CITY OF HOBART

AGENDA

CITY INFRASTRUCTURE COMMITTEE MEETING (OPEN PORTION OF THE MEETING)

WEDNESDAY 25 MAY 2016

AT 5.00 PM

THE MISSION

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

THE VALUES

The Council is:

about people	We value people – our community, our customers and colleagues.
professional	We take pride in our work.
enterprising	We look for ways to create value.
responsive	We're accessible and focused on service.
inclusive	We respect diversity in people and ideas.
making a difference	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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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, Nicholas David Heath, 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.

N.D. HEATH
GENERAL MANAGER

CITY INFRASTRUCTURE COMMITTEE AGENDA (OPEN)

Committee Members
Burnet (Chairman)
Deputy Lord Mayor Christie
Reynolds
Denison
Harvey
Aldermen
Lord Mayor Hickey
Zucco
Briscoe
Ruzicka
Sexton
Cocker
Thomas

City Infrastructure Committee (Open Portion of the Meeting) - Wednesday, 25 May 2016 at 5.00 pm in the Lady Osborne Room.

PRESENT:

APOLOGIES:

LEAVE OF ABSENCE: Alderman W F Harvey.

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, 27 APRIL 2016 AND A SPECIAL MEETING HELD ON MONDAY, 9 MAY 2016

2. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA

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

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

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. GIBLIN STREET TRAFFIC ISLAND - OUTCOME OF ROAD - SAFETY AUDIT – FILE REF: R0521

36x's

Report of the Director City Infrastructure and the Manager Traffic Engineering of 15 May 2016, and attachments.

DELEGATION: Committee

Ms Mary Cackett will address the Committee in respect to item 5.

TO : City Infrastructure Committee

FROM : Manager Traffic Engineering and Director City Infrastructure

DATE : 15 May, 2016

SUBJECT : GIBLIN STREET TRAFFIC ISLAND - OUTCOME OF ROAD SAFETY AUDIT

FILE : R0521 AJM:SMLP (o:\council & committee meetings reports\cic reports\25 may 2016\completed pdfs\giblinstreetrsa_report.docx)

1. INTRODUCTION

1.1. This report provides details of a recently completed road safety audit undertaken at Giblin Street, New Town, in the vicinity of Baker Street and the recently constructed William Cooper Drive.

1.2. In particular, the road safety audit identified a number of hazards and included possible countermeasures to address these.

2. BACKGROUND

2.1. As part of the K&D brickworks subdivision at 110 Giblin Street a new pedestrian island was installed in Giblin Street (between Baker Street and the new road known as William Cooper Drive) as shown on the location plan included as Fugure 1, overleaf.

Figure 1 Location plan

2.3. The pedestrian island and associated kerb ramps (shown in Figure 2Figure 2 below and Figure 3, overleaf) were completed in late January 2016.

Figure 2 New pedestrian crossing island in Giblin Street, looking towards 98 Giblin Street and William Cooper Drive

Figure 3 New pedestrian crossing island in Giblin Street, looking southwards (the Baker Street intersection is visible on the left)

2.4. The residents at 98 Giblin Street expressed concern about the location of the pedestrian island and the impact it has had on access to and from their property.

2.5. Officers, including the General Manager have met with the residents to discuss their concerns. Although the traffic island is recognised as causing inconvenience for the residents of 98 Giblin Street, it is not considered to be unsafe. Prior to the installation of the pedestrian island, the residents were required to turn right into their driveway from the through lane.

2.6. With development of the new subdivision and new residents moving into the area, there is likely to be a strong pedestrian "desire line" between William Cooper Drive into Baker Street to access schools, cafes and public transport. Officers consider that the pedestrian island provides for improved safety for vulnerable road users at this location.

2.7. Correspondence has been received from the resident of 98 Giblin Street that includes traffic engineering advice from Milan Prodanovic (**Attachment A**) that suggests the removal of the pedestrian island.

2.8. An independent road safety audit was commissioned by the City of Hobart to assess the suitability or otherwise of the traffic management measures in Giblin Street in the vicinity of Baker Street and William Cooper Drive. GHD Pty Ltd undertook the road safety audit and a copy of that report is provided as **Attachment B** to this report.

2.9. The report has identified a number of hazards, including two high risk hazards, two medium risk hazards, five low risk hazards and one inconvenience.

2.10. Proposed countermeasures to address the hazards would reduce the two high risk hazards to a medium and a low risk hazard. Although countermeasures are proposed for the remaining eight hazards the implementation of these does not reduce the risk profile for these.

2.11. Road safety audit methodology allows for the road authority to respond to the hazards and risks identified and document how they propose to address the concerns highlighted. The updated Audit Findings table, including the road authority response, is provided as **Attachment C**.

3. PROPOSAL

3.1. It is proposed to undertake the following works to improve road safety in Giblin Street in the vicinity of Baker Street and William Cooper Drive:

3.1.1. Remove the on-street parking outside 98 and 91 Giblin Street to improve sight distance for pedestrians. This also improves safety for vehicles turning right into 98 Giblin Street and for pedestrians waiting on the refuge island.

3.1.2. Extend the pram ramp to join the footpath outside 89 Giblin Street to remove the trip hazard.

3.1.3. Convert the right turn lane into William Cooper Drive into a median turn lane. This allows vehicles turning into driveways at 91, 93 and 95 Giblin Street to use the lane to access their driveways.

3.1.4. Extend the median treatment in Giblin Street between William Cooper Drive and Wellwood Street. This provides the benefit of narrower lanes and lower travel speeds – whilst also improving safety for vehicles turning right into driveways in this section as well as Baker Street, Iluka Court, Gant Street and Wellwood Street.

3.2. The removal of the pedestrian island and replacement with an extended median lane would improve access to 98 Giblin Street, although it has been assessed as not decreasing the safety risk for vehicles accessing this property.

3.3. The safety audit has also indicated that removal of the pedestrian island would maintain a medium risk level for pedestrians when crossing Giblin Street at this location – although Table 9.6 of the Austroads *Guide to Road Safety, Part 8: Treatment of Crash Locations* (provided as **Attachment D**) suggests a 50% decrease in pedestrian crash costs when a refuge island is provided – this safety benefit would be lost if the pedestrian island were to be removed.

3.4. Although it is not recommended, the pedestrian island could be removed and the kerb ramps (and associated parking restrictions) retained to continue to allow pedestrians to cross Giblin Street at this location (Option 2).

3.5. Alternatively, the least preferred option is for the pedestrian island and the kerb ramps to be removed and the on-street parking retained – with pedestrian crossing facilities reverting to the arrangement in place prior to the recent works associated with the subdivision of 110 Giblin Street (Option 3)

3.5.1. The cost of removing the pedestrian island would be in the order of $5,000-$10,000 with an additional cost of a further $5,000 -$10,000 if the kerb ramps were also removed.

4. IMPLEMENTATION

4.1. The removal of on-street car parking, linemarking changes and extension of the pram ramp to meet the footpath can all be undertaken quickly and as part of the normal operating budget.

4.2. Preliminary design and community engagement is required prior to the implementation of an extended median lane in Giblin Street between William Cooper Drive and Wellwood Street. This would be done during 2016/2017 with the works undertaken in the following financial year.

4.2.1. This project would be nominated for Black Spot funding or implemented utilising the Local Area Traffic Management project budget.

5. STRATEGIC PLANNING IMPLICATIONS

5.1. The road safety review in Giblin Street and the implementation of the recommendations supports the following element from the Capital City Strategic Plan:

5.1.1. Goal 2 – Urban Management, specifically activity 2.1.3 *Identify and implement infrastructure improvements to enhance road safety.*

6. FINANCIAL IMPLICATIONS

6.1. Funding Source(s)

6.1.1. The removal of on-street car parking, linemarking changes and extension of the pram ramp to meet the footpath can all be undertaken quickly as part of the normal operating budget.

6.1.2. Extension of the median lane in Giblin Street between William Cooper Drive and Wellwood Street would be designed during 2016/2017 with the works undertaken in the following financial year. This project would be nominated for Black Spot funding in 2017/2018 or if unsuccessful could be implemented utilising the Local Area Traffic Management project budget.

6.2. Impact on Current Year Operating Result

6.2.1. Limited impact.

6.3. Impact on Future Years' Financial Result

6.3.1. The proposed median lane treatment would be implemented at a cost of less than $35,000 in 2017/2018.

6.4. Asset Related Implications

6.4.1. Limited implications.

7. RISK MANAGEMENT IMPLICATIONS

7.1. A risk management approach has been taken to identify the potential road safety hazards and has proposed countermeasures to address those risks. It is proposed to immediately address the high risk issues.

8. CUSTOMER IMPLICATIONS

8.1. The residents at 98 Giblin Street feel particularly strongly about the need to remove the pedestrian crossing island due to the impact on the access to their driveway.

9. COMMUNICATION AND MEDIA IMPLICATIONS

9.1. The matter of the pedestrian crossing island and the impacts on the residents at 98 Giblin Street has been reported in The Mercury newspaper. A copy of the article from 22 March 2016 is provided as **Attachment E**.

10. DELEGATION

10.1. Committee.

11. CONSULTATION

11.1. The General Manager, Director City Infrastructure and Manager Traffic Engineering have meet on-site with the residents of 98 Giblin Street to discuss the issues associated with the pedestrian island and their access driveway.

11.2. To date, no additional consultation with other residents of the area has been undertaken. This will be necessary prior to the implementation of parking restrictions and in the development of a median treatment between Williams Cooper Drive and Wellwood Street.

11.3. Qualified advice has been provided by the Manager Traffic Engineering and GHD Pty Ltd in the preparation of this report.

12. CONCLUSION

12.1. As part of the K&D brickworks subdivision at 110 Giblin Street a new pedestrian island was installed in Giblin Street, between Baker Street and the new road known as William Cooper Drive. The pedestrian island and associated kerb ramps were completed in late January 2016.

12.2. The residents at 98 Giblin Street expressed concern about the location of the pedestrian island and the impact it has had on access to and from their property. Correspondence has been received from the resident of 98 Giblin Street that includes traffic engineering advice from Milan Prodanovic that suggests the removal of the pedestrian island.

12.3. An independent road safety audit was commissioned by the City to assess the suitability or otherwise of the traffic management measures in Giblin Street in the vicinity of Baker Street and William Cooper Drive.

12.4. The report has identified a number of hazards, including two high risk hazards, two medium risk hazards, five low risk hazards and one inconvenience. Proposed countermeasures to address the hazards would reduce the two high risk hazards to a medium and a low risk hazard.

12.5. Although countermeasures are proposed for the remaining eight hazards the implementation of these does not reduce the risk profile for these.

12.6. It is proposed to undertake the following works to improve road safety in Giblin Street in the vicinity of Baker Street and William Cooper Drive:

12.6.1. Remove the on-street parking outside 98 and 91 Giblin Street to improve sight distance for pedestrians. This also improves safety for vehicles turning right into 98 Giblin Street and for pedestrians waiting on the refuge island.

12.6.2. Extend the pram ramp to join the footpath outside 89 Giblin Street to remove the trip hazard.

12.6.3. Convert the right turn lane into William Cooper Drive into a median turn lane. This allows vehicles turning into driveways at 91, 93 and 95 Giblin Street to use the lane to access their driveways.

12.6.4. Extend the median treatment in Giblin Street between William Cooper Drive and Wellwood Street. This provides the benefit of narrower lanes and lower travel speeds – whilst also improving safety for vehicles turning right into driveways in this section as well as Baker Street, Iluka Court, Gant Street and Wellwood Street.

12.7. The removal of on-street car parking, linemarking changes and extension of the pram ramp to meet the footpath can all be undertaken quickly as part of the normal operating budget.

12.8. Preliminary design and community engagement is required prior to the implementation of an extended median lane in Giblin Street between William Cooper Drive and Wellwood Street. This would be done during 2016/2017 with the works undertaken in the following financial year. This project would be nominated for Black Spot funding or implemented utilising the Local Area Traffic Management project budget.

13. RECOMMENDATION

That:

13.1. The report AJM:smlp (o:\council & committee meetings reports\cic reports\25 may 2016\completed pdfs\giblinstreetrsa_report.docx) be received and noted.

13.2. The following works to improve road safety in Giblin Street in the vicinity of Baker Street and William Cooper Drive be implemented:

13.2.1. Remove the on-street parking outside 98 and 91 Giblin Street.

13.2.2. Extend the pram ramp to join the footpath outside 89 Giblin Street.

13.2.3. Convert the right turn lane into William Cooper Drive into a median turn lane.

13.2.4. Extend the median treatment in Giblin Street between William Cooper Drive and Wellwood Street.

13.3. The residents of 98 Giblin Street 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

(Mark Painter)
DIRECTOR CITY INFRASTRUCTURE

Attachments:

A	Letter from Milan Prodanovic
B	Road Safety Audit Report, GHD Pty Ltd, May 2016
C	Road Authority Response to Audit Findings
D	Table 9.6 of the Austroads *Guide to Road Safety, Part 8: Treatment of Crash Locations*
E	Article from The Mercury newspaper, dated 22 March 2016

MILAN PRODANOVIC B.E. PEng
TRAFFIC ENGINEERING & ROAD SAFETY

Attachment A

26 March 2016

Mrs M. Cackett
98 Giblin Street
NEW TOWN TAS 7008

Dear Mrs Cackett

TRAFFIC ISLAND OUTSIDE NO.98 GIBLIN STREET, NEW TOWN

I refer to our recent discussions about the problems that the recently installed pedestrian refuge outside your property is causing you when turning right into your driveway.

As pointed out to you, I was the traffic engineer who undertook the traffic assessment of the residential subdivision on the former Kemp and Denning site

Towards the end of my involvement with this development, it came to my attention that a pedestrian refuge design was prepared by JMG Engineers and Planners for this location. In seeing this design, it was clear to me that the design was not acceptable. I therefore raised my concerns in an email dated 24 June 2014 together with a sketch design of my recommended treatment.

A copy of the email and subsequent correspondence as well as the designs that I referred to are attached to this letter.

My advice on the 'adverse impact' of the treatment (and recommended management) was obviously not acted on and unfortunately as a result you now are experiencing the problems I perceived would occur.

Having seen the works outside your driveway, I still strongly consider the treatment is not appropriate for this location. Not only does it un-necessarily complicate the turn into your driveway but of particular concern is that while all future motorists turning into the new subdivisional road are given the protection of the median treatment to turn from, you are exposed to a higher safety risk of rear end collision by having to turn from the through lane.

My experience with pedestrian refuges and median right turn treatments (which is what I recommended) extend back several decades from when I was involved in developing these treatments for application on Tasmanian roads as a traffic engineer in the State Government's Transport Department.

32 RIVERWAY ROAD, MONTROSE TASMANIA 7010
TEL & FAX: (03) 6273 9546 MOBILE: 0402 900 106
EMAIL: milglad@bigpond.net.au ABN: 51 345 664 433

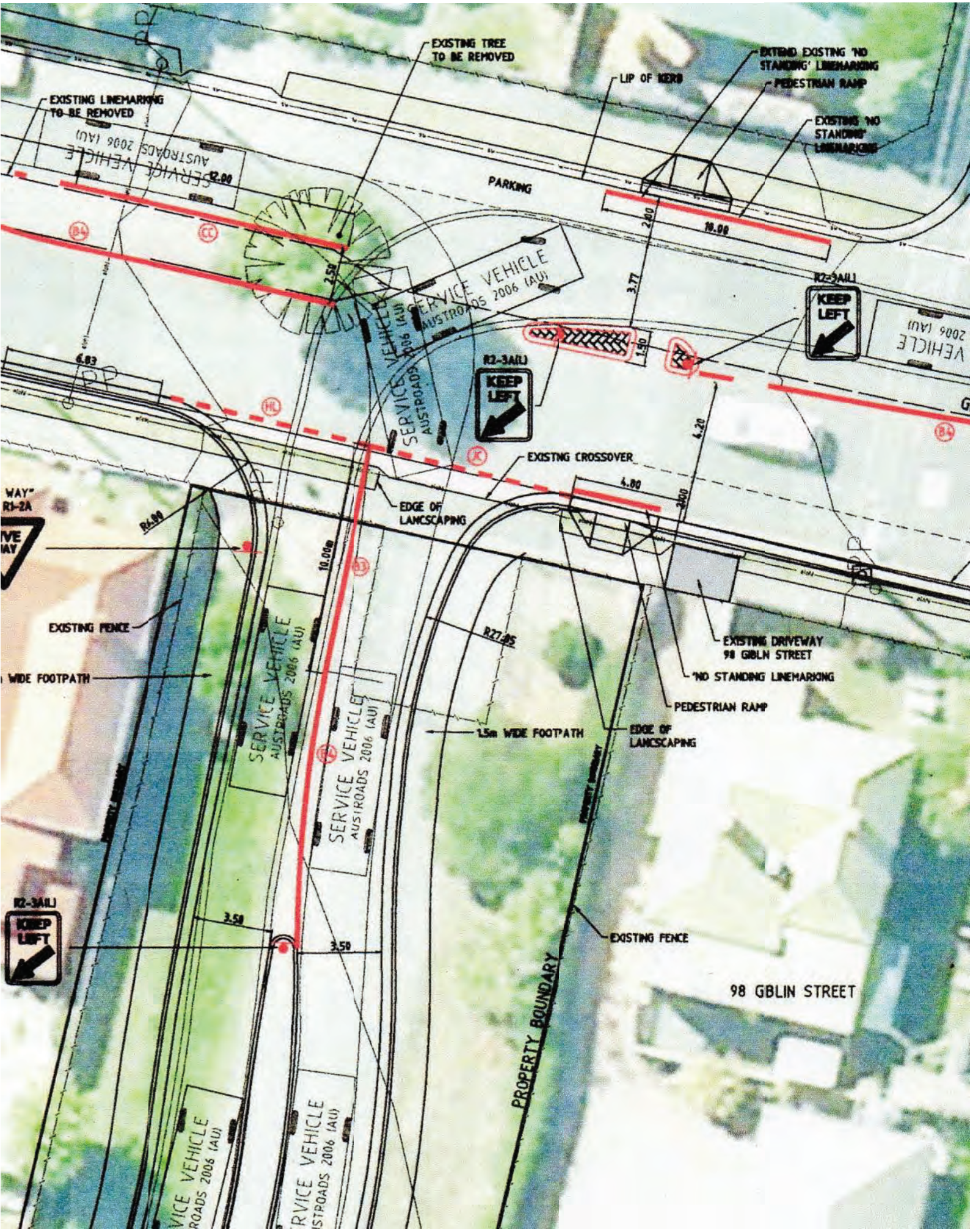
MILAN PRODANOVIC B.E. PEng
TRAFFIC ENGINEERING & ROAD SAFETY

In the time since, these types of traffic management installations were undertaken co-operatively with local government and adjacent property owners (both residential and business) to ensure the treatments did not create any problems for road users and the property owners.

In this instance, the management installed outside your dwelling is not right and therefore I recommend you approach appropriate people at the Hobart City Council to rectify the situation by installing a treatment the same or similar to my initial recommendation.

Yours sincerely

Milan Prodanovic


EXISTING TREE TO BE REMOVED
EXISTING LINEMARKING TO BE REMOVED
LIP OF KERB
EXTEND EXISTING 'NO STANDING' LINEMARKING
PEDESTRIAN RAMP
EXISTING 'NO STANDING' LINEMARKING
PARKING
SERVICE VEHICLE AUSTROADS 2006 (AU)
R2-3A(L) KEEP LEFT
EXISTNG CROSSOVER
EDGE OF LANDSCAPING
EXISTING FENCE
WIDE FOOTPATH
EXISTING DRIVEWAY 98 GIBLN STREET
'NO STANDING' LINEMARKING
PEDESTRIAN RAMP
1.5m WIDE FOOTPATH
EDGE OF LANDSCAPING
EXISTING FENCE
PROPERTY BOUNDARY
98 GIBLN STREET


PEDESTRIAN REFUGE
REMOVE TREE
SUBDIVISIONAL ROAD
2003
Imagery Date: 3/19/2008 42°51'46.61" S 147°17'46.42" E elev 67 m eye a

Attachment B

City of Hobart

Giblin Street Traffic Management Device

Road Safety Audit

May 2016

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Appendices

1. Introduction

This report presents the findings of a road safety audit of a section of Giblin Street, New Town, adjacent to a residential subdivision currently under development. The City of Hobart, who commissioned this audit, approved the installation of a pedestrian refuge island, and right turn bay, near the entrance to the subdivision.

The audited section of road is between Baker Street and the new subdivision road, a distance of approximately 50m. The approaches to this section of road were also audited.

1.1 Audit Team

Two road safety auditors were involved in this audit: Tim Bickerstaff is an accredited road safety auditor in NSW and has been involved in road safety audits since 2003.

Grant Stewart has been involved in road design and traffic management for State and Local road authorities for more than 25 years. His first experience of Road Safety Auditing was in 1995 and has undertaken a number of audits and reviews since.

Both auditors work for GHD and have not been involved in the subdivision development or related works.

1.2 Audit Process

The audit has involved a daytime site inspection on Friday 22nd April 2016. A written briefing was provided by City of Hobart officers prior to this, along with some background information and correspondence.

While every care has been taken to identify safety issues associated with the road, no guarantee can be made that every safety issue has been identified. Furthermore, even if all the issues identified by this audit were to be addressed, this would not guarantee that the road would be made “safe”. Rather, the safety performance of the road should be improved.

1.3 Scope and limitations

This report: has been prepared by GHD for City of Hobart and *may only be used and relied on by City of Hobart for the purpose agreed between GHD and the City of Hobart as set out in section 1.2 of this report.*

GHD otherwise disclaims responsibility to any person other than City of Hobart arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

2. Risk Assessment Criteria

2.1 Risk Assessment System

Each hazard has been recorded and assessed in accordance with the Austroads Guide to Road Safety Part 6: *Road Safety Audits* (2009). The guide recommends a risk matrix be used to determine the level of risk associated with each hazard. This risk matrix is described below.

2.1.1 Crash Frequency

The probable frequency of an incident occurring as a direct result of the hazard was determined using the scale displayed in Table 1.

Table 1 Crash Frequency

Crash Frequency	Description
Frequent (F)	Once or more per week
Probable (P)	Once or more per year (but less than once per week)
Occasional (O)	Once every 5 or 10 years
Improbable (I)	Less often than once every 10 years

2.1.2 Crash Severity

The likely severity of the incident which occurred as a direct result of the hazard was determined using the scale in Table 2.

Table 2 Crash Severity

Severity	Description	Examples
Catastrophic (C)	Likely multiple deaths	-High-speed multi-vehicle crash on a freeway -Car runs into crowded bus stop -Bus and petrol tanker collide -Collapse of a bridge or tunnel
Serious (S)	Likely death or serious injury	-High or medium-speed vehicle/ vehicle collision. -High or medium-speed collision with a fixed roadside object. -Pedestrian struck at high speed. -Cyclist is hit by a car
Minor (M)	Likely minor injury	-Some low-speed vehicle collisions. -Cyclist falls from bicycle at low speed. -Left-turn rear-end crash in a slip lane.
Limited (L)	Likely trivial injury or property damage only	-Some low speed collisions. -Pedestrian walks into object (no head injury). -Car reverses into post.

2.1.3 Deemed Level of Risk

The risk matrix in Table 3 was used to assess the level of risk for each hazard. The risk matrix uses the Frequency Severity determined above to determine the likely level of risk for each hazard.

Table 3 Level of Risk

	Frequent	Probable	Occasional	Improbable
Catastrophic	Intolerable	Intolerable	Intolerable	High
Serious	Intolerable	Intolerable	High	Medium
Minor	Intolerable	High	Medium	Low
Limited	High	Medium	Low	Low

2.1.4 Treatment

Each hazard was then aligned with a suggested treatment, as outlined in Table 4.

Table 4 Treatment

Risk	Suggested Treatment Approach
Intolerable	Must be corrected
High	Should be corrected or the risk significantly reduced, even if the treatment cost is high.
Medium	Should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high.
Low	Should be corrected or the risk reduced, if the treatment cost is low.

3. Key Findings

The existing arrangement, with the pedestrian refuge island and the right turn lane into the subdivision, results in only two high-risk items, which are likely to be easily mitigated. Most of the safety issues identified have a low expected frequency and/or severity, which therefore results in a lower risk profile. However the auditors acknowledge the potential inconvenience and amenity impacts on some road users as a result of the current arrangement, that are outside the scope of this road safety audit.

