

<b>Committee Members</b>
Ald Helen Burnet (Chairman)
Deputy Lord Mayor Ald Ron Christie
Ald Suzy Cooper
Ald Anna Reynolds
Ald Tanya Denison
<b>Aldermen</b>
Lord Mayor Ald Sue Hickey
Ald Marti Zucco
Ald Jeff Briscoe
Ald Eva Ruzicka
Ald Peter Sexton
Ald Philip Cocker
Ald Damon Thomas

Meeting
Minutes
Reception
Public x2
Trolley
<b>Total Distribution: 6</b>



CITY OF HOBART

# AGENDA

## CITY INFRASTRUCTURE COMMITTEE MEETING (OPEN PORTION OF THE MEETING)

WEDNESDAY 27 JANUARY 2016

AT 5.00 PM

### THE MISSION

Our mission is to ensure good governance of our capital City.

### THE VALUES

#### The Council is:

<b>about people</b>	We value people – our community, our customers and colleagues.
<b>professional</b>	We take pride in our work.
<b>enterprising</b>	We look for ways to create value.
<b>responsive</b>	We're accessible and focused on service.
<b>inclusive</b>	We respect diversity in people and ideas.
<b>making a difference</b>	We recognise that everything we do shapes Hobart's future.

## **HOBART 2025 VISION**

In 2025 Hobart will be a city that:

- Offers opportunities for all ages and a city for life
  - Is recognised for its natural beauty and quality of environment
  - Is well governed at a regional and community level
  - Achieves good quality development and urban management
  - Is highly accessible through efficient transport options
  - Builds strong and healthy communities through diversity, participation and empathy
  - Is dynamic, vibrant and culturally expressive
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- 3. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST**
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- 6. SANDY BAY ROAD WALKING AND CYCLING PROJECT STAGE 3 – MODIFICATION TO DESIGN – FILE REF: 37-2-1**
- 7. WEST HOBART LOCAL AREA TRAFFIC INVESTIGATION – FILE REF: 36-15-9**
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- 10. QUESTIONS WITHOUT NOTICE – FILE REF: 13-1-10**
- 11. CLOSED PORTION OF THE CITY INFRASTRUCTURE COMMITTEE MEETING**

**BUSINESS LISTED ON THE AGENDA IS TO BE CONDUCTED IN THE ORDER IN WHICH IT IS SET OUT UNLESS THE COMMITTEE BY SIMPLE MAJORITY DETERMINES OTHERWISE**

I, Heather Salisbury, Acting General Manager of the Hobart City Council, hereby certify that:

1. In accordance with Section 65 of the Local Government Act 1993, the reports in this agenda have been prepared by persons who have the qualifications or the experience necessary to give such advice, information or recommendations included therein.
2. No interests have been notified, pursuant to Section 55(1) of the Local Government Act 1993, other than those that have been advised to the Council.



HEATHER SALISBURY  
ACTING GENERAL MANAGER

## **CITY INFRASTRUCTURE COMMITTEE AGENDA (OPEN)**

### Committee Members

Burnet (Chairman)  
Deputy Lord Mayor Christie

Cooper  
Reynolds

Denison

### Aldermen

Lord Mayor Hickey

Zucco

Briscoe

Ruzicka

Sexton

Cocker

Thomas

**City Infrastructure Committee (Open Portion of the Meeting) - Wednesday, 27 January 2016 at 5.00 pm in the Lady Osborne Room.**

### **PRESENT:**

### **APOLOGIES:**

**LEAVE OF ABSENCE:** The Deputy Lord Mayor  
Alderman R G Christie.

### **CO-OPTION OF COMMITTEE MEMBERS IN THE EVENT OF A VACANCY**

Where a vacancy may exist from time to time on the Committee, the Local Government Act 1993 provides that the Council Committees may fill such a vacancy.

### **1. MINUTES OF THE OPEN PORTION OF THE MEETING OF THE CITY INFRASTRUCTURE COMMITTEE HELD ON WEDNESDAY, 9 DECEMBER 2015**

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## **2. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA**

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In accordance with the requirements of Part 2 Regulation 8 (6) of the Local Government (Meeting Procedures) Regulations 2015, the Committee, by simple majority may approve the consideration of a matter not appearing on the agenda, where the General Manager has reported:

- (a) the reason it was not possible to include the matter on the agenda, and
- (b) that the matter is urgent, and
- (c) that advice has been provided under Section 65 of the Local Government Act 1993.

### **RECOMMENDATION**

That the Committee resolve to deal with any supplementary items not appearing on the agenda, as reported by the General Manager in accordance with the provisions of the Local Government (Meeting Procedures) Regulations 2015.

## **3. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST**

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In accordance with Part 2 Regulation 8 (7) of the Local Government (Meeting Procedures) Regulations 2015, the chairman of a meeting is to request Aldermen to indicate whether they have, or are likely to have, a pecuniary interest in any item on the agenda.

In addition, in accordance with the Council's resolution of 14 April 2008, Aldermen are requested to indicate any conflicts of interest in accordance with the Aldermanic Code of Conduct adopted by the Council on 27 August 2007.

Accordingly, Aldermen are requested to advise of pecuniary or conflicts of interest they may have in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the committee has resolved to deal with, in accordance with Part 2 Regulation 8 (6) of the Local Government (Meeting Procedures) Regulations 2015.

## **4. TRANSFER OF AGENDA ITEMS**

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Are there any items which the meeting believes should be transferred from this agenda to the closed agenda or from the closed agenda to the open agenda, in accordance with the procedures allowed under Regulation 15 of the Local Government (Meeting Procedures) Regulations 2015?

**5. PROPOSAL TO INSTAL AQUA BUBBLERS – FILE REF: F15/62146; 1-6-2**

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12x's

Report of the Acting Economic Development Manager of 19 January 2016 and attachments.

DELEGATION: Council

**TO** : City Infrastructure Committee

**FROM** : Acting Economic Development Manager

**DATE** : 19 January, 2016

**SUBJECT** : **PROPOSAL TO INSTAL AQUA BUBBLERS**

**FILE** : F15/62146, 1-6-2 :LK (s:\\_data\economic development\council and committee reports\1\_march 2015 onwards\city infrastructure\aquabubbler\report for cic\_aqua bubbler jan2016\_final.docx)

## **1. INTRODUCTION**

- 1.1. The Council has been approached with a commercial proposal involving the installation of 'Aqua Bubblers' in multiple locations across the city.
- 1.2. Attachment A shows the design of the proposed Aqua Bubbler product. This is a water bottle refill station standing to around shoulder height, complete with two 'media panels' that provide space for advertising.

## **2. BACKGROUND**

- 2.1. 'Aqua Bubbler' as a business has been operating for 12 years, with the much of its activity focused on selling its newest product into schools, councils and university campuses, a water refill station featuring advertising space.
- 2.2. It also provides the market with similar stations that do not feature advertising space, some of which are present in the Hobart Local Government Area (LGA).
- 2.3. The business has a number of device options which include bubblers whereby a person would drink directly, water bottle refill stations, dog drinking facilities and combinations of the three.
- 2.4. 'Aqua Bubbler' is looking to gauge the interest of Council with respect to the presence of water refill stations around the city, complete with advertising space. With this in mind, the initial overarching proposal is highlighted in section three but there is significant flexibility to be able to vary this, should Council so desire.
  - 2.4.1. The business is desirous of discussing the proposal in person with Committee but it is felt appropriate that Council provide an in principle position prior to such arrangements being made.
- 2.5. Council already owns a number of Aqua Bubbler drinking facilities situated in multiple locations including Princes Park, Cornelian Bay, Domain Athletic Centre, Lower Queenborough and Sandown Park (6 in total). There are also another 6 currently on order for prominent

locations including Long Beach and the Intercity Cycleway. Attachment B shows the facility currently on order, which is similar in size and design to what is already owned by Council. This is significantly smaller in height when compared to the facility that Aqua Bubbler is proposing, featuring the advertising space.

### **3. PROPOSAL**

- 3.1. The following high level proposals have been made by Aqua Bubbler as a means of gauging interest from Council. It has been proposed that:
  - 3.1.1. Council identifies around 50 sites in the LGA where it would like the stations to be located. This could be in parks, road reservations and on pavements in the inner city etc. (Attachment A shows the proposed device).
  - 3.1.2. The water refill stations would be provided to Council at zero purchase cost.
  - 3.1.3. Council would install the devices and connect them to the water supply.
  - 3.1.4. Aqua Bubbler would service, maintain, clean and replace the units when required.
  - 3.1.5. Aqua Bubbler would own the infrastructure.
  - 3.1.6. Aqua Bubbler would service the advertising changes to the panels on each unit.
  - 3.1.7. Aqua Bubbler would sell the advertising space with parameters agreed with Council which may include style of advertisement and nature of the good / service being advertised.
- 3.2. The above proposal raises a number of considerations for the City of Hobart which are as follows:

#### **Demand**

- 3.3. Significant discussion has been had with Officers in the Parks and City Amenity Division who have raised the question of community demand. Officers confirmed that they have had requests for a water facility in one location in Hobart. It would seem that there is potentially insufficient demand to warrant the required investment into the 50 sites that Aqua Bubbler would require for their initial proposal to be commercially feasible.



**Hygiene**

- 3.4. Consultation with the Environmental Health Division has raised the concern of the mouths of the drink bottles coming into contact with the nozzle of the refill station and the implications this could have for the spread of infection.
- 3.5. It is believed that this risk could be mitigated through facing the units north which would result in UV radiation reducing bacterial distribution.
- 3.6. Also, it is suggested that signage educating the public of the risks of touching their drink bottle on the nozzle of the facility could reduce instances of this.

**Water Supply**

- 3.7. As the devices would be connected to the main supply, TasWater would be required to consider whether the water would be metered (and therefore charged for) or would be provided at zero cost. High level conversations have been had with TasWater that has suggested that should Council seek to pursue this proposal and should there be a proven community demand, there may be an opportunity for a partnership approach which may result in the water being supplied at zero cost. Should this not be the case, an agreement between the City of Hobart and Aqua Bubbler about how the water costs were covered would have to be made.

**Advertising**

- 3.8. Should Council be minded to pursue this initial proposal, a legal agreement would need to be reached with the proponent, highlighting the parameters of acceptable advertising. This may include details of what goods and services could be advertised and standards around styles of advert.

**Public Realm**

- 3.9. Council places much emphasis on ensuring that the City is attractive to both the community and visitors. With this in mind, the City of Hobart in 2009 engaged Jan Gehl (internationally acclaimed urban designer and architect) to conduct a study to explore ways of improving the public realm. From this study, the community and Council created the Inner City Action Plan (ICAP) comprising 15 recommended projects, from redesigning the bus mall to implementing a city way finding system. Each of these projects contribute to the overall improvement of the look and feel of the city. Permitting the display of advertisements in key locations in the city could be viewed as counterproductive to public realm improvements.

**Local Business**

- 3.10. Council must consider the implications for local businesses that sell bottled water.

**Environment**

- 3.11. The re-use of plastic vessels rather than purchasing of bottles of water and disposing of the bottle would be environmentally preferable.

**Vandalism**

- 3.12. The proposed water refill station has a gloss anti graffiti laminate covering.
- 3.13. The same laminate covering is on the Aqua Bubbler products that are already in situ in Hobart parks. The Parks and City Amenity Division has advised that this laminate covering stands up well to vandalism.

**Summary**

- 3.14. In summary, Officers are of the view that given potential risks to the quality of the public realm, lack of community demand and complexity / costs relating to the installation of these water stations that Council does not support this initial proposal from Aqua Bubbler.
- 3.15. Officers are seeking an in principle position from the Council with regard to the placement of advertisements in key locations on water refill stations around the city.

**4. IMPLEMENTATION**

- 4.1. Should Council be interested in exploring the potential of a commercial arrangement, further discussions must occur with Aqua Bubbler including potentially the opportunity for the business representatives to present to a Council Committee.
- 4.2. If Council was to agree to the location of 50 Aqua Bubblers around the city, the following would need to be considered:
- 4.2.1. The identification of 50 appropriate locations would involve a number of considerations such as footfall, proximity to water source, ground surface etc. This would require significant Officer time.
- 4.2.2. There are two planning schemes active in the LGA:  
-The Sullivans Cove Planning Scheme 1997 covering Sullivans Cove and the area immediately behind it.  
-The Hobart Interim Planning Scheme 2015 covering the rest of the Municipal Area.

- 4.2.2.1. There is no clear planning exemption for bubblers irrespective of location or for signage of the type proposed, which means that planning approval would be needed under the Sullivans Cove scheme.
- 4.2.2.2. In the area covered by the Hobart Interim Planning Scheme 2015, there is the possibility of an exemption for bubblers if they meet all of the relevant criteria in Clause 6.2 of that scheme. There is no exemption however for bubbler mounted signage under the planning scheme. It is thus likely that planning approval would be needed for bubblers proposed in the area covered by that scheme.
- 4.2.2.3. It is likely that one planning approval application could be submitted under each planning scheme for multiple bubblers. The cost of submitting for a planning approval varies depending on the value of the works. In this case, it is estimated that the total cost of the works (asset & installation) would be in the \$10,000 - \$150,000 cost band. This means the planning application fee would be \$550 for each application (including advertising costs). The total is thus \$1,100.
- 4.2.3. The complexity of the linkage to the existing water supply varies from location to location depending on how far away the nearest water supply is and the surface within which the device is to be fitted. Advice from the Parks and City Amenity Division is that costs of installation may vary from around \$500 to \$6000. The average of \$3250 will be used to calculate overall costs.
- 4.2.4. A plumbing permit would also be required at a cost of no more than \$350 per device.

## **5. STRATEGIC PLANNING IMPLICATIONS**

- 5.1. The proposal aligns with elements of the Community 2025 vision Future Direction 6 – ‘Builds strong and healthy communities through diversity, participation and empathy.’
- 5.2. The commercial proposal from Aqua Bubbler also delivers against aspects of the Capital City Strategic Plan 2015-2025, in particular:

*GOAL 1- Economic Development, Vibrancy and Culture*

*1.4 – An enriched visitor experience*

*GOAL 2 – Urban Management*

*2.2 – A people-focussed city with well designed and well managed urban and recreation spaces.*

*GOAL 4 – Strong, Safe and Healthy Communities*

*4.2 – City facilities, infrastructure and open spaces support healthy lifestyles.*

*GOAL 5 – Governance*

*5.3 – Quality services are delivered in a safe, cost effective and efficient way.*

- 5.3. The proposal is in line an element of the Economic Development Strategy (2013-18):

*4.1.2 – Visitor Services*

## **6. COMMERCIAL OPPORTUNITIES**

- 6.1. The initial proposal is that Council would receive 50 additional water distribution devices at zero cost (for the infrastructure). A cost for one of the proposed units is around \$2,400 (inc GST) which is a total value of \$120,000.
- 6.2. Proponents have initially offered the prospect of a month of advertising space at zero cost per annum to Council which may be used to advertise revenue generating events such as Salamanca Market and the Taste of Tasmania.
- 6.3. Local businesses may also receive a preferential rate to advertise, something that would require further discussion with the proponents.

## **7. FINANCIAL IMPLICATIONS**

7.1. Funding Source(s)

7.1.1. There is no budget allocation at present for this proposal.

7.2. Impact on Current Year Operating Result

7.2.1. The impact on the current year operating result would be dependent on Council's approach.

7.2.2. Should Council opt to agree to the proposal introduced in this report, the average cost of installation of the 50 units would be \$3250, which totals \$162,500.

7.2.3. Plumbing licences are estimated at \$350 per licence (total \$17,500).

7.2.4. Submission of two planning applications would incur a cost of \$1,500 in total.

7.3. Impact on Future Years' Financial Result

7.3.1. See 7.2. The estimated fixed costs of installation, planning applications and plumbing permits would total \$181,500 and would be expected to be divided over more than one year. This does not include Officer time.

7.4. Asset Related Implications

7.4.1. Aqua Bubbler's initial proposal includes the replacement of assets which are owned by the proponent.

## **8. RISK MANAGEMENT IMPLICATIONS**

8.1. The greatest risk associated with this proposal exists around the control of advertisements. It would be very difficult to eliminate risks associated with undesirable advertisement designs or content, entirely through a legal agreement.

8.1.1. A way in which this risk could be mitigated would be for Council to manage the advertising space in house. This would require a different commercial arrangement with Aqua Bubbler and a policy position from Council on Officers managing and leasing advertising space around the city.

8.2. There is a risk that the presence of advertising may negatively impact the quality of the public realm. This could be mitigated somewhat by very prescriptive parameters around the nature of the advertisements. It must be noted at this point that such parameters could impact the saleability of advertising space.

## **9. LEGAL IMPLICATIONS**

9.1. Legal implications will be dependent on the approach adopted by Council. The most complex legal agreement would be required should Council opt to allow Aqua Bubbler to manage advertising space on the side of the water devices.

## **10. ENVIRONMENTAL IMPLICATIONS INCLUDING CLIMATE CHANGE AND SUSTAINABILITY**

10.1. It is felt that more water distribution devices around the city would enable people to be able to fill their own vessels rather than buy and dispose of plastic bottles and this would be environmentally preferable.

## **11. SOCIAL IMPLICATIONS**

11.1. Water provided readily to the community and visitors at zero cost is a socially inclusive provision.

## **12. CUSTOMER IMPLICATIONS**

- 12.1. Should Council allow Aqua Bubbler to manage advertising space around the city, it is likely that certain advertisements would elicit negative responses from specific members of the community, either because of content or aesthetic design.
- 12.2. Should Council consider an arrangement with Aqua Bubbler and manage the advertising space in house, Council may be questioned by customers as to whether this is core Council business.
- 12.3. The proponents have briefly mentioned the potential of a reduced rate for local businesses to advertise on the water refill stations. This is likely to be viewed positively by the business community.

## **13. MARKETING AND BRANDING IMPLICATIONS**

- 13.1. The implications would depend on whether Council was desirous of managing advertising space in house or this was done externally. Poor management of the nature of advertisements at key locations in the city would certainly impact the City of Hobart brand.

## **14. DELEGATION**

- 14.1. This matter is one for Council.

## **15. CONSULTATION**

- 15.1. Acting General Manager, Director Parks and City Amenity, Group Manager Rates and Procurement, Program Leader Recreation and Projects, Senior Environmental Health Officer, Manager Road and Environmental Engineering, Principal Advisor Contracts and General Procurement, Manager City Marketing and Senior Statutory Planner.

## **16. CONCLUSION**

- 16.1. Council has been approached with a commercial proposal involving the installation of 'Aqua Bubbblers' in multiple locations across the city.
- 16.2. The proposed water bottle refill station enables the refilling of water bottles and also has two panels for advertising space.
- 16.3. Council already has 6 aqua bubbler products and a further 6 on order. There is no advertising space on these refill stations.
- 16.4. The initial proposal comprises:
  - 16.4.1. Council identifying 50 locations for the water refill stations.
  - 16.4.2. Council receiving the refill stations for zero purchase cost.

- 16.4.3. Council would install the stations (at cost to Council).
- 16.4.4. Aqua Bubbler servicing, maintaining, cleaning and replacing the units when required.
- 16.4.5. Aqua Bubbler would own the infrastructure.
- 16.4.6. Aqua Bubbler would manage the advertising space which includes leasing and physically changing the adverts over.
- 16.4.7. Aqua Bubbler would sell the advertising space within parameters agreed with the City of Hobart which may include style of advertisement and nature of the good / service being advertised.
- 16.5. The value of the infrastructure provided to Council at zero cost would be in the realms of \$120,000.
- 16.6. The fixed costs incurred by Council would be an estimated \$181,500 which includes installation, planning permits and plumbing permits.
- 16.7. Proponents are happy to discuss alternative business proposals to the one listed above which may include Council purchasing the refill stations and managing the advertising space in house. This could be done subsequent to Council establishing an in principal position on a third party managing advertising space in the city.
- 16.8. A number of factors must be considered by Council which include potential risks to the quality of the public realm, lack of community demand and complexity / costs relating to the installation of these water stations when considered against the benefit of receiving the stations for zero cost.
- 16.9. In light of the above, the Officer view is that the potential costs to Council and the community outweigh the benefits and for this reason, a commercial arrangement with Aqua Bubbler is not entered into.

