inter-city cycle way	Not progressed	A formation of a desire path has occurred reflecting the need for this connection. It is recommended that a plan be prepared to formalise this link.	High priority
Symbolise the link of the entries to the City of Hobart and to the City of Glenorchy	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park. It is proposed that this be included in a new master plan.	High priority
Existing raised timber board walk between the railway bridge and the New Town Road	Complete	Additional work is required to protect the walkway footings with the construction of gabion walls below the raised timber board walk. Works programmed 2015/16.	High priority
Median island with walk through to improve pedestrian safety. On Creek Road opposite New Town Oval.	Not progressed	Traffic lights provide for a safe crossing of Main Road onto Creek Road therefore this is no longer required.	Remove
Walkway along Creek Road section of the linear park development raised timber board walk where required otherwise 2m wide gravel path.	Complete	This area is located in the Glenorchy Local Government Area. There is no definable park character and the area requires attention and maintenance. The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park.	High priority
Proposed realignment of the New Town Rivulet and upgrade of	Not progressed	This area is located in the Glenorchy Local Government Area. There is no definable park character and the area requires attention and maintenance. It is recommended that a	Preparation of plan a high priority

Actions	Status	Comment	Reviewed Priority
Creek Road: <ul style="list-style-type: none"> • New Rivulet bed and stabilisation of banks and road edge; • Curb and Gutter on northern side of Creek Road • New footpath on northern side 		wayfinding, signage, lighting and interpretation plan is required for the entire linear park in conjunction with Glenorchy City Council to ensure that the trail is constructed and maintained to a contemporary standard and there is consistency along the trail regardless of the Local Government Area.	
Access to Rivulet	Not progressed	This area is owned by Glenorchy City Council and requires attention and maintenance. It is recommended that a wayfinding, signage, lighting and interpretation plan be prepared for the entire Rivulet Park in conjunction with Glenorchy City Council to ensure that the trail is constructed and maintained to a contemporary standard and there is consistency along the trail regardless of the Local Government Area.	Preparation of plan a high priority
Start tree revegetation strategy by progressively removing willows and replacing them with native eucalyptus and acacia trees	Underway and ongoing	Substantial willow removal has been undertaken along the Rivulet corridor. It is important that continuous dialogue occurs with the Glenorchy City Council so there is consistency in vegetation management along the Rivulet regardless of the Local Government Area.	Ongoing
Interpretation at St John's Park	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park.	Preparation of plan a high priority
Interpretation at Calder's Mill	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park.	Preparation of plan a high priority
Median Island with walk through to improve pedestrian safety	Not progressed	This recommendation needs be reviewed by a suitably qualified person as to the necessity.	Moderate priority
Interpretation Blackwell's	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required	Preparation of plan a

Actions	Status	Comment	Reviewed Priority
Tannery		for the entire linear park.	high priority
Median island with walk through to improve pedestrian safety (at the Gerrard Street/Creek Road Intersection)	Not progressed	This recommendation needs be reviewed by a suitably qualified person as to the necessity .	Moderate
Appropriate lighting to a min. of 2 Lux	Not progressed	The preparation of an a wayfinding, signage, lighting and interpretation plan is required for the entire linear park.	Preparation of plan a high priority
Median island with walk through to improve pedestrian safety (near 12 Gerrard Street)	Not progressed	This recommendation needs be reviewed by a suitably qualified person as to the necessity.	Moderate
The following actions are identified on Master Plan Map 4/5			
Interpretation orphan school water supply	Not progressed	The preparation of an interpretation, wayfinding and lighting plan is required for the entire linear park.	Preparation of plan a high priority
Creek Road/John Turnbull Park Entry (sense of entry)	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park. It is proposed that this be included in a new master plan.	Preparation of plan a high priority
Appropriate lighting to a min of 2 Lux	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park.	Preparation of plan a high priority
Link to improved active and passive recreation facilities in John Turnbull Park and to Haldane Reserve beyond	Underway and ongoing	John Turnbull Park recreational facilities have been upgraded. The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park and to identify potential linkages to other open space facilities.	Preparation of plan is a high priority
Raised timber board walk along the Northern Boundary of	Not progressed	Due to the limited space and proximity to the TasMaid Milk factory the preference would be to acquire land on the opposite side of the Rivulet at 223 Lenah Valley Road . Noting	Remove – preference for link is through 223