A full list of identified issues, and their assessed level of risk, is provided in Table 5.

Table 5 Audit Findings

Comment	Direction	Frequency / Severity	Risk	Photo Reference	Potential Remedial Actions	Residual Frequency / Severity	Residual Risk	Road Authority Response
A car parked outside No. 98 or outside No. 91 may obstruct sight lines to a waiting pedestrian on the side of the road.	Both	Occasional / Serious	High	Figure 1	Prohibit parking for the 20m approach distance recommended by AS1742.10 or Provide a kerb blister to improve pedestrian visibility.	Improbable / Serious	Medium	
There is a trip hazard at the new kerb ramp on the eastern side of Giblin Street, due to a gap between the new ramp and the existing footpath.	n.a.	Probable / Minor	High	Figure 2	Extend the ramp and footpath to meet.	Improbable / Limited	Low	

Comment	Direction	Frequency / Severity	Risk	Photo Reference	Potential Remedial Actions	Residual Frequency / Severity	Residual Risk	Road Authority Response
The width of the pedestrian refuge is such that a waiting pedestrian will be relatively close to adjacent moving traffic. Given the frequency of large trucks using Giblin Street (to / from Pura Milk at Lenah Valley) there is a chance that a gust of wind could knock a waiting pedestrian into the traffic lane. This is most likely associated with northbound trucks, which have a higher speed as they travel downhill.	NB	Improbable / Serious	Medium		Widen pedestrian refuge island	Improbable / Serious	Medium	
Due to the narrow width of the pedestrian refuge island, a pedestrian pushing a pram / stroller, with a bicycle, or in a group may not be able to shelter totally within the island, with a potential for conflict with passing traffic.	Both	Improbable / Serious	Medium	Figure 3	Widen pedestrian refuge island	Improbable / Serious	Medium	
Vehicles turning right into the driveway of No. 98 must prop and wait in the through lane if there is oncoming traffic. Whilst this is not an unusual situation, in this case there is potential for a following vehicle to assume that the vehicle is turning right into the subdivision roadway, resulting a rear-end collision.	SB	Improbable / Minor	Low		Replacement of refuge island with a median turn lane treatment	Improbable / Limited	Low	

Comment	Direction	Frequency / Severity	Risk	Photo Reference	Potential Remedial Actions	Residual Frequency / Severity	Residual Risk	Road Authority Response
Vehicles turning right into the driveway of No. 91, 93 and 95 must prop and wait in the through lane if there is a vehicle travelling in the opposite direction, or if there is a vehicle waiting in the right turn bay, there is a chance of a rear end collision	NB	Improbable / Minor	Low		Replacement of refuge island with a median turn lane treatment	Improbable / Limited	Low	
Vehicles turning right into No. 98 driveway must turn more than 90 degrees to avoid impact with the refuge island.	SB	Occasional / Limited	Low	Figure 4	Remove or relocate refuge island	Improbable / Limited	Low	
There is potential for SB traffic following a vehicle waiting to turn right into No. 98 driveway to attempt to squeeze past the waiting vehicle. The available width may not be sufficient, resulting in conflict with the kerb or the waiting vehicle.	SB	Occasional / Limited	Low		Provide a kerb outstand on the western side of Giblin Street to reinforce the single SB lane in this location.	Improbable / Limited	Low	
When travelling northbound between Wellwood Street and the pedestrian refuge, there is no median treatment, and with parking on the left hand side of Giblin Street. This may result in traffic tracking towards the centre of the road. In this situation, there is potential for the refuge island to be impacted.	NB	Improbable / Minor	Low	Figure 5	Provide a median treatment between Wellwood Street and Baker Street.	Improbable / Minor	Low	

Comment	Direction	Frequency / Severity	Risk	Photo Reference	Potential Remedial Actions	Residual Frequency / Severity	Residual Risk	Road Authority Response
The placement of the refuge island prevents vehicles being able to reverse out of No. 98 driveway and then proceed in a southbound direction. It is noted that the existing dwellings at No. 98 have ability to turn on site, but this may not always be available, and may not be retained if the property were to be redeveloped.	SB	n.a.	n.a.		Remove or relocate refuge island	n.a.	n.a.	

It is noted that whilst the identified remedial actions may address a specific hazard, the action may also create a different hazard. In particular, the removal or relocation of the refuge island may create a new hazard for pedestrians crossing Giblin Street.

It is considered that the current (with pedestrian refuge) level of risk for pedestrians crossing Giblin Street at this location is Medium (Improbable / Serious). Widening of the refuge, as identified above, would not change the level of risk for pedestrians. Removal of the refuge at this location, with no nearby alternative, would be expected to maintain the level of risk for pedestrians at Medium (Improbable / Serious). Although it is anticipated that there would be a concentration of pedestrian demand between the new subdivision and surrounding community facilities including the café at the eastern end of Baker Street, the absence of a pedestrian refuge is likely to result in more cautious crossing behaviour by pedestrians. And whilst a refuge at the current location caters for this demand from the new subdivision, other sources of demand may well be catered for by a refuge in an alternative location. Assessment of the quantity and sources of pedestrian demand is beyond the scope of this Road Safety Audit, and it is therefore not clear whether an alternative refuge location would decrease the risk for the majority of pedestrians crossing Giblin Street.

4. Audit Statement

This road safety audit has been undertaken by GHD, using the references and documentation detailed in Section 1.

While the safety audit may provide recommendations about possible remedial measures in response to identified deficiencies, it is ultimately the responsibility of the road owner and/or the project manager to determine how best to respond to each identified safety deficiency.

The audit has been undertaken for the sole purpose of identifying any safety-deficient features and road safety risks for the audited works. Every effort was made to ensure that all relevant safety issues were considered and the findings are the opinion and judgement of the following audit team.

Tim Bickerstaff

Grant Stewart

Appendices

Appendix A - Photographs

Figure 1 Parking obstructing pedestrian sight line

Figure 2 Trip hazard at kerb ramp

Figure 3 Pedestrian refuge island

Figure 4 Driveway to 98 Giblin Street

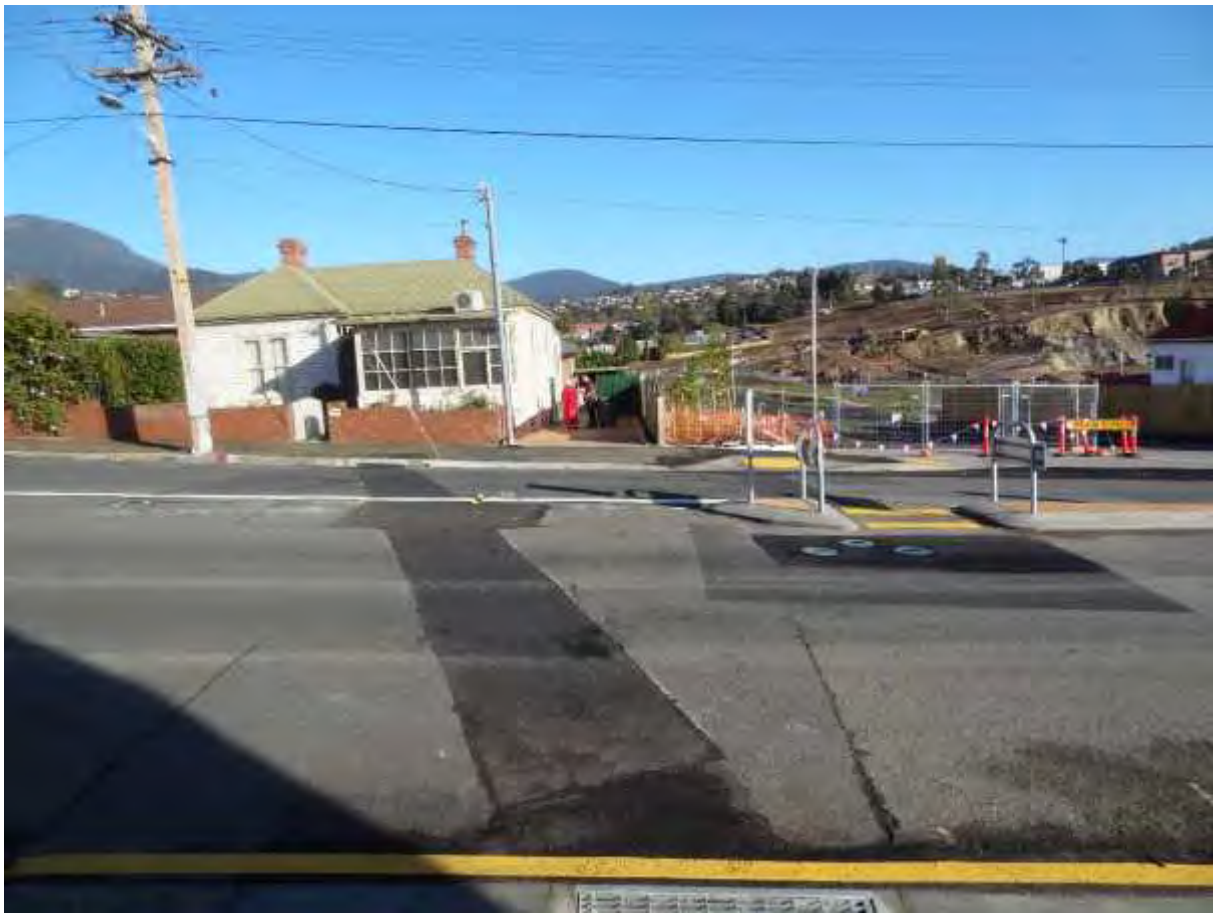

Figure 5 Northbound approach to refuge island

GHD

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3218029-52240/https://projects.ghd.com/oc/Tasmania/giblinstreetroadsafe/Delivery/Documents/3218029 Giblin Street RSA Report.docx

Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	T. Bickerstaff G. Stewart	G.McGuire		G.McGuire		11/05/2016
1	T. Bickerstaff	G.Stewart		G.McGuire		12/05/2016

www.ghd.com

Road Authority Response – Table 3, Audit Findings

Attachment C

Comment	Direction	Frequency / Severity	Risk	Photo Reference	Potential Remedial Actions	Residual Frequency / Severity	Residual Risk	Road Authority Response
A car parked outside No. 98 or outside No. 91 may obstruct sight lines to a waiting pedestrian on the side of the road.	Both	Occasional / Serious	High	Figure 1	Prohibit parking for the 20m approach distance recommended by AS1742.10 or Provide a kerb blister to improve pedestrian visibility.	Improbable / Serious	Medium	Remove on-street car parking, following consultation with directly impacted residents.
There is a trip hazard at the new kerb ramp on the eastern side of Giblin Street, due to a gap between the new ramp and the existing footpath.	n.a.	Probable / Minor	High	Figure 2	Extend the ramp and footpath to meet.	Improbable / Limited	Low	Remove the trip hazard by extending the ramp outside No. 89.
The width of the pedestrian refuge is such that a waiting pedestrian will be relatively close to adjacent moving traffic. Given the frequency of large trucks using Giblin Street (to / from Pura Milk at Lenah Valley) there is a chance that a gust of wind could knock a waiting pedestrian into the traffic lane. This is most likely associated with northbound trucks, which have a higher speed as they travel downhill.	NB	Improbable / Serious	Medium		Widen pedestrian refuge island	Improbable / Serious	Medium	Removal of on-street parking in the vicinity of the pedestrian island will address the issue somewhat by ensuring vehicles do not need to travel close to the centre of the road. A wider island does not reduce the risk profile.
Due to the narrow width of the pedestrian refuge island, a pedestrian pushing a pram / stroller, with a bicycle, or in a group may not be able to shelter totally within the island, with a potential for conflict with passing traffic.	Both	Improbable / Serious	Medium	Figure 3	Widen pedestrian refuge island	Improbable / Serious	Medium	Removal of on-street parking in the vicinity of the pedestrian island will address the issue somewhat by ensuring vehicles do not need to travel close to the centre of the road. A wider island does not reduce the risk profile.
Vehicles turning right into the driveway of No. 98 must prop and wait in the through lane if there is oncoming traffic. Whilst this is not an unusual situation, in this case there is potential for a following vehicle to assume that the vehicle is turning right into the subdivision roadway, resulting a rear-end collision.	SB	Improbable / Minor	Low		Replacement of refuge island with a median turn lane treatment	Improbable / Limited	Low	Removal of on-street parking and SB road width of approximately 5.8m past the island means there is space for a right turning vehicle to be passed.
Vehicles turning right into the driveway of No. 91, 93 and 95 must prop and wait in the through lane if there is a vehicle travelling in the opposite direction, or if there is a vehicle waiting in the right turn bay, there is a chance of a rear end collision	NB	Improbable / Minor	Low		Replacement of refuge island with a median turn lane treatment	Improbable / Limited	Low	Remove the right turn lane markings into Willam Cooper Drive and replace with S2 median lane markings to allow these residents to use the lane for turning.
Vehicles turning right into No. 98 driveway must turn more than 90 degrees to avoid impact with the refuge island.	SB	Occasional / Limited	Low	Figure 4	Remove or relocate refuge island	Improbable / Limited	Low	No action deemed necessary as changing or removing the island does not reduce the risk.

Road Authority Response – Table 3, Audit Findings

Comment	Direction	Frequency / Severity	Risk	Photo Reference	Potential Remedial Actions	Residual Frequency / Severity	Residual Risk	Road Authority Response
There is potential for SB traffic following a vehicle waiting to turn right into No. 98 driveway to attempt to squeeze past the waiting vehicle. The available width may not be sufficient, resulting in conflict with the kerb or the waiting vehicle.	SB	Occasional / Limited	Low		Provide a kerb outstand on the western side of Giblin Street to reinforce the single SB lane in this location.	Improbable / Limited	Low	Removal of on-street parking and width of approximately 5.8m means there is space for a right turning vehicle to be passed. Kerb outstands could increase the risk of rear end collisions.
When travelling northbound between Wellwood Street and the pedestrian refuge, there is no median treatment, and with parking on the left hand side of Giblin Street. This may result in traffic tracking towards the centre of the road. In this situation, there is potential for the refuge island to be impacted.	NB	Improbable / Minor	Low	Figure 5	Provide a median treatment between Wellwood Street and Baker Street.	Improbable / Minor	Low	Commence preliminary design and community engagement to install a median treatment between Baker Street and Wellwood Street. This will assist with safety near William Cooper Drive by reducing travel speeds.
The placement of the refuge island prevents vehicles being able to reverse out of No. 98 driveway and then proceed in a southbound direction. It is noted that the existing dwellings at No. 98 have ability to turn on site, but this may not always be available, and may not be retained if the property were to be redeveloped.	SB	n.a.	n.a.		Remove or relocate refuge island	n.a.	n.a.	This is an inconvenience, not a safety hazard. Therefore, no action is deemed necessary.

Table 9.6: Effectiveness of countermeasures for non-intersection crashes

Description and DCA code		Head-on 201	Opposing turns 202-206	Rear end 301-304	Lane change 305-307	Vehicle hits pedestrian 001-003	Hit parked/ parking vehicle 601, 401, 402
Treatment		Estimated percentage: crash reduction (-) or increase (+)					
Code	Type						
S 1	Median on existing carriageway	-90				-50	
S 2	Pedestrian refuge					-50	
S 3	Pedestrian (zebra) crossing					-40	
S 4	Pedestrian overpass					-90	
S 5	Pedestrian signals					-70	
S 6	Pedestrian crossing lighting					-60	
S 7	Improved route lighting					-30	
S 8	Clearway, parking bans			-20		-30	-50
S 9	Indented right turn island		-30	-40			
S 10	Painted turn lanes		-20	-20			
S 11	Roadside hazards - remove	Note 1					
S 12	Roadside hazards – guard fence						
S 13	Non-skid surface			-40			
S 14	Seal shoulders	-40					
S 15	Advisory speed signs on curves	-30					
S 16	Delineation						
S 17	Edgelines						
S 18	Reconstruct superelevation on curve	-50					
S 19	Climbing/overtaking lanes	-30 Note 2			**+10**		
S 20	Signs (railway level crossing)						
S 21	Flashing lights (railway level crossing)						
S 22	Barriers or gates (railway level crossing)						
S 23	Bridge or overpass (railway level crossing)						
S 24	Frangible posts, poles						
Cost per casualty crash ($1000)	**Metro**	**311.7**	**150.4**	**74.3**	**112.6**	**195.6**	**145.7**
	Rural	**551.8**	**253.3**	**174.2**	**283.1**	**343.1**	**248.4**

Note 1 : For treatment code S11, the effect of removing the objects which were hit after the vehicle left the carriageway is to reduce crashes that relate to hitting objects (i.e. crash-types 703-704, 803-804) but the reduction in these crashes will be matched by an increase in crash-types 701-702 and 801-802, as vehicles will continue to leave the carriageway but now will not be hitting objects (all else being equal). The net benefit will be a reduction in crash severity.

Note 2: For treatment code S19, crash-type 501 (head-on, overtaking) is also relevant (use DCA 201 cost).

Table 9.6: Effectiveness of countermeasures for non-intersection crashes (Continued)

Description and DCA code		On straight			On curve			Hit train
		Off road 701-702	Off road, hit object 703, 704	Loss of control, on road 705	Off road 801, 802	Off road, hit object 803, 804	Loss of control on road 805	903
Treatment		Estimated percentage: crash reduction (-) or increase (+)						
Code	Type							
S 1	Median on existing carriageway							
S 2	Pedestrian refuge							
S 3	Pedestrian (zebra) crossing							
S 4	Pedestrian overpass							
S 5	Pedestrian signals							
S 6	Pedestrian crossing lighting							
S 7	Improved route lighting							
S 8	Clearway, parking bans							
S 9	Indented right turn island							
S 10	Painted turn lanes							
S 11	Roadside hazards- remove	**+80**	-80		**+80**	-80		
S 12	Roadside hazards – guard fence	-30	-30	**+30**	-30	-30	**+30**	
S 13	Non-skid surface	-10	-10	-10	-10	-10	-10	
S 14	Seal shoulders	-40	-40	-40	-40	-40	-40	
S 15	Advisory speed signs on curves				-30	-30	-30	
S 16	Delineation	-15	-15	-15	-15	-15	-15	
S 17	Edgelines	-30	-30		-30	-30		
S 18	Reconstruct superelevation on curve				-50	-50	-50	
S 19	Climbing/overtaking lanes							
S 20	Signs (railway level crossing)							-15
S 21	Flashing lights (railway level crossing)							-50
S 22	Barriers or gates (railway level crossing)							-80
S 23	Bridge or overpass (railway level crossing)							-100
S 24	Frangible posts, poles		Note 4			Note 4		
Cost per casualty crash ($1000)	**Metro**	**111.5**	**227.7**	**117.4**	**175.4**	**269.9**	**124.3**	**525.3**
	Rural	**217.9**	**377.5**	**245.2**	**337.9**	**420.2**	**223.8**	**775.5**

Note 4 : For treatment code S24, the number of off-road hit object crashes is not expected to change. However, the severity outcome of these crashes will be reduced.

Attachment E

First blocks to hit market soon

CONCERNED: Mary Cackett, 83, of New Town, is worried about access to her property after stage one of the Brickworks development in New Town. Picture: NIKKI DAVIS-JONES

Estate raises access fears

JESSICA HOWARD

THE first blocks in one of the biggest residential developments in Hobart since the 1990s will soon hit the market.

Infrastructure works at Garrington Park — the 10ha site of the former Kemp & Denning's brickworks in New Town — are close to finishing and the first 25 of 114 blocks will soon go on sale, says Raine & Horne Tasmania director Ron Brooks.

"We've already received more than 50 registrations of interest and that's without doing any marketing of the project at all," he said.

Mr Brooks said a syndicate purchased the site in December 2014 and it has been rezoned for residential use.

Buildings and kilns associated with the old brickyard were demolished recently and a former office building on the site has become the newest branch of Raine & Horne.

However, as work at the site continues to gain pace, Giblin St resident Mary Cackett has voiced concern over a new pedestrian walkway directly opposite her driveway that, she says, has limited vehicle access to her home.

"We could not get a trailer or camper van around there and even worse, my husband doesn't have good health so we from time to time have to have an ambulance and you wouldn't get one of them in here any more," Mrs Cackett said.

Hobart City Council General Manager Nick Heath said the council had been in discussions with Mrs Cackett for months about the traffic island.

"While we recognise that the location of the island has changed the way access is made to Mrs Cackett's property, it remains a safe way to access the property," he said.

"Council staff have met with Mrs Cackett and it was agreed the council would undertake a traffic survey of the speed and volume of vehicles outside her property, investigate the continuation of a road treatment to reduce traffic speed and investigate the possible introduction of parking restrictions opposite the property."

6. ESTABLISHMENT OF THE SULLIVANS COVE STAKEHOLDER COMMITTEE – FILE REF: 16/31

10x's

Report of the Director City Infrastructure of 20 April 2016, and attachments.

DELEGATION: Council

Mr Richard Latham, President of the Waterfront Business Community, and Mr David Quinn, Consultant to the Waterfront Business Community will address the Committee in relation to item 6.

TO : City Infrastructure Committee

FROM : Director City Infrastructure

DATE : 20 April, 2016

SUBJECT : ESTABLISHMENT OF THE SULLIVANS COVE STAKEHOLDER COMMITTEE

FILE : 16/31 mp:SMLP (o:\council & committee meetings reports\cic reports\27 april\final pdfs for agenda\establishment of the sullivans cove stakeholder committee.docx)

1. INTRODUCTION

1.1. The purpose of this report is to propose the establishment of a new Sullivans Cove Stakeholder Committee.

1.2. The report provides draft Terms of Reference for the proposed Committee.

1.3. The report also recommends that nominations be sought for the membership of the Committee.

2. BACKGROUND

2.1. Council has recently made a number of improvements to infrastructure within Sullivans Cove, including the Morrison Street shared path, the Castray Esplanade shared path, Salamanca Place footpath widening and new amenities within Salamanca Square.

2.2. The next stage of the Morrison Street improvement works is currently underway, with other works programmed for the future, including further improvements to Salamanca Place.

2.3. Stakeholders, including the Waterfront Business Community, have expressed a keen interest to be actively involved in the planning of future improvements.

2.4. Officers have been in discussions with Mr David Quinn representing the Waterfront Business Community regarding the establishment of a Committee to enable businesses to work cooperatively with Council, Tasports and State Government to plan for future improvements to traffic, parking and amenities within Sullivans Cove. Mr Quinn has provided a proposal for a Steering Committee for the consideration of Council **(Attachment A)**.

3. PROPOSAL

3.1. It is proposed that a new Sullivans Cove Stakeholder Committee be formed.

3.2. It is proposed that the draft Terms of Reference **(Attachment B)** be endorsed in principle and the General Manager be given authority to make any future amendments.

3.3. It is proposed that nominations be sought for the membership of the Committee by two representatives of the local community for the endorsement of Council.

3.4. It is proposed that Tasports, the State Government and the Waterfront Business Community be requested to nominate an officer to attend the Sullivans Cove Stakeholder Committee meetings.

3.5. It is also proposed that Council nominate a minimum of two Aldermen to the Committee.

3.6. The City Infrastructure Committee is requested to consider whether and independent person or an Alderman be elected as Chairman to the Sullivans Cove Stakeholder Committee.

4. IMPLEMENTATION

4.1. A further report will be provided to enable Council to elect two community representatives to the Committee.

4.2. The Committee will then operate in accordance with its Terms of Reference, with minutes of meetings to be placed on the agenda of the City Infrastructure Committee.

5. STRATEGIC PLANNING IMPLICATIONS

5.1. Strategic Reference 1.1.1 "*Establish and implement a framework to engage with the business community"* and 1.3.1 "*Develop and implement a program of city improvements supporting the major retail, commercial and hospitality precincts and small business*" relate to this proposal.

6. FINANCIAL IMPLICATIONS

6.1. Funding Source(s)

6.1.1. Funding is allocated for officers to attend these meetings.

6.2. Impact on Current Year Operating Result

6.2.1. The operating costs can be met within the current budget.

6.3. Impact on Future Years' Financial Result

6.3.1. Any costs identified with future projects would be the subject of reports to Council.

6.4. Asset Related Implications

6.4.1. Any asset related implications identified with future projects would be the subject of reports to Council.

7. DELEGATION

7.1. This is a matter for Council to decide.

8. CONSULTATION

8.1. Consultation has been with Mr David Quinn representing the Waterfront Business Community.

9. CONCLUSION

9.1. Council has recently made a number of improvements to infrastructure within Sullivans Cove.

9.2. The next stage of the Morrison Street improvement works is currently under way, with other upgrades in Sullivans Cove programmed to follow in future years.