## **17. RECOMMENDATION**

*That:*

- 17.1 The report :lk(s:\\_data\economic development\council and committee reports \1\_march 2015 onwards\city infrastructure\aquabubbler\report for cic\_aquabubbler jan2016\_final.docx) be received and noted.*
- 17.2 The Council not enter into a business arrangement with Aqua Bubbler that would involve the Council granting third party control over advertising space in the city.*
- 17.3 The Council continue to install water bubblers (without advertising space) around the city, based on community demand.*

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*

A handwritten signature in black ink, appearing to read 'L Knott', followed by a period.

(Lucy Knott)

**ACTING ECONOMIC DEVELOPMENT MANAGER**

## **ATTACHMENTS**

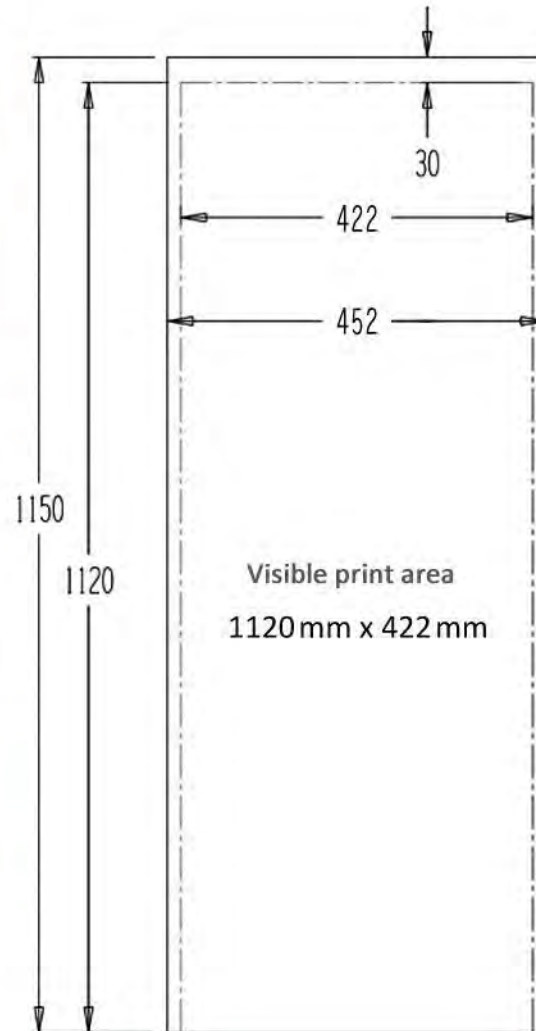
Attachment A: Design of proposed Aqua Bubbler bottle refill station with advertising space.

Attachment B: Aqua Bubbler product currently on order for installation in 6 locations in Hobart LGA.



## aquaBUBBLER Water Bottle Re-fill Station - ABWBS14/1000 and 1200

The aquaBUBBLER Water Bottle Refill Station comes in two sizes to suit the needs of both junior and senior age groups. **NOTE: Media panel is the same size for both sizes.**



### Colour Range

aquaBUBBLERs come in a fantastic range of colours, from contemporary and funky to low-key and discreet, with over 20 colour options to choose from.

Sunset Yellow	Aqua	Chilli Red	Denim Blue	Olive Green	Charcoal Grey	Rich Blue	Gumleaf Green	Pacific Blue	Kookaburra Blue	Tiger Orange	Deep Purple
3955C	3272C	032C	7545C	375C	432C	2935C	554C	2995C	2728C	021C	Violet C

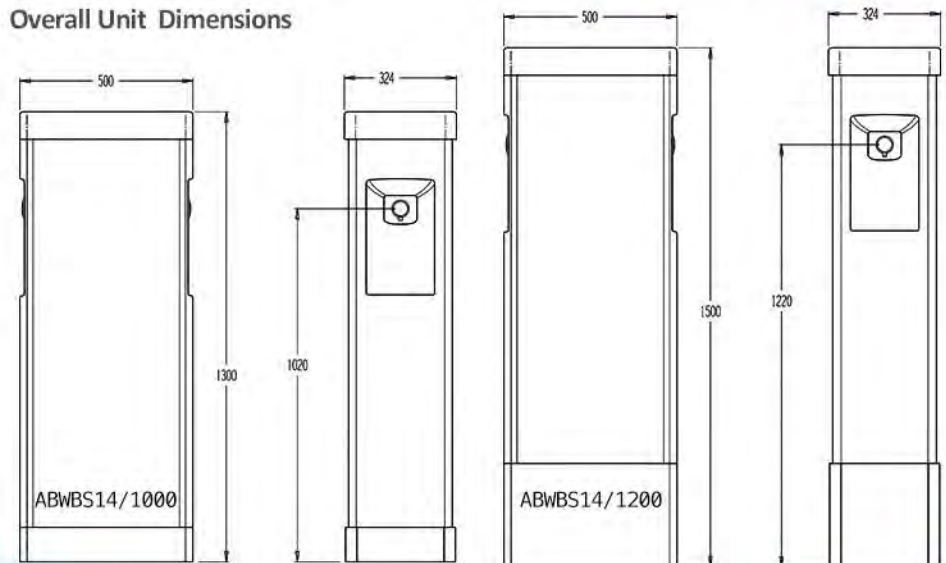
### Media Panel Artwork Specifications

Each unit accommodates two media panels, which are easily replaceable by removing the Re-fill Station lid and inserting the new panel via the aluminium channels.

- Panel size / print area - 1150 mm x 452 mm
- Visible print area - 1120 mm x 422 mm
- Stock / substrate - 1.9mm thick Ployprop
- Finish - Gloss Anti Graffiti Laminate single sided
- Preferred file formats - .pdf .ai & .eps
- Bleed - 10mm
- Fonts - Vectored & supply fonts
- Preferred file formats - .pdf .ai & .eps
- Resolutions - minimum 150dpi - 300dpi



### Overall Unit Dimensions



**aquaBUBBLER**  
drinking fountains

**Attachment B**



**CITY INFRASTRUCTURE COMMITTEE AGENDA  
(OPEN PORTION OF THE MEETING)  
27/1/2016**

**6. SANDY BAY ROAD WALKING AND CYCLING PROJECT STAGE 3 –  
MODIFICATION TO DESIGN – FILE REF: 37-2-1**

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8x's

Report of the Acting Director City Infrastructure and the Group Manager  
Infrastructure Planning of 11 January 2016.

DELEGATION: Council

**TO** : City Infrastructure Committee

**FROM** : Group Manager Infrastructure Planning and Acting Director City Infrastructure

**DATE** : 11 January 2016

**SUBJECT** : **SANDY BAY ROAD WALKING AND CYCLING PROJECT  
STAGE 3 - MODIFICATION TO DESIGN**

**FILE** : 37-2-1 AJM/SMLP:JB o:\council & committee meetings reports\cic reports\2016 meetings\27 january 2016\word versions of reports\sandy bay road walking and cycling project stage 3 - modification to design.docx

## 1. INTRODUCTION

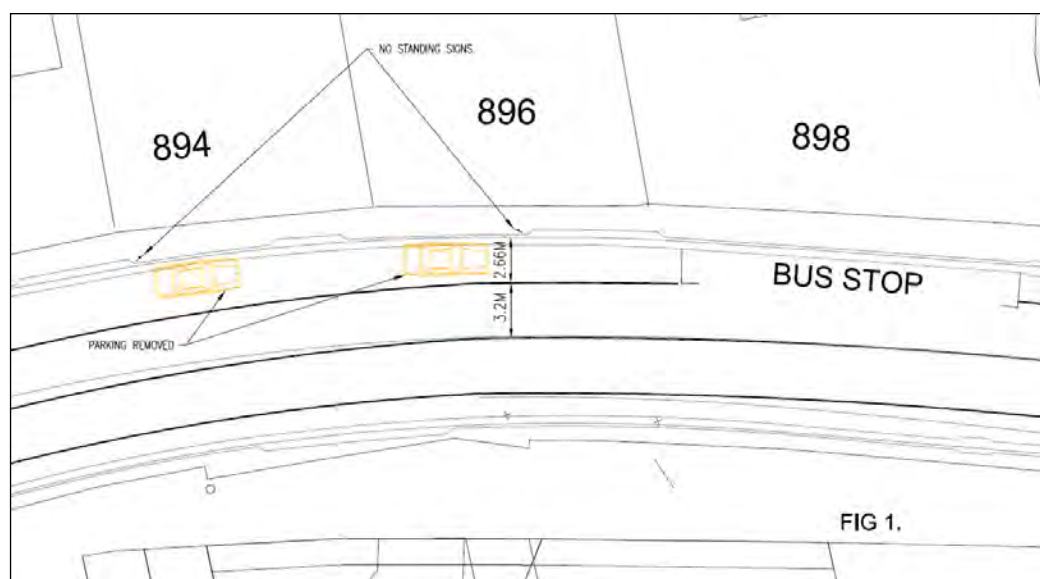
- 1.1. The purpose of this report is to give consideration to a modification to the design of Stage 3 of the Sandy Bay Road Walking and Cycling Project following further consultation with a nearby property owner.

## 2. BACKGROUND

- 2.1. At the meeting held on 7 September 2015, the Council resolved, inter alia, that:
- “1. The design for the Sandy Bay Cycling and Walking Project – Stage 3, which is generally in accordance with the plans marked as Attachment C to Supplementary item 12 of the Open City Infrastructure Committee agenda of 26 August 2015, be approved with a view to implementing the project in the 2015/2016 financial year.*
- i. The project, estimated at a cost of \$1.2 million be funded from the Roads to Recovery Program.*
- 2. The Council support further consultation with residents to progress additional design in order to provide a pedestrian crossing at 745 Sandy Bay Road, and a footpath link between 749 and 755 Sandy Bay Road.*
- i. Council officers consult further with the owner of 896 Sandy Bay Road*
- 3. Residents and businesses in Sandy Bay Road (between Wayne Avenue and the southern municipal boundary with Kingborough), and the Hobart Bicycle Advisory Committee be advised of the Council’s decision.”*
- 2.2. Work to implement this resolution is underway with the preparatory works for the construction of Stage 3 beginning in January 2016.
- 2.3. Further consultation in respect to Item 2 of this resolution (pedestrian crossing at 745 Sandy Bay Road and footpath link between 749 and 755 Sandy Bay Road) will occur following the completion of Stage 3 of the

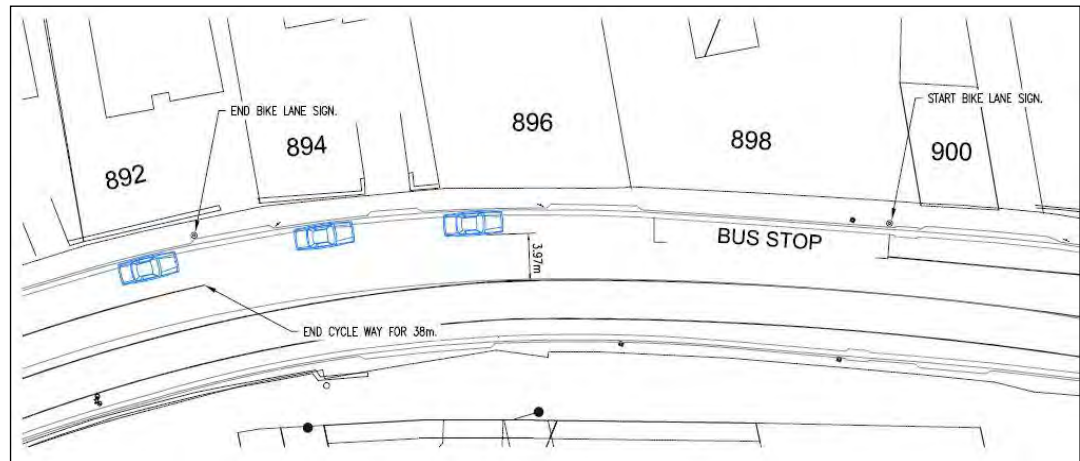
project, which is due to occur before the end of the 2015/2016 financial year.

- 2.4. With reference to Item 2(i) of the resolution, discussions have been held with the owner of 896 Sandy Bay Road regarding the detailed design for Stage 3 of the project as it impacts this property.
- 2.5. The Council-endorsed design includes the removal of two on-street parking spaces in front of 896 and 894 Sandy Bay Road. Figure 1 below shows the endorsed design for this section of Sandy Bay Road, including the two parking spaces (marked in yellow) proposed to be removed.



*Figure 1 – 894 and 896 Sandy Bay Road, approved plan*

- 2.6. The property owner has requested a review of the Council-endorsed design in this location. He has requested that consideration be given to retaining the on-street parking spaces outside 894 and 896 Sandy Bay Road due to a lack of available parking for his property (and others) in the area.
- 2.7. Inspection of the area confirmed that on-street parking spaces are well used. On occasions there are few vacant parking spaces for residents and their visitors and for occasional needs like trades and servicing vehicles.
- 2.8. A number of options have been investigated in an attempt to maintain some on-street parking spaces outside 894 and 896 Sandy Bay Road. It is highlighted that each of the options discussed below builds on the previous option (as shown in Figure 3).
- 2.9. Option 1
  - 2.9.1. On-street parking is retained at all times. The bike lane would end and cyclists and motorists would share the 3.97m traffic lane. The marked bike lane would then restart beyond the bus stop, as illustrated below in figure 2.



**Figure 2 – 894 and 896 Sandy Bay Road, with no dedicated bike lane and retention of car parking (Option 1)**

- 2.9.2. A similar arrangement is already in place on Sandy Bay Road near Lipscombe Avenue. This is a low cost option, in the order \$500 for signage.
- 2.9.3. Option 1 has the benefits of low cost, retains parking for two properties, provides a minimum acceptable level of facility for cyclists, and retains the existing footpath conditions for pedestrians.
- 2.9.4. The disadvantage is the possibility of conflict with parked vehicles (doors opening) even though this is a low probability. The change from the current 60 km/h to 50 km/h speed limit will be the most important factor for improvement to safety for cyclists.
- 2.9.5. Another disadvantage is that other residents may complain that they will lose parking in front of their property but were not afforded a similar opportunity to halt the cycleway in front of their property in order to retain parking.

## 2.10. Option 2

- 2.10.1. As with Option 1, the bike lane would end at 892 Sandy Bay Road and restart beyond the bus stop. On-street parking would be retained in off peak periods and cyclists and motorists would share the 3.97m traffic lane.
- 2.10.2. During the afternoon peak period (of 4:30 to 6:30 pm) the parking would be banned to provide additional width for cyclists and motorists. This is a low cost option, in the order \$500 for signage.
- 2.10.3. Option 2 is a possible modification of Option 1 for the future should cycling activity increase to the extent that greater clearances to parked vehicles and moving vehicles is required. The option is flexible in that the clearway times can be adjusted as needed to suit cyclist needs.



2.10.4. The benefits and disadvantages are similar to Option 1 above, but parking for the two properties is not full time (instead it is limited to outside peak periods). Cyclist amenity is slightly higher. The clearway control is a powerful and cost-effective way to provide for cyclists needs in future as the “No Stopping” times can be readily changed in the future.

#### 2.11. Option 3

2.11.1. A further option is the construction of indented parking outside 894 and 896 Sandy Bay Road, which would retain a 1.5m minimum footpath width and provide additional 0.3m lane width on Sandy Bay Road.

2.11.2. However, even after these works there would not be adequate lane width on Sandy Bay Road to continue a marked bike lane adjacent to the on-street parking, particularly outside 896 Sandy Bay Road. This option would cost in the order \$10,000.

2.11.3. Option 3 is a higher cost solution which provides a slightly wider area for cyclists by means of narrowing the footpath. The footpath is currently 1.9m wide. The option would see the footpath narrowed to 1.5m which is satisfactory for the pedestrian activity on it for a short section of the frontage of the two properties.

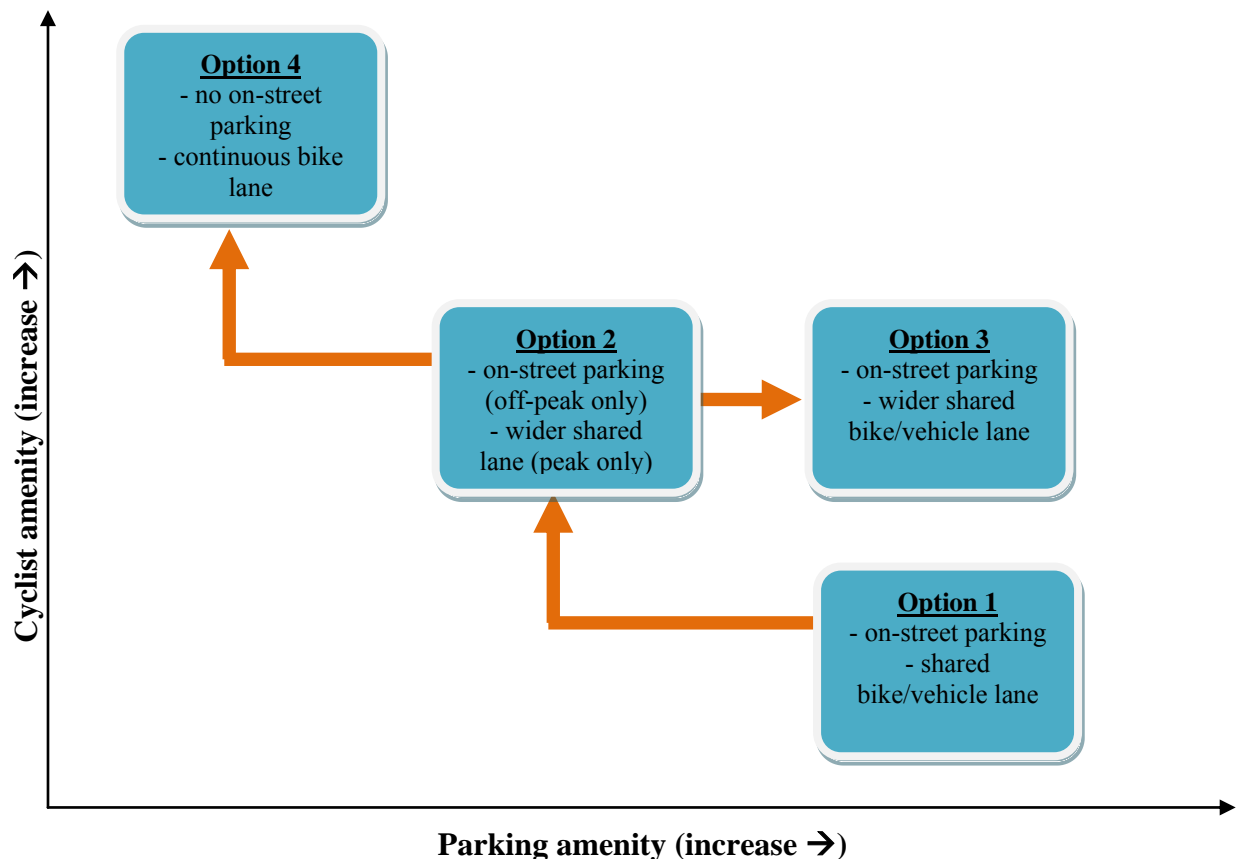
2.11.4. Option 3 also has the benefit of improved amenity for cyclists and provision of full time on-street parking for the two properties. The disadvantages are the higher cost (without the ability to provide a dedicated on-street bicycle lane) and the narrowing of the footpath.

