



CITY OF HOBART

# **AGENDA**

**FINANCE COMMITTEE MEETING  
(OPEN)**

**WEDNESDAY 16 MARCH 2016**

**AT 5.00 PM**

## **SUPPLEMENTARY ITEM**

**TABLE OF CONTENTS**

- 13. ELECTRIC CAR CHARGING STATION – FILE REF: 13-1-9**
- 14. BICYCLE HIRE AND LOAN SCHEMES – FILE REF: 13-1-9**

**MOTION OF WHICH NOTICE HAS BEEN GIVEN UNDER REGULATION 16 (5)  
OF THE LOCAL GOVERNMENT (MEETING PROCEDURES) REGULATIONS  
2015**

**13. ELECTRIC CAR CHARGING STATION – FILE REF: 13-1-9**

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LORD MAYOR HICKEY      That a report be provided on:

1. The opportunities and cost of an expansion of the available charging stations for electric cars beyond the current provision at the Hobart Central Carpark including more prominent locations around the City.
2. Any learning's from other Australian and overseas cities where such charging stations have been provided.
3. The opportunity for partnering with State Government and or corporate entities for the instillation of vehicle charging stations.
4. The costs associated with the recommendations made and the optimal amount (ie; 10 units?) to encourage more people considering converting to electric vehicles to take up the challenge.
5. The scope and overall lifetime cost for greater use of electric vehicles in the Council's own vehicle fleet.

**Rationale:**

Electric cars where they are charged with renewable energy offer a far greater greenhouse outcome than fossil fuelled vehicles even taking into account the additional energy required to constructing electric cars. However, one of the major hurdles for the uptake of electric car ownership is that there is not enough public infrastructure that provides for improved electric car range as currently available.

The inclusion of two charging stations in the Hobart Central Carpark is a good start for the City but they are hidden away and do not present a visible offering to the wider public.

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Supp. Item No. 13 continued

There is an opportunity to potentially partner with the State Government, which is rolling out a fleet of electric vehicles, and potentially suppliers of electric vehicles (ie motor companies such as Mitsubishi or Nissan).

This initiative would deliver real potential for Council to value add to the renewable energy resource that the State of Tasmania is blessed with.

This initiative would also further compliment the City of Hobart's great record of greenhouse gas reduction achievements.

This initiative is strongly aligned with the Capital City Strategic Plan 2015 – 2025, Goal 3 – Environment and Natural Resources in providing an ecologically sustainable city that maintains its unique character and values our natural resources. Specifically strategic objectives:

- 3.1 Increased resilience to climate change.
- 3.2 Strong environmental stewardship.
- 3.4 Leadership in environmental performance with the efficient use of natural resources.

**The General Manager reports:**

“That: 1. In accordance with clause 5 of the Notices of Motions procedures, I provide the following qualification as to whether the substance of this Notice of Motion resides within the jurisdiction of the Hobart City Council:

The matter resides within the jurisdiction of the Hobart City Council as it considers future opportunities to expand the Council's electric charging stations.

- 2. In accordance with the provisions of Part 2 Regulation 8(6) of the Local Government (Meeting Procedures) Regulations 2015, this supplementary matter is submitted for the consideration of the Committee.

Pursuant to Regulation 8(6), I report that:

- (a) information in relation to the matter was provided subsequent to the distribution of the agenda;
- (b) the matter is regarded as urgent; and
- (c) advice is provided pursuant to Section 65 of the Act.”

**MOTION OF WHICH NOTICE HAS BEEN GIVEN UNDER REGULATION 16 (5)  
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**14. BICYCLE HIRE AND LOAN SCHEMES – FILE REF: 13-1-9**

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LORD MAYOR HICKEY

1. That a report be prepared documenting the proposition of Council developing a rental bike service for locals and visitors, acknowledging the private operators that exist in Hobart and whether there is a greater demand than what is presently catered for by the private operators who service the City. A key objective of this investigation is to ensure that Council does not operate this service in competition with local operators and instead, serves to address any gap that may exist with the present service level in the City.
2. The report should also include any learning's from international, national and local operators and local government rental bike programs, including the City of Brisbane, the City of Adelaide, the City of Melbourne and the City of Parramatta.
3. The report should include recommendations and the feasibility for Council to implement a rental bike service for Hobart and what opportunities exist for Council to partner in delivering this service. The Council also look at ways to reinvigorate the Art Bike scheme.
4. The report further address the costs associated with the recommendations made.