9.3. Stakeholders, including the Waterfront Business Community, have expressed a keen interest to be actively involved in the planning of future improvements.

9.4. Officers have been in discussions with Mr David Quinn representing the Waterfront Business Community regarding the establishment of a Committee to enable businesses to work cooperatively with Council, Tasports and State Government to plan for future improvements to traffic, parking and amenities within Sullivans Cove.

9.5. It is proposed that a new Sullivans Cove Stakeholder Committee be formed.

10. RECOMMENDATION

That:

10.1. The report mp:smlp(o:\council & committee meetings reports\cic reports\27 april\final pdfs for agenda\establishment of the sullivans cove stakeholder committee.docx) be received and noted.

10.2. The Sullivans Cove Stakeholder Committee be established.

10.3. The Council nominate at least two Aldermen to the Sullivans Cove Stakeholder Committee.

10.4. The City Infrastructure Committee recommend to the Council whether an Alderman or an independent person be appointed as chairman of the Sullivans Cove Stakeholder Committee.

10.5. The draft Sullivans Cove Stakeholder Committee Terms of Reference be endorsed in principle, and the General Manager be authorised to make any necessary amendments.

10.6. Nominations be called for two persons representing the local community to join the Sullivans Cove Stakeholder Committee, for appointment by Council.

10.7. Tasports, the State Government and the Waterfront Business Community be requested to nominate a representative to attend the Sullivans Cove Stakeholder Committee meetings.

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.

(Mark Painter)
DIRECTOR CITY INFRASTRUCTURE

Attachment(s) A - Proposal by David Quinn, Waterfront Business Community
B - Draft Terms of Reference for the Sullivans Cove Stakeholder Committee

Attachment A

Proposal for consideration by Hobart City Council

The development of a Traffic, Parking and Amenities Plan for both the city and Sullivans Cove

- Council and business both want to activate the city and Sullivans Cove and have good linkages between the two

- Business would much prefer to work cooperatively with Council, Tasports and the State Government to achieve such a result rather than be forced to publically criticise the current weaknesses and adhoc approach to decision making

- Business believes there is a critical need for an overarching Traffic and Parking Plan for both the city and Sullivans Cove

- The last traffic and parking study completed for Sullivans Cove was in 1994 and much has changed since that time

- Business urges Council to take the lead role and agree to establish a Steering Committee comprising Council (2 representatives), business (2 representatives), Tasports (1 representative) and the State Government (1 representative)

- The committee would have an independent chair (ie. someone who is experienced, respected….with local knowledge)

- The committee would agree the Terms of Reference for the study, monitor progress and help ensure that stakeholders are kept informed

- Funding would come from Council, Tasports (who are already doing a range of studies on their own / controlled areas in the Cove) and the State Government (as Hobart is the Capital city and Sullivans Cove is the State's premier tourist destination)

- Business representation on the Steering Committee would need to be agreed but could comprise say Frazer Reid who works with Robert Rockefeller or Tim Lucas who works with Ali Sultan (both are highly credentialed and experienced in past studies etc) plus a representative from the Salamanca Market Stallholders Association

- Any plans to remove parking spaces or traffic lanes from within Sullivans Cove be placed on hold until the Steering Committee has been established and has had the opportunity to consider such proposals

Attachment B

Sullivans Cove Stakeholder Committee

Terms of Reference

Draft - April 2016

Table of Contents

Sullivans Cove Stakeholder Committee Terms of Reference

Scope of Sullivans Cove Stakeholder Committee (SCSC)

To provide an advisory, reference and support role to the Council on issues relating to infrastructure and traffic within Sullivans Cove that is of relevance to the City of Hobart.

Objectives

The specific objectives are:

- To provide a forum where experience, specialist knowledge and skills in the area of public infrastructure and traffic can be exchanged and discussed.
- To facilitate project development and outcomes in conjunction with the City of Hobart and other organisations (for example Department of State Growth, Tasmania Police, Metro Tasmania).
- To discuss and share relevant information to assist the consideration and resolution of agenda items.
- To consider any relevant issues of concern including parking, traffic, road/cycleway/footpath projects and maintenance and other associated matters in conjunction with the concerns of other stakeholders.
- To facilitate the development of quality public infrastructure in Sullivans Cove.
- To be actively involved in providing advice related to infrastructure projects undertaken by the City of Hobart in Sullivans Cove.

The Committee is an advisory body. The City of Hobart will note matters raised by its members but is not obliged to act on them.

Role of the Committee

- The principal role of the Committee is to advise the City of Hobart on public infrastructure and traffic related issues within Sullivans Cove.
- To provide comment on proposed infrastructure projects within Sullivans Cove.

Committee Membership

The membership composition of the Committee shall be:

- A minimum of two Aldermen – as nominated by the Council. The Council will determine whether one Alderman is to be appointed as the Chairman or whether an independent Chairman is to be sought
- Two City of Hobart officers - as nominated by the General Manager
- Representative from Waterfront Business Community
- Representative from Tasports
- Representatives from the Department of State Growth
- Two community representatives – nominations to be sought by Expression of Interest and appointed by the Council.

The method for attaining nominations from the community will be:

- An advertisement will be placed in the local newspaper.

Terms of Office

Committee members are appointed for the term of the Council and existing members are welcome to re-nominate for further terms.

Casual Vacancies

Should a committee member resign before the expiration of their term then the vacancy will be filled using the above method of appointment. A member who is appointed to fill a casual vacancy will serve for the remainder of the term of the former member.

Specific Roles of Members

Role of Chairman

- To help focus members on the purpose and objectives of the Committee
- To work with members to ensure meetings are productive, and start/finish on time and consensus decisions are achieved where possible
- To establish and support the "group agreement"
- Where the Chairman is not available for a meeting, an Aldermanic representative will chair the meeting.

Group Representatives

- To act in accordance with the Terms of Reference and the Group Agreement
- To consider new initiatives for the Committee
- To provide information for the Committee for consideration.

City of Hobart Officers

- Liaise with the Chairman of the Committee
- Facilitate the reporting to Council
- Provide information to the Committee
- Provide specialist traffic engineering technical support
- Provide administrative support for the Committee, including preparation of minutes and agendas.

Group Agreement

- Actively work in partnership throughout the process to ensure that concerns and aspirations are consistently understood and considered.

Duration/Frequency/Meeting Content/Rules

- The Committee will meet quarterly but may meet more frequently if needed if unanticipated issues, questions, concerns arise

- The annual meeting schedule will be confirmed at the first meeting of the calendar year
- Meetings will usually last 60 minutes, although some meetings may be longer
- Likely content of meetings includes feedback on issues raised at the previous meetings , the presentation of a progress report by City of Hobart officers and a discussion on issues raised in that report
- The meeting will be minuted and issued to Committee members within two weeks of the meeting.

Conduct of Meetings

- A quorum for the meeting will be where there is at least one Alderman and three other committee members present
- It will be the responsibility of any member who will be absent for a meeting to advise the Chairman in writing prior to the meeting of their absence and may nominate a proxy to attend in their absence
- Where there is a resignation of a committee member it will be made in writing to the Chairman
- Where a committee member fails to attend two or more consecutive meetings, the Chairman may request their resignation in writing
- The Chairman may terminate membership if a satisfactory explanation is not provided, thus creating a casual vacancy.

Reports to Council

- The outcomes of the Committee discussions will be reported to the City Infrastructure Committee by the City of Hobart officers

Functions

- The principal function of the SCSC is to ensure that specific issues and needs of stakeholders are considered by Council in its proposed works whilst giving consideration to other users
- The activities of the Committee will be resourced by the City of Hobart
- Costs related to meetings will be resourced by the City of Hobart
- The City of Hobart will manage, oversee and facilitate minute taking, the preparation of progress reports, and circulation of information to members and manage the outcomes from Committee meetings
- City of Hobart officers will be available to provide additional or specialist support as required
- The Chairman may invite other parties, including but not limited to: other Aldermen, representatives of other interested organisations, specialist consultants and City of Hobart officers to meetings of the Committee. It is advised that these invitations should be limited to no more than two extra people per meeting.

7. 1 MONTRIVALE RISE, DYNNYRNE – EXTINGUISH REDUNDANT - EMBANKMENT EASEMENT – FILE REF: P3314988 & P/1/992

7x's

Report of the Director City Infrastructure and the Group Manager Infrastructure Planning of 2 May 2016, and attachments.

DELEGATION: Council

TO : City Infrastructure Committee

FROM : Group Manager Infrastructure Planning and Director City Infrastructure

DATE : 2 May, 2016

SUBJECT : 1 MONTRIVALE RISE , DYNNYRNE – EXTINGUISH REDUNDANT EMBANKMENT EASEMENT

FILE : P3314988 & P/1/992) JH:EB:AS (o:\council & committee meetings reports\cic reports\25 may 2016\working documents\1 montrivale rise_extinguish easement.docx)

1. INTRODUCTION

1.1. The purpose of this report is to extinguish a redundant embankment easement at 1 Montrivale Rise, Dynnyrne.

2. BACKGROUND

2.1. A planning application (PLN-13-01077) and subsequent building and plumbing applications were approved by the Council for two houses at 1 Montrivale Rise, Dynnyrne.

2.2. The garage of the house to the south of the site encroaches within the embankment easement. This was conditioned for as part of the planning permit in which the redundant part of the embankment easement along the building line of the garage would need to be extinguished.

2.3. The garage structures within the embankment easement now support the remaining embankment, making the garage area redundant as an embankment as shown in the photo of the site, **Attachment A**.

2.4. The Tasmanian Land Titles Office application form to amend the Hobart City Council embankment easement (Registered No. D113200) registered on the title for 1 Montrivale Rise (CT 167721/6) is marked as **Attachment B** to this report.

2.5. The developer wishes to formally extinguish the embankment easement in accordance with Section 108 of the *Land Titles Act 1980*. As this power has not been delegated to Council officers the Council's approval is sought.

2.6. The driveway retaining wall which also supports the embankment easement does not need to be amended as this structure is covered by the terms of the embankment easement and is not included in the proponent's application.

3. PROPOSAL

3.1. A request has been made to amend the Hobart City Council embankment easement (Registered No. D113200) registered on the title for 1 Montrivale Rise (CT 167721/6).

3.2. The change to the embankment easement was approved in-principle through the planning approval process, as the garage which has been built within the embankment easement now supports the remaining embankment and makes the easement redundant and of no benefit to the Council.

3.3. It is therefore recommended that the embankment easement as shown in the certificate of title CT167721/6 (Attachment B) is amended as proposed

3.4. Once the Tasmanian Land Titles Office application is executed, the strata title plan for the block can proceed.

4. IMPLEMENTATION

4.1. The appropriate Land Titles Office instruments will be prepared and executed. All costs to be borne by the developer.

5. STRATEGIC PLANNING IMPLICATIONS

5.1. The following element from the current Strategic Plan is supported.

5.1.1. Goal 2 – Urban Management, specifically action 2.2.2 *Develop, manage and maintain the city's urban spaces and infrastructure.*

6. FINANCIAL IMPLICATIONS

6.1. Funding Source(s)

6.1.1. All costs are to be borne by the developer.

6.2. Impact on Current Year Operating Result

6.2.1. Not applicable.

6.3. Impact on Future Years' Financial Result

6.3.1. Not applicable.

6.4. Asset Related Implications

6.4.1. Not applicable.

7. LEGAL IMPLICATIONS

7.1. The partial extinguishment of the embankment easement requires a decision of the Council in accordance with Section 108 of the *Land Title Act 1980*.

8. DELEGATION

8.1. This is a matter for the Council to determine.

9. CONSULTATION

9.1. Qualified advice has been provided by the Manager Surveying Services in the preparation of this report.

10. CONCLUSION

10.1. Through the planning approval process for a garage at 1 Montrivale Rise, in-principle approval was provided to amend the embankment easement to reflect the construction of the garage at the property.

10.2. The developer has requested that the redundant part of the embankment easement be amended in accordance with Section 108 of the *Land Titles Act 1980*. The redundant embankment is of no benefit to the Council, given the installation of the garage and associated retaining structure comprising the wall of the garage.

11. RECOMMENDATION

That:

11.1. The report JH:eb(o:\council & committee meetings reports\cic reports\25 may 2016\working documents\1 montrivale rise_extinguish easement.docx) be received and noted.

11.2. The Tasmanian Land Titles Office application under Section 108 of the Land Titles Act 1980, to amend the Hobart City Council embankment easement (Registered No D113200) registered on the title for 1 Montrivale Rise, Dynnyrne (CT 167721/6) be executed by the Council.

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

(Mark Painter)
DIRECTOR
CITY INFRASTRUCTURE

Attachment(s) Attachment A – Site photo
Attachment B – Application form

Attachment A

COPY

RECEIVED
DATE 11/4/16 BY

Attachment B

TASMANIAN LAND TITLES OFFICE

Instrument Releasing Easement or Profit a Prendre

Section 108 Land Titles Act 1980.

DESCRIPTION OF LAND			
Servient Folio of the Register		Dominant Folio of the Register	
Volume	Folio	Volume	Folio
167721	6	(IN GROSS)	

HOBART CITY COUNCIL its address being Town Hall, Hobart in Tasmania the registered proprietor of an estate in gross created by Transfer No D113200 hereby release unto

ELBOWS PTY LTD a company its address being 80 Esplanade, Rose Bay in Tasmania the registered proprietor of the land comprised in the servient folio of the Register the easement described as follows:-

That portion of the embankment easement shown by hatched lines on the enclosed amendment to easement plan by Cromer & Partners dated 20 January 2016

Dated this ..... day of 2016

The common seal of HOBART CITY COUNCIL
has been affixed in the presence of-

Council delegate: .....

Land Titles Office Use Only

Stamp Duty

RPP Version 1

THE BACK OF THIS FORM MUST NOT BE USED

CROMER & PARTNERS
Registered Consulting Surveyors
& Independent Property Advisors

COPY

11/13 Gladstone St, Battery Point, 7004
0419 889 414
e-mail: terry@cromersurveyors.com.au
www.cromersurveyors.com.au

AMENDMENT TO EASEMENT PLAN

RECEIVED
DATE 1/2/16 BY

Dominant Tenement: Hobart City Council

Servient Tenement: CT 167721/6 Elbows Pty Ltd

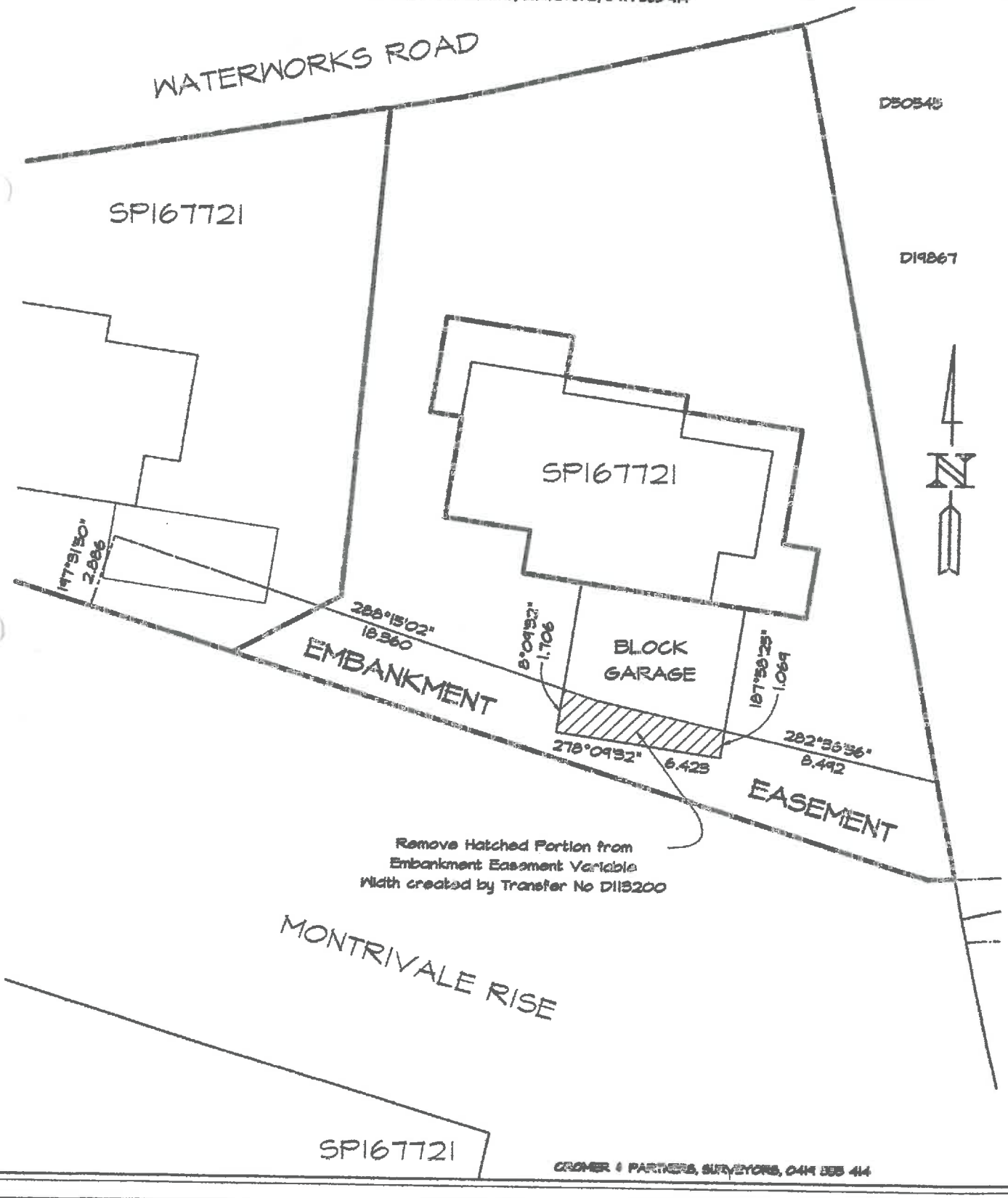
Municipality : CITY OF HOBART

Easement Type : Embankment Easement

AMENDMENT TO EASEMENT PLAN AMENDING EMBANKMENT EASEMENT VARIABLE WIDTH

D:\AAAFiles\S\ScurD03\Cad\ScurD03_10MEA.pro

Date: 28/1/2016 Scale: 1 : 200 Ref: SCURD03



8. DEPARTMENT OF STATE GROWTH - HOBART TRAFFIC CONGESTION REPORT – FILE REF: 36-1-1

47x's

Report of the Director City Infrastructure and the Manager Traffic Engineering of 15 April 2016, and attachment.

DELEGATION: Council

TO : City Infrastructure Committee

FROM : Manager Traffic Engineering and Director City Infrastructure

DATE : 15 April, 2016

SUBJECT : DEPARTMENT OF STATE GROWTH'S HOBART TRAFFIC CONGESTION REPORT

FILE : 36-1-1 AJM: AJM (o:\council & committee meetings reports\cic reports\25 may 2016\completed pdfs\trafficcongestion_report.docx)

1. INTRODUCTION

1.1. During February 2016 there were a number of congestion events on the Hobart road network and the Department of State Growth commissioned an investigation into the likely causes of this congestion. The *Hobart Congestion Traffic Analysis - 2016* report was released on 7 April 2016.

1.1.1. The City of Hobart was not consulted during the preparation of that report.

1.2. This report has been prepared in response to the recommendations of the *Hobart Congestion Traffic Analysis – 2016* report. In particular, it focuses on the impacts on roads currently under the management of the City of Hobart and the immediate and short term recommendations.

2. BACKGROUND

2.1. During February 2016 the road network in and around Hobart experienced higher levels of congestion with the frequency of these events deemed to be above what is typically experienced.

2.2. The Minister for Infrastructure commissioned an investigation into the traffic congestion. The *Hobart Congestion Traffic Analysis 2016* report was released on 7 April 2016 (**Attachment A**).

2.3. The report includes an analysis of the cause of the recent congestion along with a number of immediate, short, medium and long term recommendations. Although the report was commissioned by the Department of State Growth the recommendations are not restricted to the Department of State Growth managed roads but include possible changes to roads managed by the City of Hobart – including traffic signals, parking restrictions and traffic management.

2.4. The report suggests that the traffic congestion experienced during February 2016 resulted from a number of changes to the road network including:

- Increased traffic demands on the road network as a result of the start of the school and University year.

- Increased parking availability in Hobart resulting in increased demands on the road network within the city.

- Roadworks in various locations reducing vehicles speeds in critical locations (but particularly on the eastern side of the Tasman Bridge).

- Changed travel patterns in the road network.

- Changed land use patterns.

2.5. The *Hobart Congestion Traffic Analysis - 2016* report includes a number of recommendations that are detailed in this report.

2.6. The current development of a Transport Strategy for the City of Hobart is timely to allow the Council to clearly articulate how the needs of all transport modes will be balanced and managed within our city.

3. SUMMARY AND DISCUSSION OF THE REPORT'S RECOMMENDATIONS

3.1. The *Hobart Congestion Traffic Analysis - 2016* report includes a number of recommendations – immediate, short, medium and long term. However, there is limited information in the report as to how these recommendations will be progressed and who will be responsible for the recommendations.

3.2. It should be noted that whilst the Minister has made clear his intention to seek to take over responsibility for the Macquarie Street and Davey Street couplet, there is no recommendation in the report in relation to the ownership of those streets. However, a number of the recommendations include changes to traffic management and on-street parking on these routes.

Immediate recommendations and discussion

3.3. Tasman Bridge Ramps Construction

3.3.1. The roadwork on the eastern side of the Tasman Bridge was highlighted as the single greatest contributor to the recent traffic congestion. These works are nearing completion and the new ramp was opened on 7 April 2016.

3.3.2. This is outside the jurisdiction of the City of Hobart.

3.4. Barrack Street / Collins Street junction upgrades

3.4.1. Council considered a report on this matter on 9 June 2015 which indicated an 18% travel time improvement during the afternoon

peak period if changes were made to allow three traffic lanes in Barrack Street crossing the Collins Street intersection.

3.4.2. These works have now been completed and there has already been positive feedback from the community about the success of this project.

3.5. Traffic Data Collection

3.5.1. The City of Hobart has not been approached to assist in obtaining the live traffic data including travel times on key routes and origin-destination data.

Short term recommendations and discussion

3.6. The short term recommendations are proposed to be considered within a five year timeframe.

3.7. Maintenance of Current Clearways
Five locations are named in the report in relation to the maintenance of existing clearways. It is unclear what is meant by maintenance since in many instances there is not a clearway currently operating on the route.

3.7.1. Davey Street between Barrack Street and Molle Street – the narrow traffic lane on the right hand side adjacent to a parking lane results in some vehicles encroaching into the adjacent through lane and disrupting traffic flow (see Figure 1). The combined width of the parking lane and the nearest traffic lane is greater than 5.1m which is the minimum required.

It should be noted that providing a clearway at this location would not allow for an additional lane of traffic – just improved traffic flow (by increasing the travel speed).

As a result, a clearway in this location is not supported.

Figure 1 – Right side of Davey Street (between Barrack Street and Molle Street)

3.7.2. Davey Street between Antill Street and the Southern Outlet.
The narrow traffic lane on the left side adjacent to a parking lane results in some vehicles encroaching into the adjacent through lane and disrupting traffic flow (see Figure 2). The combined width of the parking lane and the nearest traffic lane is greater than 5.1m which is the minimum required.

Providing a clearway here would not allow for an additional lane of traffic – just improved traffic flow (through increased travel speed). A clearway in this location would impact on a number of local businesses whose customers rely on the availability of on-street parking.

A clearway in this location is not supported due to the impact that removal of on-street parking would have on local businesses.

Figure 2 – Left side of Davey Street (between Antill Street and the Southern Outlet)

3.7.3. Davey Street between Antill Street and the Southern Outlet – parking on the right side of the road limits the queuing for South Hobart traffic destined for Macquarie Street (see Figure 3).

In order to provide an additional lane for the right turning traffic into Macquarie Street, a minimum width of 6.0m is required. This can be achieved over an additional 25 m back towards Antill Street.