#### 2.12. Option 4

2.12.1. Implement the design as originally approved by the Council in September 2015 whereby the bike lanes continue uninterrupted and parking is prohibited adjacent to 894 and 896 Sandy Bay Road.

2.12.2. This option has the advantage of providing a continuous bicycle lane along Sandy Bay Road and removes the possibility of conflict with parked car (door opening). The disadvantage is that on-street parking is removed with no convenient alternative parking option available for the residents in the area.

2.13. Figure 3 below shows how the various options relate to each other. The Council may choose to start with Option 1 and progress through to Option 3 or Option 4. Or alternatively, Council may wish to proceed straight to Option 4.



*Figure 3 – comparison of options in relation to on-street parking provision and the impact on cycling amenity at 894 and 896 Sandy Bay Road*

### 3. PROPOSAL

- 3.1. One course of action could be to implement Option 1 (the retention of on-street parking adjacent to 894 and 896 Sandy Bay Road and stopping and restarting the bicycle lane) as part of the Stage 3 works, initially as a six month trial.
- 3.2. Following implementation Officers would undertake a safety audit of the installation, monitor the arrangement and give consideration to any feedback from users, particularly cyclists. Should any issues be identified in this location following completion of the works then changes could be made quickly.
- 3.3. Alternatively, the Council may wish to implement one of the other options outlined including the design as originally approved by the Council in September 2015. This would ensure that bike lanes continue uninterrupted and parking is prohibited adjacent to 894 and 896 Sandy Bay Road.

### 4. IMPLEMENTATION

- 4.1. These design changes would be implemented as part of the Stage 3 work, which will be completed before the end of the 2015/2016 financial year.
- 4.2. Alternatively, should the Council not support this design change, the project would still be completed before the end of the 2015/2016 financial year.



## **5. STRATEGIC PLANNING IMPLICATIONS**

- 5.1. Priority Area of Activity - Two, Urban Management is applicable in considering this report, particularly strategic objectives:

*“2.1 Enhance the accessibility to, and within the City”*

*“2.2 Enhance connections within Hobart for all modes of people movement”*

*“2.9 Develop and manage the City’s urban spaces and infrastructure”*

- 5.2. Additionally, Sandy Bay Road has been identified as being part of the City’s Principal Bicycle Network.

## **6. FINANCIAL IMPLICATIONS**

- 6.1. Funding Source(s)

6.1.1. The cost of the additional signs can be funded from within the existing budget allocation for this project.

- 6.2. Impact on Current Year Operating Result

6.2.1. NA

- 6.3. Impact on Future Years’ Financial Result

6.3.1. NA

- 6.4. Asset Related Implications

6.4.1. NA

## **7. ENVIRONMENTAL IMPLICATIONS INCLUDING CLIMATE CHANGE AND SUSTAINABILITY**

- 7.1. Supporting sustainable transport modes (such as walking and cycling) has a positive environmental impact through the reduction of single occupancy private vehicles.

## **8. CUSTOMER IMPLICATIONS**

- 8.1. There is a clear desire from residents to maintain on-street parking directly in front of 894 and 896 Sandy Bay Road. The plan endorsed by Council on 7 September 2015 removed the on-street parking in that location and officers were subsequently asked to undertake further consultation with the resident at 896 Sandy Bay Road. This report recommends Council consider an option to allow on-street car parking.

- 8.2. Continuing the cycle lane through this section would provide a consistent treatment from Lower Sandy Bay through to Taroona. This is a current expectation of the cycling community.

## **9. DELEGATION**

- 9.1. This is a matter for the Council to determine.

## **10. CONSULTATION**

- 10.1. Wide consultation with the community and directly impacted residents and businesses was completed during June and July 2015 in relation to the whole of Stage 3 of the Sandy Bay Road Walking and Cycling Project. The result of this engagement was considered by Council at its meeting of 7 September 2015.
- 10.2. As discussed earlier in this report, retaining parking at this location is the preference of the adjacent property owner and can be accommodated by modifying the design for this project in the vicinity of 894 to 896 Sandy Bay Road.
- 10.3. The property owner has also requested that he continue to be consulted with should there be further changes proposed to on-street parking adjacent to his property.
- 10.4. The Hobart Bicycle Advisory Committee is aware of this proposed design change and has expressed a preference for the bike lanes to continue uninterrupted.
- 10.5. The Manager Traffic Engineering, Manager Design Services and Project Officer – Engineering have been consulted in the preparation of this report.

## **11. CONCLUSION**

- 11.1. Work to progress the Council's resolution to implement Stage 3 of the Sandy Bay Road Walking and Cycling Project has commenced, with this stage of the project to be completed during 2015/2016.
- 11.2. Following discussions with an adjacent property owner it is proposed to modify the design for the bike lanes whereby the on-street parking is retained at 894 and 896 Sandy Bay Road at all times.
- 11.3. The bike lane would end at this location for a distance of approximately 38m and cyclists and motorists would share the traffic lane. The marked bike lane would then restart and continue to the City's southern boundary.
- 11.4. There is no additional cost to implement this design as part of the construction of the project.

- 11.5. Alternatively, the Council may decide to reject this proposed alteration and, as a result, the design as originally approved by the Council in September 2015 (whereby the bike lanes continue uninterrupted and parking is prohibited adjacent to 894 and 896 Sandy Bay Road) would be implemented.

## **12. RECOMMENDATION**

*That:*

- 12.1. *The report AJM/SMLP:JB (o:\council & committee meetings reports\cic reports\2016 meetings\27 january 2016\word versions of reports\sandy bay road walking and cycling project stage 3 - modification to design.docx) be received and noted.*
- 12.2. *The design for Stage 3 of the Sandy Bay Road Walking and Cycling Project be modified to retain on-street car parking adjacent to 894 and 896 Sandy Bay Road and no marked bike lane be installed at this location.*
- 12.3. *Residents of 896 Sandy Bay Road be advised of the Council's decision.*

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*



(Scott Morgan)  
**GROUP MANAGER  
INFRASTRUCTURE PLANNING**



(Geoff Lang)  
**ACTING DIRECTOR  
CITY INFRASTRUCTURE**

**7. WEST HOBART LOCAL AREA TRAFFIC INVESTIGATION –  
FILE REF: 36-15-9**

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41x's

Report of the Acting Director City Infrastructure and the Manager Traffic Engineering of 11 January 2015 and attachment.

DELEGATION: Council

**TO** : City Infrastructure Committee

**FROM** : Manager Traffic Engineering  
& Acting Director City Infrastructure

**DATE** : 11 January, 2016

**SUBJECT** : **WEST HOBART LOCAL AREA TRAFFIC INVESTIGATION**

**FILE** : 36-15-9 AJM:AJM (o:\council & committee meetings reports\cic reports\2016 meetings\27 january 2016\completed pdfs\west hobart\_latm investigation.docx)

## **1. INTRODUCTION**

- 1.1. The purpose of this report is to present the consultant report that investigates the options for safer pedestrian crossings in Hill Street, West Hobart. The report has been provided in response to a resolution of Council from its meeting of 7 September 2015.
- 1.2. This report recommends that a number of the consultant's recommendations be implemented.

## **2. BACKGROUND**

- 2.1. At its meeting of 7 September 2015 the Council considered a report regarding traffic issues at the Hill Street / Arthur Street intersection and resolved that:
  1. *A review of the traffic issues identified in the report attached to Supplementary item 13 of the City Infrastructure Committee agenda of 26 August 2015, in relation to the new 'Hill Street Grocer' store in Hill Street, West Hobart, be conducted in six months time.*
  2. *A report be prepared on options for safer pedestrian crossings in Hill Street, West Hobart.*
  3. *The Council investigate a 40 km per hour speed limit for all residential areas within the Hobart municipal area.*
  4. *The following notes of discussion arising from the West Hobart Residents' Traffic Committee, meeting conducted on 19 August 2015 be received and noted:-*
    - (i) *Recognising that pedestrian safety is the priority, the West Hobart Local Area Traffic Committee (LATC) ask Council, as a matter of urgency, to develop a safe traffic plan for West Hobart based on the "West Hobart safe traffic zone" map produced by the West Hobart Environment Network, as tabled at the LATC meeting, including:*
      - (a) *A suite of traffic calming measures that include defined and safe pedestrian crossings (such as wombat and zebra designs); and*

- (b) *A reduction in speeds to 40 km per hour for Lansdowne Crescent, Hill Street and Arthur Street.*
- (ii) *The LATC also requests that such a plan be developed in consultation with relevant community groups, including on-site consultation with residents at Lawrenny Court. The LATC also recognises that the development and implementation of such a plan within a reasonable timeframe, will require additional Council resourcing.*
- 2.2. This report addresses item 2 (and to some extent, item 3) of the resolution. Research is underway for the report which will respond to Item 1 of the resolution.
- 2.3. Transport and planning consultants, MRCagney were engaged in October 2015 to meet with stakeholders to identify issues in Hill Street and to assess the options for improving pedestrian crossings in Hill Street. A copy of their report is included as **Attachment A**.

### **3. REPORT RECOMENDATIONS AND DISCUSSION**

- 3.1. The report notes in its summary that “the key outcome of the investigation is that the West Hobart community along with the City of Hobart should do everything possible to make West Hobart a walking place and that infrastructure is not the key to this outcome. Taking advantage of the active and close knit community and running campaigns to get people walking as well as land use changes to provide more origins and destinations are the long term solutions to a safe active West Hobart”.
- 3.2. The report makes the following recommendations and officer comment is provided on each recommendation:

#### **Local Pedestrian Campaign**

- 3.2.1. Encourage a grass-roots walking campaign to increase the number of pedestrians in and around West Hobart.
- 3.2.2. Officers support this recommendation.

#### **Land Use Changes**

- 3.2.3. Explore opportunities for more mixed use development and a more diverse range of housing. Also look to removing the minimum parking requirement for developments to address the oversupply of parking across the city.
- 3.2.4. Officers support this recommendation, however this is not able to be achieved in the short term.

- 3.2.5. It should be noted that the recently adopted *Hobart Interim Planning Scheme 2015* is an improvement on the previous *City of Hobart Planning Scheme 1982* in regards to allowing mixed use development in residential areas (such as West Hobart). The *Parking and Access Code* in the Interim Planning Scheme also has no requirement for on-site parking provision for cafe and small retail development within the residential zone, recognising that these types of developments are complementary to residential development and supporting non-vehicle trips to these local shops.

### **Pedestrian Refuges**

- 3.2.6. Although the current minimalist refuges improve safety they do not invite or encourage people to walk. Council needs to make a more concerted effort city-wide to improve the quality of these facilities.
- 3.2.7. It is also recommended that Council should adopt guidelines for the use of zebra crossings. Crossings on Hill Street are unlikely to meet the warrants (referenced from other Australian jurisdictions and in the absence of any existing Tasmanian warrants) required to justify the inclusion of zebra crossings.
- 3.2.8. Officers support this recommendation.

### **Speed Limits**

- 3.2.9. The current 50 km/h speed limit on Hill Street and the 40 km/h school zone on Lansdowne Crescent (near the Primary School) are appropriate for the current environment. The small speed zone at Caldew Park is unlikely to provide any safety benefits and should not proceed.
- 3.2.10. It is noted that the Caldew Park 40 km/h speed zone was installed in November 2015, following the consultant's inspection of the site.
- 3.2.11. This was the subject of a report considered by the City Infrastructure Committee in April 2015.

### **Traffic Signals**

- 3.2.12. Install traffic signals at Hill Street / Arthur Street and Hill Street / Patrick Street / Lansdowne Crescent to introduce gaps in the traffic flows along Hill Street and improve pedestrian crossing opportunities.
- 3.2.13. The report notes that signalisation will incur some increased delay to vehicular traffic, are costly to install and maintain and that there

may be higher priority pedestrian treatments that would produce more immediate benefits elsewhere in the City of Hobart.

3.2.14. Other recommendations should be installed prior to considering the introduction of traffic signals in West Hobart.

3.2.15. The matter of the installation of traffic signals at the intersection of Arthur Street and Hill Street was considered by the (then) Infrastructure Services Committee in September 2013.

3.2.16. Subsequently, the advice received from DIER (dated 25 February 2014) was essentially that there was no technical justification for the installation of traffic signals at the intersection.

3.2.17. Officers have sought preliminary advice from the Department of State Growth in relation to the installation of traffic signals, following receipt of the MRCagney report.

3.2.18. The Department of State Growth are considering adopting the VicRoads specifications which include warrants for the installation of new traffic signals. The VicRoads specifications include further requirements in addition to those in the Austroads Guide to Traffic Management.

### **Workshop**

3.2.19. The City of Hobart should capitalise on genuine community interest and conduct a workshop with the stakeholders on the future of the wider West Hobart pedestrian environment.

3.2.20. Officers are supportive of this recommendation if the workshop is focused on being the launching point for the local pedestrian campaign suggested in Section 3.2.1 of this report.

## **4. PROPOSAL**

4.1. In response to the recommendations in the consultant report, the following actions are proposed:

### **Workshop & Pedestrian Campaign**

4.1.1. Convene a workshop (with an independent facilitator) to engage with the West Hobart community in relation the pedestrian environment in the area and to encourage the establishment of a grass-roots pedestrian campaign to increase walking within the suburb.



- 4.1.2. A facilitator would be engaged with the intention that a workshop would be convened during the first half of 2016. This would be subject to finding a mutually convenient time for the stakeholders to meet.

### **Pedestrian Crossing Warrants**

- 4.1.3. The establishment of warrants for the installation of zebra crossings is handled at a State Government level elsewhere in Australia, rather than by individual local government authorities. It should also be noted that in Victoria a pedestrian crossing is a major traffic control item and its installation or removal is not delegated to Councils.
- 4.1.4. It is proposed that the City of Hobart write to the Transport Commissioner (with copies to LGAT and IPWEA (Tas)) to request that Tasmanian warrants for the installation of zebra crossings be developed.

### **Pedestrian Refuges**

- 4.1.5. Concept designs be developed to continue the current traffic management treatment (of median lanes and median islands) along Hill Street between Patrick Street and Allison Street and between Hamilton Street and Warwick Street.
- 4.1.6. The design would include more generous “landscaped” pedestrian median islands where appropriate. The concept design development would occur during 2016. This project would be nominated for funding in 2017/2018 through the Australian Government’s Black Spot Program.
  - 4.1.6.1. If not successful in obtaining funding through the Black Spot Program, alternative funding would be sourced.
- 4.1.7. Consideration should be given to developing a program for retrofitting existing pedestrian median islands across the City in order to provide more generous pedestrian crossing facilities.
- 4.1.8. Initially a program would be developed for crossings on Hill Street. This would require the development of concept designs and consultation with those residents directly affected by the likely loss of on-street parking in Hill Street. The concept design development and consultation would commence during 2016.

### **Traffic Signals**

- 4.1.9. It is not proposed to undertake any further investigation of traffic signals at this time. The consultant's recommendation is to implement other measures before assessing the need for signalising Hill Street / Arthur Street and Hill Street / Patrick Street / Lansdowne Crescent.
- 4.1.10. Should the Department of State Growth adopt warrants for the installation of traffic signals then these two locations could be assessed against those warrants to determine whether an application for signalisation might be successful.
- 4.2. Additionally, a number of these proposals could be incorporated within the Transport Strategy currently under development. Equally, a number of aspects of this proposal could be progressed in parallel and later incorporated into the Transport Strategy suite of plans (such as a program to improve pedestrian crossings could be incorporated into a Walking Plan).

## **5. IMPLEMENTATION**

### **Workshop & Pedestrian Campaign**

- 5.1. An independent facilitator would be engaged with the intention that a workshop could be convened during the first half of 2016. This would be subject to finding a mutually convenient time for the stakeholders to meet.
- 5.2. Engaging a facilitator to conduct a workshop with the West Hobart community would cost approximately \$7,500.

### **Pedestrian Crossing Warrants**

- 5.3. It is proposed that the General Manager write to the Transport Commissioner (with copies to LGAT and IPWEA (Tas)) to request that Tasmanian warrants for the installation of zebra crossings be developed.

### **Pedestrian Refuges**

- 5.4. Concept design development and consultation would commence during 2016 in relation to improving pedestrian crossings along Hill Street including:
  - 5.4.1. Continuing the median lanes and median islands along Hill Street between Patrick Street and Allison Street and between Hamilton Street and Warwick Street.
  - 5.4.2. Retrofitting existing median islands on Hill Street in order to provide more generous pedestrian crossing facilities.

- 5.5. Continuing the median lane and traffic islands along Hill Street is likely to cost in the order of \$150,000 for approximately 500 m of median treatment (including four or five median islands).
- 5.6. Alterations and upgrades to existing pedestrian crossing locations would be in the order of \$25,000 per site for up to four sites. The exact number of sites would depend on more detailed investigations and community engagement.

## **6. STRATEGIC PLANNING IMPLICATIONS**

- 6.1. The review of Local Area Traffic Management in Hill Street, West Hobart supports the Council's Capital City Strategic Plan 2015-2025 through Goal 2 – Urban Management.
- 6.2. In particular, reference is made to its support of the Strategic Objectives:
  - 2.1 *A fully accessible and connected city environment.*
    - 2.1.2 *Enhance transport connections within Hobart.*
    - 2.1.3 *Identify and implement infrastructure improvements to enhance road safety.*

## **7. FINANCIAL IMPLICATIONS**

- 7.1. Funding Source(s)
  - 7.1.1. The traffic management improvements suggested in the review would involve a mixture of asset renewal, upgrade and new asset funding.
  - 7.1.2. Continuing the median lane and median island treatments along Hill Street would be nominated for funding through the Australian Government Black Spot program in 2017/2018.
- 7.2. Impact on Current Year Operating Result
  - 7.2.1. Minimal impact as concept design development and consultation would be absorbed within existing operating budgets (recognising that there are a significant number of funded projects competing for these same resources).
  - 7.2.2. Engaging a facilitator and running a stakeholder workshop could also be absorbed into existing operating budgets.
- 7.3. Impact on Future Years' Financial Result
  - 7.3.1. Any projects to be implemented would be included for Council consideration when setting future budgets.

7.3.2. Continuing the median lane and traffic islands along Hill Street is likely to cost in the order of \$1f0,000 for approximately 500 m of median treatment (including four or five median islands) in the 2017/2018 year.

7.3.3. Alterations and upgrades to existing pedestrian crossing locations would be in the order of \$25,000 per site. At up to fou sites in the 2017/2018 year.

#### 7.4. Asset Related Implications

7.4.1. Depreciation will increase by about 2% of the value of the works, so up to \$5,000 per annum depending on the final extent of works.

7.4.2. It is likely that there would be write-off costs associated with improving pedestrian crossings due to the need to replace existing refuge islands and to install kerb outstands.

7.4.3. Any plantings that might be incorporated into a more generous pedestrian crossing would increase maintenance and operational costs due to the need for regular attention, especially when plants are being established.

### 8. RISK MANAGEMENT IMPLICATIONS

8.1. The risks in regard to individual projects identified in the local area traffic management review will be addressed through the design process.

### 9. CUSTOMER IMPLICATIONS

9.1. The facilitation of a workshop with stakeholders is seen to be a proactive way of engaging with the West Hobart community in relation to walking within their neighbourhood.

### 10. DELEGATION

10.1. This is a matter for Council to determine.

### 11. CONSULTATION

11.1. The consultant from MRCagney met with a group of stakeholders in late October 2015. This group included local residents, staff and parents from Lansdowne Crescent Primary School, local business owners, and representatives from Lawrenny Court.

