



CITY OF HOBART

AGENDA

CITY INFRASTRUCTURE COMMITTEE MEETING (OPEN PORTION OF THE MEETING)

WEDNESDAY 22 JUNE 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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TABLE OF CONTENTS

- 1. MINUTES OF THE OPEN PORTION OF THE MEETING OF THE CITY INFRASTRUCTURE COMMITTEE HELD ON WEDNESDAY 25 MAY 2016**
- 2. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA**
- 3. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST**
- 4. TRANSFER OF AGENDA ITEMS**
- 5. FUTURE ROAD RESERVATION PROJECTS – FILE REF: 42-1-3**
- 6. HOBART BICYCLE ADVISORY COMMITTEE – NOTES FROM MEETING OF 18 MAY 2016 - FILE REF: 37-1-4**
- 7. CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT**
- 8. QUESTIONS WITHOUT NOTICE – FILE REF: 13-1-10**
- 9. CLOSED PORTION OF THE CITY INFRASTRUCTURE COMMITTEE MEETING**

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

I, 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 22 June 2016 at 5.00 pm in the Lady Osborne Room.

PRESENT:

APOLOGIES:

LEAVE OF ABSENCE:

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 25 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. FUTURE ROAD RESERVATION PROJECTS – FILE REF: 42-1-3

13x's

Report of the Manager Road and Environmental Engineering and Director City Infrastructure of 6 June 2016 and attachments.

DELEGATION: Council

TO : City Infrastructure Committee

FROM : Manager Road and Environmental Engineering and Director City Infrastructure

DATE : 6 June 2016

SUBJECT : **FUTURE ROAD RESERVATION PROJECTS**

FILE : 42-1-3 JH:eb:SMLP (o:\council & committee meetings reports\cic reports\22 june 2016\complete pdfs\future road reservation projects.docx)

1. INTRODUCTION

- 1.1. This report seeks Council's endorsement of a number of projects that have been proposed and developed primarily in response to community requests.
- 1.2. The proposed projects are all contained within existing road reservations.
- 1.3. The projects mainly involve construction of new assets, although one project will include an element of asset replacement funding.
- 1.4. The projects proposed for consideration are:
 - 1.4.1. Lansdowne Crescent, between 60 Lansdowne Crescent and Allison Street – replacement of existing footpath and construction of new drainage works and associated access structures, including driveways and stairways.
 - 1.4.2. Liverpool Crescent, near 12 Liverpool Crescent – improvements to pedestrian access and safety.
 - 1.4.3. Midwood Street, between Tower Road and New Town High School – construction of new kerb and sealing of the road shoulder to improve vehicle safety.
 - 1.4.4. Romilly Street, from 26 Romilly Street to the Romilly Street bridge over the Sandy Bay Rivulet – construction of new footpath and associated retaining wall.

2. BACKGROUND

- 2.1. Requests have been received from various members of the community concerning each of the projects listed above.
- 2.2. **Attachment A** provides an assessment of each project together with a preliminary cost estimate and the year in which the project is proposed for construction in the Council's 3 year Capital Works Program.

- 2.3. Site photos or location plans for each of these projects are provided as **Attachment B**.

3. PROPOSAL

- 3.1. It is proposed that the following projects be included in year 3 of the Council's Capital Works program for construction in 2018-19:
- 3.1.1. Lansdowne Crescent, between 60 Lansdowne Crescent and Allison Street – replacement of existing footpath and construction of new drainage works and associated access structures, including driveways and stairways.
 - 3.1.2. Liverpool Crescent, near 12 Liverpool Crescent – improvements to pedestrian access and safety.
 - 3.1.3. Midwood Street, between Tower Road and New Town High School – construction of new kerb and sealing of the road shoulder to improve vehicle safety.
- 3.2. It is considered that the qualitative benefit cost ratio of the proposed footpath in Romilly Street does not warrant inclusion in the current 3 year capital works program.
- 3.2.1. It is proposed that this project be listed as a future project (year 4 onwards) and therefore its earliest time for construction will be 2019-20. The priority of this project would be reassessed annually against other projects competing for new asset funding into the future.

4. IMPLEMENTATION

- 4.1. Design work for the projects proposed for Lansdowne Crescent, Liverpool Crescent and Midwood Street would be completed in 2017-18 to allow these projects to be ready for construction in 2018-19.
- 4.1.1. As an interim measure, temporary sealing of the kerb and gutter will be undertaken in Lansdowne Crescent under the road maintenance program that may mitigate some of the seepage issues in this area.
- 4.2. Nominally the Romilly Street project could be constructed in 2019-20, although its priority would be reassessed annually against other projects competing for new asset funding into the future.

5. STRATEGIC PLANNING IMPLICATIONS

- 5.1. The proposed projects align with the following objectives in the current Strategic Plan under Goal 2- Urban Management:

Strategic Objective 2.1.3- Identify and implement infrastructure improvements to enhance road safety.

Strategic Objective 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. The following projects are proposed for funding from the Road Strategy and Projects budget function in 2018-19, year 3 of the Council's current 3 year Capital Works Program.

- Lansdowne Crescent– estimated cost \$165,000.
- Liverpool Crescent junction – estimated cost \$25,000.
- Midwood Street – estimated cost \$35,000.

- 6.1.2. The Liverpool Crescent and Midwood Street projects will be new asset funding, whilst the Lansdowne Crescent project will predominately be funded from asset renewal budgets.

- 6.1.3. Provision has already been made for funding these projects in the endorsed Capital Works Program in anticipation of Council approval for the works to proceed.

- 6.1.4. The Romilly Street project is proposed for funding consideration beyond the current 3 year capital works program and would be new asset funding, at an estimated cost of \$450,000.

- 6.1.5. Consideration would need to be given as to whether the project could be funded from programs that have already been identified in the 10 year Capital Works Program or whether an alternative funding source would need to be identified.

6.2. Impact on Current Year Operating Result

- 6.2.1. There is no anticipated impact on the current operating result.

6.3. Impact on Future Years' Financial Result

- 6.3.1. Ongoing maintenance costs for these projects are expected to be minimal and any maintenance costs would be accommodated within Council's routine road maintenance program budget.

6.4. Asset Related Implications

6.4.1. The proposed projects would both add value to the Council's asset base and at the same time incur some additional annual depreciation expense. The estimated additional annual depreciation cost associated with each project is as follows:

6.4.1.1. Lansdowne Crescent– \$3,500 per annum

6.4.1.2. Liverpool Crescent – \$400 per annum

6.4.1.3. Midwood Street – \$450 per annum

6.4.1.4. Romilly Street – \$5,000 per annum

6.4.2. It is noted that the Lansdowne Crescent project would involve replacement of existing assets, and it is estimated that the write off value of these assets in 2018-19 will be approximately \$9,000.

7. RISK MANAGEMENT IMPLICATIONS

7.1. Under Section 21 of the *Local Government Highways Act 1982*, the Council has an obligation as the highway authority to:

“discharge its duty in such a manner, having regard to all the circumstances of the case, it considers practicable and appropriate.”

7.2. It is contended that the City is acting prudently and responsibly with regard to the level of risk associated with each project. Moreover the timing for the construction of these projects is considered justifiable in the context of the many other competing projects that are listed on the Council's 3 year Capital Works Program.

7.3. Risks associated with the design and construction phase of each project will be managed and accommodated through Council's existing internal risk management procedures.

8. CUSTOMER IMPLICATIONS

8.1. The projects listed in this report have generally been instigated through members of the community raising concerns about pedestrian facilities, drainage issues and safety concerns.

8.2. Council's commitment to these projects within the framework of the current works program and beyond should provide positive feedback to the community members who have initiated and raised these concerns.

9. DELEGATION

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

10. CONCLUSION

- 10.1. Four projects involving work in the road reservation have been proposed for construction in future works programs
- 10.2. Three projects are proposed for construction in 2018-19:
- 10.2.1. Lansdowne Crescent, between 60 Lansdowne Crescent and Allison Street – replacement of existing footpath and construction of new drainage works and associated access structures, including driveways and stairways at an estimated cost of \$165,000.
 - 10.2.2. Liverpool Crescent, near 12 Liverpool Crescent – improvements to pedestrian access and safety at an estimated cost of \$25,000.
 - 10.2.3. Midwood Street, between Tower Road and New Town High School – construction of new kerb and sealing of the road shoulder to improve vehicle safety at an estimated cost of \$35,000.
- 10.3. Romilly Street, from 26 Romilly Street to the Romilly Street bridge – construction of new footpath and associated retaining wall is proposed for consideration as a future project beyond the current 3 year capital works program.
- 10.3.1. This recommendation is made on the basis that this project has a low qualitative cost benefit ratio and therefore does not warrant inclusion within the current 3 year works program, however it's priority would be reassessed annually against other projects competing for new asset funding into the future, within the context of the Council's 10 year Capital Works Program.

11. RECOMMENDATION

That:

- 11.1. *The report JH:eb(o:\council & committee meetings reports\cic reports\22 june 2016\complete pdfs\future road reservation projects.docx) be received and noted.***

11.2. The following projects be funded from the Road Strategy and Projects budget function and constructed in 2018-19 within the current 3 Year Capital Works Program:

11.2.1. Lansdowne Crescent between 60 Lansdowne Crescent and Allison Street - footpath and drainage improvements at an estimated cost of \$165,000.