The installation of a clearway or permanent no stopping zone for an additional 25 m could be easily implemented. However, consultation would need to occur with the residents and businesses directly impacted by the proposed loss of on-street parking. It should be noted that most of these properties have access to off-street car parking, although the two properties directly adjacent to the proposed clearway extension do not have off-street parking.

This recommendation is supported subject to the outcome of consultation with adjacent businesses and residents.

Figure 3 – Right side of Davey Street (between Antill Street and the Southern Outlet)

3.7.4. Barrack Street between Macquarie Street and Davey Street – parking on the right side of the road restricts the lane width and reduces vehicle speed. The combined width of the parking lane and the nearest traffic lane is less than 4.0m so when vehicles are parked in this location they obstruct the traffic lane (see Figure 4).

There could be a case made for removing the parking in this location at all times. However, this is unlikely to be supported by the local businesses whose customers rely on the on-street parking to access their business.

Consideration of changes to the on-street parking would need to be undertaken in consultation with those properties directly impacted.

Figure 4 – Right side of Barrack Street (between Macquarie Street and Davey Street)

3.7.5. Macquarie Street between Antill Street and Molle Street – the narrow traffic lane on the left side adjacent to a parking lane results in some vehicles encroaching into the adjacent through lane and disrupting traffic flow (see Figure 5). The combined width of the parking lane and the nearest traffic lane is generally 5.1m which is the minimum required.

Providing a clearway here would not allow for an additional lane of traffic – just improved traffic flow (through increased travel speeds). There are a number of residential and business properties along this section of Macquarie Street that would be unlikely to support the introduction of a clearway. Many properties do not have off-street car parking and rely on on-street parking to address their parking needs.

Figure 5 – Left side of Macquarie Street (between Antill Street and Molle Street)

Long queues develop in Macquarie Street (back towards the Southern Outlet) when vehicles are parked in the existing clearway during the morning peak periods. However, it is understood that recent enforcement of clearways has reduced the number of vehicles parking during clearway times.

3.8. Installation of New Clearways and Extension of Existing Clearways - Two locations are named in the report in relation to the extension of existing clearways:

3.8.1. Macquarie Street between Harrington Street and Murray Street – the existing clearway (operating between 7.30-9am and 4-6pm, Monday to Friday) is currently provided for a distance of 55 m back from the Murray Street intersection (see Figure 6). It is proposed to extend this clearway further towards Harrington Street.

It should be noted that the combined width of the through lane and parking lane may not be sufficiently wide to safely provide for two traffic lanes during peak periods beyond the existing clearway length.

Figure 6 – Right side of Macquarie Street (upstream from Murray Street)

Observations are that this suggested clearway extension is not necessary at this time as during normal operating conditions the queues rarely extend beyond the existing clearway length.

3.8.2. Davey Street between Salamanca Place and Harrington Street – the existing clearway (operating between 7.30-9.30am and 4-6pm, Monday to Friday) is currently provided for a distance of 55 m back from the Harrington Street intersection (see Figure 7). It is proposed to extend this clearway further towards Salamanca Place.

Figure 7 – Right side of Davey Street (upstream from Harrington Street)

Observations are that this suggested clearway extension is not necessary at this time as during normal operating conditions the queues rarely extend beyond the existing clearway length.

3.9. Lane Allocation within Hobart CBD

Two locations are named in the report in relation to possible lane reallocation:

3.9.1. Murray Street at Collins Street and Macquarie Street (see Figure 8).

The proposal is to allow for three traffic lanes to continue along Murray Street across Collins Street. However, the current kerb bulbing restricts the available width at this location. To provide for these changes would require alteration to the kerb bulbing on the southern side of the intersection, relocation of traffic signal lanterns and the possible loss of some on-street parking.

This in turn would have a slightly detrimental impact on pedestrian amenity at this busy intersection due to the reduced waiting space and longer crossing distance.

However, further investigation could be undertaken to determine the extent of the alterations required and the likely cost of works.

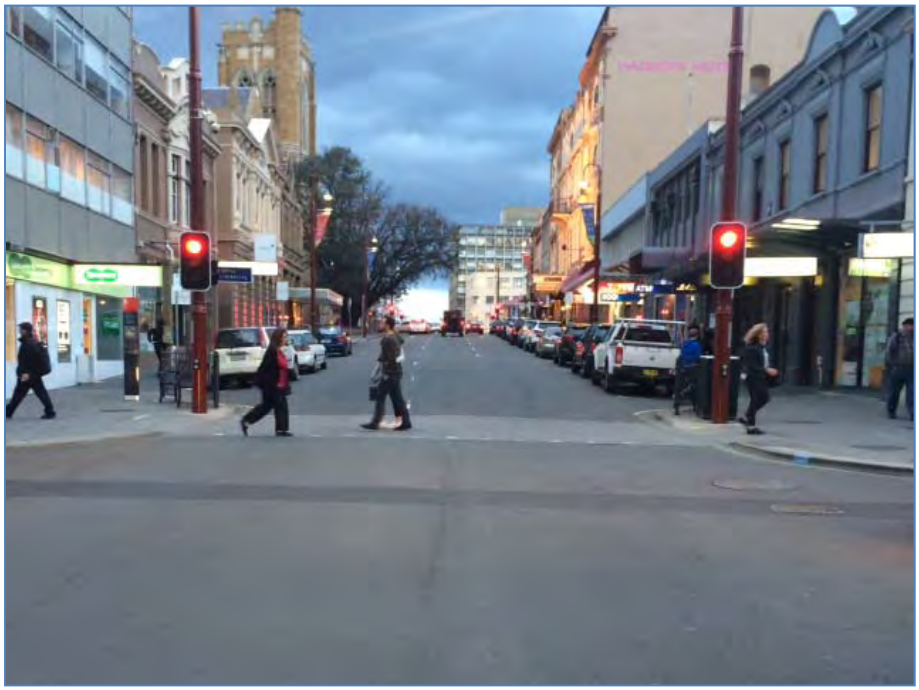


Figure 8 – Murray Street at Collins Street

It is noted that the left lane in Murray Street approaching Collins Street is currently only kept clear during peak periods and operates as a loading zone and bus zone at other times.

It is considered that the use of this lane by through traffic would be limited due to the volume of pedestrians crossing Collins Street that often delay vehicles making the left turn.

3.9.2. Molle Street at Davey Street and Macquarie Street (see Figure 9 and Figure 10).

The proposal is to allow for two traffic lanes to continue along Molle Street (across Macquarie Street) and for two right turn lanes from Molle Street into Macquarie Street. There are also changes proposed upstream in Molle Street as it crosses Davey Street.

However, the current road geometry and topography would not allow for these changes to be made without possible conflict between the swept paths of turning vehicles and those continuing through the intersection. Also, the lateral displacement requirements are significantly greater that the distance across both the Davey Street and Macquarie Street intersections which would make it difficult to introduce these changes safely.

However, further investigation could be undertaken to determine whether these changes are possible, the extent of any alterations required and the likely cost of works.

Figure 9 – Molle Street at Macquarie Street

Figure 10 – Molle Street at Macquarie Street

3.10. Pedestrian Crossing Locations

Two locations are named in the report in relation to the possible removal of pedestrian crossings to improve traffic capacity:

3.10.1. Davey Street at Murray Street (see Figure 11).

The Davey Street crossing downstream of Murray Street is currently very well utilised by pedestrians. On Saturdays it provides access between the Salamanca Market and the city centre and at other times it is an important link between the city and the waterfront. The Parliament Square development is expected to increase the pedestrian activity in this location.

Figure 11 – Davey Street pedestrian crossing at Murray Street traffic signals

3.10.2. Macquarie Street at Harrington Street (see Figure 12).

The Macquarie Street crossing downstream of Harrington Street is well used and also provides access between the city and the waterfront. The new hotel development on Macquarie Street is expected to further increase the pedestrian activity in the area.

Figure 12 – Macquarie Street pedestrian crossing at Harrington Street traffic signals

The proposal to remove pedestrian crossings clearly prioritises improved traffic capacity over pedestrian amenity and safety. The recommendations in the Gehl Architects report *Hobart 2010 Public Spaces and Public Life – A city with people in mind* and the objective of the Inner City Action Plan is to make inner Hobart more people-focused with a pedestrian network that enables smooth movement between city destinations.

These recommended changes to pedestrian crossing are not supported.

3.11. Extension of Hobart Traffic Model

3.11.1. The development of a more extensive traffic model covering a larger proportion of the Hobart transport network would allow for better ability to understand the road network and test any proposed changes or developments within the City.

It is understood that GHD Pty Ltd has been engaged by the Department of State Growth to undertake this work. Traffic data recorded since 1 January 2014 and held by the City of Hobart has been provide to the consultant to assist in the development of the more comprehensive traffic model.

Medium Term Recommendations

3.12. The medium term recommendations are proposed to be considered within a five to ten year timeframe, although some of these recommendations may be addressed sooner than this timeframe. These include:

- Travel Demand Management
- Communication and Coordination of Greater Hobart Construction Traffic Management
- Parking Policy
- Public Transport and Active Transport
- Incident Management

As there is a high level of construction activity currently underway and planned in the short term, it is considered appropriate that City of Hobart officers are involved in the coordination of construction traffic management and this is currently being discussed with the Department of State Growth.

Long Term Recommendations

3.13. The following long term recommendations are proposed to be considered outside of the next ten years.

- CBD Access and Commuter Parking Locations
- Railway Roundabout
- City Planning
- Improvements for Cross City Traffic Flow

4. PROPOSAL

4.1. Whilst some of the short term recommendations in the *Hobart Congestion Traffic Analysis – 2016* report are not supported, there are a number of actions the Council can commit to undertake to address some of these recommendations. Specifically:

4.1.1. Consideration of a 25m clearway on the right hand side of Davey Street upstream of the Southern Outlet, to increase the queuing space for vehicles accessing South Hobart. This would require consultation with the frontage properties.

4.1.2. Consideration of changes to parking on the right hand side of Barrack Street (between Macquarie Street and Davey Street). This would require consultation with the frontage properties.

4.1.3. Undertake preliminary investigations to determine if the proposed lane reallocations in Murray Street (at Collins Street and Macquarie Street) and Molle Street (at Davey Street and Macquarie Street) can be achieved, and if so, the likely extent of works and an indicative cost would need to be determined.

4.1.4. Continue to provide data to assist in the development of an extended Hobart Traffic Model.

4.2. The medium term and long term recommendations in the report have not been considered in detail at this time but officers will continue to work with the Department of State Growth to progress these into the future.

4.3. It is also proposed that the Lord Mayor be requested to write to the Minister for Infrastructure to advise of the Council's decision and intended actions.

5. IMPLEMENTATION

5.1. As indicated earlier in this report, changes to clearways and parking will require consultation with directly affected residents, business operators and property owners prior to finalising any changes.

6. STRATEGIC PLANNING IMPLICATIONS

6.1. The following strategic objectives and sub-objectives from the *Capital City Strategic Plan 2015-2025* are relevant in considering the *Hobart Congestion Traffic Analysis - 2016* report:

1.1 *Partnerships with Government, the education sector and business create city growth.*

1.3 *Vibrant city centre and suburban precincts.*

1.3.2 *Develop and implement a program of city improvements supporting the major retail, commercial and hospitality precincts and small business.*

2.1 *A fully accessible and connected city environment.*

2.1.1 *Develop and implement a transport strategy.*

2.1.2 *Enhance transport connections within Hobart.*

2.1.3 *Identify and implement infrastructure improvements to enhance road safety.*

2.1.4 *Implement the parking strategy Parking – A Plan for the Future 2013.*

2.1.5 *Identify and implement measures to support the use of public transport.*

2.1.6 *Implement the Principal Bicycle Network.*

2.1.7 *Review network operation of city streets and adopt a network operating plan.*

7. FINANCIAL IMPLICATIONS

7.1. Funding Source(s)

7.1.1. None currently identified. Many of the short term recommendations require only minor changes to parking signage which could be implemented within the current operating budgets.

7.1.2. Any infrastructure projects (such as the Murray Street and Molle Street lane reallocations) would need to be budgeted as future works.

7.2. Impact on Current Year Operating Result

7.2.1. Nil.

7.3. Impact on Future Years' Financial Result

7.3.1. Any projects would need to be budgeted in future years based on preliminary design to estimate costs.

7.3.2. There may be some revenue loss associated with any proposed loss of on-street metered parking, such as in Murray Street near Collins Street.

7.4. Asset Related Implications

7.4.1. There are likely to be some minor asset related implications, such as write-off and depreciation.

8. DELEGATION

8.1. This is a matter for the consideration of Council.

9. CONSULTATION

9.1. Qualified advice has been provided by the Manager Traffic Engineering in the preparation of this report.

10. COMMUNICATION WITH GOVERNMENT

10.1. The *Hobart Congestion Traffic Analysis 2016* report was prepared for the Department of State Growth.

10.2. The Minister for Infrastructure met with the Hobart, Glenorchy, Clarence and Kingborough mayors at a summit on 4 March 2016 to discuss Hobart's traffic problems. It is proposed by the Minister for the next Congestion Summit with Mayors to be held in July 2016.

11. CONCLUSION

11.1. During February 2016 the road network in and around Hobart experienced higher levels of congestion with the frequency of these events deemed to be above what is typically experienced.

11.2. The Minister for Infrastructure commissioned an investigation into the traffic congestion. The *Hobart Congestion Traffic Analysis - 2016* report was released on 7 April 2016.

11.3. The report suggests that the traffic congestion experienced during February 2016 resulted from a number of changes to the road network including:

- Increased traffic demands on the road network as a result of the start of the school and University year.

- Increased parking availability in Hobart resulting in increased demands on the road network within the city.

- Roadworks in various locations reducing vehicles speeds in critical locations (but particularly on the eastern side of the Tasman Bridge).

- Changed travel patterns in the road network.

- Changed land use patterns.

11.4. The report includes an analysis of the cause of the recent congestion along with a number of immediate, short, medium and long term recommendations. Although the report was commissioned by the Department of State Growth the recommendations are not restricted to the Department of State Growth managed roads but include possible changes to roads managed by the City of Hobart – including traffic signals, parking restrictions and traffic management.

11.5. There is limited information in the report as to how these recommendations will be progressed and who will be responsible for the implementation of the recommendations.

11.6. It should be noted that there is no recommendation in the report in relation to the ownership of the Macquarie Street and Davey Street couplet. However, a number of the recommendations include changes to traffic management and on-street parking on these routes.

11.7. There are a number of actions the Council can commit to undertake to address some of the short term recommendations in the *Hobart Congestion Traffic Analysis – 2016* report. They include:

11.7.1. Consideration of a 25m clearway on the right hand side of Davey Street upstream of the Southern Outlet, to increase the queuing space for vehicles accessing South Hobart. This would require consultation with the frontage properties.

11.7.2. Consideration of changes to parking on the right hand side of Barrack Street (between Macquarie Street and Davey Street). This would require consultation with the frontage properties.

11.7.3. Undertake preliminary investigations to determine if the proposed lane reallocations in Murray Street (at Collins Street and Macquarie Street) and Molle Street (at Davey Street and Macquarie Street) can be achieved, and if so, the likely extent of works and an indicative cost would need to be determined.

11.7.4. Continue to provide data to assist in the development of an extended Hobart Traffic Model.

11.8. A number of recommendations of the *Hobart Congestion Traffic Analysis – 2016* report are not supported. Those include the following:

11.8.1. The installation of a clearway in Davey Street between Barrack Street and Molle Street.

11.8.2. A clearway in Davey Street on the left side between Antill Street and the Southern Outlet

11.8.3. A clearway in Macquarie Street between Antill Street and Molle Street.

11.8.4. A trial of extended length clearways in Macquarie Street (upstream of Murray Street) and in Davey Street (upstream of Harrington Street).

11.8.5. The removal of pedestrian crossings at traffic signal locations across the City.

11.9. The medium term and long term recommendations in the report have not been considered in detail at this time but officers will continue to work with the Department of State Growth to progress these into the future.

12. RECOMMENDATION

That:

12.1. The report AJM:smlp (o:\council & committee meetings reports\cic reports\25 may 2016\completed pdfs\trafficcongestion_report.docx) be received and noted.

12.2. The following works be implemented to progress the short term recommendations in the State Government report* Hobart Congestion Traffic Analysis – 2016*:

12.2.1. Consideration of a 25 m clearway on the right side of Davey Street upstream of the Southern Outlet, to increase the queuing space for vehicles accessing South Hobart, including consultation with the frontage properties.

12.2.2. Consideration of changes to parking on the right side of Barrack Street (between Macquarie Street and Davey Street), including consultation with the frontage properties.

12.2.3. Undertake preliminary investigations to determine if the proposed lane reallocations in Murray Street (at Collins Street and Macquarie Street) and Molle Street (at Davey Street and Macquarie Street) can be achieved.

12.2.4. Continue to provide data to the Department of State Growth to assist in the development of an extended Hobart Traffic Model.

12.3. ***The following short term recommendations of the*** **Hobart Congestion Traffic Analysis – 2016** ***not be supported:***

12.3.1. The installation of a clearway in Davey Street between Barrack Street and Molle Street.

12.3.2. A clearway in Davey Street on the left side between Antill Street and the Southern Outlet

12.3.3. A clearway in Macquarie Street between Antill Street and Molle Street.

12.3.4. A trial of extended length clearways in Macquarie Street (upstream of Murray Street) and in Davey Street (upstream of Harrington Street).

12.3.5. The removal of pedestrian crossings at traffic signal locations across the City.

12.4. ***Officers continue to work with the Department of State Growth to progress the medium and long term recommendations in the report.***

12.5. ***The Lord Mayor be requested to write to the Minister for Infrastructure to advise of the Council's decision and intended actions.***

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

(Mark Painter)
DIRECTOR CITY INFRASTRUCTURE

Attachments A Hobart Congestion Traffic Analysis – 2016 report, Department of State Growth

Attachment A

Roads for our Future

Hobart Congestion Traffic Analysis - 2016

Department of State Growth

Tasmanian Government

Introduction

Background

This report was prepared for the Department of State Growth to provide a technical analysis of traffic flow in the Hobart CBD and the main State Highways connecting to the city, during the recent periods of citywide heavy traffic congestion.

Hobart's traffic system is complex and dynamic. The CBD and surrounds attracts a large volume of traffic throughout the day and rely upon three major arterials for access: Tasman Highway; Brooker Highway; and Southern Outlet. These arterials are connected via the Davey Street/ Macquarie Street Couplet, connected by various major collector roads along its length providing access to and through the City (such as Sandy Bay Road, Barrack Street, Campbell Street and Murray Street).

Traffic volumes on Hobart's network have grown dramatically, particularly on the Davey Street/ Macquarie Street Couplet over the last decade. In parallel with traffic growth there have been multiple changes to land use and transport systems, which have increased congestion levels along the Couplet as well as the various roads connecting to the Couplet.

During the month of February 2016, higher levels of congestion were experienced. The frequency of the congestion was deemed to be above what is typically experienced. Congestion appeared to peak during the first week of semester for University.

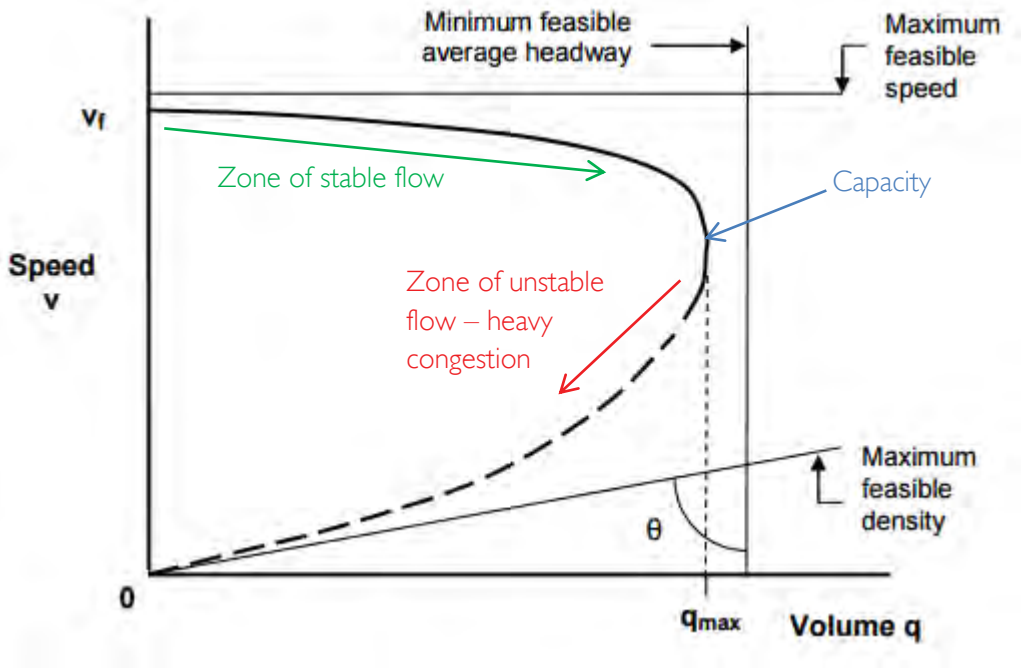
Some heavy congestion events were readily explained by unusual events. One such example included a bus breaking down on the Tasman Bridge which caused widespread congestion along the Brooker Highway, and the main arterial roads connecting to Hobart (including Southern Outlet, Davey and Macquarie Streets, Campbell Street, Sandy Bay Road). Other heavy congestion events did not appear to have an obvious explanation and were therefore the focus of media and broader public attention.

Traffic Congestion

Traffic congestion is a state of the network when traffic demands exceed the available capacity. The state when traffic demand equals capacity is known as 'saturation'. This state results in lengthy delays and queue formation until demands reduce to levels below capacity. The capacity of a network is not static, but variable and depends on many factors, including traffic volumes and flow conditions on each component of the network, road link conditions, traffic signal phasing and cycle times, parking activity, and other various factors. During periods of traffic congestion small disruptions to traffic flow can result in dramatic reductions in vehicle speeds with stop/ start conditions propagating back into the traffic flow.

Traffic congestion within an element of the network is simplistically described in the speed flow diagram in Figure 1. As the network demand flow increases, vehicle speeds reduce until they reach a maximum volume (shown as q_{max} in Figure 1). As traffic demands then increase beyond this point, vehicle speeds reduces further, thus causing reduced flow. This results in unstable queue formation and lengthy delays within the network. If demands continue to increase, flow can reduce to zero flow and zero speed, which is commonly referred to as 'gridlock' conditions.

Figure 1 Speed-Flow Diagram



Source: Austroads, Guide to Traffic Management, Part 2: Traffic Theory

The capacity of each component of the network varies from day to day, as well as throughout a typical peak hour. It is therefore difficult to forecast capacity as much as it is difficult to forecast traffic demands on any given day.

Hobart's road network is consistently near capacity during peak periods. Relatively small changes in traffic conditions therefore tend to have a large impact on traffic flow.

Analysis of Heavy Congestion

Heavy Congestion Periods in Hobart

During the month of February 2016 there were periods of heavy congestion noted in the Hobart road network. In general terms, the congestion appeared to be more pronounced during the evening peak period and resulted in the following impacts:

- Slow moving traffic on the Tasman Bridge, with regular stop/ start flow.
- Lengthy queues on most roads connecting to the Macquarie Street/ Davey Street Couplet. This included lengthy queues on Southern Outlet, Barrack Street, Murray Street, Campbell Street, Sandy Bay Road Molle Street/ Byron Street and Antill Street/ Regent Street.

Lengthy delays on all roads through the city, particularly along Macquarie Street and roads connecting to the Couplet. On two occasions, traffic was reported to be gridlocked on Sandy Bay Road and Regent Street near the University in Sandy Bay. Traffic was also effectively gridlocked in the city at this time.

Traffic Flow Observations

Observations of traffic flow were made during heavy congestion periods, both within the network and from the State Growth Transport Control Centre. During the afternoon peak period, the following pattern of congestion appeared consistently:

- Slow moving eastbound traffic on the Tasman Bridge resulted in stop/ start traffic conditions. This caused backward forming shockwaves along Tasman Highway approaches to the Bridge.
- Slow moving traffic and queue formation along Macquarie Street originating on the Tasman Highway approach to the Bridge. This migrated upstream back into Macquarie Street resulting in successive road segments becoming blocked, with few vehicles progressing through each green phase.
- Once congestion reached the top end of Macquarie Street, large queues and lengthy delays resulted at the Southern Outlet approach to the Couplet.
- Side roads connecting to the Couplet experienced lengthy delays as only small volumes of traffic could access Macquarie Street during their green phases.

