



CITY OF HOBART

AGENDA

Finance Committee Meeting

Open Portion

Tuesday, 19 July 2016

at 5:00 pm

Lady Osborne Room, Town Hall

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.

ORDER OF BUSINESS

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.

APOLOGIES AND LEAVE OF ABSENCE

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Finance Committee Meeting (Open Portion) held Tuesday, 19 July 2016 at 5:00 pm in the Lady Osborne Room, Town Hall.

COMMITTEE MEMBERS

Thomas (Chairman)
Deputy Lord Mayor Christie
Zucco
Ruzicka
Sexton

Apologies: Nil.

Leave of Absence: Nil.

ALDERMEN

Cocker
Lord Mayor Hickey
Briscoe
Burnet
Reynolds
Denison
Harvey

1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A VACANCY

2. CONFIRMATION OF MINUTES

The minutes of the Open Portion of the Finance Committee meeting held on [Wednesday, 15 June 2016](#), are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

Ref: Part 2, Regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2015*.

Recommendation

That the Committee resolve to deal with any supplementary items not appearing on the agenda, as reported by the General Manager.

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

Ref: Part 2, Regulation 8(7) of the *Local Government (Meeting Procedures) Regulations 2015*.

Aldermen are requested to indicate where they may have any pecuniary or conflicts of interest in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the committee has resolved to deal with.

5. TRANSFER OF AGENDA ITEMS

Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*.

A committee may close a part of a meeting to the public where a matter to be discussed falls within 15(2) of the above regulations.

In the event that the committee transfer an item to the closed portion, the reasons for doing so should be stated.

Are there any items which should be transferred from this agenda to the closed portion of the agenda, or from the closed to the open portion of the agenda?

6 REPORTS

6.1 St George's Church, Battery Point - Request for Financial Assistance **File Ref: F16/81425**

Report of the Senior Cultural Heritage Officer and Director City Planning of 14 July 2016.

Ms Anne Brown, Chairman of the Parish of St George's Anglican Church, Battery Point Restoration Committee will address the committee in respect to item 6.1.

Delegation: Council

**REPORT TITLE: ST GEORGE'S CHURCH, BATTERY POINT -
REQUEST FOR FINANCIAL ASSISTANCE****REPORT PROVIDED BY:** Senior Cultural Heritage Officer
Director City Planning**1. Report Purpose and Community Benefit**

- 1.1. This report presents a request from the Parish of St George's Church, Battery Point, for funding of \$300,000, towards the conservation of the Church.
- 1.2. An allocation of \$100,000 from the Council's Heritage Account has been recently approved by the Heritage Account Special Committee.
- 1.3. This report relates to the additional \$200,000 requested by the Parish.
- 1.4. If the request were to meet favourable consideration, the grant would assist the Parish in its aim to undertake urgent conservation work to St George's Church.

2. Report Summary

- 2.1. The Parish Council of the Anglican Parish of St George's, Battery Point, has initiated a public appeal for \$1,405,000 in order to undertake a program of conservation and improvement works.
- 2.2. As part of this target, the Parish is seeking a grant of \$300,000 from the City of Hobart.
- 2.3. An allocation of \$100,000 has been recently approved by the Council's Heritage Account Special Committee. In approving that funding, the Special Committee resolved that the additional funding request (\$200,000) should be referred to the Council for separate consideration.
- 2.4. This report makes no specific recommendation, other than that the Council consider the request.

3. Recommendation

That the Council consider the request from the Parish of St George's Anglican Church, Battery Point, for grant funding of \$200,000, as part of the Restoration Appeal, to assist in the conservation of St George's Church.