11.2.2. Liverpool Crescent, near 12 Liverpool Crescent - improvements to intersection and pedestrian access at an estimated cost of \$25,000.

11.2.3. Midwood Street between Tower Road and New Town High School - new kerb and road shoulder sealing at an estimated cost of \$35,000.

11.3. The following project be listed and considered for funding beyond the current 3 Year Capital Works Program:

11.3.1. Romilly Street from near 26 Romilly Street to the Romilly Street bridge - new footpath at an estimated cost of \$450,000.

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.



(John Holmes)

MANAGER ROAD AND ENVIRONMENTAL ENGINEERING



(Mark Painter)

DIRECTOR CITY INFRASTRUCTURE

- Attachment A: Project assessment, preliminary cost estimate and year proposed for construction.
- Attachment B: Site photos or location plans for each of these projects.

Project Location	Reason(s) for the Project	Project Comment and Assessment	Current preliminary cost estimate	Year proposed for construction
Lansdowne Crescent, between 60 Lansdowne Crescent and Allison Street	<p>The main driver for this project have been concerns from some abutting property owners about drainage/seepage issues onto their properties that they believe are caused by the inadequacies of the footpath drainage system along this section of the street.</p> <p>It is noted that a first stage of this work was undertaken in 2005 and involved upgrading the footpath, vehicular accesses, and stairways along Lansdowne Crescent from Warwick Street to 60 Lansdowne Crescent. This first stage of the project was mainly driven by the degraded condition of the footpath over this section of the street</p>	<p>The condition of the footpath in this section of Lansdowne Crescent is considered to be fair, and should reasonably have another 3-4 years of remaining serviceable life. The footpath has fairly high usage noting its proximity to the Lansdowne Crescent Primary School.</p> <p>The works proposed are relatively expensive, noting it will include new driveways, stairways, and new kerb and gutter to drain the footpath and road embankment. Specially designed grated vehicular crossings are also required to provide usable vehicular accesses for properties on this low side of the street.</p> <p>It should be noted however, that even with an upgrade of the drainage infrastructure it is quite possible that these abutting properties will still be affected by groundwater seepage that cannot be controlled by drainage infrastructure</p>	\$165,000	2018-19
Liverpool Crescent, near 12 Liverpool Crescent	The main purpose of this project is to improve pedestrian access/safety at the open "Y" junction in Liverpool Crescent, opposite 12 Liverpool Crescent.	<p>The project will involve the construction of a set of stairs to give access from the western end of Liverpool Crescent onto the existing footpath that heads east towards the City. Some minor traffic management works are also proposed at the "Y" junction to improve traffic management and pedestrian safety at this site.</p> <p>In the long term there is likely to be an increase in pedestrians in this area, as the western end of Liverpool Crescent provides a walking link to the new Thelma Drive subdivision.</p>	\$25,000	2018-19

Project Location	Reason(s) for the Project	Project Comment and Assessment	Current preliminary cost estimate	Year proposed for construction
Midwood Street, between Tower Road and New Town High School	<p>The project involves construction of a new kerb along the southern side of the street for a distance of approximately 130 metres and sealing of the road shoulder.</p> <p>The kerb will provide protection for the existing power poles, improve the road edge delineation and increase the road width by approximately 1 metre which will allow for easier vehicle movements in Midwood Street.</p> <p>This project has been listed as an outcome from Council's Community Survey Program. In addition concerns have been raised by local residents.</p>	<p>The southern side of Midwood Street is immediately adjacent to the railway embankment cutting and currently this southern edge of the street is only defined by a gravel shoulder.</p> <p>There is also an existing fence at the top of the embankment that is in a poor state of repair. The fence belongs to TasRail, and they have been contacted and requested to repair or replace the fence.</p> <p>There is an existing and adequate footpath on the northern side of Midwood Street and therefore another footpath on the southern side of the street is not required as part of this project.</p>	\$35,000	2018-19
Romilly Street, from 26 Romilly Street to the Romilly Street bridge	<p>Currently there is no footpath between the Romilly Street bridge (over Sandy Bay Rivulet) and 26 Romilly Street. Pedestrians therefore must share the road with motorists along this section of Romilly Street.</p> <p>The length of "missing footpath" is approximately 150 metres</p> <p>The request for this footpath link</p>	<p>The absence of a footpath is not uncommon in the urban fringe of the City, particularly where traffic and pedestrian volumes are low and the terrain makes it difficult to construct a footpath.</p> <p>Over the past 15 years there have been no reported crashes in this section of Romilly Street involving either pedestrians or vehicles. This section of street is a natural low speed environment due to its narrowness, topography, and geometry. As such, the level of risk to pedestrian safety is considered to be low.</p>	\$450,000	Nominally 2019-20 (i.e. beyond Year 3 of the current Capital Works Program)

Project Location	Reason(s) for the Project	Project Comment and Assessment	Current preliminary cost estimate	Year proposed for construction
	has come from a Romilly Street resident.	<p>However recent subdivision developments off Waterworks Rd may gradually give rise to increased pedestrian and traffic volumes through this section of Romilly Street.</p> <p>There is an existing footpath on the southeastern side of the bridge. The logical location for siting the footpath is along the southern side of the street as it will link the bridge footpath to the existing footpath that terminates near 26 Romilly Street.</p> <p>The road shoulder in this section of Romilly Street is very steep and construction of a footpath will require a significant substructure such as a retaining wall or elevated deck to support the footpath.</p> <p>It is noted that the opposite side of the road is equally unfriendly for the construction of a footpath with a rock embankment immediately adjacent to the road shoulder. A footpath on the northern side of the road would not connect to the existing footpath on the bridge and is not recommended.</p>		