**Rationale:**

Cities around the world use bicycle hire and loan schemes for both citizens and visitors with local area transport options.

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Supp. Item No. 14 continued

Bicycle hire/loan schemes introduced in many cities around the world have seen outstanding usage and demand – providing useful, sustainable transport solutions.

As the number of people opt to ride a bike has surged in recent years due to greater environmental awareness, the desire to reduce living costs associated with being a motorist and to avoid long periods sitting in traffic, a number of Councils are seeing bikes as a potential revenue stream by renting them out.

Councils are taking a proactive approach to easing traffic congestion through implementing a rental bike service not only as a revenue opportunity, but also to enhance the lives of their citizens.

The rental bike service is intended to increase opportunities for cycling, encouraging locals and visitors to explore places of interest around the local government area and maximise the safety and comfort of cycle users.

With the implementation of ICAP, a lot of work has been done in Hobart to promote and facilitate pedestrians and cyclists to experience improved accessibility and mobility around the City. There is now a wonderful network of cycle paths such as the intercity cycleway, Morrison Street shared path, Mt Wellington, Sandy Bay shared path and a number of on-road bike lanes.

Previously, the City of Hobart has partnered with Arts Tasmania and TMAG in 2010/2011 to introduce the “Art Bike Scheme”. The introduction of this innovative scheme was conceived to capitalise on the opening of the “New” Mona art gallery and the expected rise in “Art and Culture tourists”.

[http://www.hobartcity.com.au/community/arts\\_and\\_culture/public\\_art/artbikes](http://www.hobartcity.com.au/community/arts_and_culture/public_art/artbikes)

1. This innovative public bicycle sharing project was widely reported in both arts publications and other public works and government publications following its introduction.
2. The Art Bike project has been seen as successful by project partners – introducing custom bicycle parking spaces to mark not for profit art galleries and have a steady usage (demand) profile in its initial years of operation.
3. The ‘helmet issue’ was overcome by issuing bicycles with helmets – through a human to human interaction – not an automated system (such as operates in Melbourne and Brisbane –for example)
4. However, the system began to suffer when the bicycle collection/return location at the TMAG was relocated to the basement (disability access entrance) used during the redevelopment (usage figures in attached UTAS Art Bike scheme student paper)

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Supp. Item No. 14 continued

5. The scheme suffered further when the bicycle collection/ return location at the TMAG was eliminated following the TMAG redevelopment and the associated staffing budget cuts.
6. The single bicycle collection/ return location at the Elizabeth Street Arts Tasmania office is removed from the City Centre and reportedly “difficult to locate” by tourists and visitors.

This initiative is strongly aligned with the Capital City Strategic Plan 2015 – 2025, Goal 1, Goal 3 and Goal 4.

Goal 1 – Economic Development, Vibrancy and Culture, “City growth, vibrancy and culture comes when everyone participates in city life”. Specifically strategic objectives:

- 1.1 Partnerships with Government, the education sector and business creates city growth.
- 1.3 Vibrant city centre and suburban precincts.
- 1.4 An enriched visitor experience.

Goal 3 – Environment and Natural Resources, “An ecologically sustainable city that maintains its unique character and values our natural resources”. Specifically strategic objectives:

- 3.1 Increased resilience to climate change.
- 3.2 Strong environmental stewardship.
- 3.3 A highly valued natural and cultural open space network.
- 3.4 Leadership in environmental performance with the efficient use of natural resources.

Goal 4 – Strong, Safe and Healthy Communities, “Our communities are resilient, safe and enjoy healthy lifestyles”. Specifically strategic objectives:

- 4.1 Community connectedness and participation realises the cultural and social potential of the community.
- 4.2 City facilities, infrastructure and open spaces support healthy lifestyles.

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Supp. Item No. 14 continued

**The General Manager reports:**

“That: 1. In accordance with clause 5 of the Notices of Motions procedures, I provide the following qualification as to whether the substance of this Notice of Motion resides within the jurisdiction of the Hobart City Council:

The matter resides within the jurisdiction of the Hobart City Council as it considers bicycle hire and loan schemes as an option for local area transport.

2. In accordance with the provisions of Part 2 Regulation 8(6) of the Local Government (Meeting Procedures) Regulations 2015, this supplementary matter is submitted for the consideration of the Committee.

Pursuant to Regulation 8(6), I report that:

- (a) information in relation to the matter was provided subsequent to the distribution of the agenda;
- (b) the matter is regarded as urgent; and
- (c) advice is provided pursuant to Section 65 of the Act.”