Typically Davey Street experiences heavy congestion during the evening peak period, however during these periods of heavy network congestion it did not experience similar levels of heavy congestion as Macquarie Street.

Causing Factors

The heavy traffic congestion experienced in the Hobart network was caused by multiple factors. These factors were identified through a combination of observations of traffic flow and analysis of traffic data. They include:

- Increased traffic demands on the network as a result of the return of schools and University.
- Increased parking availability in Hobart, increasing traffic demands on the network within the city.

- Road works in various locations reducing capacity and/or reducing vehicle speeds in critical locations.
- Changed travel patterns in the network.
- Changed land use patterns.

Each of these causing effects are examined in the following sections.

Increased Traffic Demands

Traffic demands on the network increase cyclically as well as progressively over time. Cyclic changes to traffic demands include school and school holiday traffic, as well as peak trading activity (Christmas, Easter, etc).

There is a measurable increase in traffic flow on school days compared to school holiday periods. This can range between a 10% to 20% increase in traffic flows, depending on the nature of the road. Generally, school related 'spikes' in traffic occur during the beginning of the school year and also during periods of inclement weather.

Similarly, the start of the University year results in higher levels of traffic on the main arterial roads near the Sandy Bay Campus. University traffic tends to be maximised at the beginning of the first semester and typically settles down throughout the year.

Whilst not assessed in this report, there is anecdotal evidence that tourism may also have contributed to increased traffic demands on the network. Tourism Tasmania have reported record visitations to Tasmania in the past 12 months.

Background Traffic Growth

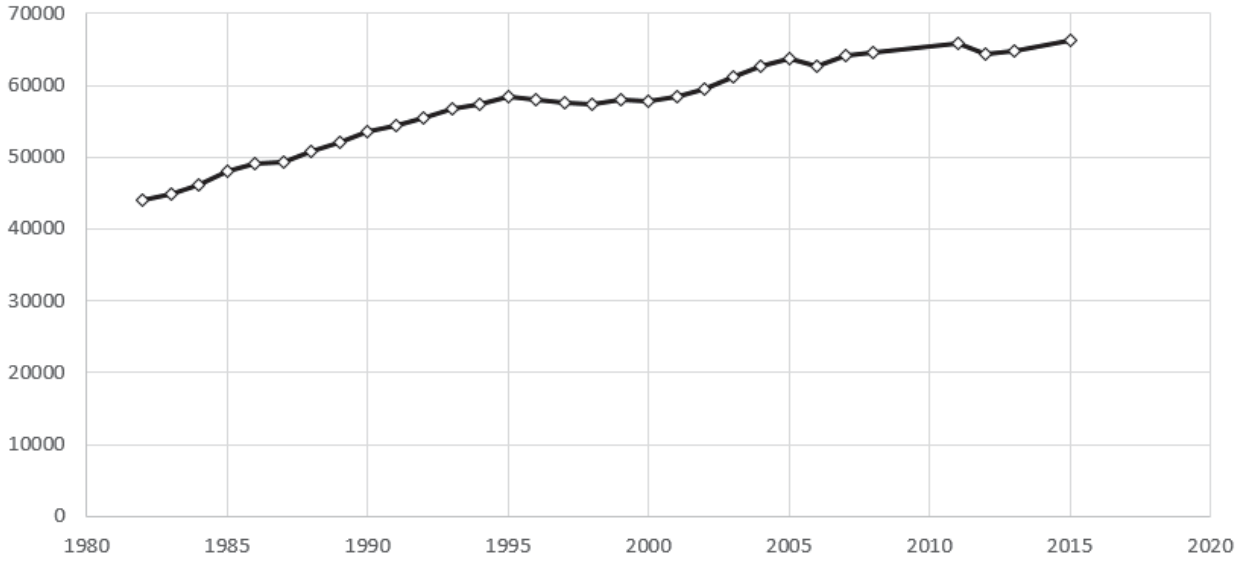
Background traffic growth occurs on all the major roads connecting to Hobart. Each of the highways connecting to Hobart have experienced relatively steady traffic growth over an extended period of time. Current compound growth rates are:

- Tasman Bridge 1.1%
- Brooker Highway 1.5%
- Southern Outlet 3.6%

It is noted that these values are for daily traffic increases, and that peak hour traffic historically grows at a much lesser rate than daily traffic.

Annual average daily traffic volumes (AADT) for the Tasman Bridge between 1982 and 2015 are shown in Figure 1. It can be seen that traffic growth has been relatively consistent between 1982 and 1995, however growth appears to have slowed in recent years. It is likely that current traffic volumes on the Bridge are approaching capacity, which may be in the order of 70,000 to 75,000 vehicles per day. During peak periods, traffic flow is at capacity in the peak direction (westbound in morning peak and eastbound during evening peak).

Figure 1 Tasman Bridge Traffic Data



Road Works

The presence of road works reduces traffic capacity on the network. This is through a combination of physical reduction of a road or lane(s), increased side friction, modified traffic conditions, and reduced vehicle speeds.

The greatest single causal impact of recent traffic congestion was the presence of road works in key locations of the network. The most critical road works impact was the Rosny Interchange, as well as various inner city works (including the closure of Liverpool Street over one full week).

The Rosny Interchange works impacted Tasman Bridge traffic flow during the afternoon peak in the following key ways:

- Lane widths were reduced and a concrete barrier was placed on a curve as vehicles exited the Bridge. This had an impact of suddenly reducing vehicle speeds on the approach to the barrier, thus causing backwards propagating shock waves along the Bridge.
- Lane merging behaviour was modified within the works area, with drivers changing from the left lane to the right lane (to access the Tasman Highway) over a relatively short area. Prior to the road works, a larger merging area was available which reduced the incidence of backward propagating shockwaves on the Bridge.

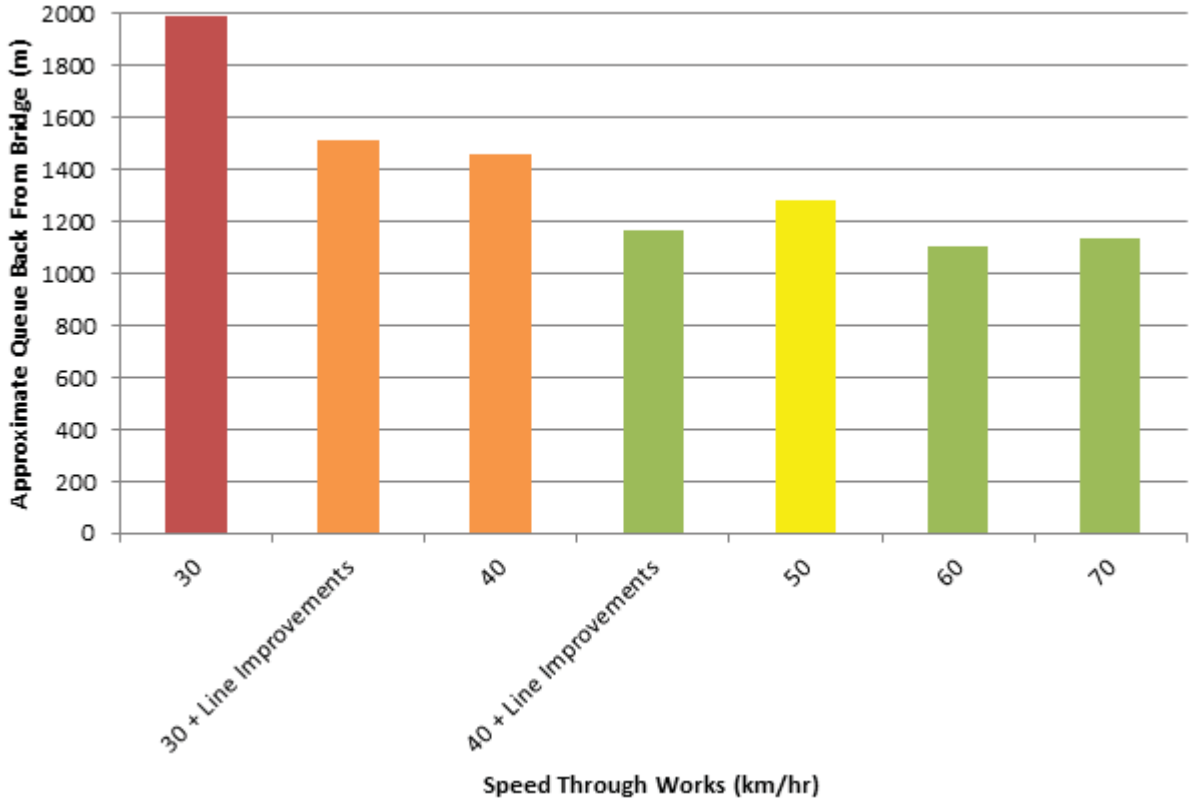
Modelling analysis was undertaken to understand the impact of reduced vehicle speeds through the road works during the afternoon peak period. This analysis indicated that maintaining higher travel speeds through the road works is critical. The average queues for speeds between 30-km/h and 60-km/h is shown in Figure 2. Whilst the posted speed limit through the works increases to 60-km/h each weekday afternoon, the actual travel speeds through the sweeping bend, with reduced lane width, reduced to between 30km/h to 40-km/h.

This reduced speed caused unstable flow on the bridge, with slow moving queues extending well into Macquarie Street. This in turn reduced capacity in Macquarie Street and all connecting roads along its length, eventually extending into the Southern Outlet.

Figure 2 Rosny Interchange Speed/ Queue Formation

Further traffic modelling was also undertaken of lane changing within the work site. The modelling indicated that the provision of an early merge area (as existed prior to the works) enabled more stable traffic flow, resulting in lower queues extending over the Bridge. This is shown in Figure 3.

Figure 3 Work Site Merging and Vehicle Speeds



Once improvements were made at the road works site (increased available lane width and additional merge area), traffic flow was measurably improved. Traffic signal SCATS data indicated that congestion decreased by up to 20%.

The closure of Liverpool Street road between Campbell Street and Argyle Street also played a role in increasing traffic congestion through the reduction of network capacity. This impact was more obvious during morning peak, and less so during the evening peak. The road closure redistributed traffic to other sections of the network, thus increasing demands on Davey Street and various roads accessing the city.

Changed Traffic Patterns

There have been various changes to the transport network that has impacted on traffic flow in Hobart and its approaches. These changes include:

- Liverpool Street between Elizabeth Street and Murray Street. Through lanes reduced from two to one. Whilst construction of the Icon Complex building had resulted in a temporary lane closure for 18 months, the road was reconstructed.
- Morrison Street/ Franklin Wharf. Various changes have reduced capacity through the Sullivans Cove area.

Changed Land Use Patterns

The Myer store reopened in Liverpool Street in November 2015. Whilst this involved the relocation of the temporary Myer sites to the new facility, there is anecdotal evidence that customer visitation has increased.

The completion of the Vodafone building on the corner of Bathurst Street and Argyle Street has increased staff and parking within the CBD.

In recent years, there has been a decentralisation of the University campuses which has resulted in new campuses within Hobart. These University centres include the Menzies Centre, IMAS, and Domain. This has increased staff and student numbers within the CBD and surrounds.

SCATS Traffic Signal Operations

Hobart's traffic signals operate using SCATS software. Whilst it has had various upgrades over the years, much of the physical infrastructure associated with the SCATS is aging. This results in incompatibility issues with newer versions of the software as well as loop detector failures.

Traffic Data Analysis

SCATS Traffic Signal Data

Comparisons were made of three years of same week in February for 2014, 2015 and 2016. This was done to analyse the changes in traffic volumes on key roads into and through Hobart across the three years. It should be noted that 2014 and 2015 comparison years did not experience heavy congestion, whereas 3 days of the 2016 data were heavily congested.

The results are summarised in the following sections.

Macquarie Street

Macquarie Street SCATS data was analysed at the following intersections:

- Southern Outlet
- Barrack Street
- Harrington Street
- Evans Street

Macquarie Street recorded the most significant impacts associated with heavy congestion. The following key issues were noted:

- The average weekday traffic volume using Macquarie Street reduced significantly compared to 2015 volumes. The difference was in the order of 1,000 to 3,500 vehicles per day, depending on the location along Macquarie Street. This is shown in Figure 4.
- The 2016 hourly weekday flow followed a very similar pattern to 2014 and 2015, except for the evening peak hour. The heavy congestion associated with the evening peak resulted in a large reduction of capacity within Macquarie Street. The congestion created a reduction of approximately 1,000 vehicles per hour in some locations. This peak traffic flow reduction tended to increase the further north along Macquarie Street. This can be seen in Figure 5.

Figure 4 Macquarie Street Average Weekday Daily Traffic Flow

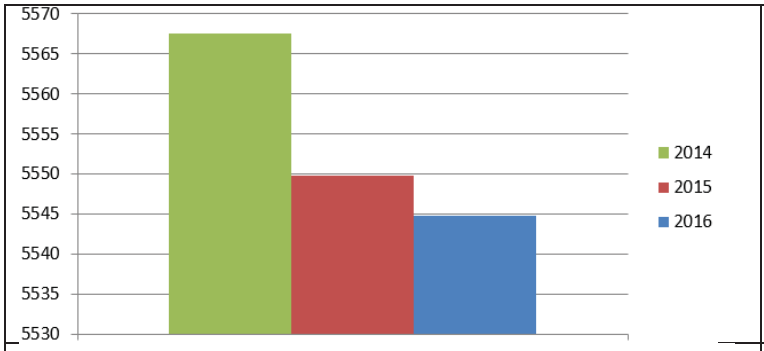
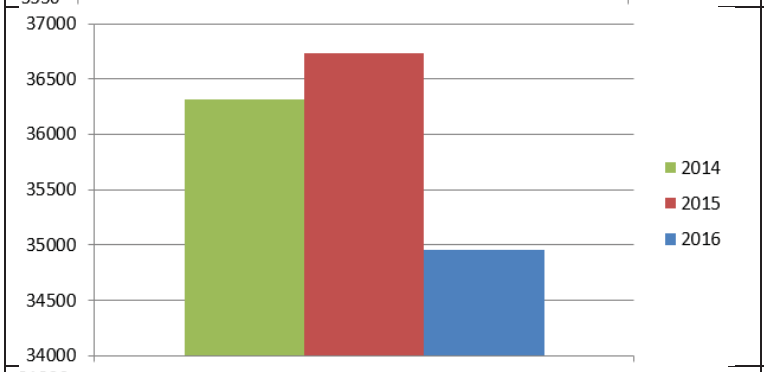
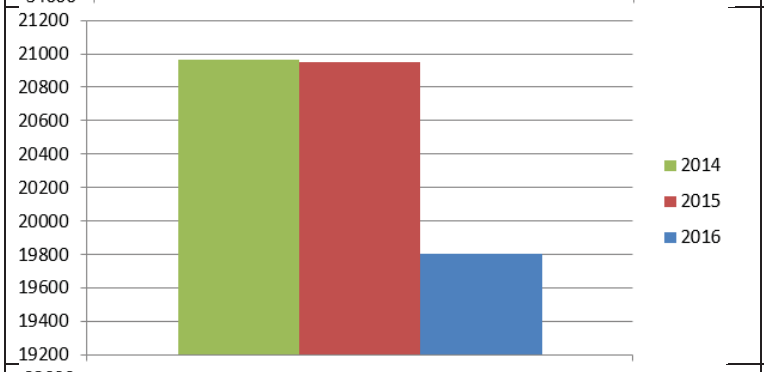
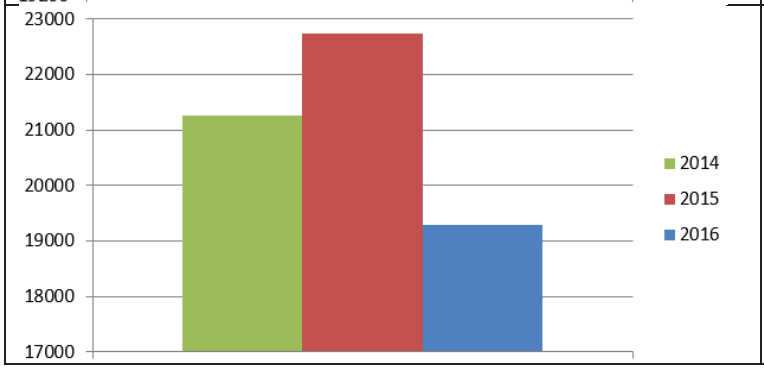
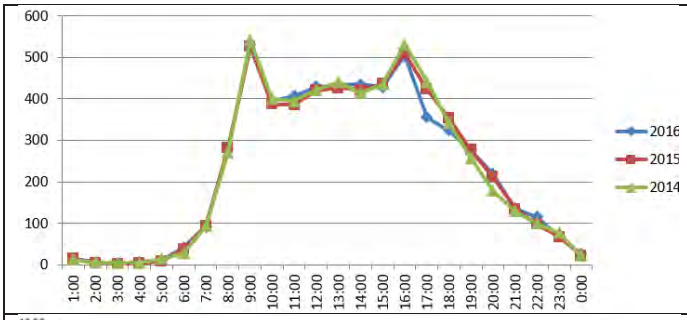
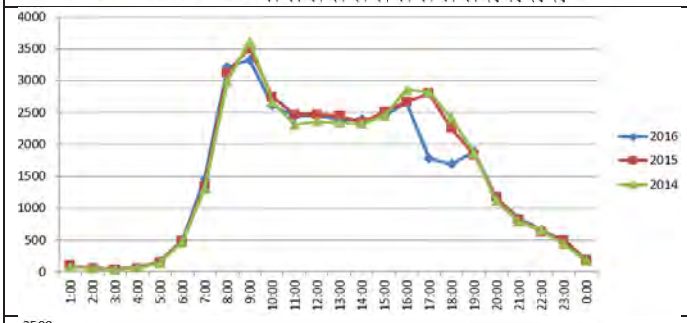
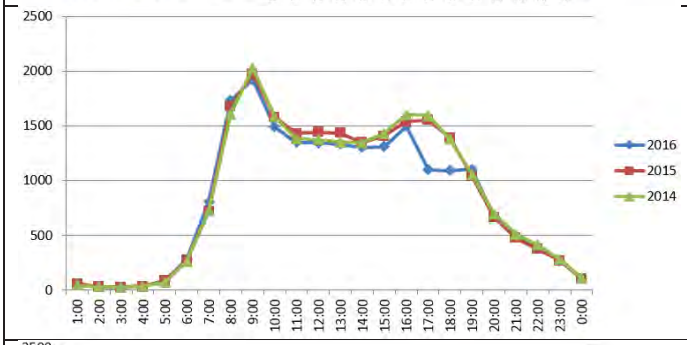
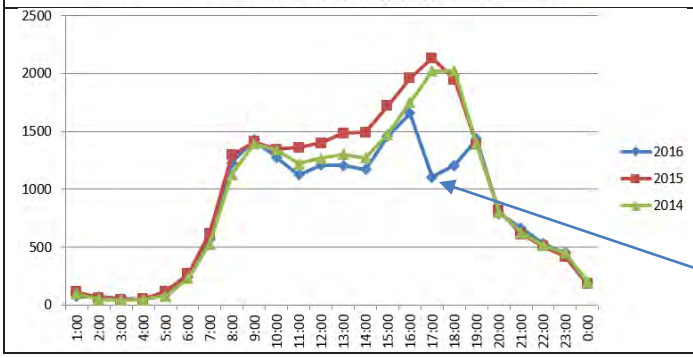
	Macquarie Street (South Hobart approach) Average Daily Weekday Traffic at Southern Outlet intersection. Note the actual difference in flow is relatively insignificant, with a difference of only 22 vehicles per hour between 2014 and 2016.
	Macquarie Street Average Daily Weekday Traffic at Barrack Street intersection. A relatively large reduction of ADT between 2015 and 2016.
	Macquarie Street Average Daily Weekday Traffic at Harrington Street intersection. A relatively large reduction of ADT between 2015 and 2016.
	Macquarie Street Average Daily Weekday Traffic at Evans Street intersection. A relatively large reduction of ADT between 2015 and 2016.

Figure 5 Macquarie Street Average Weekday Hourly Traffic Flow

	Macquarie Street (South Hobart approach) Average Daily Weekday Traffic at Southern Outlet intersection.
	Macquarie Street Average Daily Weekday Traffic at Barrack Street intersection.
	Macquarie Street Average Daily Weekday Traffic at Harrington Street intersection.
	Macquarie Street Average Daily Weekday Traffic at Evans Street intersection.

Davey Street

Davey Street SCATS data was analysed at the following intersections:

- Southern Outlet
- Barrack Street
- Harrington Street
- Evans Street

Davey Street was less impacted by the congestion. General observations include:

- 2016 Average weekday traffic volumes generally increased compared to 2014 and 2015 comparison years. The exceptions were Southern Outlet and Evans Street, where a reduction was noted compared to 2015 (Evans Street junction increased in 2016 compared to 2014). This is shown in Figure 6.
- The 2016 hourly weekday flow of Davey Street followed a very similar pattern to 2014 and 2015, except for the evening peak hour. The heavy congestion associated with the evening peak resulted in a small reduction of capacity within Davey Street. The reduction was less than Macquarie Street. This can be seen in Figure 7.
- There appeared to be a large reduction in traffic flow across the entire day in 2016 at the Southern Outlet. The cause of this is not immediately clear. It is possible that it is a loop detector issue. More investigation is required to determine whether this is an indicator of traffic flow change. Note that the junction does not record movements to the Southern Outlet exit.