Attachment B

Lansdowne Crescent



Looking south towards Alison Street



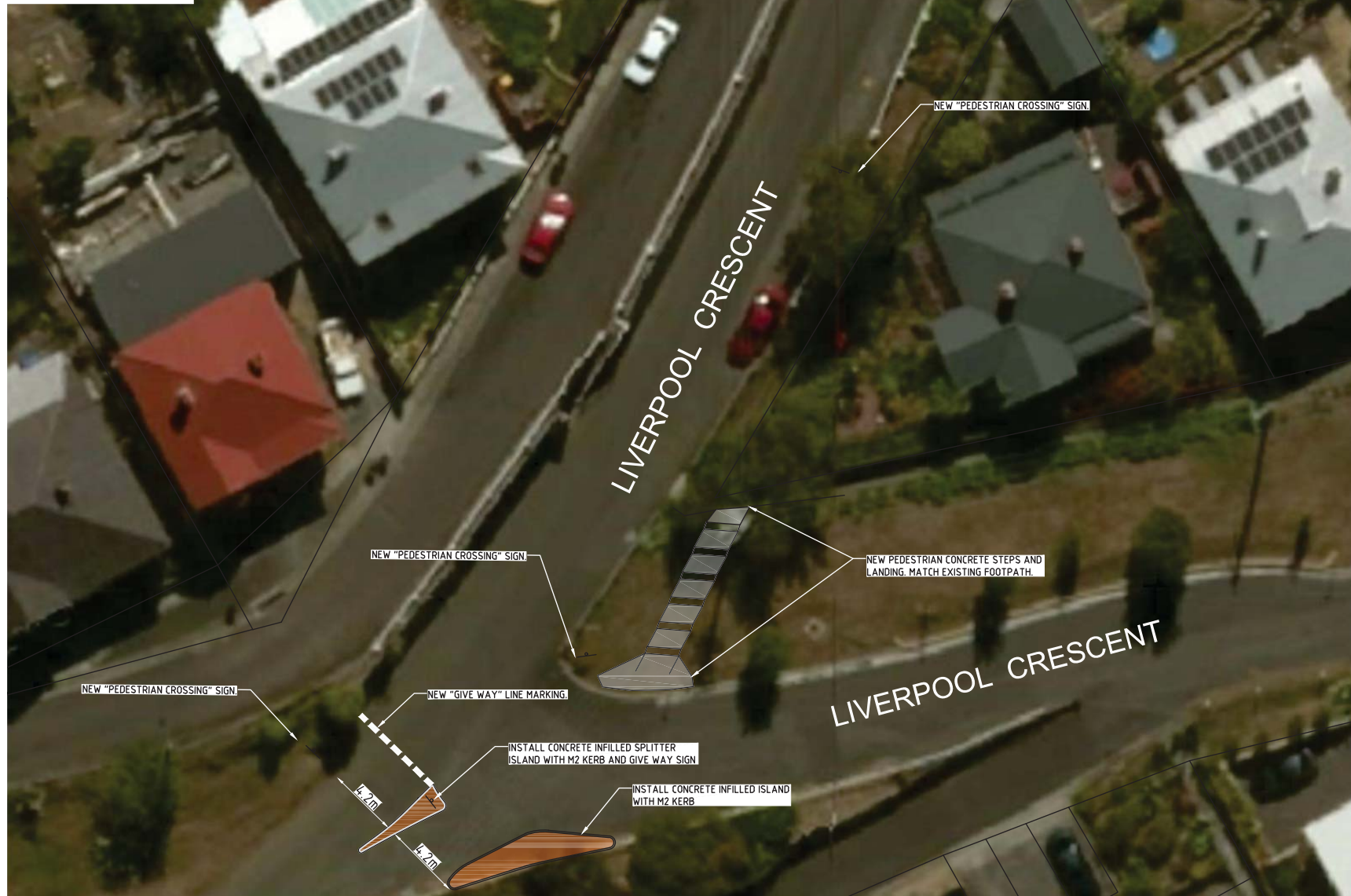
Looking north towards Warwick Street



Outside 62-66 Lansdowne Crescent (looking north) after heavy rain

GENERAL NOTES

1. UNLESS NOTED ON THE DESIGN DRAWINGS ALL CONSTRUCTION WORK SHALL COMPLY WITH THE IPWEA STANDARD DRAWINGS AND IPWEA SPECIFICATIONS EXCEPT FOR THE SPECIFICATIONS AS LISTED BELOW:
2. ALL EARTHWORKS TO BE IN ACCORDANCE WITH AS3798
3. SET OUT FOR THE WORKS IN BASED ON INFORMATION CONTAINED IN THE SURVEY DRAWINGS.
4. ALL DIMENSIONS SHOWN SHOULD BE VERIFY ON SITE. ENGINEER'S DRAWINGS MUST NOT BE SCALED.
5. UNLESS NOTED OTHERWISE ALL DIMENSIONS UNITS ARE IN METERS, EXCEPT REDUCED LEVELS AND DISTANCES (CHAINAGES AND OFFSETS) WHICH ARE IN METERS. ALL COORDINATES ARE IN METERS.
6. UNO DENOTES UNLESS NOTED OTHERWISE
7. ALL DIMENSIONS THAT TIE IN OR OTHERWISE RELATE TO EXISTING OR SERVICES SHALL BE VERIFY ON SITE PRIOR TO CONSTRUCTION



PLAN VIEW
SCALE 1:250

SERVICES

No guarantee is given that all services are shown, or that the position of those shown is accurate. The exact position of all services shall be determined on site by the Contractor.



City of HOBART

CITY INFRASTRUCTURE

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AMENDMENT				SCALES		DESIGN	DRAWN	PROJECT DESCRIPTION	DRAWING TITLE	CLIENT DRAWING NUMBER
A	C	E		SCALE 1	1:5	MM	MM	Liverpool Cres. Improvements	Plan Details	R16-0037
				SCALE 2	1:20	CHECKED	PROJECT MANAGER	Preliminary Design		SECTION DRAWING NUMBER
B	D	F		DATUM	STATE			CLIENT	REFERENCE DRAWINGS	Sketch 1
				DATE	18.02.2016			Road & Environmental Engineering		
				ACAD FILE	LIVERPOOL CR		APPROVED			SHEET NUMBER
				GEOCOMP FILE						1 of 1

Midwood Street



Aerial view - yellow area shows proposed new kerb, red dots indicate power pole locations



Section of the area proposed for kerb and surfacing



PLAN VIEW
SCALE 1:400

SERVICES

No guarantee is given that all services are shown, or that the position of those shown is accurate. The exact position of all services shall be determined on site by the Contractor.

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AMENDMENT				SCALES		DESIGN	DRAWN	PROJECT DESCRIPTION	DRAWING TITLE	CLIENT DRAWING NUMBER
A		C	E	SCALE 1	1:5	MM	MM	Romilly Street Footpath Improvements Preliminary Design	Plan Details	RFS15-0157
				SCALE 2	1:20	CHECKED	PROJECT MANAGER			
B		D	F	DATUM	STATE					
				DATE	18.02.2016			CLIENT	REFERENCE DRAWINGS	SHEET NUMBER
				ACAD FILE	Lansdowne Cres		APPROVED	Road & Environmental Engineering		1 of 1
				GEOCOMP FILE						

**6. HOBART BICYCLE ADVISORY COMMITTEE – NOTES FROM MEETING
OF 18 MAY 2016 - FILE REF: 37-1-4**

27x's

Memorandum of the Director City Infrastructure of 27 May 2016.

DELEGATION: Committee

27 May 2016

MEMORANDUM: CITY INFRASTRUCTURE COMMITTEE**HOBART BICYCLE ADVISORY COMMITTEE**

The Hobart Bicycle Advisory Committee met on 18 May 2016 and the draft notes from this meeting are attached.

The Committee has made a number of recommendations for the City Infrastructure Committee's consideration:

1. Battery Point bicycle routes signage plan

Battery Point bicycle routes signage plan, provided as Attachment A to the HBAC notes of 18 May 2016 be approved for installation in the 2016-17 financial year.

2. Participation on the Active Studies program

The City of Hobart become involved with the Active Studies program administered by Bicycle Network and fund workshops at a number of schools which would enable data to be collected in relation to how students are currently getting to and from school.

3. Cycling/skateboarding restrictions in the CBD

The HBAC has recommended that where restrictions on cycling and skateboarding currently apply from 7am to 6pm that they be amended so as to apply from 8am-6pm.

Recommendation:***That***

- 1. The draft notes of the Hobart Bicycle Advisory Committee meeting held 18 May 2016 be received and noted.***
- 2. The Battery Point bicycle routes signage plan, as developed by the Hobart Bicycle Advisory Committee be implemented.***
- 3. The City of Hobart become involved with the Active Studies program administered by Bicycle Network and fund workshops at a number of schools at a cost of \$15,000 to be funded from the proposed 2016-17 Traffic Strategy and Projects budget, that will be the subject of a further report.***

- 4. Existing restrictions to cycling on the footpath in the CBD from 7am-6pm be amended to 8am-6pm where restrictions apply.**

A handwritten signature in black ink, appearing to read 'M Painter'.

(Mark Painter)

DIRECTOR CITY INFRASTRUCTURE

HOBART BICYCLE ADVISORY COMMITTEE

NOTES

Meeting held Wednesday 18 May 2016 at 1.00 pm in the Lower Ground Conference Room, Town Hall.

PRESENT:

NAME	POSITION
Philip Cocker	Chairman – Alderman, Hobart City Council
Helen Burnet	Alderman, Hobart City Council
Damon Thomas	Alderman, Hobart City Council
Anna Reynolds	Alderman, Hobart City Council
Luke Middleton	Project Manager Active Transport and Signage Infrastructure, Department of State Growth
Corey Peterson	Sustainability Manager, Commercial Services and Development, UTAS
Mary McParland	Executive Officer, Cycling South – Greater Hobart Councils Regional Cycling Committee
Phil Joughin (Proxy)	Bicycle Network Tasmania
Will Oakley	Community Advisor, RACT
Bernd Wechner	Community Representative

CITY OF HOBART OFFICERS:

NAME	POSITION
Mark Painter	Director City Infrastructure
Angela Moore	Manager Traffic Engineering

1. Apologies:

NAME	POSITION
Jeff Briscoe	Alderman, Hobart City Council
Bill Harvey	Alderman, Hobart City Council
Neal Denning	Associate Director, Strategy and Planning, UTAS
Emma Pharo	Adviser, Bicycle Network
Shane Smith	Road and Public Order Services, Tasmania Police
Neil Noye	Director City Planning (ICAP representative)
Robert Mather	Group Manager Open Space

2. **Confirmation of Previous Notes** – Notes of 16 March 2016 were confirmed as a true and accurate record.
3. **Battery Point bicycle routes signage plan** (refer Attachment A)
 - Two strong routes have emerged from the investigations carried out.
 - A recommendation to install signage as per the signage plan will be submitted to the City Infrastructure Committee for installation in the 2016/2017 financial year.
 - Installation to be funded from the operations budget.
 - Corey will provide a letter to the Committee giving formal approval to use the UTAS logo.
 - Corey suggested that an ice warning sign be included on Napoleon Street due to the steep nature of the street.
 - Other risks to be identified and addressed prior to the installation of the signage.
4. **Cycling/skate boarding restrictions in CBD – proposed change to hours of operation** (refer Attachment B)
 - Due to the recent upgrades in Liverpool Street it is felt that an update to the cycling/skate boarding restrictions are in order as they have been in place since the early 2000s.
 - It was agreed to recommend amending the restrictions to:
 - 8am to 6pm Monday to Saturday
 - Sunday – leave as is
 - It was also suggested to include on the signage words or pictures to advise bike riders to 'please dismount' rather than only having the bike rider symbol with the red cross through it.
5. **HBAC Working Group – update**
 - The working group has finalised the Battery Point bicycle routes signage plan – refer item 3.
6. **Hobart Counts Analysis** (Mary)
 - Mary advised that the March 2016 count data is not yet available but should be by the next Committee meeting to be held in July 2016.
7. **Active Studies (Bicycle Network)** (refer Attachment C)
 - Phil Joughin of the Bicycle Network provided some information about the work they are doing working with public/government funded schools to locate safe cycling and walking routes to school.
 - The Bicycle Network has made a request that the City of Hobart become involved with the program and fund workshops at a number of schools which would enable data to be collected in relation to how students are currently getting to and from school.
 - The workshops can also identify areas/paths that need upgrading on often used routes.
 - This data could also be included in the City's Transport Strategy that is currently being developed.
 - It was agreed that a recommendation to support the Active Studies program be submitted to the City Infrastructure Committee

8. Red Lights and the Idaho Experiment (Bernd) (refer Attachment D)

- The Committee agreed to receive and note the information provided.
- The information is to be provided to the Road Safety Taskforce and also to the Road Safety Advisory Council via Emma who is a member.