11.2. Written correspondence in relation to the pedestrian safety concerns has also been received from a number of businesses on Hill Street, Taroona High School and The Friends' School.

- 11.3. The Manager Traffic Engineering and Manager Planning Policy and Heritage have been consulted in the preparation of this report.

## **12. COMMUNICATION WITH GOVERNMENT**

- 12.1. Officer-level discussions have been had with the Department of State Growth in relation to the new traffic signals proposed for Hill Street as they are responsible for the approval of traffic signals within Tasmania.

## **13. CONCLUSION**

- 13.1. At its meeting of 7 September 2015 the Council considered a report regarding traffic issues at the Hill Street / Arthur Street intersection and resolved that a report be prepared on options for safer pedestrian crossing in Hill Street, West Hobart.
- 13.2. Transport and planning consultants, MRCagney were engaged in October 2015 to meet with stakeholders to identify issues in Hill Street and to assess the options for improving pedestrian crossings in Hill Street. A copy of their report is included as Attachment A to this report.
- 13.3. The report notes in its summary that “the key outcome of the investigation is that the West Hobart community along with the City of Hobart should do everything possible to make West Hobart a walking place and that infrastructure is not the key to this outcome. Taking advantage of the active and close knit community and running campaigns to get people walking as well as land use changes to provide more origins and destinations are the long term solutions to a safe active West Hobart”.
- 13.4. The report makes recommendations in relation to:
- 13.4.1. Encouraging a grass-roots walking campaign to increase the number of pedestrians in and around West Hobart. Officers support this recommendation.
- 13.4.2. Exploring opportunities for more mixed use development and a more diverse range of housing and look to removing the minimum parking rate for developments to address the oversupply of parking across the city. Officers support this recommendation, however this is not able to be achieved in the short term.
- 13.4.3. Council making a more concerted effort city-wide to improve the quality of median refuge pedestrian crossing facilities and the adoption of guidelines for the use of zebra crossings. Officers support this recommendation.
- 13.4.4. The current 50 km/h speed limit on Hill Street and the 40 km/h school zone on Lansdowne Crescent (near the Primary School) are appropriate for the current environment. The small speed zone at

Caldew Park is unlikely to provide any safety benefits and should not proceed.

13.4.5. The speed limit around Caldew Park was implemented in November 2015 and was the subject of a report considered by the City Infrastructure Committee in April 2015.

13.4.6. Possible consideration of installing traffic signals at Hill Street / Arthur Street and Hill Street / Patrick Street / Lansdowne Crescent to introduce gaps in the traffic flows along Hill Street and improve pedestrian crossing opportunities.

13.4.7. The report notes that signalisation will incur some increased delay to vehicular traffic, are costly to install and maintain and that there may be higher priority pedestrian treatments that would produce more immediate benefits elsewhere in the City of Hobart. Other recommendations should be implemented prior to considering the introduction of traffic signals in West Hobart.

13.4.8. The City of Hobart should capitalise on genuine community interest and conduct a workshop with the stakeholders on the future of the wider West Hobart pedestrian environment. Officers are supportive of this recommendation in conjunction with the establishment of a local pedestrian campaign.

13.5. Implementation of the recommendations would involve:

13.5.1. Engaging an independent facilitator to convene a workshop with the West Hobart community during the first half of 2016. This would cost approximately \$7,500.

13.5.2. The General Manager writing to the Transport Commissioner (with copies to LGAT and IPWEA (Tas)) to request that Tasmanian warrants for the installation of zebra crossings be developed.

13.5.3. Concept design development and consultation would commence during 2016 in relation to improving pedestrian crossings along Hill Street including:

- continuing the median lanes and median islands along Hill Street between Patrick Street and Allison Street and between Hamilton Street and Warwick Street.
- retrofitting existing median islands on Hill Street in order to provide more generous pedestrian crossing facilities.

13.5.4. Continuing the median lane and traffic islands along Hill Street is likely to cost in the order of \$100,000 for approximately 500 m of median treatment (including four or five median islands). Alterations and upgrades to existing pedestrian crossing locations would be in the order of \$25,000 per site.

## **14. RECOMMENDATION**

*That:*

**14.1. *The report AJM:ajm(o:\council & committee meetings reports\cic reports\2016 meetings\27 january 2016\completed pdfs\west hobart\_latm investigation.docx) be received and noted.***

**14.2. *That the recommendations of the consultant report (West Hobart Local Area Traffic Investigation – Final Report, by MRCagney dated 22 December 2015) be supported in-principle and the following actions be undertaken:***

**14.2.1. *A workshop be convened with stakeholders in relation to the West Hobart pedestrian environment.***

**14.2.2. *The Department of State Growth be requested to establish State-wide warrants for the installation of pedestrian crossings within Tasmania.***

**14.2.3. *Median lanes and median islands in Hill Street between Allison Street and Patrick Street and between Hamilton Street and Warwick Street be installed in 2017/2018 following development of concept designs and community engagement .***

**14.2.4. *Concept design development and consultation with directly affected residents be undertaken in 2017/2018 to provide more generous pedestrian crossings in Hill Street where refuge islands are already provided.***

***14.3. The West Hobart Resident Traffic Committee, the Lansdowne Crescent Primary School, The Friends School, Taroona High School, Lawrenny Court, the businesses along Hill Street and the people who participated in the consultation conducted by MRCagney be advised of the Council's decision.***

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*



(Angela Moore)

**MANAGER TRAFFIC ENGINEERING**



(Scott Morgan)

**ACTING DIRECTOR CITY INFRASTRUCTURE**

Attachment(s)      A      West Hobart Local Area Traffic Investigation, Final Report, MRCagney, 22 December 2015.





## West Hobart Local Area Traffic Investigation

### Final Report

City of Hobart

Prepared by  
MRCagney Pty Ltd

22 December 2015



**MRCagney**

## Document Information

<b>Project Name</b>	West Hobart Local Area Traffic Study
<b>Document Name</b>	Draft Report
<b>Client</b>	City of Hobart
<b>Job Number</b>	5825
<b>Prepared by</b>	MRCagney Pty Ltd Brisbane

## Quality Assurance Register

Issue	Description	Prepared by	Reviewed by	Authorised by	Date
1	Final	SB	TL, MW	SB	22/12/2015

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# 1 Introduction

## 1.1 Background

MRCagney has been commissioned to investigate and make recommendations surrounding some on-going issues regarding perceived safety concerns for pedestrians in West Hobart, particularly near Hill Street, with the main issues being in relation to the safety of young and elderly pedestrians.

West Hobart is a well-connected and very walkable inner-suburb of Hobart, although it is quite low in density given this inner-suburb position and it does not appear to generate significant pedestrian traffic.

Hill Street is the central traffic connector for West Hobart. It connects West Hobart, and to some extent suburbs such as Mount Stuart, Lenah Valley and New Town, to the CBD. There is some mixed-use along Hill Street and surrounds and the area has other pedestrian generators including some health/medical uses to the north, Caldew Park, Guilford Young College, Lansdowne Crescent Primary School and the West Hobart Recreation Ground.

Traffic in the area is manageable and generally seems quite respectful. There is a perception however that traffic coming from suburbs further to the north is intruding or 'rat-running' traffic.

## 2 Stakeholder Meeting

MRCagney staff met with the stakeholder group on site which included local residents, staff and parents from Lansdowne Crescent School, local business owners, and representatives from the Lawrenny Court/Hamilton Place independent retirement living centre.

The stakeholders took MRCagney staff on a tour along Lansdowne Crescent, Warwick Street and Hill Street, and explained the issues that were of concern to them, which are summarised below. Aside from the previous correspondence provided between Council and various stakeholders, we also received direct written correspondence from Friends School.

### 2.1 Stakeholder Issues

#### 2.1.1 School Children

There is understandable concern about school children in the area. There is a perception that school children cannot walk to school by themselves due to the hostile traffic environment, and as a result parents are forced to drive them. Their concerns mainly relate to crossing Hill Street but there are also concerns about crossing Arthur Street, Warwick Street and Lansdowne Crescent.

There was some concern about school children being dropped off and picked up, and the arrangements for car traffic at these times, however these were quite correctly seen as a lesser priority than pedestrian access.

#### 2.1.2 Intruding Traffic

Concerns were raised about the non-local traffic using Hill Street to get to and from the CBD to the northern suburbs of Mount Stuart, Lenah Valley, Glenorchy and beyond. The perception is that this traffic should not be using Hill Street but instead finding its way to Murray Street, Elizabeth Street or even the Brooker Highway. There was also a perception that this intruding traffic is speeding and/or disrespecting the adjacent mixed land uses.

Another key concern about this intruding traffic was that it caused unnecessary congestion at two key locations. First at the intersections of Arthur Street with Mellifont Street and Hill Street and at the other end of West Hobart at the intersection of Bathurst and Barrack Street.

#### 2.1.3 Pedestrian Facilities

The stakeholders have expressed a definitive concern that the pedestrian facilities on Hill Street in particular are inadequate. They do not think the pedestrian refuge treatments are satisfactory and believe that zebra treatments are preferable and that raised zebra's or 'wombat' crossings are more preferable. The stakeholders quoted examples of other sites around Australia, particularly inner-suburbs of Sydney and Melbourne where these type of treatments are commonplace and successful.

There are also perceived crossing issues at the south end of Lansdowne Crescent at the intersection with Hill Street and at the intersection of Warwick Street and Hill Street. These issues vary and some are driver behaviour issues. A common concern was that some drivers stop for pedestrians who are crossing slightly back from the intersection at the splitter island break but some drivers don't.

Figure 2.1: Pedestrian refuge point at Arthur Street, near the corner of Hill Street





Figure 2.2: Pedestrian refuge point on Hill Street West Hobart





## 3 Analysis

### 3.1 School Children

School children attract significant attention when it comes to safe travel on foot or on bikes. It is arguable, however, that this legitimate concern is somewhat misplaced and disproportionate when contrasted with the risks associated with competing transport modes.

In Australia, a child's risk of mortality is twice as high when being driven to school compared to walking or riding to school (1). Being driven to school is dangerous. Walking and riding bikes are healthier and safer alternatives, and should be supported and encouraged.

Notwithstanding the existing safety benefits referenced above, we should of course continue to improve and maximise safety for children walking and riding bikes. One common sense thing everyone can do is accompany children under 10 to school. This familiarises children with their own neighbourhood environment and increases confidence in both the child and the parent for when the child begins walking or bike riding to school independent from parental supervision. The other impact of this is that it makes the walking and bike riding community highly visible to motorists, which is generally more likely to generate positive driver behaviour modifications than additional advisory signs.

School zoning means students from Lansdowne Crescent School predominantly reside in a catchment usually no more than 2.5 km in distance from their school. Given the proximity to many of the schools within West Hobart, there is a great opportunity to see more primary school aged children use active travel as a way to get to and from school. Parents are naturally concerned about children's safety, but the fact remains that the most dangerous way to get to school is to be driven by a parent.

Distance can be an impediment to the aspirations of parents allowing their children to walk or ride to school. The distances from home to school have increased in Australia due to urban sprawl and outwards expansion of major cities. A recent report by Active Healthy Kids Australia (2) reveals that as the distance to school increases, the likelihood that kids will walk or cycle to school decreases at a very rapid rate. West Hobart doesn't fall into this category, and there should be more people walking. Street design treatments that are hostile or inconsiderate of the needs of active transport modes are often a contributing factor, however a range of initiatives and actions can produce immediate positive change. A walking bus is an effective way to share the load between parents of walking children to school. Initiatives such as Part Way is Ok (PWOK) and Ride2School are also encouraged. These two programs are committed to seeing more children use active travel to get to and from school. Lansdowne Crescent Primary School is understood to be a participant in the Tasmania Government's Move Well, Eat Well program, of which the Part Way is Ok initiative is a component. These undertakings should be supported and expanded wherever possible.

For children over 10 years old who are looking at making unaccompanied trips to school, there are things that can be done to improve pedestrian safety targeted at this particular audience. There are many points along Hill Street where median treatments have been put in that do help pedestrians by saving them from crossing two lanes at once, but they are extremely bare in their design. They are not an overt invitation or a definite statement about where the best place to cross is, and they do not send a clear message to motorists that people will be crossing Hill Street regularly.

It is considered that Lansdowne Crescent has an appropriate design to encourage pedestrians, including school children, to use it, particularly with the added security of a supervised school crossing facility outside the school and across Gourlay Street. Accessing the West Hobart recreation facilities out of school hours for children is a slightly more complicated issue, as there is no actual crossing facility. There is generally less traffic on weekends, but what traffic there is may very well be concentrated at locations like sporting fields.

### 3.2 Intruding Traffic

Hill Street has a relatively small volume of traffic (less than 10,000 vehicles per day). This is an entirely appropriate volume for a street with local connecting opportunities and multiple bus routes. There are many streets throughout Hobart with this volume where people cross the street safely with all variations of crossing facilities. Any traffic issues that exist in West Hobart are not volume related. What does make the volume seem higher is the intersection treatments at Hill Street and Lansdowne Crescent (both ends) and Hill Street and Warwick Street. These roundabouts improve traffic flow, but offer no defined pedestrian crossings. Roundabouts also inherently create fewer traffic flow interruptions for crossing pedestrians to utilise, and do not require vehicles to yield to pedestrians. This makes it frustratingly difficult to cross Hill Street despite the relatively low traffic volumes.

It would be difficult to make a case that traffic should be redirected from Hill Street on to other routes into the CBD, as the volume itself is not what is causing problems in Hill Street. It would be forcing traffic on to other routes for no legitimate reason. If, as a result of there being more general activity and some design changes on Hill Street, some traffic did divert on to other routes, this would equally not cause any major issues, once again due to the very low volumes involved.

There is currently proposed a scheme to reduce the local speed limit to 40km/h near Caldew Park (the Train Park). This is considered a genuine risk that will have implications beyond West Hobart. The design of streets around this location should reflect a 40km/h environment. This is probably not the case, and the speed signs will not change this. Additionally it is highly unlikely that they could or would be enforced. It is appreciated that there are some civil works (small traffic islands) associated with this speed limit, and in the full course of time, that might not be wasted work, it will not be enough to change the environment. This is the very situation that should be avoided at all costs when applying urban speed limits – that is, limits that are not supported by the street environment and that cannot or will not be practically enforced. This adds to any general disrespect people have for speed signs city wide, and will have minimal to no positive impact in Warwick and Hill Streets. It is considered that this action will compound the current frustrations of the stakeholder group and lead to more issues for Council.

### 3.3 Pedestrian Facilities

The MRCagney team viewed Hill Street and surrounds in morning peak, afternoon peak, out of peak and during school pick-up conditions. It would seem that while the pedestrian facilities on Hill Street are not overtly luxurious, they are probably more than appropriate given the current conditions.

The overarching problem is there are very few pedestrians in West Hobart. There are a few reasons for this. Firstly, the low density nature of West Hobart; the minimal restrictions on parking supply in the suburb (and surrounds); the lack of serious traffic congestion; and the high rate of car ownership in the area (and in the City in general). It is not considered that the perceived safety of walking has as much impact on the number of pedestrians as any of the issues above. It is estimated that only between 4 and 6% of trips in West Hobart are made as a pedestrian, certainly less than 10%. Some of the suburbs with pedestrian facilities that the stakeholders wished to emulate (inner urban Melbourne and Sydney) have a percentage of overall trips made by walking as high as 30%, while the number in the Sydney CBD is over 90% (3). We can see that this mode split needs to be higher in West Hobart. It is difficult to recommend the City spend more money on pedestrian facilities for such a tiny market, when there are probably other parts of the city where there are genuine pedestrian flows that will naturally be more likely or entitled to be funded.

Reasons for increasing pedestrian activity are easy to identify: increased local shopping, increased social and physical health, reduced public cost', etc. Increasing pedestrian activity in West Hobart is largely within the community's purview, probably more than Council. Council will be more easily justified in spending ratepayers'

money on a pedestrian environment, if there were pedestrians. It is not suffice to say there are no pedestrians because it is unsafe.

### 3.3.1 Generating Pedestrian Traffic

As indicated above, the reasons for low pedestrian traffic are almost universal, and West Hobart is extremely typical in this regard:

- Low density land use – there is not enough of a concentration of land uses, both origins and destinations, to generate large numbers of pedestrians. Pedestrians will want to be able to do a variety of tasks within a very short distance (<1500m) of their work or home before they will make regular pedestrian trips. Low density housing (<30 dwellings per hectare) along with only spasmodic commercial and retail uses mean there will be very few origins and destinations within walking distance. This low density will not generate the numbers of pedestrians needed to change a local street environment. Another restaurant set to open on the corner of Hill Street and Pine Street is expected to generate some activity with an increase in foot traffic. With such an addition to the street, stakeholders envisioned that this restaurant could lay the foundations for further mixed uses and greater pedestrian activity in and around Hill Street thus reinforcing their calls for upgrades to current facilities. The school(s) are also a potential foot traffic generator, currently not fulfilling their potential;
- Ample parking supply – this is not a West Hobart problem, but a citywide issue. Parking oversupply is sending a broad message to the greater Hobart metropolitan area; that is, if you want to drive, we will find a space for you. This has serious economic consequences for the City, but at a local level, there is no incentive to walk when there is ample parking, so that your car journey is almost completely hassle-free. This convenience comes at an economic and social cost.
- Ample road space – when someone has become a car driver for a particular trip, or group of trips, it is difficult to get that person to change modes. In a relative sense, Hobart is congestion free, there are no tolls and parking is relatively cheap (due to the high level of supply). In such circumstances mode share for cars will always be up above 70% for journey to work and more likely up above 80% for all other trips. Improving the quality of the infrastructure for other modes will make little difference in this environment.

There are of course some advantages that Hobart has, and in particular West Hobart has, that indicate some potential:

- Schools – schools can generate some pedestrian traffic in certain hours. It is particularly good that there are both primary and secondary schools that generate pedestrian traffic in the area. This broadens the times of higher activity. Also, secondary school children are more independent and will often make pedestrian trips to other destinations with their friends if the land use allows for it. Similarly, primary schools often generate parent traffic for under 10's who most need accompaniment to school which can often lead to other parent pedestrian trips, which collectively contributes to general street activity;
- Topography – this can be a double edged sword, but generally walking up and down hills is more interesting than flat walking, incorporating views and breezes and other environmental niceties on a walk;
- Climate – Hobarts temperate climate is ideal for walking;
- Proximity – West Hobart is a walkable distance from the CBD and a host of job opportunities. Additionally, there is a smattering of diverse land uses and the potential for more so local residents can avail themselves of local shopping and to a lesser extent local work;
- Surveillance – West Hobart has a good proportion of residences that actually overlook the street. They are not all set 6m back and are not behind 2m fences, which are both significant contributors to a reduction in pedestrian environment quality;

- Community – West Hobart seems to be a relatively well-connected community. This can be a huge advantage when trying to change community behaviour. They can 'rally' to produce an outcome if there is a community wide benefit. This will be crucial if West Hobart is to develop into a more prominent walking community.

Stakeholders are very keen to improve the pedestrian environment in their suburb, as they are fully aware of the benefits of these walkable communities, having visited or lived in areas such as the inner suburbs of Melbourne and Sydney in the past. However, to have an environment that is pedestrianised with such low densities and such an oversupply of parking and road space will require a special effort to induce this type of behaviour from the broader West Hobart community. Council can do its bit, but there would need to be a major commitment from the local community.

Residents could explore walking events, promotions and programs through school(s), shop local programs, walk to work promotions, progressive shopping events, and progressive dining events linking local cafes/restaurants. Anything that brings people on to the street will assist. Activity breeds activity, and the more non-vehicle activity there is, the more motorists will respond by driving appropriately, or shifting modes.