Figure 6 Davey Street Average Weekday Daily Traffic Flow

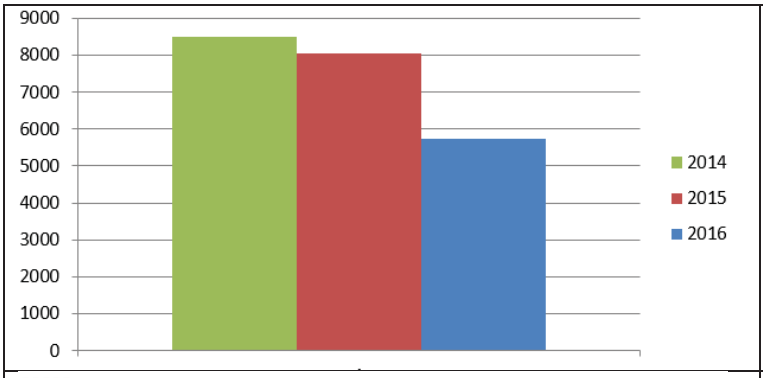
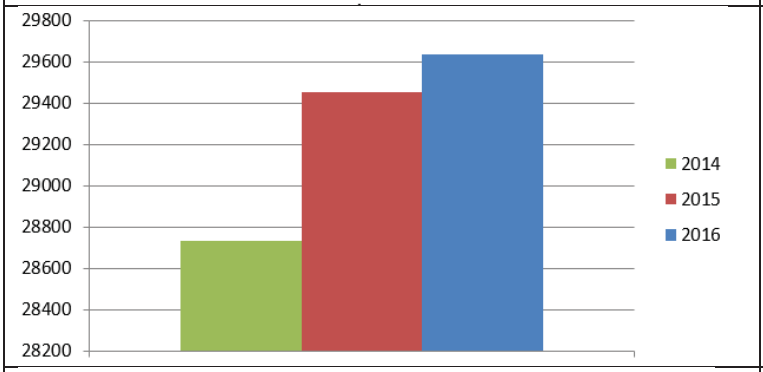
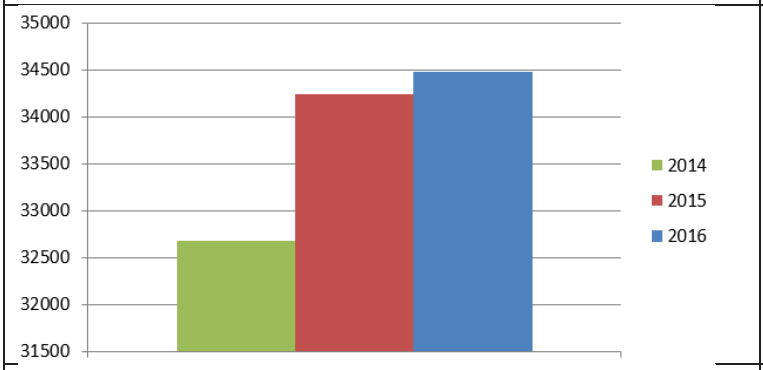
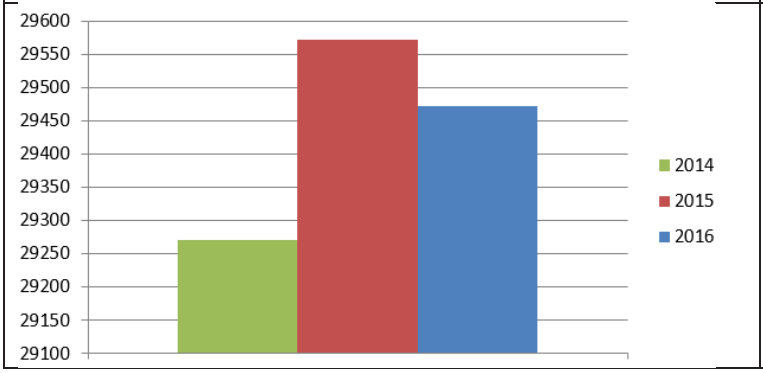
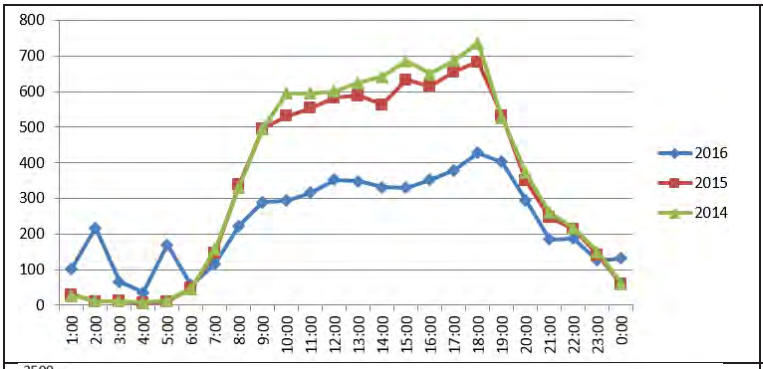
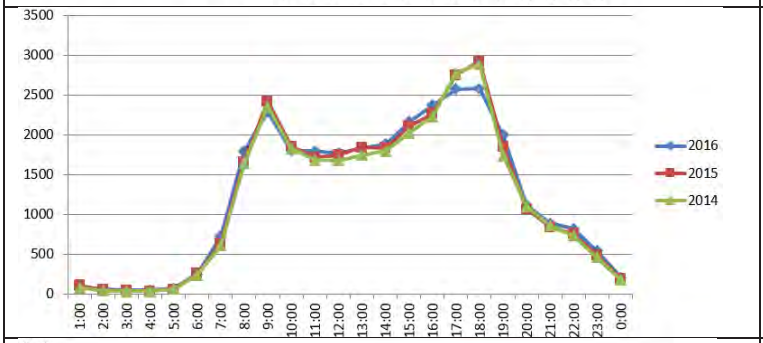
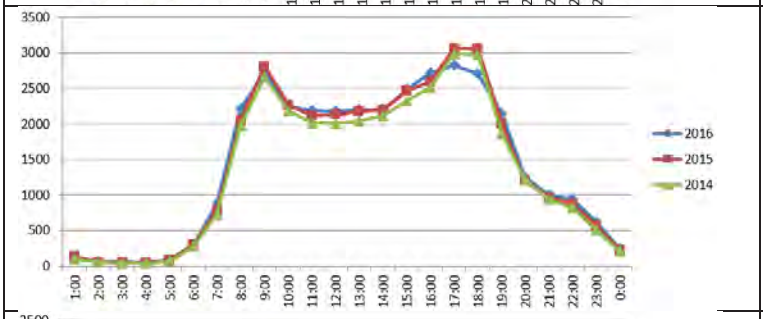
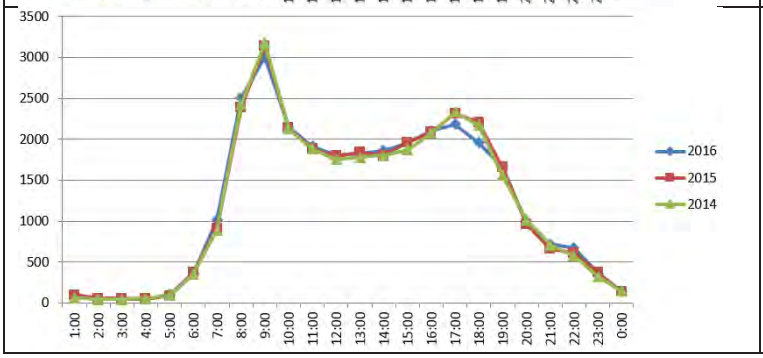
	Davey Street Average Daily Weekday Traffic at Southern Outlet intersection. Note only vehicles accessing Davey Street (South Hobart approach) or Macquarie Street are recorded. Vehicles entering the Southern Outlet are not recorded.
	Davey Street Average Daily Weekday Traffic at Barrack Street intersection.
	Davey Street Average Daily Weekday Traffic at Harrington Street intersection.
	Davey Street Average Daily Weekday Traffic at Evans Street intersection.

Figure 7 Davey Street Average Weekday Hourly Traffic Flow

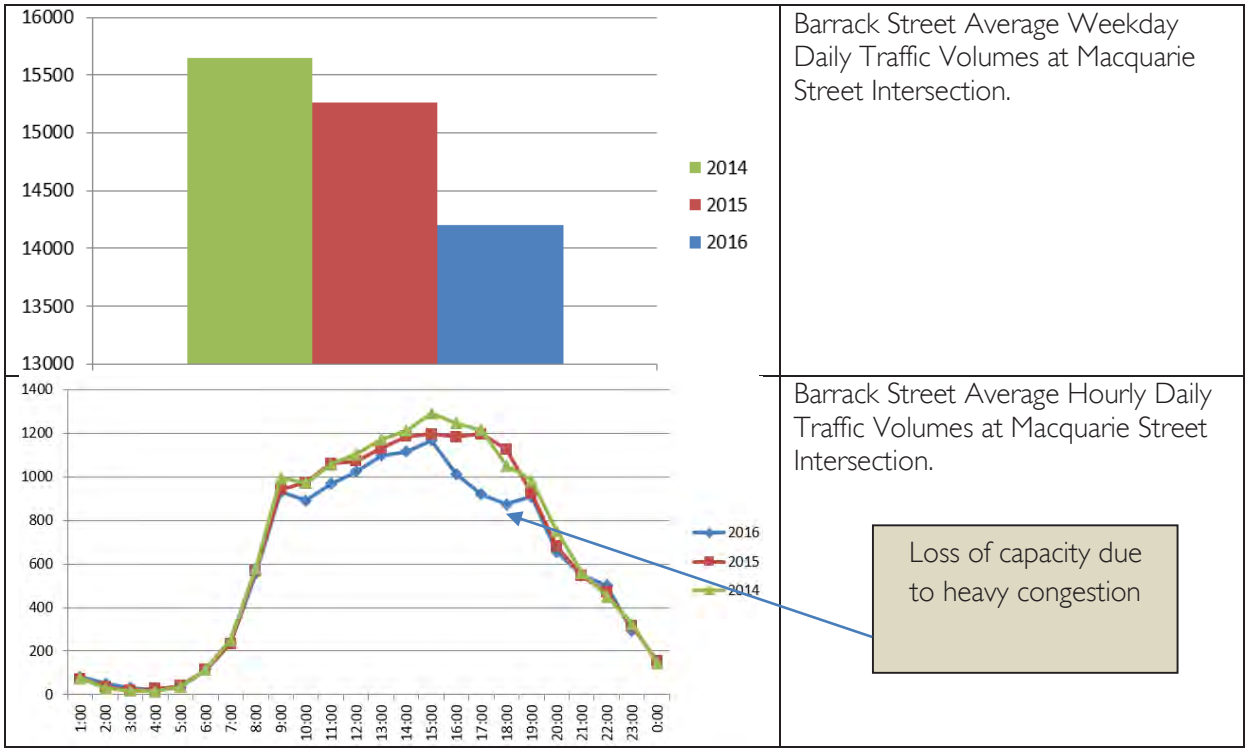
	Davey Street Average Daily Weekday Traffic at Southern Outlet intersection. Note only vehicles accessing Davey Street (South Hobart approach) or Macquarie Street are recorded. Vehicles entering the Southern Outlet are not recorded.
	Davey Street Average Daily Weekday Traffic at Barrack Street intersection.
	Davey Street Average Daily Weekday Traffic at Harrington Street intersection.
	Davey Street Average Daily Weekday Traffic at Evans Street intersection.

Barrack Street

Barrack Street follows a similar pattern to Macquarie Street, with a decrease of average weekday daily traffic volume in 2016, and a significant reduction of flow during the evening peak. The evening peak reduction was in the order of 260 vehicles per hour in 2016 compared to 2014 and 2015.

This is shown in Figure 8.

Figure 8 Barrack Street Weekday Traffic Flow

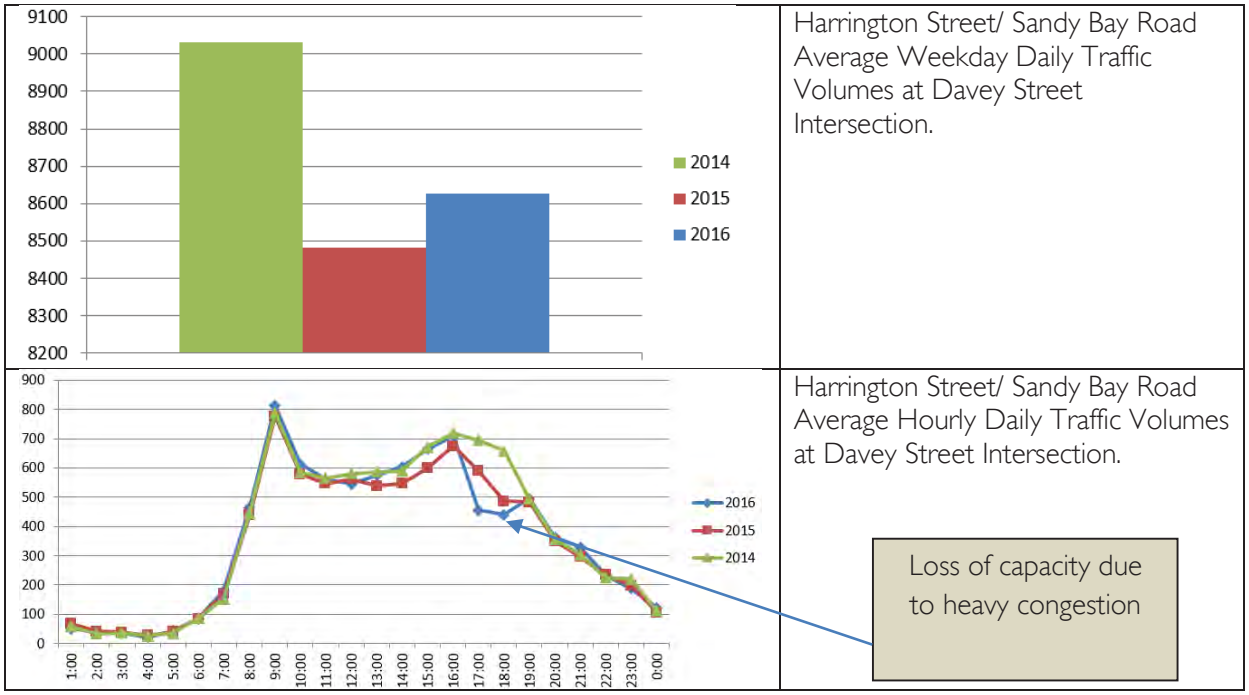


Harrington Street/ Sandy Bay Road

The average weekday traffic volume in 2016 for Harrington Street (Sandy Bay Road approach) was higher than 2015, but lower than 2014.

As with Barrack Street, the evening peak had significantly reduced flow due to the effects of heavy congestion on the network.

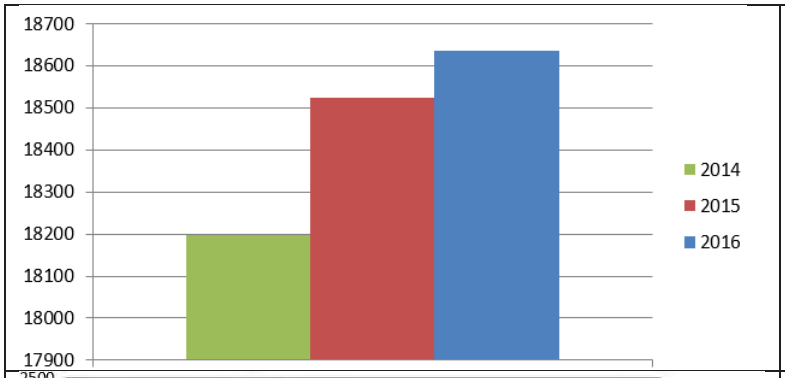
Figure 9 Harrington Street/ Sandy Bay Road Weekday Traffic Flow



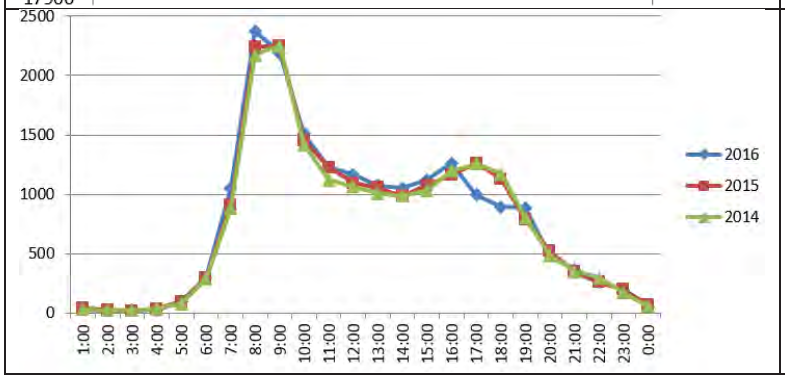
Southern Outlet

The Southern Outlet has experienced average weekday traffic growth across all analysis years. The hourly weekday flows were similar across all years, with the significant reduction during the afternoon peak being consistent with Macquarie Street. This is shown in Figure 10.

Figure 10 Southern Outlet Weekday Traffic Flow



Southern Outlet Average Weekday Daily Traffic Volumes at Davey Street Intersection.



Southern Outlet Average Hourly Daily Traffic Volumes at Davey Street Intersection.

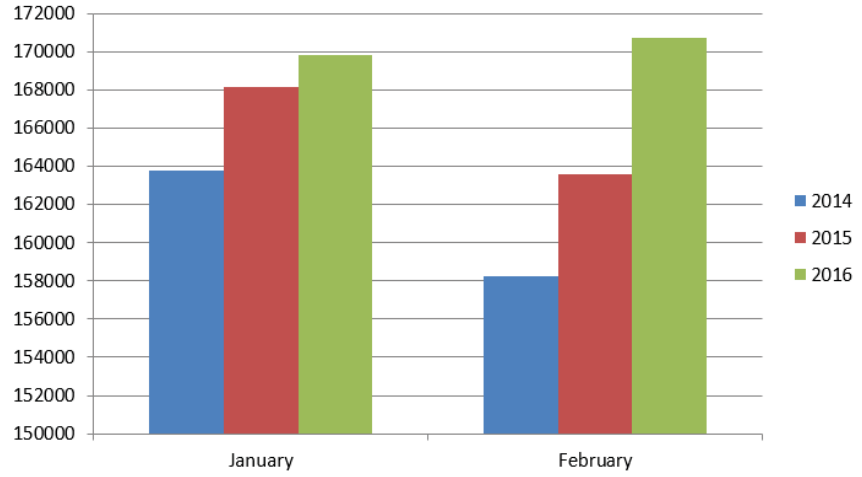
Car Parking Data

One of the major influences on traffic demand is parking. Parking provides the end-point destination within the City. The availability of parking therefore can have a strong impact on traffic volumes entering the city during the morning, and exiting during the evening. The type of parking also influences traffic demand. Long term parking attracts commuter traffic by storing cars for people working in or near the city, and short term parking attracts trips such as shopping and services. Other factors such as parking price and accessibility play a role in generating vehicle trips throughout the day.

Parking data was obtained from Hobart City Council on the three major Council controlled car parks: Argyle Street Car Park, Hobart Central Car Park, and Centrepoint Car Park for the months of January and February in 2014, 2015 and 2016. These three car parks provide the largest single amount of parking within the city, with a total provision of 2,197 spaces (950 spaces in Argyle Street, 465 spaces in Hobart Central, and 782 spaces in Centrepoint).

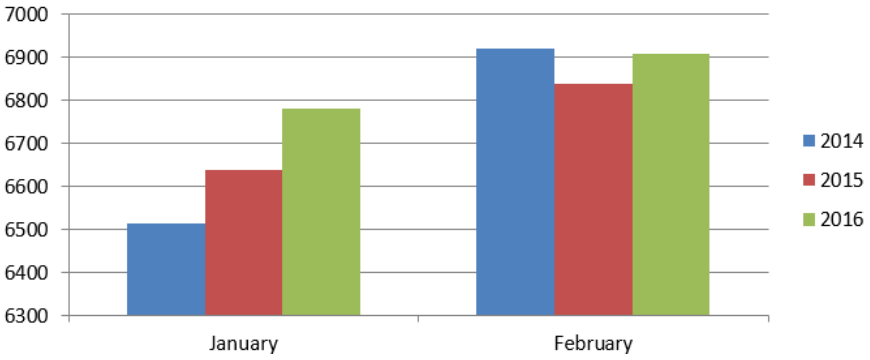
The total number of car parking numbers at Council's major car parking stations is shown in Figure 11 for the months of January and February in 2014, 2015 and 2016. It can be seen that there has been a consistent increase in total car parking demands in January and February between 2014 and 2016. In particular, in February 2016 there has been an increase of 7,129 vehicles compared to 2015, and 12,523 vehicles compared to 2014.

Figure 11 Jan/ Feb Total Monthly Car Parking – Argyle, Centrepoint, Hobart Central



Weekday patronage trends remain consistent however, with a progressive increase in January between 2014 and 2016, and relatively steady during February. This indicates that much of the increase has occurred on weekends. Car parking demands are consistently higher in February compared to January across all three analysis years.

Figure 12 Jan/ Feb Average Weekday Car Parking – Argyle, Centrepoint, Hobart Central



The increase use of the three major Council car parks is only a small proportion of the change in parking within the Hobart CBD. There has been an increase in the quantity of permit and long term parking in Hobart. It is estimated that there has been an additional 500 parking spaces in and around Hobart in the last 12 months. Examples include Evans Street (old Toll site), Vodafone Centre, reuse of land uses for parking (such as small car yards), reopening of Montpelier Street car park.

The majority of these new car parking spaces are long stay/ commuter spaces:

- Evans Street car park (former Toll site) approximately 200 spaces consisting of ~100 permit spaces, ~100 early bird spaces.
- Montpelier Retreat spaces (closed during 2015 for construction activity) approximately 190 spaces consisting of 90 permit spaces and 100 voucher parking spaces.
- Vodafone Centre – approximately 200 spaces
- Various reuse of land for car parking – approximately 100 spaces

It is therefore clear that the increased parking provision has resulted in increased traffic demand into the city. The new car parking spaces also have the impact of redistributing traffic on the network. For example, the use of Evans Street for long term parking spaces differs from the use of the site for a transport depot. When the site was used as a transport depot, many of the trips would have utilised the Brooker Highway and Tasman Highway, however the car park is likely to utilise a wider portion of the network.

Recommendations

Hobart's traffic network is approaching capacity during peak periods. This results in unstable flow when the transport system is placed under stress. Events such as increased traffic demand (inclement weather, return of school, etc) or reduced capacity (road works, vehicle crash, etc) result in rapid deterioration of traffic flow conditions.

The key locations where the network appears to be at or close to capacity includes:

- Tasman Bridge
- Brooker Avenue/ Liverpool Street/ Bathurst Street, Railway Roundabout
- Southern Outlet/ Davey Street/ Macquarie Street
- Sandy Bay Road/ Harrington Street at Davey Street/ Macquarie Street
- Barrack Street at Davey Street/ Macquarie Street

These components appear to be the 'weak links' of the network and are often the source of citywide congestion when an incident or capacity reducing issue occurs.

Immediate/ Implemented/ Underway

There are currently a number of road network changes that are underway, or pending.

Tasman Bridge Ramps Construction

The single greatest contributor to the current traffic congestion is the road works on the eastern departure of the Tasman Bridge. As stated previously lane widths were reduced, a concrete barrier was placed on a curve as vehicles exited the Bridge and lane merging behaviour was modified within the works area.

Completion of these road works is essential to the improvement of traffic congestion within the CBD. It is recommended that where possible the roadway is widened, line marking is improved and night works be implemented to reduce construction times.

It is noted that the completion of these works will result in greater traffic capacity at the eastern departure of the Bridge and this will improve traffic flow conditions on Tasman Highway and Macquarie Street as a result.

Barrack Street/ Collins Street Junction Upgrades

Hobart City Council are currently implementing changes to the Barrack Street/ Collins Street junction to improve traffic flow at this location. The works will assist in reducing vehicle queues upstream in Barrack Street.

Traffic Data Collection

Work is currently underway to obtain live traffic data that includes travel times on key routes and origin-destination data. This data will be essential to assist with future longer term improvements to the network.

Short Term

Short term recommendations should be considered within a five year timeframe.

Maintenance of Current Clearways

At several locations within the CBD road network the road space is not utilised appropriately due to narrow lanes adjacent to parking. Narrow lanes reduce vehicle speeds and in some instances drivers have been observed encroaching into adjacent lanes, to give space to parked vehicles, impeding a secondary lane of traffic. These include but not limited to:

- Davey Street between Barrack and Molle Street. Parking on the right hand side of the road limits road space reducing vehicle speeds in this lane. Several instances observed of drivers encroaching onto adjacent lanes to provide space between themselves and parked vehicles, impeding a secondary lane of traffic.
- Davey Street between Antill Street and Southern Outlet. Parking on the left hand side of the road limits road space reducing vehicle speeds in this lane. Several instances observed of drivers encroaching onto adjacent lanes to provide space between themselves and parked vehicles, impeding a secondary lane of traffic.
- Davey Street between Antill Street and Southern Outlet. Parking on the right hand side of the road limits road space for vehicles queuing for Huon Road and Macquarie Street.
- Barrack Street between Macquarie Street and Davey Street. Parking on the right hand side of the road limits road space reducing vehicle speeds in this lane.
- Macquarie Street between Antill Street and Molle Street. Parking on the left hand side of Macquarie Street limits road space, reducing vehicle speeds in this lane. Vehicles parked in the clearway morning peak periods also extends vehicle queues past Antill Street towards the Southern Outlet approach.

Installation of New Clearways and Extension of Existing Clearways

There are several locations on the Davey Street/ Macquarie Street Couplet where new clearways or extensions of clearways would improve traffic flow.

The key locations are:

- Macquarie Street between Harrington Street and Murray Street. A clearway on the right hand side of Macquarie Street extending back from Murray Street to the Service Tasmania building would separate right turning traffic from through traffic, thus improving through flow and increasing storage for right turning vehicles.
- Davey Street between Salamanca Place and Harrington Street. A clearway on the right hand side of Davey Street, extending back from Harrington Street would separate right turning traffic from through traffic, thus improving through flow and increasing storage for right turning vehicles.