9. City of Hobart bicycle infrastructure report card (Emma) (refer Attachment E)

- Report card checklist to be discussed further at the next meeting attended by Emma.

10. Intercity Cycleway – map board signage at the Regatta Grounds

- Currently being worked on by the Parks and City Amenity Division.

11. Cyclists behaviour – pedestrian interaction, visibility and equipment

- Angela advised that as part of the Rivulet Park Project a process will be undertaken to educate users of the shared pathways on 'etiquette' to ensure using the pathways is a good experience for all concerned.

12. Other Business

- Mr Ben Thorp – Community Representative has resigned from the Committee – nominations to fill the position will be sought by Expression of Interest and appointed by the Council.
- Mr Shane Smith – Tasmania Police Representative is transferring to a new work area and will arrange another member to undertake this role.
- It was suggested that a standing item be added to the agenda on the topic of encouraging/incentivising the use of cycleways and more people bike riding by conducting workshops and social programmes.
 - The Bicycle Network, Cycling South and other bike riding bodies conduct courses to assist those who want to gain more confidence on the road.
 - Alderman Thomas suggested that courses be run encouraging involvement from the public via social media, seniors magazines, the Mercury etc and participants be surveyed 6 months later to gauge how many are bike riding and using the cycleways more.
 - Alderman Thomas also suggested that some research into how other states deal with this issue could be useful.
 - Resourcing and marketing would be required and Alderman Cocker will speak to the City Marketing Unit about the City getting involved.
- Mark advised that the Morrison Street works will be partially finished by the time the Dark Mofo event commences on 10 June 2016. The works will then move to the other side of Morrison Street for completion.
- Angela advised that the Sandy Bay cycleway has experienced delays but is progressing.
- Angela advised that the pram ramps in Commercial Road are currently in the preliminary design phase and are in the construction programme.
- Angela advised that the tender for the Cornelian Bay refuge (black spot project) did not receive any bids. May not be completed until next year.
- Angela advised that the Brooker Bridge project is close to being advertised for tender.

13. Date of Next Meeting: Wednesday 20 July 2016.

14. Meeting Closed: 2.15 pm.

From: [Mary - CyclingSouth](#)
To: [Surtees, Alison](#)
Subject: Hobart Bicycle Advisory Committee Meeting - 18 May
Date: Monday, 2 May 2016 3:55:30 PM
Attachments: [image001.png](#)
[Battery Point bicycle routes signage plan-Jan 2016.pdf](#)

Hi Alison,

Could you add to the agenda for the next bike meeting the Battery Point Signage Project. I have attached the plan that was developed in consultation with Luke Middleton, Emma Pharo and Corey Peterson. It needs to be approved by the bike committee and reported to the City Infrastructure Committee.

Two route options were identified (one via waterfront and one via Battery Point village) and 17 signage sites have been selected. It wasn't possible to identify a single 2-way route because of hills and one-way streets. The selected signed routes best reflect the way people cycle through Battery Point. Attached is a signage plan which needs to be tidied up by a designer and the UTAS logo added in place of the text 'UTAS'.

Regards,
Mary

Mary McParland
Executive Officer
Cycling South - Greater Hobart Councils Regional Cycling Committee
PO Box 708, Glenorchy , TAS 7010
Mon, Tues & Fri

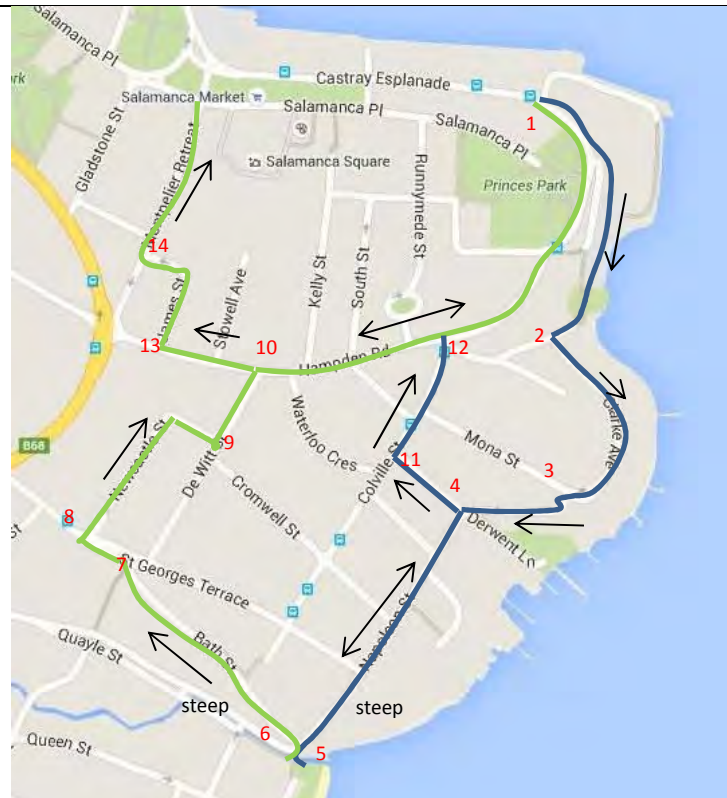
- **Note new working days**

T 03 6273 4463
M 0459 070 026
E info@cyclingsouth.org
www.cyclingsouth.org

Battery Point cycle routes signage plan – January 2016



Marieville Esplanade



Proposed cycling routes through Battery Point minimising steep uphill climbs and one-way streets

Red numbers represent signage locations. 17 sites have been identified.

Signage required:

- 27 finger post signs
- 5 poles
- 3 yellow diamond signs

CSIRO to Marieville Esplanade



1 – CSIRO carpark entry





CSIRO footway



2 -Clarke Ave at Finlay St intersection



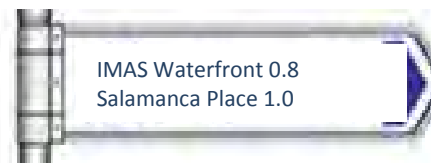
Bike rider using Clarke Ave



3. Clarke Ave at Marine Tce



4. Marine Tce at Napoleon St/Trumpeter St intersection



Top of Napoleon St





5. Bridge over Sandy Bay Rivulet at bottom on Napoleon St

Pole required



Marieville Esplanade to Battery Point Village and Salamanca



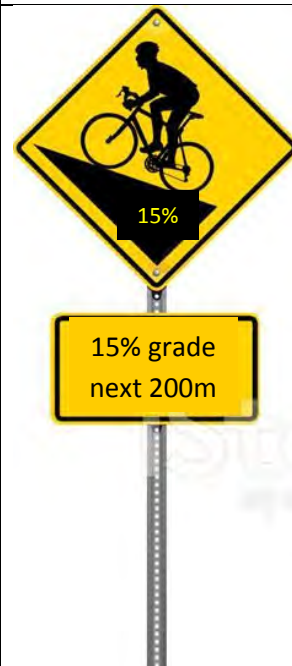
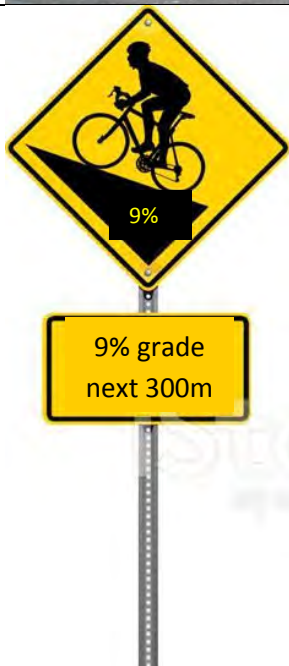
6. Bath St at Napoleon St intersection



9% grade next 300m



15% grade next 200m





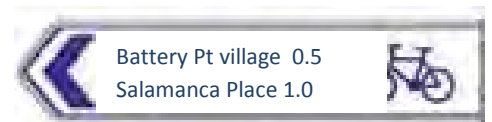
One way street at top of Bath St – looking right