Actions	Status	Comment	Reviewed Priority
Tasmaid 209 – 211 Lenah Valley Road		that this land is zoned General Residential with approximately 40% of the land subject to the Electricity Transmission Overlay under the Hobart Interim Planning Scheme 2015 (HIPS).	Lenah Valley Road.
Bottleneck to slow traffic and to improve pedestrian safety	Not progressed	This recommendation needs be reviewed by a suitably qualified person as to the necessity	Moderate
The following actions are identified on Master Plan Map 5/5			
Lenah Valley Road Park Entries (a sense of entry)	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park.	Preparation of plan a high priority
Continue walk way along Lenah Valley Road include road crossing in new intersection design of Alwyn Road and Lenah Valley Road.	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park.	Preparation of plan a high priority
Lenah Valley road/Rangeview Cres Park entries (a sense of entry)	Complete		N/A
Bottle neck to slow traffic and to improve pedestrian safety (at Rangeview and Lenah Valley Road entrance).	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park.	Preparation of master plan a high priority
Link to Yaizu Court	Not progressed	This recommendation will need to be reviewed in light of the significant number of residential subdivisions in the area and the subsequent demand for a neighbourhood recreational facilities. Rangeview Crescent Reserve is considered to be a potential location	Review

Actions	Status	Comment	Reviewed Priority
		for such future recreational park facilities	
Interpretation Lady Franklin Museum and Tas Native Flora Gardens	In progress	The Ancanthe Park Master Plan was adopted in 2015. It includes recommendations in relation to interpretation, landscaping and vegetation management. It is programmed for implementation 2017-2018	High
Implementation of Yaizu No Niwa project (Japanese style park with Tasmanian native plants)	Not progressed	This recommendation is no longer needed due to the significant number of residential subdivisions in the area and the growing demand for a neighbourhood playground and other park based facilities. Rangeview Crescent Reserve is the potential location for such a facility.	Remove
Link to Kalang Avenue	Not progressed	This recommendation needs to be reviewed and the demand for such a link determined within a wayfinding, signage, lighting and interpretation plan	Preparation of plan a high priority
Appropriate lighting to a min of 2 Lux (near to 317 Lenah Valley Road)	Not progressed	The preparation of a wayfinding, signage, lighting and interpretation plan is required for the entire linear park is required for the entire linear park. It is proposed that this be included in a new master plan.	Preparation of plan a high priority
2 m wide gravel path (near to 317 Lenah Valley Road)	Complete		N/A
Start tree revegetation strategy by progressively removing willow and replacing them with native eucalyptus and acacia trees	Complete	Extensive revegetation has been completed in this section of the Rivulet Park.	N/A
Lenah Valley Road Park Entries (sense of entry)	Complete	This part of the Linear Park was recently upgraded with the development of new art installations elevating the parks sense of place.	N/A
Paddling pools (near to 338 Lenah Valley Road)	Complete	This part of the Linear Park was recently upgraded with the development of new art installations elevating the parks sense of place.	N/A
Investigate link to Kalang Avenue	Not progressed	This recommendation needs to be reviewed and the demand for such a link determined	Preparation of plan a

Actions	Status	Comment	Reviewed Priority
		within a wayfinding, signage, lighting and interpretation plan.	high priority
<p>At 350 Lenah Valley Road:</p> <p>From here on downstream urban style park development:</p> <ul style="list-style-type: none"> • 2m wide gravel path • Sophisticated timber board walks and pedestrian bridges interpretation of the cultural heritage appropriate lighting. <p>From here on upstream transition from urban to minimal impact style park development:</p> <ul style="list-style-type: none"> • Narrower gravelled/mulched track • Basic creek crossings • Interpretation of the natural heritage 	In progress	<p>The linear park track has been constructed from Rangeview Crescent to the Wellington Park entrance with new art installations interpreting natural and cultural values.</p> <p>The overall park requires review as part of a renewed planning process that also considers wayfinding, signage, lighting and interpretation within a broader plan.</p>	Preparation of plan a high priority
Location of a walking track to be reconsidered after consultation with residents and traffic engineer	Complete	N/A	N/A
Entry to Wellington Park (a sense of entry)	Complete	N/A	N/A
Upgrade of picnic shelter	Not complete	A picnic shelter is not considered to be appropriate for the Wellington Park entrance due	Remove

Actions	Status	Comment	Reviewed Priority
		to its remoteness and continual vandalism.	

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