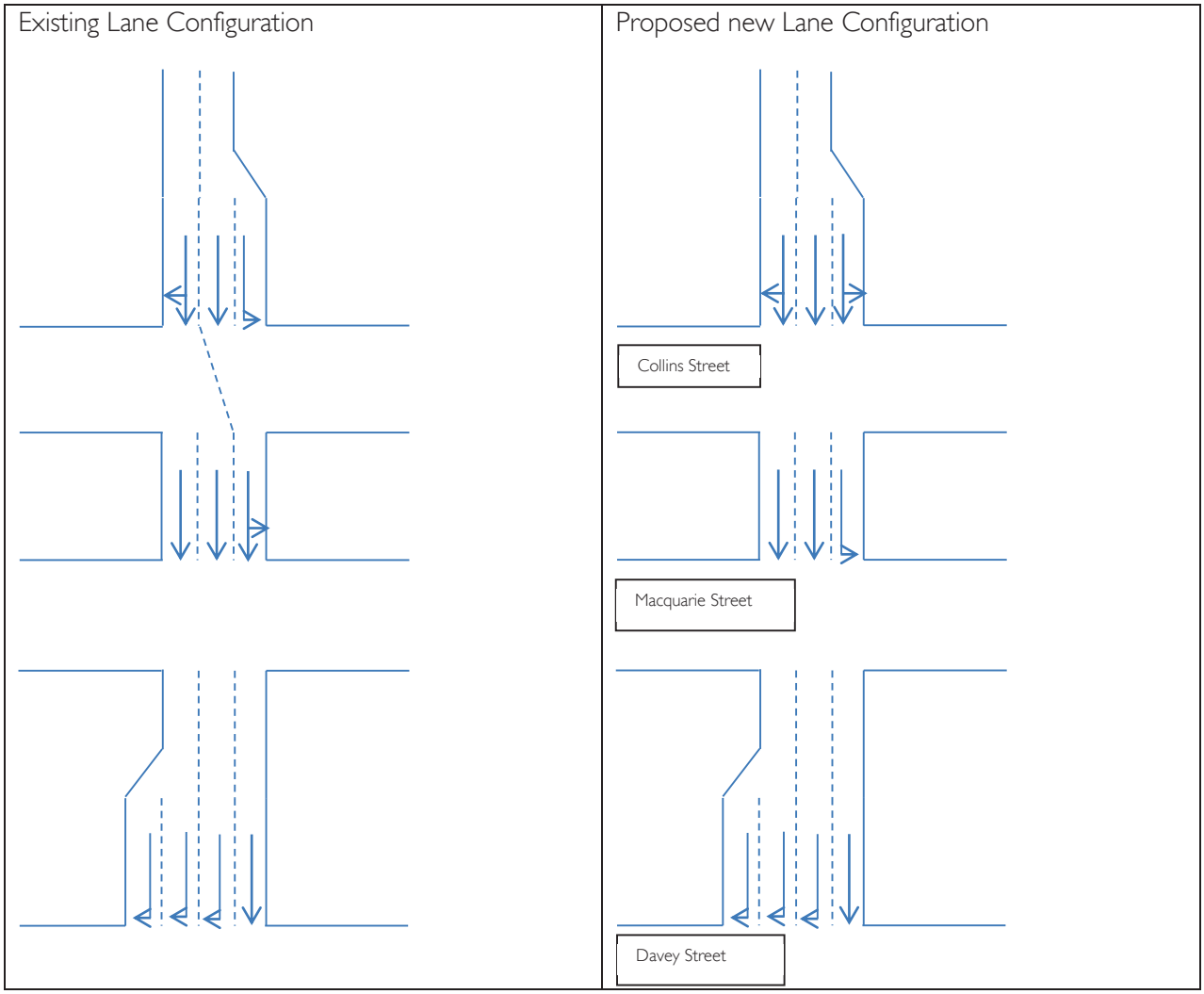
Traffic modelling indicates that these clearways would improve travel times on the Davey Street and Macquarie Street corridors. Macquarie Street shows the greatest improvements to travel times, with 10-km/h to 20-km/h improvements to vehicle speeds during the PM peak (near Murray Street).

Lane Allocation Within Hobart CBD

As stated previously there has been a change in travel patterns within the Hobart CBD. This in turn means that traffic gets redistributed on different roads and will make turns at different locations than they once did. These changes can result in existing lane configurations providing inefficient use of the road space with oversaturated lanes, adjacent to under saturated lanes. There are several examples of this in the Hobart CBD, where travel patterns have changed, but the lane configurations have not changed to match. Two such examples are shown in Figure 13 and Figure 14. Note that these roads are owned and maintained by Hobart City Council.

Figure 13 below shows the current configuration of Murray Street, next to a proposed update to the lane configuration. Of note in the existing configuration is that the three right turn lanes at the intersection of Murray Street and Davey Street, trace back to a single lane upstream of Collins Street. Observations from the State Growth Transport Control Centre show that this single lane that feeds the three right turn lanes at the intersection of Murray Street and Davey Street is over utilised when compared to the adjacent lane. The proposed new lane configuration addresses this issue, distributing traffic flow more uniformly.

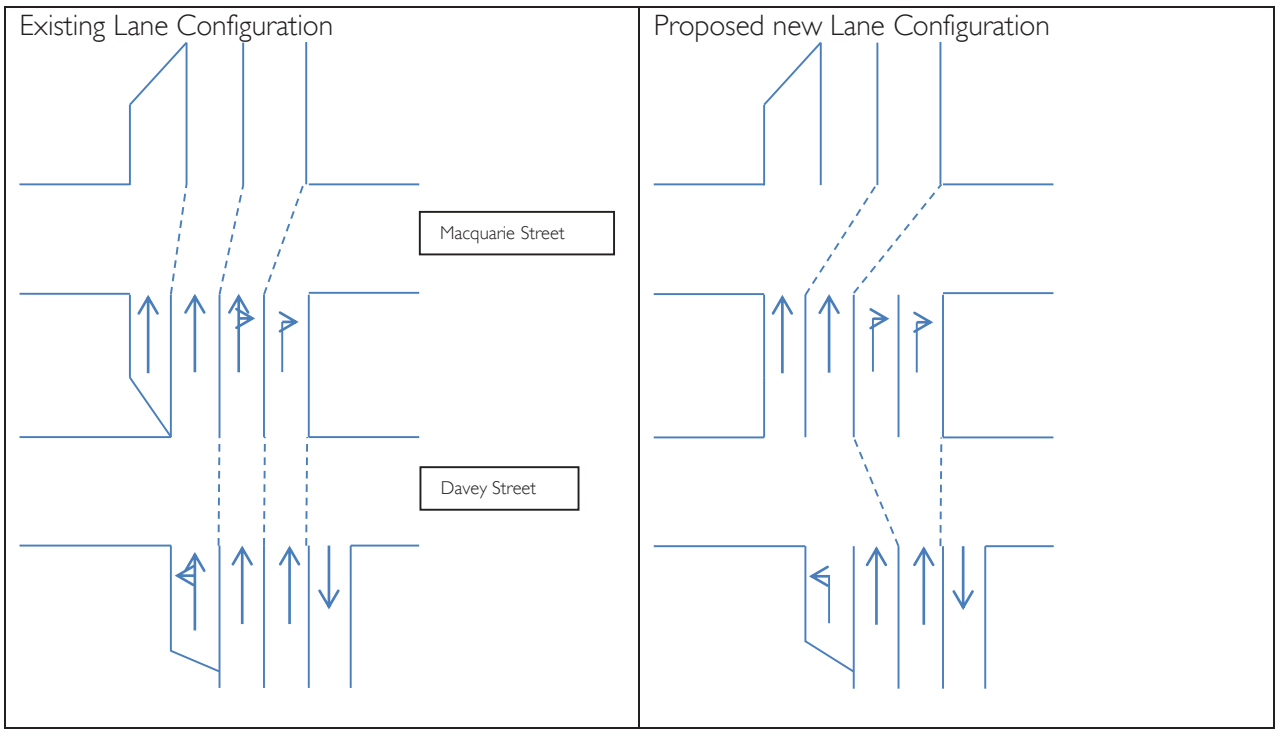
Figure 13 Proposed update to Murray Street lane configuration



The second example of inefficient use of road space is at the intersection of Molle Street and Macquarie Street.

Between Davey Street and Macquarie Street, the left most lane of Molle Street terminates a short distance past Davey Street, making this lane less attractive. Reviewing SCATS traffic volume data shows that this lane attracts only 50 veh/hr in the peak period, well below the capacity of a single lane. The proposed new lane configuration addresses this issue, distributing traffic flow more uniformly.

Figure 14 Proposed update to Molle Street lane configuration



Traffic modelling indicates that these two changes could result in a reduction in Vehicle Hours Travelled in the Hobart CBD by up to 4%. It is recommended that each of the major traffic carrying streets within the CBD be reviewed to ensure that their lane structure is still relevant.

Pedestrian Crossing Locations

There are several locations where pedestrian movements impede high volume traffic movements. Some key locations are:

- Murray Street/ Davey Street intersection. The high volume of right turning traffic (three lanes) must give way to pedestrian movements on the southern side of the junction. If all pedestrian movements were confined to the northern crossing location, it would improve traffic capacity significantly. The high volume of pedestrians at this location may require improvements to the northern crossing location (greater crossing width, etc). Alternatively, a revised signal layout that includes a right turn amber signal and a through green arrow (that has no pedestrian conflict) can be considered to improve efficiency of traffic movements at this location.
- Harrington Street/ Macquarie Street intersection. The high volume of right turning traffic (two lanes) must give way to pedestrian movements on the northern side of the junction. If all pedestrian movements were confined to the southern crossing location, it would improve traffic capacity significantly.

Note that this treatment is currently in place at the Barrack Street/ Davey Street and Campbell Street/ Davey Street junctions (where a pedestrian crossing is only located on one side of the side road to assist the high volume of turning traffic).

Extension of Hobart Traffic Model

State Growth currently have a series of comprehensive traffic microsimulation models that cover a large portion of Hobart's traffic network. These include:

- Hobart Traffic Model
- Brooker Highway Traffic Model
- Eastern Shore Traffic Model

These models currently work in isolation and many important components of the network are not included. It is recommended that these models be extended to include:

- Sandy Bay approaches to Davey Street. This includes Antill Street, Byron Sreet and Sandy Bay Road approaches and connecting roads within Sandy Bay/ Battery Point.
- Western approaches to Hobart. This should include Barrack Street, Murray Street and Campbell Street and a large portion of the North Hobart/ West Hobart network.
- Sullivans Cove.

The current ARRB origin-destination data will greatly assist in the development of these models.

Medium Term

Medium term recommendations should be considered within a 5 to 10 year timeframe. Note that some aspects of the medium term recommendations may be achievable within a short term timeframe.

Travel Demand Management

Providing real time driver information may assist in preventing the onset of congestion, or reducing its overall impact. This can be done through the provision of online information (apps/ website providing real time travel time information), or through travel time information on the approaches to the City (such as provided on many mainland freeways).

Measures such as changes to office staff start and finish times may also reduce demands during peak periods. Government agencies and large employers within the City can play a leading role in achieving this.

Communication and Coordination of Greater Hobart Construction Traffic Management

For a city to remain vibrant and relevant it needs to continue to develop. However, if development isn't coordinated appropriately it can cause situations where multiple construction projects are occurring at once and their combined effects on traffic are greater than the effect of each project individually. To counter this it is recommended that a team or division with members from State Growth and Hobart City Council be established to coordinate construction traffic management.

The impacts of traffic management on the greater Hobart transport network need to be better understood. Mitigation strategies need to be developed to divert traffic onto areas of the network that have spare capacity if possible, or strategies need to be developed to ensure that traffic signal timing can be adapted to cater for the temporary changes to network flow conditions generated by construction activity.

Parking Policy

Having low cost, all-day, large capacity, parking structures in the centre of the CBD promotes commuter traffic within the centre of the city. The further into the centre of the CBD a parking structure is the more time commuters have to travel within the CBD to access it at peak travel times. This is also true of free parking provided at office buildings.

It is recommended to change parking policy to limit inner city parking to short term parking and restricting the use of parking at office buildings.

Consideration should also be given to the cost of congestion imposed on motorists as a result of increasing parking supply. A mechanism for recovering these costs in the form of a parking cost at development stage could assist with infrastructure funding to improve traffic congestion.

Public Transport & Active Transport

The provision of improved public transport and the promotion of active transport modes will assist in reducing private motor vehicle demands.

Measures such as the reuse of the Northern Suburbs railway should be considered, as well as Ferry transport to reduce demands on the Tasman Bridge.

Other measures to improve public transport should also be considered. This may include infrastructure modifications to provide public transport priority (lane allocation, traffic signal priority, etc). There is currently little public transport priority built into Hobart's transport network. Such improvements would trigger demand shifts towards public transport. Due to Hobart's constrained network, it is important to ensure that on-road public transport measures do not deteriorate network efficiency to the extent that any travel time benefits are negated.

Incident Management

Hobart's traffic network is constrained. There are few alternative routes available in the event of an incident (such as a major vehicle crash, large vehicle breakdown, etc). Comprehensive incident management procedures should be developed to cater for perceivable incidents on key components of the network (such as the Tasman Bridge, Davey Street, Macquarie Street, Railway Roundabout, etc). Whilst it is noted that various agencies already have incident management procedures (such as Tasmania Police), however they should be integrated to ensure rapid and effective response.

The recent incident involving a bus breakdown on the Tasman Bridge highlights this need. Whilst tow trucks are rapidly deployed for vehicle breakdowns on the bridge, this did not occur when the bus blocked a lane prior to the PM peak period. This incident caused serious congestion in a wide portion of Hobart's network that could have been avoided. The availability of appropriate response vehicles to safely remove the bus rapidly may have averted this issue.

Improvements to State Growth's control centre is also critical to improving incident response management. Improved live monitoring of key routes through the city should be considered, including the installation of more surveillance cameras with recording capability.

Long Term

CBD Access and Commuter Car Parking Locations

Currently there are limited options for people wishing to access the CBD, travelling from the Tasman Highway vehicles are funnelled into Davey Street or Liverpool Street, from Southern Outlet they are funnelled into Macquarie Street. Providing additional access points to the city would assist in dispersing this traffic onto multiple roads.

Additionally commuter parking structures could be provided on the outskirts of the city, but within a reasonable walking distance for an average abled-bodied person. Such locations could be Macquarie Point, Warwick Street or Huon Road. These strategies could be supplemented with shuttle bus (or similar) services.

Railway Roundabout

The railway roundabout is a major cause of congestion and impediment to entering the CBD. The presence of multiple closely spaced signalised intersections, with multiple signal phases reducing capacity at the entrance to the city. The more signal phases within a traffic signal cycle the more intergreen time where no traffic is moving. A possible solution is the grade separation of the roundabout. This would allow for the removal of several sets of signals and the simplification of the signal phasing.

City Planning

Reducing the need for people to enter the city for work purposes, would reduce the congestion on the roads. Consideration should be given to the further development of areas such as Sorell, Kingston and Clarence, for office type employment to negate the need to enter the city.

Consideration should also be given to the cost of congestion imposed on motorists as a result of development. A mechanism for recovering these costs in the form of a headworks charge can assist with infrastructure funding to improve traffic congestion.

Improvements for Cross City Traffic Flow

One of the key issues associated with traffic congestion is the movement of traffic across the Macquarie Street/ Davey Street Couplet.

Measures to improve capacity for through movements on key roads such Sandy Bay Road/ Harrington Street, Barrack Street, Molle Street and Murray Street would play a key role in reducing congestion within the City. Techniques such as grade separation from the Couplet (tunnel, overpass, etc) and/or increased approach lanes should be considered in the long term.

It is also noted that the separation of pedestrian movements at key intersections on the Couplet may also have a positive impact on road capacity. At some locations such as Elizabeth Street and Murray Street, high volumes of pedestrians reduces the available green time for vehicles. Measures such as pedestrian tunnels or overpasses should also be considered in the longer term. Such measures would provide improved pedestrian connectivity between Sullivans Cove and the CBD, but would need to be carefully designed to maintain appropriate levels of mobility.

9. PROPOSAL TO DISPLAY TRAMS AS PART OF THE TOWN HALL OPEN DAY – 25 SEPTEMBER 2016 – FILE REF: 36-20-33

5x's

Report of the Director Parks and City Amenity and the Group Manager Executive and Economic Development of 18 May 2016.

DELEGATION: Council

TO : City Infrastructure Committee

FROM : Director Parks and City Amenity
Group Manager Executive and Economic Development

DATE : 18 May 2016

SUBJECT : PROPOSAL TO DISPLAY TRAMS AS PART OF THE TOWN HALL OPEN DAY – 25 SEPTEMBER 2016

FILE : 36-20-33 GF/AR (o:\pr\reports\infrastructure services\2016\25 may\tram display proposal.docx)

1. INTRODUCTION

1.1. The purpose of this report is to consider a proposal from the Hobart Tram and Restoration Museum Society (HTRAMS) to display the City's restored heritage trams (Trams No.17 and No.39), and HTRAMS unrestored Tram 116, as part of the proposed Hobart Town Hall Open Day on 25 September 2016, a key activity of the City's Town Hall Sesquicentenary celebratory events.

2. BACKGROUND

2.1. The City has been in discussions with HTRAMS after they sought opportunities to publicly display the trams this calendar year.

2.2. With the City's Town Hall Sesquicentenary celebratory events scheduled to be held between June and December this year, an opportunity to display the trams as a component of the Town Hall Open Day on Sunday 25 September 2016 was identified. HTRAMS now seek the Council's consideration of this proposal.

2.3. Precise details of the content of the schedule of activities planned for the Town Hall Open Day are still being progressed however investigations are being made to close or partially close Elizabeth Street, (between Macquarie and Davey Streets) to facilitate Open Day activities.

2.4. There remains potential therefore to locate the trams in close proximity to the Town Hall on this day.

Tram relocation and display history and costs

2.5. Tram No.39 has previously been displayed at heritage functions, Salamanca Market, the Royal Hobart Show and the Tasmanian Transport Museum.

2.6. Tram No.17 has previously been displayed at Salamanca Market and the Royal Hobart Show.

2.7. HTRAMS unrestored Tram No.116 is currently stored in the City's Domain Quarry storage compound.

2.8. Logistics in relocating and displaying the trams in the vicinity of the Town Hall involve the hire and use of a heavy crane and haulage trucks at an estimated cost of $5,500 including staff time. It is anticipated that 4-5 hours is required to setup and pack-up the trams.

2.9. Subject to whether the trams are delivered and returned on the same day, or are required to remain overnight onsite outside the Town Hall, additional security and fencing costs of appropriately $2,500 may be incurred.

2.10. HTRAMS has indicated an ability to provide volunteers on the day to host the trams and provide interpretation to the general public. The City's staff will also be on hand.

2.11. HTRAMS has further indicated they can contribute $500 towards the cost of this proposal.

3. PROPOSAL

3.1. That the City's restored heritage trams (No.17 and No.39) and the unrestored HTRAMS tram (No.116) be displayed in the vicinity of the Town Hall as part of the activities associated with the Hobart Town Hall Open Day scheduled for 25 September 2016, as part of the City's Town Hall Sesquicentenary celebratory events.

3.2. Logistical costs in the order of $5,500 - $8,000 be allocated to the Fleet & Fabrication Services budget function within the 2016/2017 Annual Plan.

3.3. The City accept the financial contribution from HTRAMS of $500 towards the event.

3.4. Should road closure permissions not be obtained, Officers are to explore other opportunities to display the trams.

4. IMPLEMENTATION

4.1. The City is well experienced in relocating and displaying the City's heritage trams. Logistics required to undertake this proposal will be implemented.

5. STRATEGIC PLANNING IMPLICATIONS

5.1. The City's Capital City Strategic Plan 2015-2025, Strategic Objective 2.4:

Unique heritage assets are protected and celebrated.

promotes initiatives as proposed above.

6. FINANCIAL IMPLICATIONS

6.1. Funding Source(s)

6.1.1. Funding to be allocated from the Fleet & Fabrication Services Budget Function in the 2016/2017 Annual Plan.

6.1.2. HTRAMS have indicated they can contribute $500 towards the cost of this proposal.

6.2. Impact on Current Year Operating Result

6.2.1. Nil.

6.3. Impact on Future Years' Financial Result

6.3.1. Logistical costs in the order of $5,500 - $8,000 are anticipated to the incurred.

6.4. Asset Related Implications

6.4.1. The City's trams are insured with the crane operator and haulage company to also be adequately insured.

7. COMMUNICATION AND MEDIA IMPLICATIONS

7.1. Promotion of the display of the trams will form part of the wider promotion of the Town Hall Open Day event

8. DELEGATION

8.1. The General Manager holds a Council delegation for approval to display the City's heritage trams.

8.2. However, as the matter proposes the display as part of the City's Town Hall Sesquicentenary celebratory events, the proposal is referred to the Council for determination.

9. CONCLUSION

9.1. The City has been in discussions with HTRAMS after they sought opportunities to publicly display the both the City's restored heritage trams, and their unrestored tram this calendar year.

9.2. With the City's Town Hall Sesquicentenary celebratory events scheduled to be held between June and December this year, an opportunity to display the trams as a component of the Town Hall Open Day on 25 September 2016 was identified. HTRAMS now seek the Council's consideration of this proposal.

9.3. Precise details of the content of the schedule of activities planned for the Town Hall Open Day are still being progressed, however active investigations include seeking permission to close part or all of Elizabeth Street, (between Macquarie and Davey Streets).

9.4. Officers and HTRAMS have identified, subject to road closure permissions being obtained, an opportunity to display the trams in the vicinity of the Town Hall on that day.

9.4.1. Logistical costs in the order of $5,500 - $8,000 are anticipated to the incurred.

9.5. HTRAMS has indicated they can contribute $500 towards the cost of this proposal.

10. RECOMMENDATION

That:

10.1. The report gf(m:\plant & equipment\reports\tramdisplayreport120913.docx) be received and noted.

10.2. The City's restored heritage trams (No.17 and No.39) and the unrestored Hobart Tram and Restoration Museum Society (HTRAMS) tram (No.116) be displayed in the vicinity of the Town Hall as part of the activities associated with the Hobart Town Hall Open Day scheduled for 25 September 2016, as part of the City's Town Hall Sesquicentenary celebratory events.

10.3. Logistical costs in the order of $5,500 - $8,000 be allocated to the Fleet & Fabrication Services budget function within the 2016/2017 Annual Plan.

10.4. The City accept the offer of a financial contribution from HTRAMS of $500 towards the event.

10.5. Should permits to close part or all of Elizabeth adjacent to the Town Hall not be obtained and therefore not provide an area for the trams to be displayed, Officers explore other opportunities to display the trams.

(Tim Short)
GROUP MANAGER EXECUTIVE AND ECONOMIC DEVELOPMENT

(Glenn Doyle)
DIRECTOR PARKS AND CITY AMENITY

10. FORTNIGHTLY KERBSIDE GREEN WASTE COLLECTION SERVICE – GENERAL MANAGER'S DELEGATION – FILE REF: 16/26

5x's

Report of the Director Parks and City Amenity and the Manager Cleansing and Solid Waste of 13 May 2016.

DELEGATION: Council

TO : City Infrastructure Committee

FROM : Director Parks and City Amenity
Manager Cleansing and Solid Waste

DATE : 13 May, 2016

SUBJECT : FORTNIGHTLY KERBSIDE GREEN WASTE COLLECTION SERVICE – GENERAL MANAGER'S DELEGATION

FILE : 16/26 DH:DH (document2)

1. INTRODUCTION

1.1. The purpose of this report is to seek delegation to enable the General Manager determine requests from automatic recipients of the City's recently introduced Fortnightly Kerbside Green Waste Collection Service to opt out of the service and have the annual charge waived.

2. BACKGROUND

2.1. The introduction of a Fortnightly Kerbside Green Waste Collection Service was approved by the Council at its meeting held on 13 April 2015:

That: 1. A fortnightly 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:

(i) Three or less tenancies;

(ii) A land area between 400m^2 and 4000m^2; and

(iii) Located outside Sullivans Cove, the CBD and Fern Tree.

2. The existing twice yearly kerbside green waste collection service cease when the new service is implemented.

3. 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.

2.2. The contract for the provision of a new Fortnightly Kerbside Green Waste Collection Service was awarded by the Council at its meeting of 9 February 2016 when the following resolution was adopted:

That: 1. The contract for the provision of the new Fortnightly Kerbside Green Waste Collection Service to commence on 1 May 2016 to residential properties :

(i) With three or less tenancies

(ii) A land area between 400m2 and 4000m2; and

(iii) Located outside Sullivans Cove, the CBD and Fern Tree;

be awarded by the General Manager under his delegated authority, to Veolia Environmental Services Australia Pty Ltd, for a period of seven years.

2. The costs of the provision of the service for the months of May, and June 2016 (estimated to be $104,000) be funded from recurrent savings in the 2015/16 Annual Plan

3. Properties other than those meeting the criteria in Clause 1 above, be provided the opportunity to opt-in to the Fortnightly Kerbside Green Waste Collection Service by the payment of relevant annual service charge.