7. Bath St at Georges Tce intersection (one way)

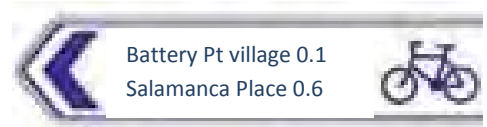


8. Newcastle St





9. DeWitt St at Logan St intersection



10. Hampden Rd at DeWitt intersection

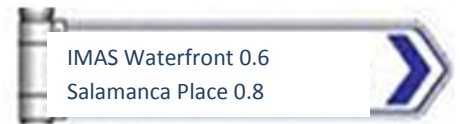


11 Coleville at Trumpeter St





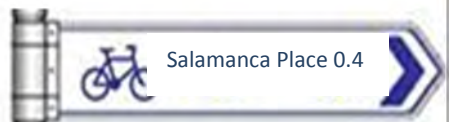
12. Hampden Road at Coleville St



Battery Point village to Salamanca Place



13. James St at Hampden Rd



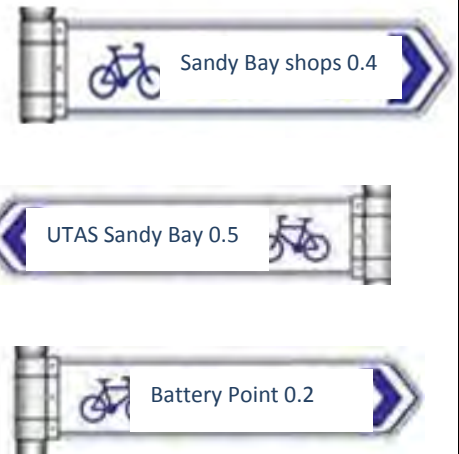
14 Montpellier Retreat at James St



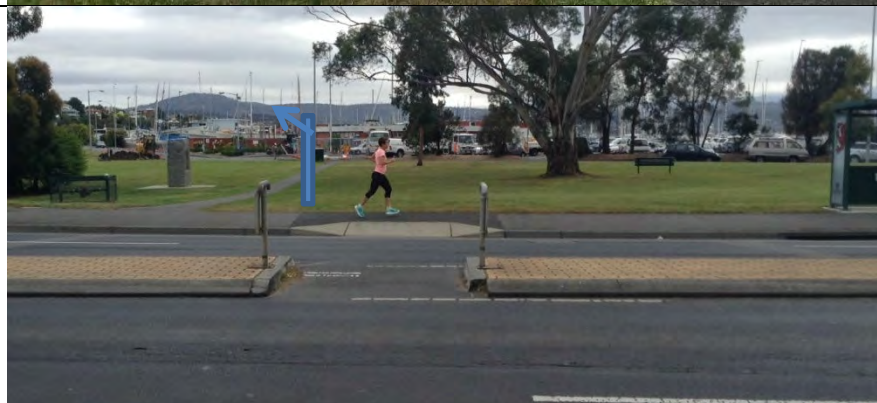
Marievile Esplanade to UTAS Sandy Bay



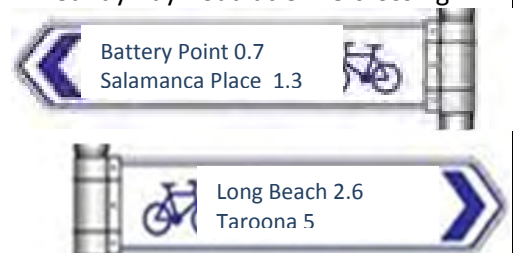
15 Marieville Esp at King St



16. Sandy Bay Rd pathway at Marieville



17. Sandy Bay Road at UTAS crossing





From: [Gervasoni, Owen](#)
To: [Surtees, Alison](#)
Cc: [Wilkie, George](#); [Moore, Angela](#)
Subject: Agenda Item - Bicycle Committee
Date: Friday, 6 May 2016 2:20:05 PM
Attachments: [SKMBT_C45216050612340.pdf](#)

Good Afternoon Alison,

Angela asked that I email you to request that an item be added to the next Agenda for the Hobart Bicycle Committee.

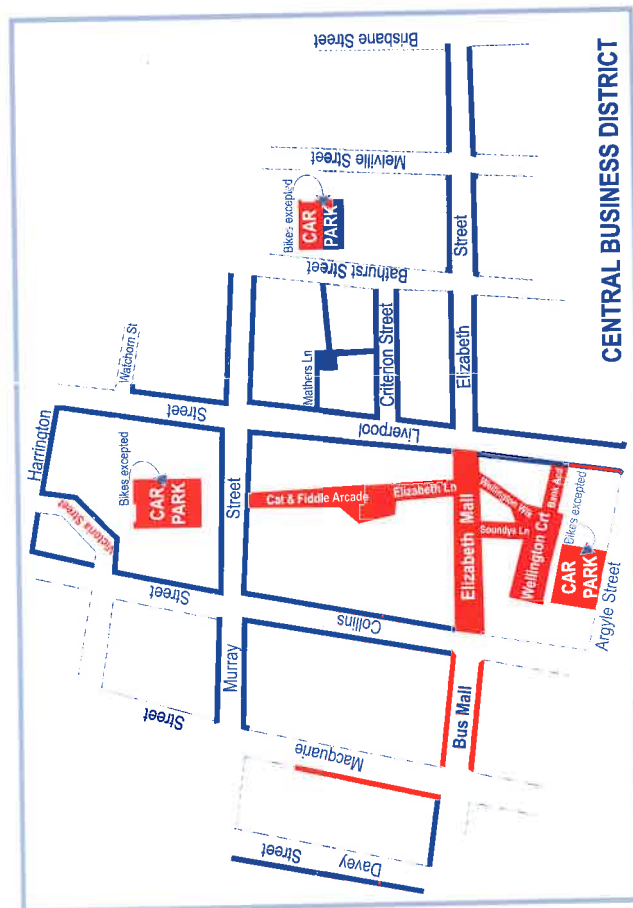
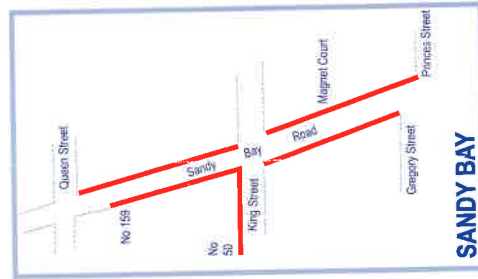
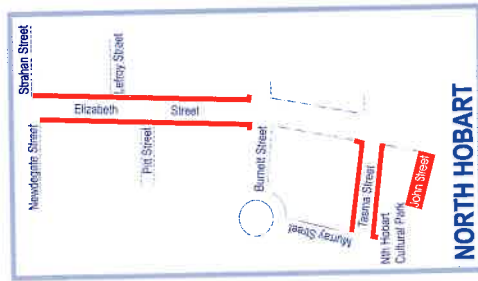
In the 'core' of the Hobart CBD a number of footpaths have signposted bans on cycling and skateboarding. These bans were put in place in the early 2000's following the changes to the road rules that legalised general riding / skating on footpaths.

The signage typically restricts skateboarding / cycling on the footpaths between the hours of 7am-6pm Mon-Sat, essentially those times when the pedestrian volumes were considered sufficiently high to justify the restriction to the movement of cyclists and skaters that the signposted ban imposes.

Some sections have bans that apply 24/7 (Salamanca Square, Cat & Fiddle Arcade, Wellington Court etc).

We have been asked to consider changing the hours of operation for the cycling / skateboarding ban in Liverpool Street, and it would be good to obtain the view of the Committee.

Owen Gervasoni | Road & Traffic Engineer | Traffic Engineering
6238 2128



NO-GO ZONES

24 Hours - 7 days

7am - 6pm Mon - Sat

CAR PARKS The following Car Parks are **NO-GO Zones** (Bikes excepted) 24hrs 7 days **ARGYLE ST, CENTREPOINT, HOBART CENTRAL, SALAMANCA SQUARE**. This includes all pedestrian ramps connecting the Car Parks to streets and footpaths.

Attachment C

From: Phil Joughin <philj@bicyclenetwork.com.au>
Date: 11 May 2016 at 11:30:13 AM AEST
To: Ald Anna Reynolds <ald.reynolds@hobartcity.com.au>
Subject: Active Studies for HCC

Hello Anna,

Thank you for your time and commitment to making schools more active and safer environments for students to travel to and from school.

I have asked my manager Jeff McPhann to start pulling together a specific brief and costing in regard to an active study of the Hobart City Council public schools.

As discussed, it will most likely fall into the \$15,000 mark to supply a comprehensive study, workshops and report on how students are getting to school, catchments, and safer options to support their active travel.

Please see the link <https://www.bicyclenetwork.com.au/general/programs/3172/> which touches on this model.

It is great to have enthusiasm and support to improve active transport in the state, particularly the Hobart area.

Kind regards,
Phil

Phillip Joughin

Co-ordinator: Members and Friends & Ride2School Tasmania

210 Collins Street, Hobart TAS 7000

p. 03 8376 8807 **m.** 0475 803 663

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About the program

HandsUp!

Get Involved

Grants

National Ride2School Day

Support and Initiatives

School Visits

Active Studies

Active Paths

Active Maps

MIND.BODY.PEDAL

Resources

Active Studies

ACTIVEstudies are designed to identify current behaviours in a school community and understand their attitudes towards riding, walking, scooting and skating.

Active Studies are comprehensive reports designed to assist councils and Bicycle Network to identify the main barriers preventing school aged children actively travelling to and plan effective initiatives to encourage greater active travel behaviour by students.

In the process, we look at:

- Current travel behaviour and patterns
- Barriers that prevent active travel
- Identify attitudes to active travel
- Willingness to adopt new travel behaviours

Councils with Active Studies

- Knox City Council
- Wyndham City Council
- Latrobe City Council
- Wodonga City Council
- Frankston City Council
- Stonnington Council
- City of Casey
- Melton City Council
- Banyule City Council
- City of Greater Bendigo
- City of Whittlesea

How to Register

To register for the Ride2School program click the button below.

[Register](#)

Need more Information?

[1800 639 634](#)

[Email us](#)

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Off The Beaten Path

News from Bicycle Quarterly and
Compass Bicycles

Red Lights and the Idaho Experiment

Posted on [May 11, 2015](#)



Running Red Lights

Few things raise the ire of motorists (and some cyclists) more than cyclists running red lights. Yet anybody who has ridden in major cities has seen riders proceeding through red lights. Why do they do this?