### 3.3.2 Additional Pedestrian Facilities

Notwithstanding Council has completed some works in Hill Street and is planning more to address pedestrian safety, the stakeholder group seem very frustrated with the current approach. The MRCagney team have previously indicated a position on the typical pedestrian refuge treatments around the city as being inadequate. They are functional in a basic sense as they do enable pedestrians to cross the street one lane of traffic at a time. What they do not do is make an appropriate gesture that you are supposed to cross the road, and that in fact we want you to cross the road and enjoy both sides of this street. They should also send a message to motorists that they are not the only road user that matters and pedestrians will be regularly crossing this street to enjoy the street environment. Of course, this only works if there is a quality street environment to enjoy, and that there are actually pedestrians prevalent in the area.



Figure 3.1: Crossing in Murray Street



Figure 3.2: Crossing in Augusta Road



MRCagney considers that Council should investigate a more appropriate response to pedestrian refuges, particularly in places of high pedestrian demand. This may or may not be an immediate action in West Hobart, depending on competing priorities in the City, but should certainly be considered. A sketch of our preferred treatments is shown below. These could be provided with or without painted 'zebra' road markings depending on pedestrian demand. These generous landscape treatments gain the instant attention of drivers that there is a change in environment. The crossing distance, that is, the distance that pedestrians are exposed, is minimised. These treatments have been successful in other places.

Figure 3.3: Pedestrian crossing build out



Figure 3.4: Pedestrian crossing build out with median refuge



Based on our analysis and observations, MRCagney consider these a more appropriate gesture to the community that the City wants to encourage pedestrians and considers them a higher priority than motorists. When installing such treatments on designated bike routes allowance has to be made to continue the bike route through the treatment. On streets where the bikes mix with traffic, it is appropriate for this to continue with this type of facility in place.

It is also considered that Council should adopt guidelines for the use of zebra crossings. We have included some guidelines from both Victoria and Queensland for consideration. Having these guidelines in place along with transparent reasons why they are in place will help make it clear to the wider community why certain pedestrian facilities are used, and why some are not.

We understand there is some pent up demand for zebra facilities in Hobart due to a longstanding reluctance for their use. However, there is probably some justification for this reluctance. There are few places where there is



enough genuine pedestrian demand. Street and road designers around the world are generally reducing the use of zebra crossing facilities, and are using pedestrian refuges for pedestrian safety reasons. The intersection of Hill Street and Lansdowne Crescent (south) is the only intersection that approaches the peak pedestrian demand, but would not meet any all-day criteria, and it is noted that school crossing signs are provided on the roundabout approaches during school hours.

Figure 3.5: Zebra crossing in Horsham, Victoria (population 19,691)



### 3.4 Traffic Signals

Traffic signals are usually installed at an intersection to provide traffic control at a site with a traffic capacity and/or an associated road safety problem.

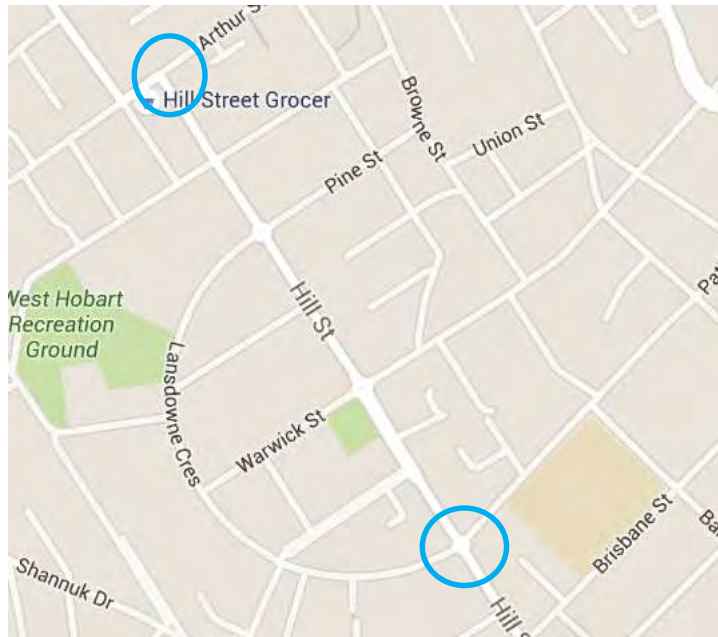
Traffic signalisation will break up the flow of traffic into platoons along both major and minor roads. The roundabouts dotted along Hill Street currently allow continual flow of cars during morning and afternoon peaks. The instalment of signals on Hill Street would ultimately break up traffic flows and provide pedestrians to cross Hill Street more easily during peak times.

MRCagney believes that signalisation at no more than two locations along Hill Street could be considered as an appropriate way of addressing concerns raised by the stakeholder group while providing the necessary improvements to the pedestrian realm throughout West Hobart.

The two sites selected for signalisation are:

- Corner Lansdowne Crescent, Hill Street and Patrick Streets (roundabout removal)
- Corner Arthur Street and Hill Street

Figure 3.6: Map of proposed sites for signalisation in West Hobart (Corner Arthur Street and Hill Street; and corner Hill Street, Lansdowne Crescent and Patrick Street)



For the signals to be effective in providing the appropriate platooning of traffic and make the necessary gaps in traffic flow, both sets of signals have to be installed. Uptake of only one site is less likely to deliver beneficial outcomes for the community.

Considering that the perceived rat-running occurring during each peak is originating from Mount Stuart and possibly further afield (outside the City), there is a metropolitan-wide dimension to this traffic issue that is having a local impact. With this in mind, funding for the signalisation upgrades could be sought through the relevant state authority or an arrangement could be set up between Council and the state government to negotiate funding commitments.

In order to demonstrate how signalisation of the two intersection would operate, a SIDRA intersection analysis has been completed using November 2015 traffic volumes supplied by Council.

From the traffic surveys, the network peak hours were determined to occur at:

- 8:00am – 9:00am; and
- 4:30pm – 5:30pm.

The peak hour traffic volumes (light and heavy vehicles) and pedestrian volumes at the intersections of interest are presented in Figure 3.7 to Figure 3.10.



Figure 3.7: Arthur Street and Hill Street AM Peak Hour Traffic Volumes

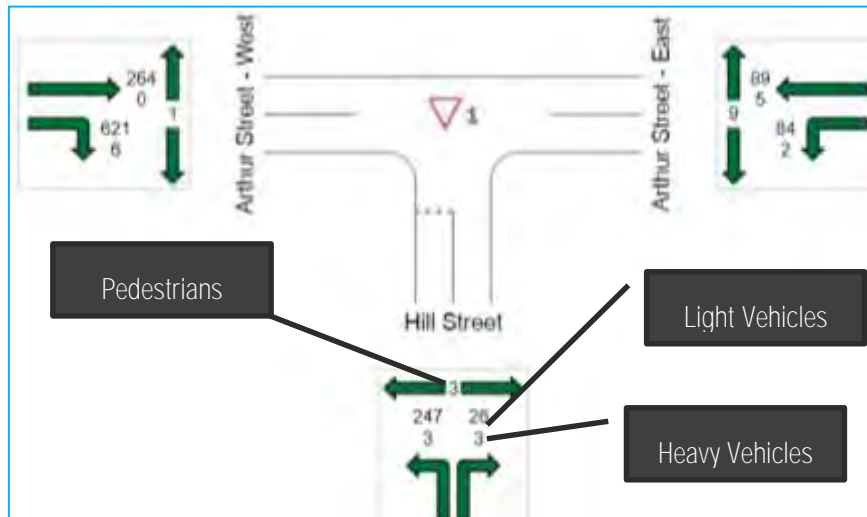


Figure 3.8: Arthur Street and Hill Street PM Peak Hour Traffic Volumes

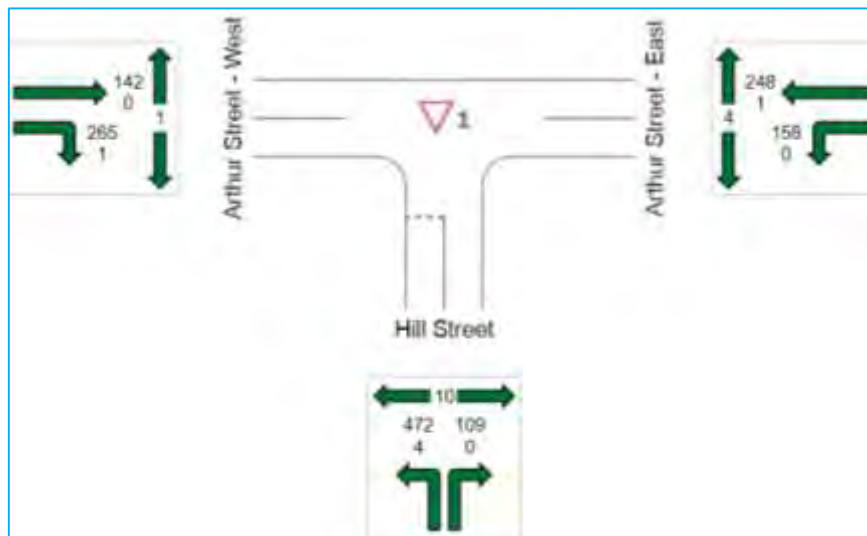


Figure 3.9: Lansdowne Crescent, Hill Street and Patrick Street AM Peak Hour Traffic Volumes

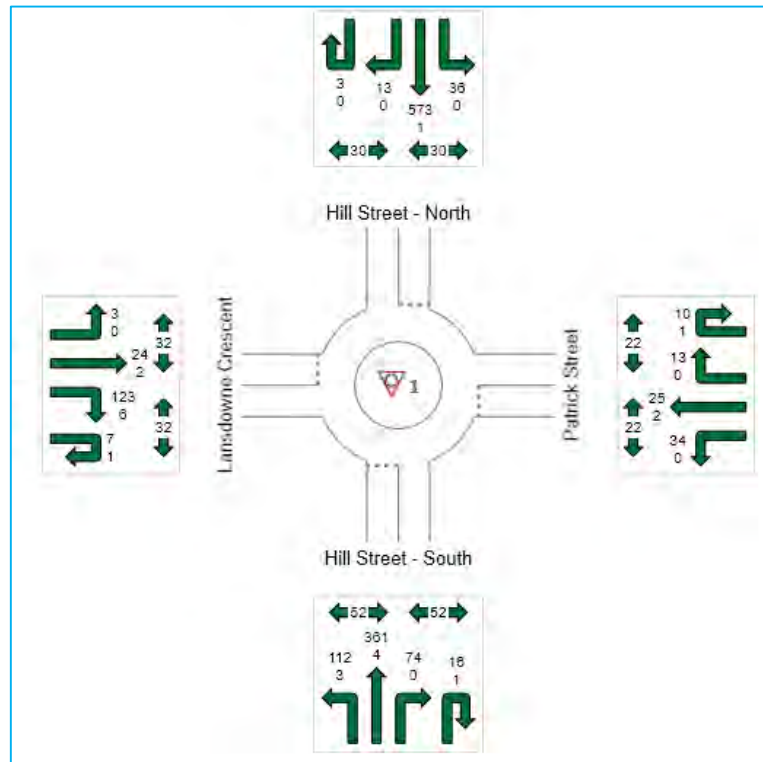
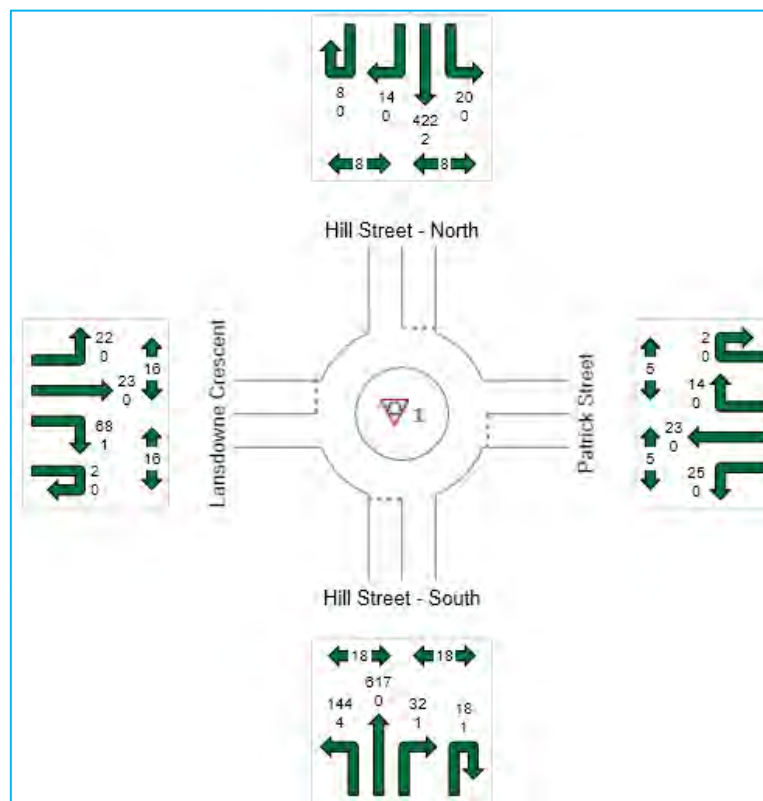


Figure 3.10: Lansdowne Crescent, Hill Street and Patrick Street PM Peak Hour Traffic Volumes



### 3.4.1 Current Intersection Layouts

The existing geometric layout of the intersections of interest as analysed are displayed below in Figure 3.11 and Figure 3.12.

Figure 3.11: Arthur Street and Hill Street Intersection Layout

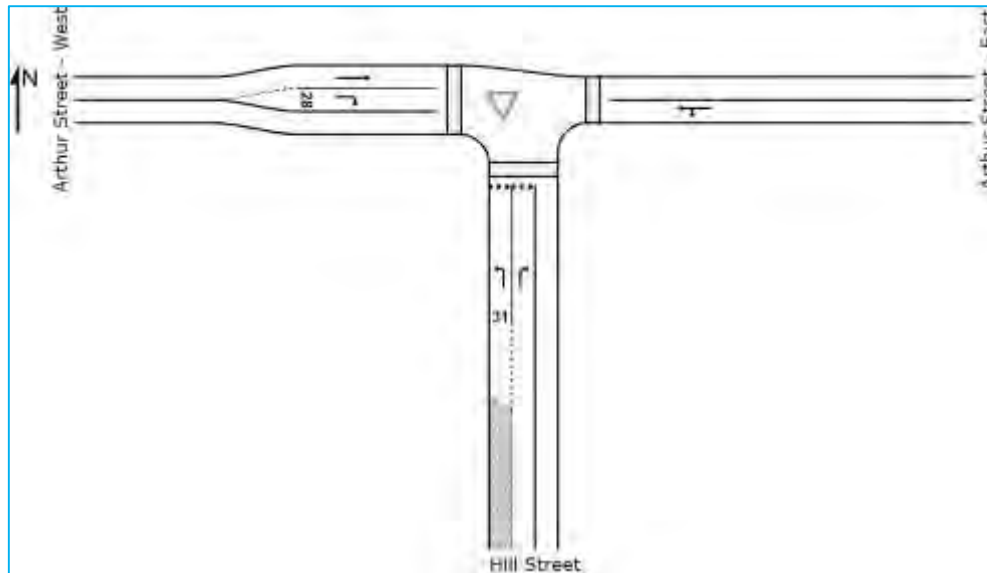
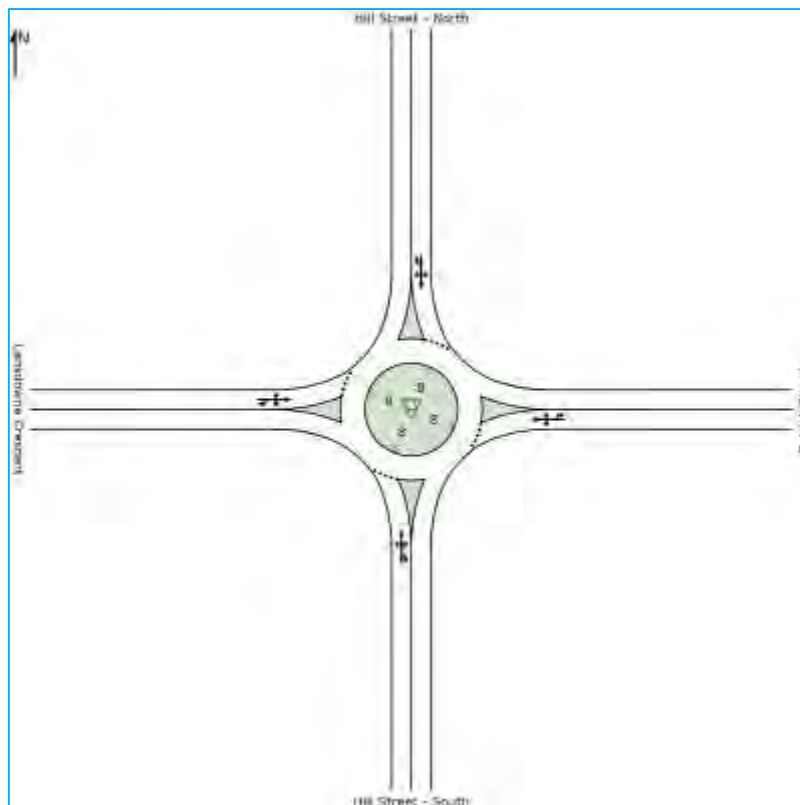


Figure 3.12: Lansdowne Crescent, Hill Street and Patrick Street Intersection Layout



### 3.4.2 Current Intersection Performance

Table 3.1 below outlines Level of Service (LoS) criteria generally applied to intersection performance. LoS is based on average delay, with ratings A to F applied as a broad attempt to categorise driver satisfaction. For signalised intersections, SIDRA 6.1 also provides an assessment of pedestrian LoS based upon the delays they are expected to experience, however for priority controlled intersections and roundabouts no pedestrian LoS outputs are provided. SIDRA uses the same LoS criteria for pedestrians as drivers, however pedestrians can be particularly sensitive to delay, and consideration should be given towards keeping pedestrian delay to an absolute minimum wherever possible in order to maximise walkability a pedestrian mode shares within any locality.

**Table 3.1: Intersection Performance Criteria**

Level of Service	Average Delay per Vehicle (sec)	Expected Delay
A	0-14	Little or no delay
B	15-28	Minimal delay
C	29-42	Satisfactory delays with spare capacity
D	43-56	Approaching capacity
E	57-70	At capacity
F	>70	Significant Delay

The results of the SIDRA analysis for the intersections of interest based on the existing traffic volumes and intersection geometry is presented below in Table 3.2.

**Table 3.2: Current Intersection Performance**

Intersection	AM Peak		PM Peak	
	Delay (sec)	LoS	Delay (sec)	LoS
Arthur Street and Hill Street				
Hill Street – South	7.5	A	8.0	A
Arthur Street – East	2.7	A	2.2	A
Arthur Street - West	4.6	A	4.8	A
<b>All vehicles</b>	<b>4.9</b>	<b>A</b>	<b>5.4</b>	<b>A</b>
Lansdowne Crescent, Hill Street and Patrick Street				
Hill Street - South -	5.9	A	5.7	A
Patrick Street - East	11.5	B	8.9	A
Hill Street - North	8.1	A	6.1	A
Lansdowne Crescent - West	10.8	B	11.8	B
<b>All vehicles</b>	<b>7.7</b>	<b>A</b>	<b>6.4</b>	<b>A</b>

The results in Table 3.2 indicate that the current intersections operate with minimal delay to traffic, however this does not consider the lack of inviting, safe, formalised pedestrian crossings at these existing intersections.

### 3.4.3 Performance of Signalised Intersections

The intersections of interest were remodelled as signalised junctions to assess the impact on vehicle and pedestrian operations. The signalised intersection geometry utilised in the analysis is presented below in Figure 3.13 and Figure 3.14. These signalised intersection layouts represent both the simplest application of signals

and the smallest intersection footprints, both of which will maximise positive impacts for pedestrians and the broader streetscape.