4. The initial procurement of 13,500 wheelie bin assets, at an estimated cost of $650,000, be funded from the City's 2015/2016 cash reserves with these funds to be recouped over seven years from a component of the service charge levied on the properties receiving the new service.

5. Those residential properties receiving the service incur an annual charge for 2016/2017 of $50 per property, per green waste bin, to be applied to the rates notice.

2.3. The Council decision defined the group of residential properties to automatically receive and pay for the service.

2.4. As of 12 May 2016, the City has received 451 requests to opt-in to the service and 85 requests to have the bin removed.

2.5. Of the 85 requesting to have the bin removed, approximately 20 have expressed a strong desire to not have to pay due to a number of reasons:

2.5.1. having a property they state does not produce any green waste;

2.5.2. financial burden; or

2.5.3. using an existing alternative kerbside service that is achieving the same goals as the City's new Waste Management Strategy.

3. PROPOSAL

3.1. The General Manager be authorised to determine a set of criteria to evaluate if a residence that automatically receives the service may apply to opt-out.

3.2. The General Manager be delegated the authority to waive the annual green waste service fee ($50 for 2016/2017) where properties meet the criteria developed for determining eligibility to opt-out.

4. IMPLEMENTATION

4.1. A set of criteria and an application process will be developed to validate circumstances where an automatic recipient of the green waste service may be eligible to apply for the waiving of relevant fees.

5. FINANCIAL IMPLICATIONS

5.1. Funding Source(s)

5.1.1. The funding for the Green Waste Service is provided through Budget Function 243 Solid Waste Operations and Maintenance

5.2. Impact on Current Year Operating Result

5.2.1. As properties will not be charged until the 2016/2017 Financial Year there will be no impact on the 2015/16 Budget.

5.3. Impact on Future Years' Financial Result

5.3.1. The waiving of the estimated $50 fee will incur a cost of approximately $50 per waiver annually.

5.3.2. The overall impact will be subject to the level of requests approved but is anticipated to be up to approximately 50 properties at an estimated total cost of $2,500 per year.

5.4. Asset Related Implications

5.4.1. The wheelie bin assets that would otherwise be allocated to the properties approved to opt-out of the service will be distributed to those properties requesting to opt-in.

6. DELEGATION

6.1. Council

7. CONSULTATION

7.1. Consultation has been undertaken with property owners who have contacted the City with the request to waive the fee for a service they feel is either not relevant or affordable for them.

7.2. Clarence City Council officers were contacted confirming that they have a waiver in place delegated to the General Manager. No waivers have however been provided to date.

8. CONCLUSION

8.1. There are a small group of the automatic recipients of the City's recently introduced Fortnightly Kerbside Green Waste Collection Service who may have a strong case for being able to opt-out and have applicable fees waived.

8.2. It is proposed to establish a set of criteria and an administrative process to provide an opportunity for requests to be considered by the General Manager to waive fees in genuine cases where the service cannot be utilised, where the goals of the service are already being met by another provider or where there is a genuine issue with a property owner's capacity to pay.

8.3. The General Manager, if delegated the authority, could then waive green waste service fees for automatic recipients where the criteria are met.

9. RECOMMENDATION

That:

9.1. The report DH:dh(document2) be received and noted.

9.2. The General Manager be delegated the authority, in extenuating circumstances, to withdraw the provision of the Fortnightly Kerbside Green Waste Collection service and waive the applicable annual service fee.

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.

(Dave Holman)
MANAGER
CLEANSING AND SOLID WASTE

(Glenn Doyle)
DIRECTOR
PARKS AND CITY AMENITY

11. 2016 ART FROM TRASH EXHIBITION – SPONSORSHIP – FILE REF: 44-10-1

3x's

Report of the Director Parks and City Amenity and the Manager Cleansing and Solid Waste of 12 May 2016 and attachment.

DELEGATION: Committee

TO : Parks and Recreation Committee

FROM : Director Parks and City Amenity
Manager Cleansing and Solid Waste

DATE : 12 May, 2016

SUBJECT : 2016 ART FROM TRASH EXHIBITION SPONSORSHIP

FILE : 44-10-1 JH:JH (s:\1awaste management\asolid waste management\committee reports\aft sponsorship 2016 - memo to committee.doc)

1. INTRODUCTION

1.1. The Council at its meeting held on 11 May 2015 resolved *inter alia* that;

"*the General Manager be delegated the authority to approve future Community Art From Trash exhibition sponsorship requests*".

1.2. This report details the sponsorship provided by the City for the 2016 Art From Trash Exhibition.

2. SPONSORSHIP PARTICULARS

2.1. The City received a request to sponsor the 2016 art From Trash Exhibition, for $2,500, which the General Manager has approved.

2.2. The sponsorship provides for the City's contribution to be recognised on all promotional material including the printed program, website, facebook, and social media, an invitation to the Lord Mayor to open the exhibition, and invitations to all aldermen to attend the opening of the exhibition (refer Attachment A).

2.3. The exhibition opening night was held 20 May, 6.30 pm at the Long Gallery, Salamanca Arts Centre, and the event runs through until 1 June 2016.

2.4. The Council resolution of 11 May 2015 also requested the Resource Work Cooperative to explore projects with functional aspects similar to those under the City's Waste Reduction Grants Fund.

2.5. To that extent the exhibition for 2016 has been expanded to include textiles reuse and recycling through a '*Trashion Parade*' to be held as a part of the exhibition. The program aims to inspire people to think creatively about what they wear, where it comes form, and who makes it, intending to be an antidote to the 'take, make, consume, dispose' pattern of the current fashion industry

2.6. The event aligns with the objectives of the City's new Waste Management Strategy 2015-2030, and targets a range of waste materials within the strategy, in particular textiles, plastics, and metals.

2.7. The Resource Work Cooperative has committed to consulting further with the City in the lead up to the 2017 exhibition, to improve community engagement and actions that directly support the aims of the City.

3. FINANCIAL IMPLICATIONS

3.1. Funding Source(s)

3.1.1. The sponsorship is attributed to the Solid Waste Strategy & Projects Budget Function.

3.2. Impact on Current Year Operating Result

3.2.1. The impact on the current year is $2,500.

3.3. Impact on Future Years' Financial Result

3.3.1. It is planned to commit $2,500 per year to future exhibitions.

3.4. Asset Related Implications

3.4.1. Not applicable.

4. CONCLUSION

4.1. The Council's resolution of 11 May 2015 provided authority for the General Manager to approve annual requests for sponsorship of the Art From Trash Exhibition, conducted by the Resource Work Cooperative.

4.2. The City received a request for sponsorship of the 2016 exhibition, held from 20 May to 1 June 2016. The General Manager approved sponsorship of $2,500 towards the exhibition.

4.3. The opening night of the exhibition was 20 May 2016, and all aldermen were invited to attend the opening. The Lord Mayor opened the exhibition.

4.4. The exhibition aligns with the City's Waste Management Strategy 2015-2030, and in particular encourages the community to re-think waste disposal practices and support the reuse of waste materials such as textiles, plastics, and metals.

5. RECOMMENDATION

That:

5.1. ***The report regarding the City's sponsorship of the 2016 Art From Trash exhibition, be received and noted.***

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.

(Dave Holman)
MANAGER
CLEANSING AND SOLID WASTE

(Glenn Doyle)
DIRECTOR
PARKS AND CITY AMENITY

Attachment A – Art From Trash Invitation

12. CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT

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 April 2016

Ref.	Title	Report / Action	Action Officer	Comments
1	**221A LENAH VALLEY ROAD, 2-16 CREEK ROAD, LENAH 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** 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.	Director City Infrastructure	There is no Local Area Traffic Management Plan for Lenah Valley. The issue will be included in the development of the Transport Strategy.
2	**CASTRAY ESPLANADE AND MORRISON STREET, HOBART – PROPOSED LAND TRANSFERS RESULTING FROM TASPORTS BOUNDARY ADJUSTMENTS** 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 the land be dedicated as public highway.	Director City Infrastructure	Negotiations are underway.
3	**SANDY BAY RETAIL PRECINCT STREETSCAPE REVITALISATION – COMMUNITY ENGAGEMENT** Council 10/2/2015, item 11 Closed Council 25/5/2015, item 6	1. Discussion commence with Woolworths in relation to management and possible improvements to the existing public toilet facilities. (i) Consideration be given to the flexibility of parking arrangements in the area.	Director Parks and City Amenity	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. Detailed design works complete with quotes being assessed.

Ref.	Title	Report / Action	Action Officer	Comments
			i) Director City Infrastructure	(i)Parking arrangements in the area are under review.
4	**INNER CITY ACTION PLAN AP01 – FINAL DESIGN – TENDER PROCESS COMMENCEMENT – RECONSTRUCTION OF LIVERPOOL STREET, BETWEEN ELIZABETH STREET AND MURRAY STREET** Council 10/2/2015, item 16	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.	Director City Planning	The development of the project scope to commence in the second quarter of 2016.
5	**NOM – IMPROVEMENTS TO PEDESTRIAN CROSSINGS** Council 13/4/2015, item 10	1. A report be prepared looking at other opportunities for improvements to pedestrian crossings on key pedestrian routes in the City, including consideration of zebra crossings. 2. 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.	Director City Infrastructure	Improvements to pedestrian crossings in Macquarie Street, South Hobart and Hill Street, West Hobart scheduled for 2017. Broader investigation to follow these works. 2. Consideration will be given to pedestrian crossings in the Local Retail Precincts Plans and in the development of the Transport Strategy.
6	**INTRODUCTION OF A FORTNIGHTLY KERBSIDE GREEN WASTE COLLECTION SERVICE** Council 13/4/2015, item 19	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^2 and 4,000m^2; and located outside Sullivans Cove, the CBD and Fern Tree. A further report be provided on the need for the continuation of the green waste free entry weekends at the McRobies Gully Waste	Director Parks and City Amenity	The service commenced in the week starting 2 May 2016 with almost 40 tonnes of material collected in the first week of the service.

Ref.	Title	Report / Action	Action Officer	Comments
		Management Centre, following the implementation of the fortnightly kerbside green waste collection service.		
7	**HAMPDEN ROAD, BATTERY POINT – TRAFFIC CALMING AND STREETSCAPE IMPROVEMENTS** 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. 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. The Battery Point and Sullivans Cove Citizens Association Traffic Sub-Committee and associated businesses in the area be advised of the Council's decision.	Director City Infrastructure	Construction of Stage 1 of Hampden Road commenced in the first quarter of 2016 to meet trader requirements. Work should be completed by the end of May. This site is also included within the scope of the Local Retail Precincts Plan - refer to item 27.
8	**MCROBIES GULLY WASTE MANAGEMENT CENTRE LANDFILL – EXTENDED OPERATIONAL LIFE AND REVISED REHABILITATION LEVY** Council 25/5/2015, item 19	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.	Director Parks and City Amenity	The first component of the approval process was the lodgement of a Development Application (DA) which was subsequently referred to Environmental Protection Authority (EPA)for assessment. The EPA has now submitted conditions for approval with the DA scheduled to be formally considered by the Council's City Planning Committee at its meeting on 16 May. A Council decision is anticipated to be received on 23 May.
9	**BARRACK STREET AT COLLINS STREET – TRAFFIC CAPACITY**	The intersection of Barrack Street and Collins Street be modified including the associated	Director City Infrastructure	Complete.

Ref.	Title	Report / Action	Action Officer	Comments
	IMPROVEMENTS Council 9/6/2015, item 14	permanent removal of three on-street metered parking spaces.		
10	**HILL STREET/ARTHUR STREET, WEST HOBART – TRAFFIC** Council 10/8/2015, item 12 Council 7/9/2015, item 14	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. 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 the corner of Hill and Arthur streets and other appropriate alternatives, including bike lanes. The Council investigate a 40 km per hour speed limit for all residential areas within the Hobart municipal area.	Director City Infrastructure	Complete The review has been conducted and was presented to the Committee in April. This matter was considered by the Council in March 2016, see item 33 for continuation This matter will be considered in the development of the Transport Strategy.
11	**BURNETT STREET, NORTH HOBART – REQUEST FOR OCCUPATION LICENCE** Council 10/8/2015, item 13	The Council undertake improvements to the nature strip adjacent to 32 Burnett Street, North Hobart, particularly to the lawn area.	Director City Infrastructure	Options for improvement of the nature strip are being investigated.
12	**MAJOR WORKS PROJECTS – CBD TO WATERFRONT PEDESTRIAN ROUTE OPTIONS – FEASIBILITY STUDY** Council 10/8/2015, item 14	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.	Director City Planning	A project plan and associated project brief is currently under development.

Ref.	Title	Report / Action	Action Officer	Comments
13	**SANDY BAY RETAIL PRECINCT – STREETSCAPE REVITALISATION** Council 7/9/2015, item 10	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. 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. 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. 4. Opportunities for increased bike parking be investigated as part of the detailed design for the Sandy Bay Retail Precinct streetscape revitalisation.	Director City Infrastructure	Detailed design work to implement to Council's resolution is in progress. 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.

Ref.	Title	Report / Action	Action Officer	Comments
14	**SANDY BAY CYCLING AND WALKING PROJECT, SANDY BAY – STAGE 3 – OUTCOME OF COMMUNITY ENGAGEMENT** Council 7/9/2015, item 13	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. 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 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.	Director City Infrastructure	Complete. The pedestrian links and crossings have been investigated and found to not be technically feasible. As a result, engagement has not occurred. A report considering a minor design modification following discussions with a property owner at 896 Sandy Bay Road was considered by the Council on 9 February. Works commenced on site in February 2016 and are expected to be completed by September 2016.
15	**PETITION – RESIDENTIAL PARKING PERMITS** Council 12/10/2015, item 6.1	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.	Director City Infrastructure	Work to implement to Council's resolution has commenced.
16	**ICAP – MORRISON STREET, BROOKE STREET & DESPARD STREET URBAN RENEWAL – COMMUNITY ENGAGEMENT** Council 12/10/2015, item 11	1. Morrison Street, Brooke Street and Despard Street be upgraded 2. The three proposed parking spaces on Morrison Street, adjacent to Peter Johnston Ship Chandlers, be deleted from the design to	Director City Infrastructure	1work has commenced on site. Regular updates are being provided 2-5 Complete

Ref.	Title	Report / Action	Action Officer	Comments
		provide for a wider footpath at that location. 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. 4. Businesses and other stakeholders be advised of the Council's decision. 5. A media release be issued at the appropriate time.		3. TasPorts have considered this proposal and at this stage do not feel it is necessary to provide additional parking for Misson to Seafarers. 4 & 5. A communications strategy to support this project has been developed and advice continues to be provided to all stakeholders during the course of the project.
17	**ICAP – HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT – ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT – DISCUSSIONS WITH METRO TASMANIA AND ONE-WAY BUS MALL** Council 12/10/2015, item 12	1. The Council approve the assessment and documentation of the three options for the Elizabeth Street Bus Mall, being: 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. 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. 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.	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 26 for continuation.
18	**PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS**	1. Following the development and implementation of a suitable engagement	Director City Infrastructure	Underway.

Ref.	Title	Report / Action	Action Officer	Comments
	Council 12/10/2015, item 14	strategy, the current Highways By-law (3 of 2008) be enforced with particular emphasis on the Elizabeth Mall, Wellington Court and Salamanca Square (including Woobys Lane and Kennedy Lane). 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. 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. 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 5. As part of the review of signage, alternative options to sandwich boards, such as sign posts be investigated. 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		

Ref.	Title	Report / Action	Action Officer	Comments
		frontages.		
19	**PETITION - GOULBURN STREET, HOBART** Council 23/11/2015 item 6.1	A report be prepared in response to 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.	Director City Infrastructure	Investigations underway. A report is scheduled to be presented to the JuneCommittee meeting.
20	**COMMUNITY RECYCLING NETWORK FORUM – ATTENDANCE REPORT** 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.	Director Parks and City Amenity	Complete. This matter is addressed in the City's new Waste Management Strategy, approved by the Council on 9 May 2016, and will be actioned as part of the implementation of the Strategy.
21	**ICAP AP14 – SALAMANCA PLACE – PEDESTRIAN CROSSING AT MONTPELIER RETREAT** 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.	Director City Planning	A report will be compiled in the second quarter of 2016 addressing this item.
22	**DEVELOPMENT OF A CITY OF HOBART TRANSPORT STRATEGY** CIC 9/12/2015, item 13	A Transport Strategy for the City of Hobart be developed.	Director City Infrastructure	Work to implement to Council's resolution has commenced.
23	**HOBART BICYCLE ADVISORY COMMITTEE – NOTES FROM MEETING OF 18 NOVEMBER 2015**	The options for a cycling link on Marieville Esplanade be reviewed when the future of the Battery Point foreshore walk is determined.	Director City Infrastructure	The options will be reviewed when the future of the Battery Point foreshore walk is determined.

Ref.	Title	Report / Action	Action Officer	Comments
	CIC 9/12/2015, item 14			
24	**DRAFT CITY OF HOBART WASTE MANAGEMENT STRATEGY 2015-2030** Council 21/12/2015, item 14	The Draft City of Hobart Waste Management Strategy 2015-2030 be endorsed for public exhibition for a period of 8 weeks during January to February 2016, after which a further report be provided	Director Parks and City Amenity	Complete. The Strategy was approved by the Council on 9 May.
25	**ICAP AP14 – SALAMANCA PLACE, BETWEEN MONTPELIER RETREAT AND GLADSTONE STREET – PROPOSED FOOTPATH** Council 21/12/2015, item 15	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. The Council not allow additional permanent umbrellas to be placed in the widened footpath proposed for Salamanca Place between Montpelier Retreat and Gladstone Street.	Director City Infrastructure	Work to implement to Council's resolution has commenced
26	**ICAP – HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT – ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT – ALTERNATIVE OPTION TO CURRENT ARRANGEMENT** Council 21/12/2015, item 16	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) 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. 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	Director City Infrastructure	Work to implement to Council's resolution is underway, with a risk assessment of the preferred options being received from the City's consultant for consideration by the project partners.

Ref.	Title	Report / Action	Action Officer	Comments
		results of the engagement to be the subject of a further report prior to any final decision on the improvement project. 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. 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 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		
27	**LOCAL RETAIL PRECINCTS PLAN** Council 21/12/2015, item 17	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. 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.	Director City Infrastructure	Work to implement to Council's resolution has commenced

Ref.	Title	Report / Action	Action Officer	Comments
		3. Detailed design work be undertaken for improved pedestrian crossing facilities in 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. 4. An implementation plan based on "A Plan for Hobart's Local Retail Precincts" be prepared for Council consideration. 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.		
28	**NAMING OF ROADS CREATED BY 221A LENAH VALLEY ROAD SUBDIVISION** Council 21/12/2015, item 19	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.	Director City Infrastructure	To be undertaken as part of the annual review of Council Policies
29	**SANDY BAY ROAD WALKING AND CYCLING PROJECT – STAGE 2 – ONE YEAR REVIEW – WARNING LIGHTS FOR DRIVEWAYS** Council 21/12/2015, item 20	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. i. Maintenance and future replacement of these mirrors become the responsibility of the individual property owners. 2. Residents and property owners of Sandy Bay Road (on the eastern side, between Marieville Esplanade and Drysdale Place) be advised of	Director City Infrastructure	Complete. Residents and property owners have been advised andone request for the installation of convex mirrors has been received.

Ref.	Title	Report / Action	Action Officer	Comments
		Council's decision.		
30	**MURRAY STREET – REQUEST FOR FOOTPATH CLOSURE AND REDUCED TRAFFIC LANES – ICON COMPLEX** Council 22/2/2016	1. Conditional approval in-principle be given for the developer of the ICON Complex – Stage 2 site to implement lane closures and road closures in Murray Street initially as a four-week trial with the view to making this a more permanent arrangement (subject to approval), for approximately 22 months until the works are complete, noting that these changes will ensure that both traffic lanes remain open at specified times. 2. The General Manager be authorised to modify and/or withdraw the above approval if the above works result in safety concerns or unreasonable congestion and the continuation of the traffic management arrangements be subject to the General Manager's approval 3. The Council develop and implement a communication strategy to ensure that nearby businesses are aware of the progress of the development; and the travelling public are aware of the traffic network changes and alternative travel routes as a result of this and other concurrent developments	Director City Infrastructure	Complete. The 4 week off-peak traffic lane closure trial in Murray Street commenced in mid-March. The trial has been assessed and a permit has been issued to continue this arrangement until the redevelopment is complete. A communications plan has been developed to support the lane closures required to facilitate the redevelopment of the Myer site. The City is working with the Hobart Chamber of Commerce to facilitate Hutchinsons engaging with nearby businesses and a trader meeting was held on 17 March.

Ref.	Title	Report / Action	Action Officer	Comments
31	**WEST HOBART LOCAL AREA TRAFFIC INVESTIGATION** Council 7/3/2016	1. The recommendations of the consultant report titled West Hobart Local Area Traffic Investigation – Final Report, be supported in-principle and the following actions be undertaken: (i) A workshop be convened with stakeholders in relation to the West Hobart pedestrian environment. (ii) The Department of State Growth be requested to establish Statewide warrants for the installation of pedestrian crossings within Tasmania. (iii) The Council write to the Department of State Growth requesting that consideration be given to the installation of an unsupervised children's crossing in Hill Street in the 40km/h zone near Caldew Park. (iv) Median lanes and median islands be installed in Hill Street between Allison Street and Patrick Street and between Hamilton Street and Warwick Street, in 2016/2017 following the development of concept designs and community engagement. (v) A review be undertaken following the installation of the median islands and pedestrian crossings in Hill Street. (vi) Concept design development and consultation be undertaken with directly affected residents in 2016/2017 to provide more generous pedestrian crossings in Hill Street where refuge islands are already provided.	Director City Infrastructure	Work to progress the Council's resolution is underway – stakeholders have been advised and letters have been sent to the Department of State Growth.

Ref.	Title	Report / Action	Action Officer	Comments
		2. The West Hobart Resident Traffic Committee, Lansdowne Crescent Primary School, The Friends School, Taroona High School, Lawrenny Court, businesses along Hill Street and those people who participated in the consultation conducted by MRCagney, be advised of the Council's decision. 3. A temporary treatment to the median islands and pedestrian crossings be considered, in an effort to gauge their impact. 4. The Council approach the State Government regarding the installation of traffic signals at the intersection of Arthur and Hill Streets. 5. Consideration be given to the submission of an application for the 2016 round of Blackspot Program Funding, to support the installation of signals at this location.		

Ref.	Title	Report / Action	Action Officer	Comments
32	**ICAP AP07 – BROOKER AVENUE SHARED BRIDGE** Council 7/3/2016	1. The Brooker Avenue Shared Bridge be developed at an estimated value of $4 million to be funded from an allocation provided in the Public Infrastructure Fund in the 2016/2017 Annual Plan. 2. Landlord consent be given for the Brooker Avenue Shared Bridge to be lodged as a planning application. 3. The Council initiate formal negotiations with: (i) The State Government to enable the Council to acquire land for the purposes of future road widening over part of 19 Bathurst Street (ii) The University of Tasmania for public access rights over the new footpaths and bridge structure proposed to be located on the Domain House Campus site. 4. A further report be provided to the City Infrastructure Committee outlining progress on the negotiations, prior to finalising any tender for the construction of the bridge. 5. A media release be issued	Director City Planning	
33	**7A THELMA DRIVE, WEST HOBART – NAMING OF NEW ROAD** Council 7/3/2016	1. The new road created by the subdivision at 7A Thelma Drive, West Hobart be named Hutchinson Place. 2. The Nomenclature Board of Tasmania and the developer be advised of the Council's decision.	Director City Infrastructure	Complete

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

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.

14. CLOSED PORTION OF THE CITY INFRASTRUCTURE COMMITTEE MEETING

The following items were discussed:-

Item No. 1.	Minutes of the Closed Portion of the City Infrastructure Committee Meeting held on Wednesday 27 April 2016
Item No. 2	Consideration of Supplementary Items to the Agenda
Item No. 3.	Indications of Pecuniary and Conflicts of Interest
Item No. 4.	Proposed Sale of Land - File Ref: P3270743; R1007 LG(MP)R 15(2)(f)
Item No. 5.	57 Clare Street, New Town - File Ref: P540491 LG(MP)R 15(2)(i)
Item No. 6.	City Infrastructure Committee – Status Report
Item No. 7.	Questions Without Notice – File Ref: 13-1-10