Cyclists operate on streets that are designed for cars. The current traffic infrastructure does not work as well for cyclists:

- Many lights have sensors that do not pick up cyclists. Cyclists often wait at red lights for minutes, and the light only changes when a car pulls up behind them. If there is no traffic, they may wait for a very long time.
- Cars travel mostly on big streets with few stop signs and timed lights. Cyclists tend to use side streets where they encounter stop signs or red lights every few blocks.
- Cyclists travel at lower speeds and are less insulated from their surroundings, so they are more aware of traffic around them. As they approach an intersection, they usually know where other traffic is, without needing to come to a complete stop before checking for traffic from the right and left.

After waiting at lights that don't change and after stopping at stop signs without encountering cross traffic, some cyclists take matters in their own hands and ignore these devices that clearly were not designed for them.

Unfortunately, we don't provide any guidance in this process, so many cyclists seem to see only two alternatives:

- Obey all lights and stop signs
- Ignore all lights and stop signs

The former are the cyclists who are waiting at a red light at 5 a.m., with no traffic anywhere nearby. The latter are the people who just blast through intersections on their bike without ensuring their safety or others'. Neither makes sense.

The "Idaho Stop"

An interesting alternative has been used in Idaho since 1982. There, cyclists are allowed to treat red lights as stop signs, and stop signs as yield signs. It's commonly referred to as the "Idaho Stop". Let's look at what this means in practice:

- Red light = stop sign: Cyclists stop and look right and left. If there is no cross traffic, they can proceed. If there is cross traffic, they wait.
- Stop sign = yield sign: Cyclists look right and left. If there is no cross traffic, they can proceed without fully stopping. If there is cross traffic, they stop and yield.

These rules are clear and make sense. They don't allow cyclists to run lights, nor be inconsiderate and cut off other traffic. But they do free cyclists from the unreasonable burden of having to stop or wait at empty intersections, time and again.

In Idaho, the law has been a success. There has been no increase in the numbers of cyclists involved in accidents. According to one official, cyclists "have more respect for a law that legalized actual riding behavior." In other words, if you give people rules that make sense, most will follow them. And that may well reduce the number of inconsiderate cyclists who run lights and cut off other traffic. It adds a sensible alternative to the false choice of either "obeying" or "ignoring" all lights and stop signs. The "Idaho Stop" provides sensible rules of when to proceed and when to stop and wait.

Would it work in the city?

Idaho is a sparsely populated state with little traffic. Would the "Idaho Stop" work in a big city like Seattle? There is only one way to find out: Try it!

For six months, I used the "Idaho Stop" in Seattle. As outlined above, I didn't run any lights, but after stopping, I proceeded if there was no traffic. At stop signs, I slowed down, but only came to complete stop if there was traffic.

In this experiment, I wanted to find out two things:

1. Would this be dangerous? Traffic rules are there to protect us and others.
2. What would be the reactions from other road users? One of the main arguments against proceeding through red lights is that it "gives cyclists a bad name".

Well, for three months, I tried this experiment and I was upfront about it by wearing my Bicycle Quarterly jersey. Here is what I found:

It's not dangerous

I did not have a single close call or near-miss. This was not surprising: I proceeded through intersections only if there was no cross traffic. During this whole time, I had one instance where I regretted turning in front of a car that was accelerating much faster than most cars around here. This happened during a legal "right-on-red" turn, not during the "Idaho Stop". It wasn't dangerous, but I felt inconsiderate. Note to self: Don't cut it close during

“right-on-red” or “Idaho Stops”.

I did have a few close calls with cars, but all of those happened when I was riding through green lights and oncoming cars turned left in front of me. This situation does not apply to the “Idaho Stop”, but it does show that simply following the traffic rules isn’t enough to make you safe. You need to take extra precaution to make up for the errors of other road users.

Complex situations

Once in a while, I encountered a complex situation, where it wasn’t obvious whether the Idaho Stop would be safe. For example, at some intersections, my direction only had a “plain” red light, but oncoming traffic had a turn lane with a “left arrow” light. Once, I was about to proceed through the intersection against a red light when, invisibly to me, the oncoming turn lane got a green light. If I had been in the middle of the intersection, this would have been inconsiderate. Note to self: Make sure you understand the intersection fully before using the “Idaho Stop”. Or perhaps even better: Don’t use the “Idaho Stop” if there is oncoming traffic waiting at the other side of the intersection.

It’s faster

My travel times across town went down significantly. During a 30-minute ride, I often spend 5 or more minutes waiting for lights to change, even though there is no traffic. And not stopping for all the stop signs kept my speed up and saved energy by not having to accelerate all the time. I could use that energy to ride faster. (A positive side effect is that riding faster allows you to flow better with traffic, decreasing your accident risk.)

It bothers few people

The most surprising result is that my “outlaw behavior” seemed to bother neither cyclists nor drivers (with one exception). If they thought I was “giving cyclists a bad name”, they kept their opinions to themselves. Perhaps they appreciated that I first stopped, and then proceeded, rather than “ran” the light. And no-one saw me rolling through the stop signs, since I only did so when the intersections were empty.

Once, I stopped right in front of a police officer directing traffic at the exit of a construction site. There was no traffic, so he was chatting with one of the construction workers. I was facing a red light, and I was not going to do the “Idaho Stop” this time... until the police officer, without breaking off his conversation, waved me through the intersection. It seems that the “Idaho Stop” might not be a big deal any more, even for the police.

During the three months of this experiment, three drivers yelled at me to “get off the road and use the bike path”. In two cases, the bike path was a block away. In the third case, the bike path was half a mile down the valley and going in an entirely different direction. Some drivers seem to think that if we spend money on separate infrastructure, then cyclists no longer have the right to ride on the road. This is something to consider as we build more “separated cyclepaths”.

One driver was bothered by my experiment. He was driving a van from the city parks department. He had leapfrogged me for a while, so he had seen me roll through two stop signs and proceed through one or two red lights. When he caught up with me again, he was livid about my “incredibly dangerous” behavior. I usually don’t stop and talk to irate drivers, but with him being in an official vehicle, I thought the risk of assault was low. As I explained the experiment, he calmed down and became very interested. Once he understood that I wasn’t just running lights and stop signs, but actually following rules that made sense, he wanted to learn more. I was

impressed by his openness to these new ideas, and we parted very amicably. I promised to send him a note when this blog post goes up. If anything, this shows that if the “Idaho Stop” becomes law, some public outreach is needed to explain the new rules, not just to cyclists, but also to the general public.

To sum it up, three times as many drivers objected to me being on the road in the first place than objected to me doing the “Idaho Stop”.

Legalizing Actual Riding Behavior

The “Idaho Stop” has the potential to “legalize actual riding behavior”. Its clear rules provide guidance for cyclists who are tired of stopping and waiting at empty intersections.

One argument against the “Idaho Stop” is that compared to the hard-and-fast rules of “red light means stop”, the “Idaho Stop” requires more judgement and discretion from cyclists. But so do all stop and yield signs. And nobody has started a campaign to abolish all stop and yield signs...

What if other traffic does not know about the “Idaho Stop”? Isn’t that dangerous? I think the answer is “No”, because the “Idaho Stop” may only be used when there is no other traffic that could be impacted. When you do the “Idaho Stop”, you still don’t have the right-of-way. Period.

Right on Red

Some may be concerned about an erosion of the rule of law if we allow traffic to proceed through red lights. However, we already do that: Most states already allow a “Right on Red” when there is no traffic approaching from the left. You stop, check for traffic, and proceed if there isn’t any. The “Idaho Stop” simply adds a second exemption to an already existing one.

The “Right on Red” is beneficial for pedestrian safety when it moves right-turning cars through the intersection before pedestrians get a green light, reducing the risk of getting hit by a right-turning car.

Social acceptance

When I told my German relatives about the “Right-on-Red” after my first visit to the United States 25 years ago, they were incredulous. It offended their sensibilities that you could proceed even though the light was red. “But that is so dangerous!” they exclaimed. “It cannot work!” said others. The consensus was: “That is crazy!”

Today “Right-on-Red” is legal in Germany at certain intersections, and everybody is fine with it. It’s less dangerous than turning right on green, when you share the intersection with pedestrians and cyclists. Drivers who do so don’t give motorists a bad name. They aren’t scofflaws. All the “Right-on-Red” does is make traffic flow more smoothly and safely.

Conclusion

My experiment suggests that adopting the “Idaho Stop” everywhere would pose few risks and complications. It would make traffic flow more smoothly. It would provide rules that reflect actual cyclist behavior. And my experience in Seattle shows that even in a city whose citizens are known for policing each other, few people mind if cyclists ride responsibly, but don’t wait at empty intersections.

For those who prefer to follow the existing rules, there would be nothing to force them to change their behavior. By reducing the impression of “scofflaw cyclists” who “give cyclists a bad name” and increasing a positive view of

cyclists, the roads would get safer for everybody. It's a win-win situation.

To eliminate the problems I encountered at complex intersections, I suggest adding "if no traffic going in other directions is present at the intersection" to the rule.

Hopefully, the various bicycle advocacy groups will pick up the drive to make the "Idaho Stop" universal law. Why don't you contact the [League of American Bicyclists](#) and your state's bicycle advocacy organization and suggest a coordinated effort to adopt this positive change. Adopting the "Idaho Stop" is easy, and it doesn't cost much (no new signs or infrastructure required, just outreach to inform citizens of the change in law). Most of all, it makes cycling safer and more efficient, and it encourages cyclists to follow the law.