Figure 3.13: Arthur Street and Hill Street Signalised Intersection Layout

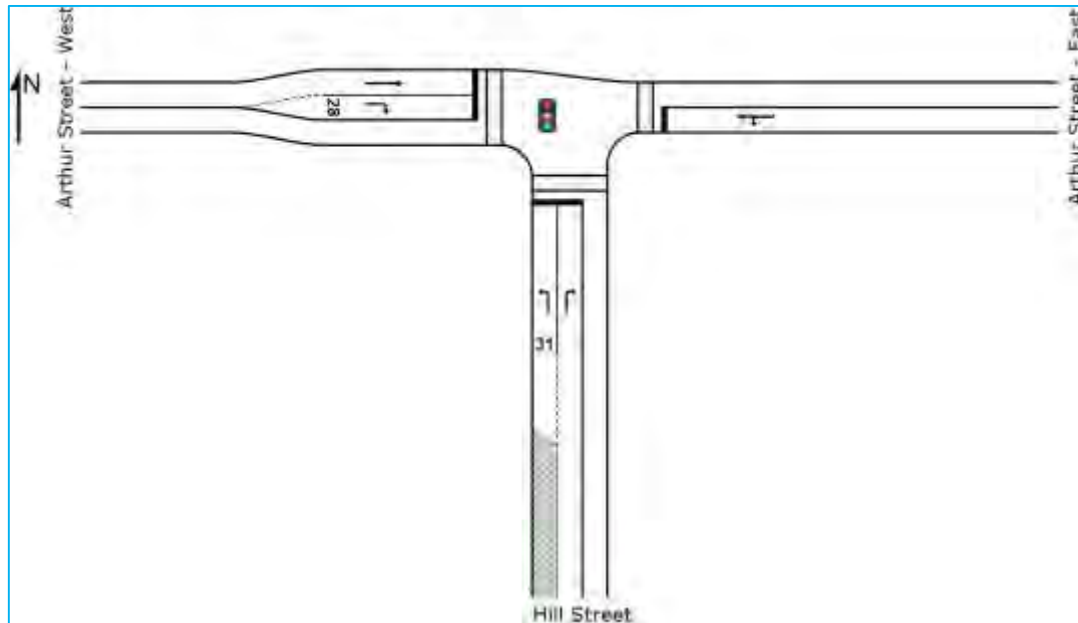
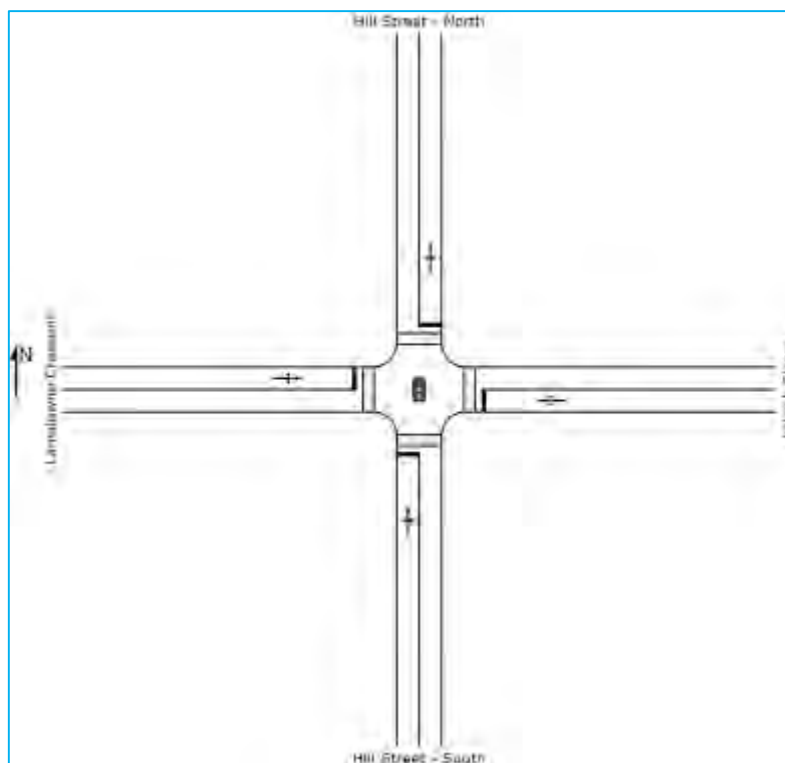


Figure 3.14: Lansdowne Crescent, Hill Street and Patrick Street Signalised Intersection Layout



The signal phasing utilised in the analysis is presented below in Figure 3.15 and Figure 3.16 . Taking into account sight distance constraints, the simplest phasing has been applied in order to maximise pedestrian utility.

Figure 3.15: Arthur Street and Hill Street Signal Phasing

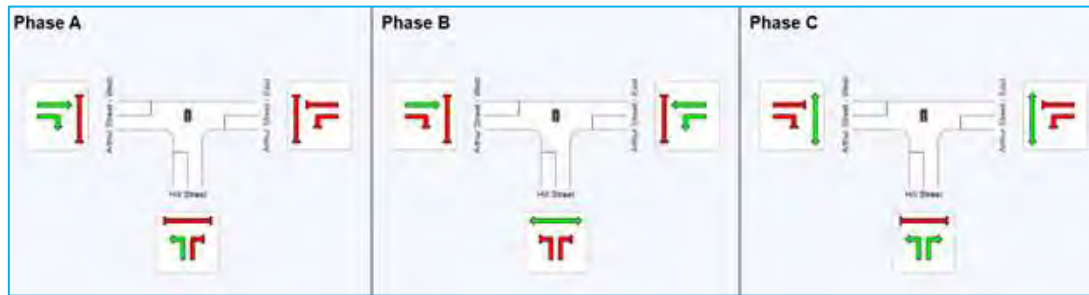
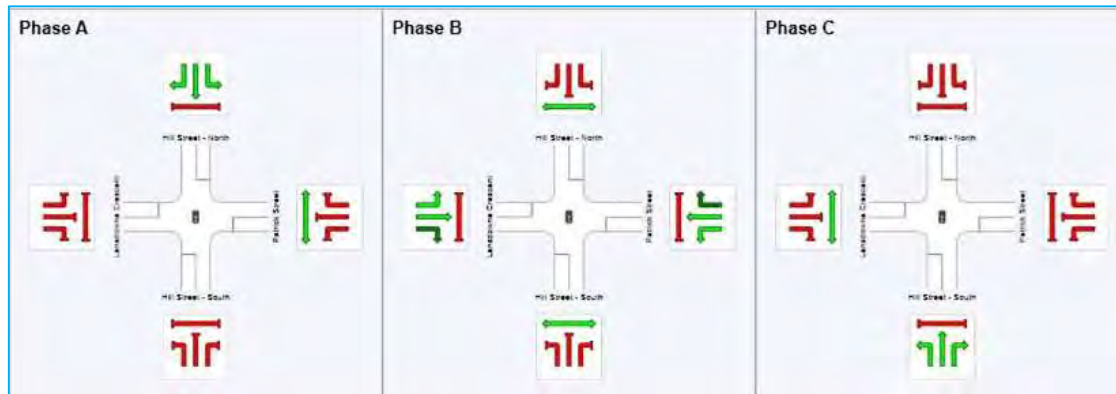


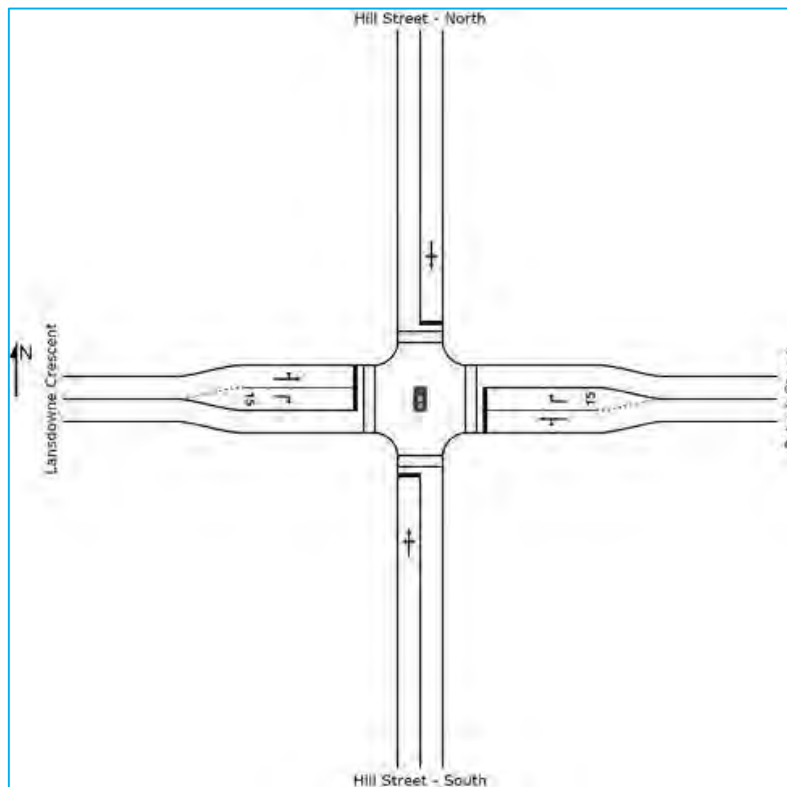
Figure 3.16: Lansdowne Crescent, Hill Street and Patrick Street Signal Phasing



Given the available sight distance, low speed environment and low traffic volumes, it is considered appropriate for all Lansdowne Cr and Patrick St movements to operate in one phase (Phase B). This also minimises pedestrian delays, albeit with some negative effect on vehicular traffic, however a reprioritisation of pedestrians over cars would likely be welcome and beneficial.

This phasing arrangement necessitates some tweaking of the SIDRA model to represent real world behaviour. Right turning traffic on Patrick Street and Lansdowne Crescent will be required to yield to and filter through oncoming traffic, and will typically prop as far to the right as possible, allowing vehicles behind to manoeuvre past and continue through the intersection. This is considerate and typical driver behaviour at small intersections with single approach lanes. In order to model this behaviour in SIDRA, a short 'dummy' right turning pocket has been applied to the Patrick Street and Lansdowne Crescent approaches, as shown in 3.17 below. It is stressed that no real, physical right turning pocket is proposed – this is simply a component included in order to produce an accurate representation of reality.

Figure 3.17: Signalised Hill Street, Lansdowne Crescent, Patrick Street intersection with dummy right turn pockets



The SIDRA results (vehicles and pedestrians) accounting for the signalisation of the intersections of interest is presented below in Table 3.3 and Table 3.4.

Table 3.3: Signalised Intersection Performance - Vehicles

Intersection	AM Peak		PM Peak	
	Delay (sec)	LoS	Delay (sec)	LoS
Arthur Street and Hill Street				
Hill Street – South	12.7	B	19.3	B
Arthur Street – East	39.8	D	21.9	C
Arthur Street - West	20.7	C	18.9	B
<b>All vehicles</b>	<b>21.6</b>	<b>C</b>	<b>20.0</b>	<b>B</b>
Lansdowne Crescent, Hill Street and Patrick Street				
Hill Street - South -	46.9	D	37.3	D
Patrick Street - East	48.1	D	50.1	D
Hill Street - North	41.6	D	47.1	D
Lansdowne Crescent - West	63.3	E	53.6	D
<b>All vehicles</b>	<b>46.4</b>	<b>D</b>	<b>42.3</b>	<b>D</b>

Table 3.4: Signalised Intersection Performance - Pedestrians

Intersection	AM Peak		PM Peak	
	Delay (sec)	LoS	Delay (sec)	LoS
Arthur Street and Hill Street				
South Full Crossing	29.3	C	17.6	B
East Full Crossing	29.3	C	19.4	B
West Full Crossing	29.3	C	19.4	B
<b>All Pedestrians</b>	<b>29.3</b>	<b>C</b>	<b>18.2</b>	<b>B</b>
Lansdowne Crescent, Hill Street and Patrick Street				
South Full Crossing	44.3	E	39.2	D
East Full Crossing	25.9	C	31.3	D
North Full Crossing	44.2	E	39.2	D
West Full Crossing	28.9	C	18.1	B
<b>All Pedestrians</b>	<b>37.7</b>	<b>D</b>	<b>31.2</b>	<b>D</b>

The results above show how signalisation may be provided. Signalisation with a view towards optimising pedestrian utility will, as shown, come at the expense of some traffic delay. This traffic delay may well discourage some traffic from using Hill Street and may seek out other north-south routes. It is not expected this will be a significant volume, but there may be some opinions expressed that this Hill Street traffic should not be put into Elizabeth Street, Murray Street or even the Brooker Highway, as they already take their fair share of traffic.

The design of the intersection if/when signals are introduced must also take into account the current less than ideal access into the Hill Street Grocer off Hill Street. It is likely that intersection traffic will continually be queued beyond this access driveway, effectively preventing people turning right in from Hill Street. Whilst this might not be a bad outcome, it certainly must be examined in detail during the design phase.

This impact on car traffic must be weighed against improved pedestrian outcomes. It is difficult to assess the impact of signalisation on pedestrian delay compared to the existing signalised configuration, however it is likely that some improvement would be apparent during peak periods, while during off-peak periods, a small increase in delay may be typical, given the relatively low traffic volumes on Hill Street. The overarching effect of signalisation from a pedestrian's perspective, however, will be that it will provide inviting, formalised crossings at the two intersections where current pedestrian outcomes are poor, particularly the Lansdowne Crescent roundabout, where no clear crossing opportunity exists, due to the nature of roundabouts. Secondly, platooning of vehicles due to signalisation will provide broader improvements to mid-block pedestrian crossing outcomes along Hill Street, which cannot be appreciated by simple SIDRA analysis. These factors would, on balance, be expected to create a more pedestrian friendly environment, a larger pedestrian mode share, and more activity in West Hobart.

Nonetheless, it is recommended that Council consider the case for signals at these intersections in the context of City as a whole. There may be higher priority pedestrian treatments that would produce more immediate benefits elsewhere in Hobart, particularly considering the cost of traffic signals.

The installation of traffic signals would make for a safer environment for cyclists. Roundabouts offer little safety for cyclists and are often the scene of accidents involving cyclists and motorists. The slowing of traffic and the platooning effect that will result from signalisation at two points along Hill Street (intersection Hill Street and Arthur Street; and, intersection Hill Street, Lansdowne Crescent and Patrick Street) will improve the safety of cyclists.



## 4 Recommendations

### 4.1 Local Pedestrian Campaign

West Hobart needs more pedestrians. Not a handful more, but a step change in behaviour. Council is limited in what it can do in this area. There is ample road space and ample parking which encourages private cars over all other modes. A grass roots walking campaign needs to come from the local residents. The current walking environment is not perfect, but it is functional. It is only missing an army of pedestrians to raise more awareness in the community of what an opportunity they are missing.

### 4.2 Land Use Changes

Opportunities for more mixed-use development and a more diverse range of housing will help long term pedestrian activity in West Hobart. This does not mean high-rise, but maximising opportunities for shop-top housing, town homes and local shopping. The more activities that are within walking distance, the more walking opportunities will be created. Parking oversupply is a city-wide issue. Removing the minimum parking rate for development will let the level of supply settle at the appropriate market level and expose walking as a more economically sustainable mode.

### 4.3 Pedestrian Refuges

The current pedestrian refuges are minimalist at best. They improve safety, but don't really invite and encourage people to walk. MRCagney consider that Council must make a concerted effort city-wide to improve the quality of these facilities including in West Hobart.

### 4.4 Speed Limits

The current speed limits are appropriate for the current environment. The impending introduction of the very small 40km/h zone in Warwick and Hill Streets is not appropriate, and should not proceed. It will have negative implications all over the city, by inducing even more disrespect for urban speed limits. It will provide no safety benefits.

### 4.5 Traffic Signals

The only real traffic issue in West Hobart is the roundabouts. They are a simple and cost effective method of dealing with conflict for cars at intersections, but for all other road users (pedestrians, cyclists and public transport) they are a real impediment to a comfortable trip. There are two main issues in relation to pedestrians. Firstly, crossing at intersections is confusing and intimidating. There are few gaps in the traffic due to the nature of roundabouts: some motorists stop for pedestrians, some do not and despite the island breaks, it is a bit confusing where you are supposed to cross, or in fact, if you are allowed to cross. The second issue is mid-block crossing, where even with low volumes of well-behaved traffic, it can be difficult to find a gap in the peak hours.

Installing signals at the intersection of Lansdowne Crescent, Hill Street and Patrick Street as well as the intersection of Arthur Street and Hill Street will address some of these issues in that it will provide clear, safe and inviting pedestrian crossings at intersections, and will also platoon traffic and create gaps to cross mid-block. It is noted, however, that signalisation will incur some increased delay to vehicular traffic.

This solution will work, although MRCagney consider that other recommendations should be installed first. This is an expensive solution, and it is difficult to see how this could be the area of the City that has the most dire need for signalised intersections.

## 4.6 Workshop

The West Hobart community that MRCagney engaged with have a genuine concern for their suburb and are striving for its improvement. All suburbs, whether they be inner urban or suburban, would be improved with more pedestrian activity. The stakeholders in this case have locked on to what they believe is the best solution, which is providing zebra crossings on Hill Street and maybe even Lansdowne Crescent. Whilst this is not the case, their pursuit of a more walkable West Hobart is something the City can and should assist. The work the City has done to date is improving safety, but not increasing pedestrian numbers.

MRCagney recommends that the City conduct a workshop with the stakeholders on the future of the wider West Hobart pedestrian environment so that all parties can progress together towards a solution. The recommendations from this study may well be a starting point, and all parties can contribute from the same base understanding of what the issues are, and what actions are practical and available.

## 5 Summary

MRCagney was commissioned to investigate and make recommendations surrounding some on-going issues regarding perceived safety concerns for pedestrians in West Hobart, particularly near Hill Street, with the main issues being in relation to the safety of young and elderly pedestrians.

The MRCagney team met with the local stakeholder group to undertake a tour of the local area to better understand the traffic problems and pedestrian concerns in West Hobart, with areas of focus including Hill Street, Lansdowne Crescent, Warwick Street, Patrick Street, Arthur Street and Mellifont Street. Of particular interest was the safety concerns involving roundabouts at Hill Street and Lansdowne Crescent, and Hill Street and Warwick Street, as well as the intersection at Hill Street and Arthur Street.

Explained during the tour of West Hobart was the group's concerns about traffic speeds along Hill Street and the impact it has on children's safety, and that of pedestrians more generally. The MRCagney team explained to the group the role of roundabouts in suburban areas and how they negatively affect pedestrians and impact on adjacent land-uses. Roundabouts benefit driver-flow significantly but do little to promote quality walking environment for the pedestrian. This impacts the pedestrian experience along Hill Street and pedestrian opportunities in West Hobart generally. Motorists from as far afield as Glenorchy are believed to use Hill Street as a 'rat-run' route to access central Hobart on a daily basis, generating increased traffic volumes in the morning and afternoon peaks.

At the centre of stakeholder concerns is that of school children's safety. The group believes that the 'rat-running' occurring in the morning peak is impinging on the safety of school children making it risky for children to cross the street, given the continual traffic flow during both peaks.

Upon further review of the issues raised by the stakeholder group, Council should continue dialogue with the group and consider the recommendations put forward in this report. There is an opportunity here to put to rest some of the long-running concerns held by the stakeholder group while supporting pedestrian activity at the same time.