Already, there is a [Washington state law under consideration that allows cyclists to proceed through red lights](#) if the trigger sensors don't react to bicycles. Motorcyclists already have that exemption. Hopefully, this is one steep toward making the "Idaho Stop" universal law.

As for me, my experiment is over, and I'll now return to abiding the law. I'll try to wait at every red light and stop at stop signs. I'll plan some extra time during my commutes for this. And I'll hope that our traffic laws will follow Idaho's example soon and "legalized actual traffic behavior."

Further reading:

- The [Wikipedia entry on "Idaho Stop"](#) has a lot of information and many sources.

More posts on Cycling Safety:

- [Why "helmet wars" are missing the point.](#)
- [Why separate cyclepaths are not always safer.](#)
- [How to cross railroad tracks safely.](#)

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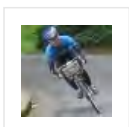
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About Jan Heine, Editor, Bicycle Quarterly

I love cycling and bicycles, especially those that take us off the beaten path. I edit Bicycle Quarterly magazine, and occasionally write for other publications. One of our companies, Bicycle Quarterly Press publishes cycling books, while Compass Bicycles Ltd. makes and distributes high-quality bicycle components for real-world riders.

[View all posts by Jan Heine, Editor, Bicycle Quarterly →](#)

Attachment E

City of Hobart bike infrastructure report card

In 2011, Bicycle Tasmania produced the 2012-2020 Healthy Connections report, outlining the infrastructure needed to make it easier to ride a bike in Tasmania. Below is the list of the projects we included in 2011 and their current status.

Projects **well underway or**






completed

Planned or planning well underway









Projects unplanned and unfunded
















Local Streets and Ride2School – 7 projects; three in City of Hobart

Local Streets and Ride2School	HBAC list	Rationale or relevant plan	Status
1.1 Battery Point Inland route	Yes	UTAS	
1.2 Commercial Road connection (2016 works)	Yes		
1.6 Riding routes to schools Southern Tasmania		Ride2School	

Off-road connections – 19 projects; 7 in City of Hobart

Off-road connections	HBAC list	Rationale or relevant plan	Status
2.1 Battery Point Walkway		UTAS	
2.3 Cornelian Bay to Lutana Cycleway connection	Yes		
2.6 Hobart Rivulet Track (sealed surface in lower section and Gore St crossing)	Yes	Links to ICAP	
2.8 Mawson Place to CSIRO	Yes	ICAP	
2.9 Intercity Cycleway to Tasman Hwy underpass (low priority)			
2.17 Sandy Bay Rd cycleway connection (Shared pathway constructed from Derwent Water Ave to Marieville Esplanade)	Yes		

On-road connections – 22 projects; 18 in City of Hobart

On-road bike lane connections	HBAC list	Rationale or relevant plan	Status
3.1 Argyle St from Davey to Brisbane St		UTAS	
3.2 Argyle St from Lewis St to New Town Road			
3.3 Argyle St to Campbell St via Burnett St connection		UTAS	
3.4 Augusta Rd to Lenah Valley Road (uphill bike lanes installed between Giblin and Pottery Rd in 2015)	Yes		
3.5 Campbell St bike lanes		UTAS	
3.7 Collins St	Yes	ICAP	
3.8 Davey St			
3.10 Elizabeth St CBD to North Hobart	Yes	ICAP	
3.11 Elizabeth St to New Town Road (uphill bike lane from Federal St to Augusta Rd)	Yes		
3.12 Federal St bike lane (being designed. Funded in 2015/16)	Yes		
3.13 Harrington St			
3.14 CBD bicycle facilities Liverpool and Murray Sts			
3.15 Intercity Cycleway on road connections (Main Rd bike lanes at Austins Ferry could be considered a link to the cycleway)		ICAP	
3.18 Macquarie St/Cascade Rd from Southern Outlet to Cascade brewery			
3.19 Murray St Warrick to Liverpool			
3.20 New Town Rd from Risdon Rd to Augusta Rd			
3.21 Sandy Bay Road bike lanes (on-road lanes from Taroona to Lower Sandy Bay in mid-2016)			
3.22 Macquarie St bike lanes from Southern Outlet to Argyle St	Yes		



New projects – since 2011

New projects – since 2011	HBAC list	Rationale or relevant plan	Status
Evans Street signals	Yes		
Lenah Valley missing link	Yes		
Molle Street crossing	Yes		
Tasman bridge paths	Yes		
Improvements around UTAS CBD buildings	Yes	Links to some of the projects from 2011	
Improvements at Regent/Antill/Parliament	Yes	Relates to 3.22	
Huon Road below Strickland	Yes		
Marievillle Esplanade		Relates to 3.21	
Forster Road to Risdon Road	Yes		
Macquarie Point	Yes		

General projects

Speed limit reductions

Signal changes to automatic green and equitable time for green compared with other road users

Report on inner Hobart Transport Strategy

7. CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT

16x's

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

DELEGATION: Committee

Recommendation:

That the information be received and noted.

CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT

OPEN PORTION OF THE MEETING

November 2014 to 31 May 2016

Ref.	Title	Report / Action	Action Officer	Comments
1	221A LENA VALLEY ROAD, 2-16 CREEK ROAD, LENA VALLEY – SUBDIVISION (86 RESIDENTIAL LOTS, 8 ROAD LOTS, 7 PUBLIC OPEN SPACE LOTS) AND STORMWATER INFRASTRUCTURE (ADJOINING FURTHER ASSOCIATED SUBDIVISION OUTSIDE OF MUNICIPAL BOUNDARY) – PLN-14-00584-01 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	Transfer documents have been signed and have been lodged with the Land Titles Office.
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 reviewed by Woolworths who are seeking amendments. Negotiations are continuing. Detailed design works complete with a preferred contractor identified. (i) Parking arrangements in the area are under review.

Ref.	Title	Report / Action	Action Officer	Comments
			i) Director City Infrastructure	
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	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. 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. 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, servicing over 12,500 residential properties. The City has received requests from over 600 additional residential properties to opt-in to the service. A review on the need for the continuation of the green waste free entry weekends at the McRobies Gully Waste Management Centre will be undertaken using by the end of the year.

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	<p>Kerb replacement, footpath widening and associated new stormwater infrastructure be constructed in Hampden Road between Francis Street and De Witt Street during 2015/2016.</p> <p>The remaining aspects of the project, including entry thresholds, raised pedestrian thresholds, kerb bulbing and artistic elements be further investigated as part of the development of the Local Area Retail Precincts Plan.</p> <p>The Battery Point and Sullivans Cove Citizens Association Traffic Sub-Committee and associated businesses in the area be advised of the Council's decision.</p>	Director City Infrastructure	<p>Construction of Stage 1 of Hampden Road commenced in the first quarter of 2016 to meet trader requirements. Work should be completed by early June.</p> <p>This site is also included within the scope of the Local Retail Precincts Plan - refer to item 21.</p>
8	MCRORIES 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	<p>The Council granted a planning permit with approval to increase the fill height of the landfill site, including conditions provided by the EPA, at its meeting held on 23 May 2016.</p> <p>A review of the future of the Landfill Rehabilitation levy is to now be undertaken.</p>
9	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.
10	MAJOR WORKS PROJECTS – CBD TO WATERFRONT PEDESTRIAN ROUTE	The Council approve the expenditure of up to \$150,000 from the Public Infrastructure Fund for	Director City Planning	A project brief has been finalised and circulated to all Aldermen. An expression of interest process for

Ref.	Title	Report / Action	Action Officer	Comments
	OPTIONS – FEASIBILITY STUDY Council 10/8/2015, item 14	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.		the appointment of suitably experienced consultants to undertake the analysis has commenced and an appointment of a successful team is anticipated to occur in July.
11	SANDY BAY RETAIL PRECINCT – STREETSCAPE REVITALISATION Council 7/9/2015, item 10	<ol style="list-style-type: none"> 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	<p>Detailed design work to implement to Council's resolution is in progress.</p> <p>Correspondence in relation to Clause 3 has been received indicating that consideration would be given to reducing the speed limit if the proposed streetscape works are designed to moderate vehicle speeds.</p>

Ref.	Title	Report / Action	Action Officer	Comments
12	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.
13	ICAP – MORRISON STREET, BROOKE STREET & DESPARD STREET URBAN RENEWAL – COMMUNITY ENGAGEMENT Council 12/10/2015, item 11	<ol style="list-style-type: none"> 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 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. 	Director City Infrastructure	<p>1. Work has commenced on site. Regular updates are being provided</p> <p>2-5 Complete</p> <p>3. TasPorts have considered this proposal and at this stage do not feel it is necessary to provide additional parking for Misson to Seafarers.</p> <p>4 & 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.</p>
14	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	<ol style="list-style-type: none"> 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 	Director City Infrastructure	<p>Design work to implement to Council's resolution has commenced.</p> <p>A report was considered by the Committee in December 2015.</p> <p>See item 20 for continuation.</p>

Ref.	Title	Report / Action	Action Officer	Comments
		<p>assessment of the options.</p> <p>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.</p> <p>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.</p>		
15	<p>PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS Council 12/10/2015, item 14</p>	<p>1. Following the development and implementation of a suitable engagement strategy, the current Highways By-law (3 of 2008) be enforced with particular emphasis on the Elizabeth Mall, Wellington Court and Salamanca Square (including Woobys Lane and Kennedy Lane).</p> <p>2. The General Manager be authorised to modify the management of commercial furniture and infrastructure on public footpaths towards a best practice model approach, where such furniture and signage is only permitted if it does not interfere with the safe and equitable movement of pedestrians along that public footpath.</p> <p>3. A further report be prepared that identifies how the Council may achieve a clear building line with minimum footpath widths in the future, in order to best satisfy the provision of an accessible path as required by the Disability Discrimination Act 1992.</p>	Director City Infrastructure	Work to implement to Council's resolution has commenced.

Ref.	Title	Report / Action	Action Officer	Comments
		<p>4. During the review and renewal of the current Highways By-law, appropriate amendments be made to ensure that signboards are prohibited from being placed immediately adjacent to buildings</p> <p>5. As part of the review of signage, alternative options to sandwich boards, such as sign posts be investigated.</p> <p>6. Officer hold discussions with relevant stakeholders in relation to the hazards potentially created through application of the Disability Discrimination Act 1992 with regard to the setbacks required from building frontages.</p>		
16	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.
17	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.
18	DEVELOPMENT OF A CITY OF HOBART	A Transport Strategy for the City of Hobart be	Director City	Work to implement to Council's resolution has

Ref.	Title	Report / Action	Action Officer	Comments
	TRANSPORT STRATEGY CIC 9/12/2015, item 13	developed.	Infrastructure	commenced.
19	HOBART BICYCLE ADVISORY COMMITTEE – NOTES FROM MEETING OF 18 NOVEMBER 2015 CIC 9/12/2015, item 14	The options for a cycling link on Marieville Esplanade be reviewed when the future of the Battery Point foreshore walk is determined.	Director City Infrastructure	The options will be reviewed when the future of the Battery Point foreshore walk is determined.
19	ICAP AP14 – SALAMANCA PLACE, BETWEEN MONTPELIER RETREAT AND GLADSTONE STREET – PROPOSED FOOTPATH Council 21/12/2015, item 15	<p>A review be undertaken of the pedestrian, vehicular traffic and stakeholder implications of the proposal to widen the pedestrian footpath on the southern side of Salamanca Place, between Montpelier Retreat and Gladstone Street, and the outcome of the review be the subject of a further report.</p> <p>The Council not allow additional permanent umbrellas to be placed in the widened footpath proposed for Salamanca Place between Montpelier Retreat and Gladstone Street.</p>	Director City Infrastructure	Work to implement to Council's resolution has commenced.
20	ICAP – HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT – ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT – ALTERNATIVE OPTION TO CURRENT ARRANGEMENT Council 21/12/2015, item 16	<ol style="list-style-type: none"> 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 results of the engagement to be the subject of 	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
		<p>a further report prior to any final decision on the improvement project.</p> <p>4. A detailed design, cost estimate with identified funding sources be developed for the relocation of the Campbell Street bus stop (opposite City Hall) into Macquarie Street, which would be the subject of a future report.</p> <p>5. The Council approve the reallocation of \$330,000 from the Public Infrastructure Fund 2015/2016 allocation for the Elizabeth Street Bus Mall Improvement Project, for the purposes of installing the new bus shelters on Macquarie Street adjacent to Franklin Square</p> <p>6. A further report be provided on the implications, operation, cost and funding possibilities for an intrastate bus departure facility incorporating the underutilised area within the Franklin Square amenities building</p>		
21	LOCAL RETAIL PRECINCTS PLAN Council 21/12/2015, item 17	<p>1. The Council endorse “A Plan for Hobart’s Local Retail Precincts”, as the framework basis for developing the City’s significant local retail precincts.</p> <p>2. Detailed design work be undertaken for the Lenah Valley retail precinct based on the concept design provided in “A Plan for Hobart’s Local Retail Precincts”, and a further report be provided once detailed design and community and trader engagement has been completed in 2016, with a view to the works being completed in 2017/2018.</p> <p>3. Detailed design work be undertaken for</p>	Director City Infrastructure	Work to implement to Council’s resolution has commenced.

Ref.	Title	Report / Action	Action Officer	Comments
		<p>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.</p> <p>4. An implementation plan based on “A Plan for Hobart’s Local Retail Precincts” be prepared for Council consideration.</p> <p>5. Feedback based on the information contained in “A Plan for Hobart’s Local Retail Precincts” and the decisions of the Council in relation to this matter be provided to the traders and other stakeholders who participated in the development of the Plan.</p>		
22	<p>NAMING OF ROADS CREATED BY 221A LENA VALLEY ROAD SUBDIVISION Council 21/12/2015, item 19</p>	<p>The Council’s policy on road naming be reviewed to give preference to road names which have an historical connection with the area and provide opportunities to better represent the City’s cultural diversity.</p>	Director City Infrastructure	To be undertaken as part of the annual review of Council Policies

Ref.	Title	Report / Action	Action Officer	Comments
23	WEST HOBART LOCAL AREA TRAFFIC INVESTIGATION Council 7/3/2016, item 13	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: <ul style="list-style-type: none"> (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
		<ul style="list-style-type: none">2. The West Hobart Residents' 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
24	ICAP AP07 – BROOKER AVENUE SHARED BRIDGE Council 7/3/2016, item 14	<ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> (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	<p>A planning application for the proposed bridge is currently being assessed by the Council as the planning authority. The application generated one representation during the public notification period. The application will be considered by the Council in July.</p> <p>Discussions with State Government and the University of Tasmania are ongoing so far as future road widening and public access rights are concerned.</p>

Ref.	Title	Report / Action	Action Officer	Comments
25	NOM - STRATEGIES TO ALLEVIATE PEAK TRAFFIC ISSUES Council 21/3/2016, item 15	<ol style="list-style-type: none"> 1. That the Lord Mayor be requested to write to the Minister for Infrastructure and take forward the comments in this Notice of Motion, specifically: <ol style="list-style-type: none"> a. options on how the Hobart City Council may assist in alleviating the morning and evening peak traffic issues for City and the greater Hobart area. b. options for the State and Federal Government in particular the Education Department, the private schools association and other large employers working collectively on a “time management” approach that may alleviate some of the morning and evening traffic issues. 2. That the Hobart City Council administration canvas in consultation with staff developing a workplace travel plan for the council’s workforce. 	Director City Infrastructure	Letter sent.

Ref.	Title	Report / Action	Action Officer	Comments
26	NOM - TRANSFER OF OWNERSHIP AND MANAGEMENT OF MACQUARIE AND DAVEY STREETS Council 11/4/2016, item 15	<ol style="list-style-type: none"> 1. Request in writing to the Minister for Infrastructure that prior to any further discussions taking place about this proposal, the State Government provide modelling that tests the proposed traffic flow optimisation measures. This modelling should demonstrate the impact of the proposed changes for Macquarie and Davey on congestion and flow, and how the proposed changes will fit in with other transport network and public transport improvement measures. 2. Seeks an urgent report from Council officers on the city-wide implications of the proposal by the State Government to take over the management of Davey and Macquarie Streets 	Director City Infrastructure	<p>Letter sent.</p> <p>The Council will consider the Department of State Growth's Traffic Congestion Report on 6 June 2016.</p> <p>A further Greater Hobart Traffic Summit will be held on 10 June and a report is scheduled to be provided to the Committee in July.</p>
27	CITY OF HOBART WASTE MANAGEMENT STRATEGY 2015 -2030 Council 9/5/2016, item 12	The City of Hobart Waste Management Strategy 2015-2030 be endorsed and an allocation of \$180,000 be listed for consideration in the 2016/2017 budget estimates, to fund waste reduction programs to progress the implementation of the Strategy.	Director Parks and City Amenity	<p>Strategy approved.</p> <p>Complete.</p>

Ref.	Title	Report / Action	Action Officer	Comments
28	110 GIBLIN STREET, LENA VALLEY – SUBDIVISION – NAMING OF NEW ROADS Council 9/5/2016, item 13	<ol style="list-style-type: none"> The new roads created by the subdivision at 110 Giblin Street, New Town be named: <ol style="list-style-type: none"> William Cooper Drive Denning Close; Tabart Street; Noble Drive; and Dowding Crescent. The roads be named after the Denning, Tabart, Noble and Dowding families who were all associated with the former brickworks and the Nomenclature Board of Tasmania and the developer be advised of Council's decision. 	Director City Infrastructure	Complete.
29	NOM - PORT OF HOBART – EXPORT OF WOODCHIP – POTENTIAL IMPACT ON MACQUARIE AND DAVEY STREETS Council 23/5/2016, item 13	That an urgent report be provided that advises the Council on the State Government's present plans [if media reports suggesting such are correct] to ship woodchips in containerised form or otherwise from the Port of Hobart and what impact this may have on the use and amenity of Macquarie and Davey Streets by heavy vehicles.	Director City Infrastructure	Letter to be sent.

8. 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*.

9. CLOSED PORTION OF THE CITY INFRASTRUCTURE COMMITTEE MEETING

The following items were discussed:-

- Item No. 1. Minutes of the Closed Portion of the Infrastructure Committee Meeting held on Wednesday 25 May 2016
- Item No. 2. Consideration of Supplementary Items to the Agenda
- Item No. 3. Indications of Pecuniary and Conflicts of Interest
- Item No. 4. City Infrastructure Committee – Status Report
- Item No. 5. Questions Without Notice – File Ref: 13-1-10