The stakeholder group believe that zebra crossings are the solution to West Hobart's issues of encroaching traffic and poor pedestrian safety. MRCagney is not against zebra crossings but is aware that the current traffic volumes may not support the provision of such measures. Instead, MRCagney believes that the instalment of signalisation systems at the two locations detailed in this report would improve pedestrian conditions in West Hobart at the detriment to uninterrupted traffic flow. Furthermore, the safety of school children and the potential uptake of active travel to school at the expense of car pick-ups and drop-offs will help nullify parent anxiety expressed by the stakeholders and make the statement that West Hobart is for walking, not driving.

The key outcome of the investigations is that the West Hobart Community along with the City of Hobart should do everything possible to make West Hobart a walking place and that infrastructure is not the key to this outcome. Taking advantage of the active and close knit community and running campaigns to get people walking as well as land use changes to provide more origins and destinations are the long term solutions to a safe active West Hobart.

## 6 References

1. **Christie, N, Towner, E, Cairns, S, Ward, H (2004).** Children's road traffic safety: an international survey of policy and practice. Road Safety Research Report No. 47. London, Department for Transport.
2. **Active Healthy Kids Australia (2015).** The Road Less Travelled: The 2015 Active Healthy Kids Australia Progress Report Card on Active Transport for Children and Young People. Adelaide, South Australia: Active Healthy Kids Australia.
3. **Clover Moore, Walk21, Sydney 2014** "Transforming NSW and the City of Sydney"

## APPENDIX A Zebra Crossing Guidelines

### A.1 Victorian Zebra Crossing Guidelines

#### Acceptable Locations

- Collector and local roads on which traffic speeds are low;
- Left turn slip lanes at signalised intersections where VicRoads Regions considers them necessary;
- Car parks;
- Other off-road situations (eg. Caravan Park)
- Service roads where pedestrian operated signals of intersection signals operate on the main carriageway;

#### Unacceptable Locations

- Across arterial roads;
- Left turn slip lanes at signalised intersections (unless considered necessary for pedestrian safety);
- Where there is poor visibility on the approach to the proposed site of the crossing, or where conspicuousness of the device may be less than optimal;

#### General Guidelines

- Pedestrian volumes of 20 or more per hour;
- Vehicle volumes of 200 or more per hour for the same hour;
- Speed limit of 50km/h or less;
- Vehicle speed of 60km/h (85<sup>th</sup> percentile) or less.

**Note: in determining numbers of pedestrians, each older person, person with a disability or school child should count as two.**

### A.2 Queensland Zebra Crossing Guidelines

- Consider the zebra crossing **only** if the installation of a pedestrian refuge or mid-block pedestrian traffic signal is not suitable. A special study should be conducted to ensure the suitability of a zebra crossing;
- Locationally, zebra crossing should only be used where:
  - There is consistent pedestrian usage throughout the day;
  - On two-lane roads with one through lane in each direction;
  - Speed limit is 50km/h or less;
  - Vehicle speed is 60km/h (85<sup>th</sup> percentile) or less.
- Zebra Crossing should not be used when:
  - On an arterial road;
  - On roads where more than one lane of traffic travels in the same direction (2, 3 or 4 lane roads).
  - Within 100 m of an alternative pedestrian facility, except in central business districts or other locations where there is a well-defined need.
  - On roads with high flows of random pedestrian arrivals that will cause unacceptable delay to vehicles.
  - Where sight distance requirements cannot be met (ASD), or
  - Where the delay to traffic would cause traffic operational problems (such as queuing over railway level crossings) or safety problems (including inadequate sight distance to the back of the queue).

**8. CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT**

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16x's

A report indicating the status of current decisions is attached for the information of Aldermen.

DELEGATION:      Committee

***Recommendation:***

***That the information be received and noted.***

# CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT

## OPEN PORTION OF THE MEETING

November 2014 to 30 December 2015

Ref.	Title	Report / Action	Action Officer	Comments
1	<b>221A LENA VALLEY ROAD, 2-16 CREEK ROAD, LENA VALLEY – SUBDIVISION (86 RESIDENTIAL LOTS, 8 ROAD LOTS, 7 PUBLIC OPEN SPACE LOTS) AND STORMWATER INFRASTRUCTURE (ADJOINING FURTHER ASSOCIATED SUBDIVISION OUTSIDE OF MUNICIPAL BOUNDARY) – PLN-14-00584-01</b> Council 22/9/2014, item 9.2	That the Council undertake an urgent review of the Lenah Valley Traffic Management Plan with particular reference to the management of traffic in Augusta, Creek, Alwyn and Chaucer Roads and Monash Ave.	Mark Painter, Director City Infrastructure	(Current Business Arising item)  There is no Local Area Traffic Management Plan for Lenah Valley. The issue will be included in the development of a Transport Strategy.
2	<b>INTRODUCTION OF A FORTNIGHTLY KERBSIDE GREEN WASTE COLLECTION SERVICE</b> Council 15/12/2014, item 47	A fortnightly kerbside green waste collection service utilising wheelie bins be implemented, commencing as early as possible in the 2015/2016 financial year.	Glenn Doyle, Director Parks and City Amenity	See item11 for continuation.
3	<b>SANDY BAY ROAD CYCLING PROJECT – STAGE 2 – WARNING LIGHTS FOR DRIVEWAYS</b> Council 15/12/2014, item 24	The decision to install driveway warning systems be deferred until 12 months after the completion of Stage 2 of the Sandy Bay Cycling and Walking Project.	Mark Painter, Director City Infrastructure	Complete.  This matter was considered by the Council in December 2015.  See item 38 for continuation
4	<b>CASTRAY ESPLANADE AND MORRISON STREET, HOBART – PROPOSED LAND TRANSFERS RESULTING FROM TASPORTS BOUNDARY ADJUSTMENTS</b> Council 15/12/2014, item 26	The General Manager be authorised to negotiate with TasPorts to purchase for nominal consideration the three parcels of land identified in the report considered by the Infrastructure Services Committee on 26 November 2014 and	Mark Painter, Director City Infrastructure	Negotiations are underway.

Ref.	Title	Report / Action	Action Officer	Comments
		the land be dedicated as public highway.		
5	<b>REVISION OF THE CITY'S WASTE MANAGEMENT STRATEGY</b> Council 15/12/2014, item 45 CIC 27/5/2015, Item 7	A new waste management strategy for the City of Hobart be drafted and presented to the Council for approval by the end of 2015.	Glenn Doyle, Director Parks and City Amenity	Complete.  A report on the matter was considered in December 2015.  See item 32for continuation
6	<b>HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT – OPTIONS FOR BUS MALL IMPROVEMENT</b> Council 10/2/2015, item 10	<ol style="list-style-type: none"> <li>1. The Council approve, in-principle the draft concept plan for the refurbishment of the Elizabeth Street Bus Interchange, a detailed design be developed, including community engagement.</li> <li>2. Funding be secured and work continue with the assistance of the project partners on developing a package of bus priority measures in the bus mall and the City for future consideration, including roofing of the bus mall and re-surfacing of the road.</li> <li>3. Opportunities for improving the pedestrian crossings at Macquarie Street and Elizabeth Street; Collins Street and Elizabeth Street; and Collins Street and Argyle Street continue to be investigated.</li> </ol>	Mark Painter, Director City Infrastructure	<p>Complete.</p> <p>1 &amp; 2 These matters were considered at the 10 August Council meeting where it was resolved to give consideration to one-way operation of the Bus Mall. See items 25 and 34 for continuation</p> <p>3. Improved crossing opportunities for Macquarie Street was considered at the 10 August Council meeting. See item 17 for continuation.</p>
7	<b>SANDY BAY RETAIL PRECINCT STREETSCAPE REVITALISATION – COMMUNITY ENGAGEMENT</b> Council 10/2/2015, item 11 Closed Council 25/5/2015, item 6	<ol style="list-style-type: none"> <li>1. The conceptual streetscape design for the revitalisation of the Sandy Bay Retail Precinct, be endorsed in-principle and a community engagement plan be developed and implemented</li> <li>2. A further report be provided following the community engagement.</li> </ol>	<p>1, 2 &amp; 3(i)</p> <p>Mark Painter, Director City Infrastructure</p> <p>3. Glenn</p>	1 & 2 – Complete.



Ref.	Title	Report / Action	Action Officer	Comments
		<p>3. Discussion commence with Woolworths in relation to management and possible improvements to the existing public toilet facilities.</p> <p>(i) Consideration be given to the flexibility of parking arrangements in the area.</p>	Doyle, Director Parks and City Amenity	<p>3. The draft lease over the public toilet facilities was approved by Council at its meeting held on 23 September 2015. The lease document has been provided to Woolworths to enable the execution of the documentation and is currently with their legal department for review.</p> <p>Detailed design works are under development.</p> <p>Parking arrangements in the area are under review.</p>
8	<p><b>INNER CITY ACTION PLAN AP01 – FINAL DESIGN – TENDER PROCESS COMMENCEMENT – RECONSTRUCTION OF LIVERPOOL STREET, BETWEEN ELIZABETH STREET AND MURRAY STREET</b></p> <p>Council 10/2/2015, item 16</p>	The Council endorse the commencement of a detailed network operation study to evaluate other traffic network efficiencies, to overcome any potential future capacity constraints caused by the reduction of Liverpool Street to a single lane, at an expected cost of \$60,000, to be funded from the Public Infrastructure Fund.	Neil Noye, Director City Planning	The development of the project scope to commence in the second quarter of 2016.
9	<p><b>PROPOSED LOCAL RETAIL PRECINCTS PLAN</b></p> <p>Council 10/3/2015, item 14</p>	A Local Retail Precincts Plan be developed, including community consultations and a further report be provided for Council's consideration by the end of 2015.	Mark Painter, Director City Infrastructure	<p>Complete.</p> <p>A report was considered by the Committee in December 2015.</p> <p>See item 35 for continuation</p>
10	<p><b>NOM – IMPROVEMENTS TO PEDESTRIAN CROSSINGS</b></p> <p>Council 13/4/2015, item 10</p>	<p>1. A report be prepared detailing the options for improving pedestrian crossing at the junction of Montpelier Retreat and Salamanca Place, including consideration of a zebra crossing, with the report to give consideration to costs and timeframes.</p> <p>2. A further report be prepared looking at other opportunities for improvements to pedestrian crossings on key pedestrian routes in the City, including consideration of zebra crossings.</p>	Mark Painter, Director City Infrastructure	<p>1. Complete - report was considered by the Committee in December 2015.</p> <p>See item 33 for continuation.</p> <p>2. Investigation is to be scheduled.</p> <p>3. Consideration will be given to pedestrian crossings in the Local Retail Precincts Plans.</p>

Ref.	Title	Report / Action	Action Officer	Comments
		3. Consideration be given to pedestrian crossings, including the potential for zebra crossings where appropriate, in the planning of the Local Retail Precinct Plans, and that community input be sought.		
11	<b>INTRODUCTION OF A FORTNIGHTLY KERBSIDE GREEN WASTE COLLECTION SERVICE</b> Council 13/4/2015, item 19	<p>A fortnightly kerbside green waste collection service utilising wheelie bins be implemented, commencing as early as possible in the 2015 calendar year and apply to the following residential properties - three or less tenancies; a land area between 400m<sup>2</sup> and 4,000m<sup>2</sup>; and located outside Sullivans Cove, the CBD and Fern Tree.</p> <p>A further report be provided on the need for the continuation of the green waste free entry weekends at the McRobies Gully Waste Management Centre, following the implementation of the fortnightly kerbside green waste collection service.</p> <p>A further report be provided on a process of determining the percentage of the City of Hobart's waste stream comprising food waste, including learning's from other food and garden waste services operating in Australia and providing recommendations on the best service or program to reduce this major source from the City's waste stream.</p>	Glenn Doyle, Director Parks and City Amenity	<p>A report will be presented to Committee on 27 January 2016.</p> <p>Complete.</p> <p>The report considered by Committee in December in respect to the draft Waste Management Strategy addresses this matter.</p>
12	<b>HAMPDEN ROAD, BATTERY POINT – TRAFFIC CALMING AND STREETSCAPE IMPROVEMENTS</b> Council 11/5/2015, item 13	Kerb replacement, footpath widening and associated new stormwater infrastructure be constructed in Hampden Road between Francis Street and De Witt Street during 2015/2016.	Mark Painter, Director City Infrastructure	Construction of Stage 1 of Hampden Road deferred to first quarter 2016 to meet trader requirements and enable issues relating to existing underground services to be resolved.

Ref.	Title	Report / Action	Action Officer	Comments
		<p>The remaining aspects of the project, including entry thresholds, raised pedestrian thresholds, kerb bulbing and artistic elements be further investigated as part of the development of the Local Area Retail Precincts Plan.</p> <p>The Battery Point and Sullivans Cove Citizens Association Traffic Sub-Committee and associated businesses in the area be advised of the Council's decision.</p>		This site is also included within the scope of the Local Retail Precincts Plan - refer to item35.
13	<b>MCROBIES GULLY WASTE MANAGEMENT CENTRE LANDFILL – EXTENDED OPERATIONAL LIFE AND REVISED REHABILITATION LEVY</b> Council 25/5/2015, item 19	<p>That the status quo remain in respect to the McRobies Gully Landfill Rehabilitation levy until such time as the Council has considered the response from the Tasmanian Environmental Protection Authority in respect to its application for amendment to the current Environmental Protection Notice to increase the landfill profile of the McRobies Gully Landfill site.</p>	Glenn Doyle, Director Parks and City Amenity	<p>The first component of the approval process is the lodgement of a Development Application (DA) which has been undertaken.</p> <p>The DA has been subsequently been referred to Environmental Protection Authority for assessment.</p> <p>The DA was advertised for public comment. This period closed on 11 January 2016.</p>
14	<b>BARRACK STREET AT COLLINS STREET – TRAFFIC CAPACITY IMPROVEMENTS</b> Council 9/6/2015, item 14	<p>The intersection of Barrack Street and Collins Street be modified including the associated permanent removal of three on-street metered parking spaces.</p>	Mark Painter, Director City Infrastructure	<p>Work is planned for construction in the first quarter of 2016.</p>
15	<b>HILL STREET/ARTHUR STREET, WEST HOBART – TRAFFIC</b> Council 10/8/2015, item 12 Council 7/9/2015, item 14	<p>A review of the traffic issues identified in the report in relation to the new 'Hill Street Grocer' store in Hill Street, West Hobart, be conducted in six months time.</p> <p>A report be prepared on options for safer pedestrian crossings in Hill Street, West Hobart. The report also investigate the implementation of either a traffic roundabout or traffic signals at</p>	Mark Painter, Director City Infrastructure	<p>A consulting traffic engineer has been engaged to prepare a technical report on options for safer pedestrian crossings in Hill Street, with a site visit held on 28 October 2015.</p> <p>A report is scheduled to be presented to the Committee in January 2016.</p>

Ref.	Title	Report / Action	Action Officer	Comments
		<p>the corner of Hill and Arthur streets and other appropriate alternatives, including bike lanes.</p> <p>The Council investigate a 40 km per hour speed limit for all residential areas within the Hobart municipal area.</p>		
16	<p><b>BURNETT STREET, NORTH HOBART – REQUEST FOR OCCUPATION LICENCE</b> Council 10/8/2015, item 13</p>	<p>The Council decline the application from Performance Automobiles for the construction of a paved area for the display of vehicles for sale on the Burnett Street highway reservation adjacent to 281-301 Argyle Street and 32 Burnett Street, North Hobart and the applicant be advised.</p> <p>The Council undertake improvements to the nature strip adjacent to 32 Burnett Street, North Hobart, particularly to the lawn area.</p>	Mark Painter, Director City Infrastructure	<p>The applicant has been advised of the Council's decision.</p> <p>Options for improvement of the nature strip are being investigated.</p>
17	<p><b>MAJOR WORKS PROJECTS – CBD TO WATERFRONT PEDESTRIAN ROUTE OPTIONS – FEASIBILITY STUDY</b> Council 10/8/2015, item 14</p>	<p>The Council approve the expenditure of up to \$150,000 from the Public Infrastructure Fund for the purposes of undertaking a consultancy to develop designs and an implementation plan for improved pedestrian links between the Hobart CBD and the waterfront, taking into account the recommendations contained within the Gehl report of 2010 and Inner City Action Plan project number AP03 and a media release relating to the project be prepared following the appointment of a suitable consultant.</p>	Neil Noye, Director City Planning	<p>A project plan and associated project brief is currently under development.</p>
18	<p><b>MUNICIPAL EMERGENCY MANAGEMENT COORDINATOR POSITION</b> Council 10/8/2015, item 15</p>	<p>The Council endorse the nomination of Mr Paul Jackson as the next Municipal Emergency Management Coordinator for the Hobart City Council and the Director State Emergency</p>	Heather Salisbury, Deputy General	<p>A letter has been sent to the Minister seeking endorsement of the appointment, awaiting confirmation of the appointment.</p>

Ref.	Title	Report / Action	Action Officer	Comments
		Services and the State Emergency Management Controller be so advised	Manager	
19	<b>SANDY BAY RETAIL PRECINCT – STREETScape REVITALISATION</b> Council 7/9/2015, item 10	<ol style="list-style-type: none"> <li>1. The amended conceptual streetscape design for the Sandy Bay Retail Precinct be approved with work to be scheduled for completion in 2016/2017, acknowledging that some works may commence earlier in 2016.</li> <li>2. The traffic issues raised during the community engagement process that relate to the intersection of King Street and Sandy Bay Road, Sandy Bay, be considered in consultation with representatives from the Department of State Growth.</li> <li>3. The speed limit on Sandy Bay Road between Osborne Street and Ashfield Street, Sandy Bay, be reviewed following completion of the works and the Lord Mayor be requested to write to the Minister for State Growth regarding any planned speed limit changes for the main retail precinct on Sandy Bay Road.</li> <li>4. Opportunities for increased bike parking be investigated as part of the detailed design for the Sandy Bay Retail Precinct streetscape revitalisation.</li> </ol>	Mark Painter, Director City Infrastructure	<p>Design work to implement to Council's resolution has commenced.</p> <p>Correspondence in relation to Clause 3 has been received indicating that consideration would be given to reducing the speed limit if the proposed streetscape works are designed to moderate vehicle speeds.</p>
20	<b>SALAMANCA PLACE, HOBART – MOTORCYCLE PARKING ON THE FOOTPATH</b> Council 7/9/2015, item 11	That motorcycle parking areas be installed on the Salamanca Place footpath adjacent to the Gladstone Street roundabout (adjacent to the Supreme Court and Parliament Lawns) subject to there being no conflict with the potential relocation of the artwork known as 'The Yellow	Mark Painter, Director City Infrastructure	<p>Complete.</p> <p>Parking area was installed in December and appears well utilised.</p>

Ref.	Title	Report / Action	Action Officer	Comments
		Line'.		
21	<b>SANDY BAY CYCLING AND WALKING PROJECT, SANDY BAY – STAGE 3 – OUTCOME OF COMMUNITY ENGAGEMENT</b> Council 7/9/2015, item 13	<p>The design for the Sandy Bay Cycling and Walking Project – Stage 3 be approved with a view to implementing the project in the 2015/2016 financial year with the estimated cost of \$1.2 million be funded from the Roads to Recovery Program.</p> <p>Further consultation with residents to progress additional design in order to provide a pedestrian crossing at 745 Sandy Bay Road, and a footpath link between 749 and 755 Sandy Bay Road and further consultation with the owner of 896 Sandy Bay Road</p> <p>Residents and businesses in Sandy Bay Road (between Wayne Avenue and the southern municipal boundary with Kingborough), and the Hobart Bicycle Advisory Committee be advised of the Council's decision.</p>	Mark Painter, Director City Infrastructure	A report considering a minor design modification following discussions with a property owner is scheduled to be presented to the Committee in January.
22	<b>NOM - TASMAN BRIDGE - ANALYSIS OF LIFE/USE EXPECTANCY</b> Council 21/9/2015, item 13	<ol style="list-style-type: none"> <li>1. The General Manager write to the State Government seeking a full report on the analysis of life/use expectancy of the Tasman Bridge, and the replacement of the bridge in relation to current and increasing traffic statistics, and based on reports such as the C.A. Jackman report of 2007 that suggests additional widening of lanes from five and greater (quote) "would be structurally impossible".</li> <li>2. The Council urge the relevant State Government Minister to give priority to the Tasman Bridge as critical infrastructure to the</li> </ol>	Heather Salisbury, Deputy General Manager	<p>Complete.</p> <p>Correspondence in relation to this matter has been received and distributed to all Aldermen.</p>

Ref.	Title	Report / Action	Action Officer	Comments
		<p>City and request the Minister have Infrastructure Tasmania recognise this by adding the current and future needs of the Tasman Bridge to its list of strategic priorities.</p> <p>3. The Cities of Clarence and Glenorchy and Think South be advised accordingly</p>		
23	<b>PETITION – RESIDENTIAL PARKING PERMITS</b> Council 12/10/2015, item 6.1	<p>The Deputy Lord Mayor presented a petition requesting the Council return the annual residential parking permit fees for the Glebe area to the 2014/2015 levels with a further request that the Council give consideration to developing a residential parking permit scheme aimed at lowering the future cost to residents and supporting the principle of resident amenity.</p>	Mark Painter, Director City Infrastructure	<p>Work to implement to Council's resolution has commenced.</p>
24	<b>ICAP – MORRISON STREET, BROOKE STREET &amp; DESPARD STREET URBAN RENEWAL – COMMUNITY ENGAGEMENT</b> Council 12/10/2015, item 11	<ol style="list-style-type: none"> <li>1. Morrison Street, Brooke Street and Despard Street be upgraded</li> <li>2. The three proposed parking spaces on Morrison Street, adjacent to Peter Johnston Ship Changers, be deleted from the design to provide for a wider footpath at that location.</li> <li>3. Officers undertake further discussion with Tasports in relation to the Mission to Seafarers potentially utilising the existing bus stop on Franklin Wharf near the Brooke Street Pier, after hours.</li> <li>4. Businesses and other stakeholders be advised of the Council's decision.</li> <li>5. A media release be issued at the appropriate time.</li> </ol>	Mark Painter, Director City Infrastructure	<p>1 &amp; 2 Design work to implement to Council's resolution has commenced and a development application was approved by the Council on 21 December 2015. Works are expected to commence after Easter 2016 subject to any planning appeals being resolved.</p> <p>3. TasPorts have considered this proposal and at this stage do not feel it is necessary to provide additional parking for Misson to Seafarers.</p> <p>4. Advice will be provided to all stakeholders when any planning appeals have been resolved and prior to construction commencing.</p>

Ref.	Title	Report / Action	Action Officer	Comments
25	<b>ICAP – HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT – ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT – DISCUSSIONS WITH METRO TASMANIA AND ONE-WAY BUS MALL</b> Council 12/10/2015, item 12	<ol style="list-style-type: none"> <li>1. The Council approve the assessment and documentation of the three options for the Elizabeth Street Bus Mall, being:               <ol style="list-style-type: none"> <li>i. Option 1 – Refurbishment of the existing two-way Bus Mall;</li> <li>ii. Option 2 – One-way Elizabeth Street bus operation, using Elizabeth Street (Franklin Square edge) for displaced Metro Tasmania departure stops;</li> <li>iii. Option 3 – One-way Elizabeth Street bus operation with a contra flow bus lane, using Collins Street for displaced Metro Tasmania departure stops.</li> </ol> </li> <li>2. The Council continue to work with the Hobart Central Bus Interchange Planning Project partners (Metro Tasmania, the Department of State Growth and TasBus) to progress the assessment of the options.</li> <li>3. A further report be provided on the issues and design implications of pursuing an alternative option for the Elizabeth Street Bus Mall Improvement Project.</li> <li>4. A media release be issued noting that further options for the Bus Mall are being assessed in response to feedback received during the June 2015 stakeholder and community engagement process.</li> </ol>	Mark Painter, Director City Infrastructure	Design work to implement to Council's resolution has commenced.  A report was considered by the Committee in December 2015.  See item 34 for continuation.
26	<b>PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS</b> Council 12/10/2015, item 14	<ol style="list-style-type: none"> <li>1. Following the development and implementation of a suitable engagement strategy, the current Highways By-law (3 of 2008) be enforced with particular emphasis on</li> </ol>	Mark Painter, Director City Infrastructure	Planning underway.



Ref.	Title	Report / Action	Action Officer	Comments
		<p>the Elizabeth Mall, Wellington Court and Salamanca Square (including Woobys Lane and Kennedy Lane).</p> <p>2. The General Manager be authorised to modify the management of commercial furniture and infrastructure on public footpaths towards a best practice model approach, where such furniture and signage is only permitted if it does not interfere with the safe and equitable movement of pedestrians along that public footpath.</p> <p>3. A further report be prepared that identifies how the Council may achieve a clear building line with minimum footpath widths in the future, in order to best satisfy the provision of an accessible path as required by the Disability Discrimination Act 1992.</p> <p>4. During the review and renewal of the current Highways By-law, appropriate amendments be made to ensure that signboards are prohibited from being placed immediately adjacent to buildings</p> <p>5. As part of the review of signage, alternative options to sandwich boards, such as sign posts be investigated.</p> <p>6. Officer hold discussions with relevant stakeholders in relation to the hazards potentially created through application of the Disability Discrimination Act 1992 with regard to the setbacks required from building frontages.</p>		

Ref.	Title	Report / Action	Action Officer	Comments
27	<b>PETITION - GOULBURN STREET, HOBART</b> Council 23/11/2015 item 6.1	A petition requesting the Council monitor the number of vehicles turning right from Molle Street into Collins and Liverpool Streets, and left into Harrington Street from Macquarie Street and further requesting the Council give consideration to ways of encouraging more vehicles to cross the City using these City streets in an effort to avoid the need to utilise Goulburn Street which is considered by the community as a residential street.	Mark Painter, Director City Infrastructure	Work to implement to Council's resolution has commenced.
28	<b>COMMUNITY RECYCLING NETWORK FORUM – ATTENDANCE REPORT</b> CIC 9/12/2015, item 6	Officers explore opportunities and report back to Committee on engaging with social enterprises as a component of the City's procurement processes associated with waste management activities, as outlined within the Community Recycling Network Forum, Attendance Report.	Glenn Doyle, Director Parks and City Amenity	Underway.
29	<b>ICAP AP14 – SALAMANCA PLACE – PEDESTRIAN CROSSING AT MONTPELIER RETREAT</b> CIC 9/12/2015, item 7	Officers investigate previous proposals to close the Morrison Street link road adjacent to the Salamanca Lawns and those investigations be the subject of a further report.	Neil Noye, Director City Planning	A report will be compiled in the second quarter of 2016 addressing this item.
30	<b>DEVELOPMENT OF A CITY OF HOBART TRANSPORT STRATEGY</b> CIC 9/12/2015, item 13	A Transport Strategy for the City of Hobart be developed.	Mark Painter, Director City Infrastructure	Work to implement to Council's resolution has commenced.
31	<b>HOBART BICYCLE ADVISORY COMMITTEE – NOTES FROM MEETING OF 18 NOVEMBER 2015</b> CIC 9/12/2015, item 14	The options for a cycling link on Marieville Esplanade be reviewed when the future of the Battery Point foreshore walk is determined.	Mark Painter, Director City Infrastructure	The options will be reviewed when the future of the Battery Point foreshore walk is determined.
32	<b>DRAFT CITY OF HOBART WASTE MANAGEMENT STRATEGY 2015-2030</b>	The Draft City of Hobart Waste Management Strategy 2015-2030 be endorsed for public	Glenn Doyle, Director Parks	Advertising period to commence from 18 January 2016.

Ref.	Title	Report / Action	Action Officer	Comments
	Council 21/12/2015, item 14	exhibition for a period of 8 weeks during January to February 2016, after which a further report be provided	and City Amenity	
33	<b>ICAP AP14 – SALAMANCA PLACE, BETWEEN MONTPELIER RETREAT AND GLADSTONE STREET – PROPOSED FOOTPATH</b> Council 21/12/2015, item 15	<p>A review be undertaken of the pedestrian, vehicular traffic and stakeholder implications of the proposal to widen the pedestrian footpath on the southern side of Salamanca Place, between Montpelier Retreat and Gladstone Street, and the outcome of the review be the subject of a further report.</p> <p>The Council not allow additional permanent umbrellas to be placed in the widened footpath proposed for Salamanca Place between Montpelier Retreat and Gladstone Street.</p>	Mark Painter, Director City Infrastructure	Work to implement to Council's resolution has commenced
34	<b>ICAP – HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT – ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT – ALTERNATIVE OPTION TO CURRENT ARRANGEMENT</b> Council 21/12/2015, item 16	<ol style="list-style-type: none"> <li>1. The Council give in principle support to the further development of a one-way Elizabeth Street Bus Mall, with displaced bus stops relocated to Collins Street (Option 3)</li> <li>2. The General Manager be authorised to undertake further discussions with Metro Tasmania and the Department of State Growth to resolve residual issues and concerns.</li> <li>3. The General Manager be authorised to undertake community engagement for Option 3 once the substantial concerns of Metro Tasmania and the Department of State Growth have been appropriately addressed, with the results of the engagement to be the subject of a further report prior to any final</li> </ol>	Mark Painter, Director City Infrastructure	Work to implement to Council's resolution has commenced

Ref.	Title	Report / Action	Action Officer	Comments
		<p>decision on the improvement project.</p> <p>4. A detailed design, cost estimate with identified funding sources be developed for the relocation of the Campbell Street bus stop (opposite City Hall) into Macquarie Street, which would be the subject of a future report.</p> <p>5. The Council approve the reallocation of \$330,000 from the Public Infrastructure Fund 2015/2016 allocation for the Elizabeth Street Bus Mall Improvement Project, for the purposes of installing the new bus shelters on Macquarie Street adjacent to Franklin Square</p> <p>6. A further report be provided on the implications, operation, cost and funding possibilities for an intrastate bus departure facility incorporating the underutilised area within the Franklin Square amenities building.</p>		
35	<b>LOCAL RETAIL PRECINCTS PLAN</b> Council 21/12/2015, item 17	<p>1. The Council endorse “A Plan for Hobart’s Local Retail Precincts”, as the framework basis for developing the City’s significant local retail precincts.</p> <p>2. Detailed design work be undertaken for the Lenah Valley retail precinct based on the concept design provided in “A Plan for Hobart’s Local Retail Precincts”, and a further report be provided once detailed design and community and trader engagement has been completed in 2016, with a view to the works being completed in 2017/2018.</p> <p>3. Detailed design work be undertaken for improved pedestrian crossing facilities in</p>	Mark Painter, Director City Infrastructure	Work to implement to Council’s resolution has commenced

Ref.	Title	Report / Action	Action Officer	Comments
		<p>South Hobart in line with the concepts described in “A Plan for Hobart’s Local Retail Precincts” with a view to works being undertaken in 2016/2017.</p> <p>4. An implementation plan based on “A Plan for Hobart’s Local Retail Precincts” be prepared for Council consideration.</p> <p>5. Feedback based on the information contained in “A Plan for Hobart’s Local Retail Precincts” and the decisions of the Council in relation to this matter be provided to the traders and other stakeholders who participated in the development of the Plan.</p>		
36	<p><b>SWANSTON STREET, NEW TOWN – PROPOSAL TO MODIFY ROAD HUMP SCHEME</b> Council 21/12/2015, item 18</p>	<p>1. In respect to the proposed road humps scheme in Swanston Street, New Town the four road humps previously in place near 11, 27, 47 and 97 Swanston Street not be reinstalled the three road humps currently in place near 55, 67 and 89 Swanston Street be retained.</p> <p>2. Subject to receiving permission from the Transport Commission to make these modifications, the modifications be implemented.</p> <p>3. Those parties who made written representations be so advised.</p>	Mark Painter, Director City Infrastructure	The Transport Commission and representors have been advised of the Council’s decision.
37	<p><b>NAMING OF ROADS CREATED BY 221A LENA VALLEY ROAD SUBDIVISION</b> Council 21/12/2015, item 19</p>	<p>1. The roads for the Parkwood Gardens subdivision at 221A Lenah Valley Road within the Hobart municipal area be named:</p> <p>i. Rushwood Court;</p>	Mark Painter, Director City Infrastructure	Work to implement to Council’s resolution has commenced

Ref.	Title	Report / Action	Action Officer	Comments
		<ul style="list-style-type: none"> <li>ii. Westinwood Road;</li> <li>iii. Heartwood Road;</li> <li>iv. Selwood Court</li> </ul> <p>and the Nomenclature Board be advised of the Council's decision.</p> <p>2. The Council's policy on road naming be reviewed to give preference to road names which have an historical connection with the area and provide opportunities to better represent the City's cultural diversity.</p>		
38	<p><b>SANDY BAY ROAD WALKING AND CYCLING PROJECT – STAGE 2 – ONE YEAR REVIEW – WARNING LIGHTS FOR DRIVEWAYS</b></p> <p>Council 21/12/2015, item 20</p>	<p>1. The installation of convex mirrors on gate posts or garage doors (where technically possible) on both sides of all driveways on the eastern side of Sandy Bay Road, between Marieville Esplanade and Drysdale Place, be offered to the residents of those properties.</p> <ul style="list-style-type: none"> <li>i. Maintenance and future replacement of these mirrors become the responsibility of the individual property owners.</li> </ul> <p>2. Residents and property owners of Sandy Bay Road (on the eastern side, between Marieville Esplanade and Drysdale Place) be advised of Council's decision.</p>	Mark Painter, Director City Infrastructure	Work to implement to Council's resolution has commenced.

## **9. RESPONSES TO QUESTIONS WITHOUT NOTICE – FILE REF: 13-1-10**

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The General Manager reports:-

“In accordance with the procedures approved in respect to Questions Without Notice, the following responses to questions taken on notice are provided to the Committee for information.

The Committee is reminded that in accordance with Regulation 29(3) of the Local Government (Meeting Procedures) Regulations 2015, the Chairman is not to allow discussion or debate on either the question or the response.”

### **9.1 PARKING IN CLEARWAYS**

Ref. Open CIC 10.2, 28/10/2015

Attachment	9.1	Memorandum to Aldermen from the Acting Director City Infrastructure of 6 January 2016.
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### **RECOMMENDATION:**

**That the attached memorandum be received and noted.**



13-1-10

(qwon cic 28 oct 2015 - parking in clearways)

6 January 2016

**MEMORANDUM: ACTING LORD MAYOR  
ALDERMEN**

**QUESTIONS WITHOUT NOTICE – RESPONSE  
PARKING IN CLEARWAYS**

*Pursuant to Council Policy 2.01, Clause A(10), where a response to a Question without Notice is not able to be provided at a meeting, the question is taken on notice. Upon distribution of the response to all Aldermen, both the Question and the Response is to be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, whereat it will be listed for noting purposes only, with no debate or further questions permitted, as prescribed in the Section 29 of the Local Government (Meeting Procedure) Regulations 2015.*

At the City Infrastructure Committee meeting held on 28 October 2015 the following question without notice was asked by Alderman Denison:

**Question:** What are the safety and traffic flow implications of towing away a vehicle parked in a clearway?

At the meeting the Question was taken on notice. A response is subsequently provided below:

**Response:** In terms of the safety and traffic flow implications of removing parked cars from clearways, the following advice is offered:

- During removal, the operator of the tow truck would need to meet the necessary work health and safety standards for working safely in traffic to ensure that so far as practical the risk of injury to the operator or the public are minimised.



- During removal, there would be no significant impact on traffic flow. Typically the operator would park the tow truck in the parking lane immediately in front of the vehicle to be removed. The vehicle would then be lifted onto the tow truck and the tow truck driven away. The interruption to traffic flow created by the parked vehicle would not be made worse by the presence of the tow truck.

It is worth noting that the Council has no legal ability to remove parked vehicles from clearways. Council has the ability to removed parked cars from the area covered by the Salamanca Market, as the road is closed to public vehicles during Market hours and the legal authority to remove vehicles is contained in the Salamanca Market By law.

Tasmania Police do have authority under the *Traffic Act 1925* to remove parked vehicles on public highways if that vehicle is in a dangerous position, if it has been involved in a crash, if that vehicle is blocking an access driveway, or if the vehicle has been abandoned.

However, both Tasmania Police and the City are able to issue infringement notices for vehicles parked in clearways.

Parked vehicles in clearways reduce the traffic capacity of a street during clearway times. Typically on an urban street with traffic light control at intersections, each lane of traffic has a capacity of about 800 vehicles per hour.

Adding an extra traffic lane at peak times (via clearway parking controls) would typically increase the capacity by an additional 800 vehicles per hour. A vehicle parked in a clearway removes that additional capacity, and forces traffic to merge. This will normally cause increased congestion and delays to road users. The level of congestion and delay would depend on the volume of traffic and capacity of the network at that location.

Parked vehicles in clearways do not typically create significant safety issues. Clearways are installed to improve the flow of traffic in the network, rather than to improve road safety. Vehicles parked in clearways are parking in places where they would legally park at other times of the day. The merging of traffic that a parked vehicle creates does create some risk of a collision, however this typically occurs at low speed, and in the context of other safety risks on road networks is not considered significant.



(Geoff Lang)

**ACTING DIRECTOR CITY INFRASTRUCTURE**

## **10. QUESTIONS WITHOUT NOTICE – FILE REF: 13-1-10**

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Pursuant to Section 29 of the Local Government (Meeting Procedures) Regulations 2015, an Alderman may ask a question without notice of the Chairman, another Alderman or the General Manager or the General Manager's representative in accordance with the following procedures endorsed by the Council on 10 December 2012:

1. The chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council committee at which it is asked.
2. In putting a question without notice, an Alderman must not:
  - (i) offer an argument or opinion; or
  - (ii) draw any inferences or make any imputations – except so far as may be necessary to explain the question.
3. The chairman must not permit any debate of a question without notice or its answer.
4. The chairman, Aldermen, General Manager or General Manager's representative who is asked a question without notice may decline to answer the question, if in the opinion of the intended respondent it is considered inappropriate due to its being unclear, insulting or improper.
5. The chairman may require an Alderman to put a question without notice, to be put in writing.
6. Where a question without notice is asked at a meeting, both the question and the response will be recorded in the minutes of the meeting.
7. Where a response is not able to be provided at the meeting in relation to a question without notice, the question will be taken on notice and
  - (i) the minutes of the meeting at which the question is put will record the question and the fact that it has been taken on notice.
  - (ii) a written response will be provided to all Aldermen, at the appropriate time.
  - (iii) upon the answer to the question being circulated to Aldermen, both the Question and the Answer will be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, whereat it be listed for noting purposes only, with no debate or further questions permitted, as prescribed in Section 29(3) of the Local Government (Meeting Procedures) Regulations 2015.

**CITY INFRASTRUCTURE COMMITTEE AGENDA  
(OPEN PORTION OF THE MEETING)  
27/1/2016**

**11. CLOSED PORTION OF THE CITY INFRASTRUCTURE COMMITTEE MEETING**

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The following items were discussed:-

- Item No. 1. Minutes of the Closed Portion of the City Infrastructure Committee Meeting held on 9 December 2016
- Item No. 2. Consideration of Supplementary Items to the Agenda
- Item No. 3. Indications of Pecuniary and Conflicts of Interest
- Item No. 4. Kerbside Green Waste Collection Submissions – File Ref: 44-1-1 LG(MP)R 15(2)(d)
- Item No. 5. City Infrastructure Committee – Status Report
- Item No. 6. Questions Without Notice – File Ref: 13-1-10