4. Background

4.1. The Parish Council of the Anglican Parish of St George's, Battery Point has initiated a public appeal for \$1,405,000 in order to undertake a program of work as follows:

• Priority 1	Essential stonework, removal of asbestos	\$895,000
• Priority 2	Upgrade facilities for whole site	\$328,500
• Priority 3	Internal improvements	\$114,500
•	5% contingency	\$67,000
	TOTAL	\$1,405,000

4.2. As part of this target, the parish is seeking a grant of \$300,000 from the City of Hobart. The amount is similar to funds allocated by the Council previously to the City's two cathedrals – St David's and St Mary's.

4.3. The Parish Committee has been advised that the amount sought is beyond the normal scope of the Heritage Account, but have responded that their request is of Council generally, irrespective of the source of funds.

4.4. The Heritage Account was established in December 1999, with \$1,194,246 transferred from the former National Trust Preservation Fund. With CPI increases since 1999, this would be the equivalent of about \$1.8 million today. But the real value of the Heritage Account has not been maintained. The Heritage Account now has a balance of \$1,417,985 (as at 31 December 2015).

4.5. The Heritage Account was established with the principle of allowing a portion of the interest earned each year to be made available for grants for conservation works. The balance of the interest is reinvested, with the intention of maintaining the real value of the account in the long term.

4.6. The amount available for conservation works in 2016 was \$107,211.

4.7. The request from St George's Parish was referred to the Heritage Account Special Committee in the first instance, for guidance. The request was considered by the Heritage Account Special Committee at its meeting on 2 May 2016.

The Special Committee resolved that:

1. *The Heritage Account Special Committee allocate an amount of \$100,000 from the Heritage Account to St George's Church for the purpose of undertaking the proposed restoration works.*
2. *The Heritage Account Special Committee recommend that the Council consider granting additional amounts of \$100,000 per year*

for two years to St George's Church, for the purpose of undertaking the proposed restoration works.

- 4.8. The implication of providing substantial funds from the Heritage Account to a single recipient (e.g. St George's) is that it limits the Council's ability to run a broader funding program. When the cathedral projects were allocated, the normal advertised funding rounds were effectively suspended for a period. The allocation of \$100,000 to St George's effectively used up all the available funds (while preserving the capital amount). Any funding from the Heritage Account would be required to be spent on physical conservation works – not upgrading of facilities or internal improvements.
- 4.9. The Heritage Account Special Committee has therefore suggested that the request for the additional \$200,000 be considered by the Council as a general grant request.
- 4.10. There is no doubt that St George's Church is (a) an important landmark heritage building, and (b) in need of substantial repair work.
- 4.11. A *Conservation Management Plan* has been prepared by Paul Davies Pty Ltd (August 2012) and this document will help guide future conservation works.
- 4.12. The Heritage Account Special Committee has previously provided \$25,000 to St George's Church for reconstruction of the cupola.

5. Proposal and Implementation

- 5.1. It is proposed that Council consider providing a grant to the St George's Church restoration appeal of \$200,000 over the next two years, for conservation works.
- 5.2. The amount has not been budgeted, and if the Council considers the request favourably, the current budget would require amendment at the time of review, and the amount would need to be included in the 2017/2018 budget.

6. Strategic Planning and Policy Considerations

- 6.1. The Capital City Strategic Plan 2015-2025 includes the following Strategic Objective:

2.4 Unique heritage assets are protected and celebrated.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. If the Council considers the request favourably, an allocation of \$100,000 would need to be included in the 2016/2017

Operating Plan at the three month budget review in October 2016.

7.1.2. There is no funding source in the current budget.

7.2. Impact on Future Years' Financial Result

7.2.1. If the Council considers the request favourably, an allocation of \$100,000 would need to be included in the 2017/2018 Operating Plan.

8. Legal, Risk and Legislative Considerations

8.1. Any grant to the St George's Church Restoration Appeal would be subject to formal agreement between the Council, the Parish and the Church Trustees.

9. Environmental Considerations

9.1. The maintenance of an existing heritage building represents a positive sustainable outcome, reducing the need for new construction while preserving valuable building resources and materials.

10. Social and Customer Considerations

10.1. St George's Church is a highly regarded community landmark, prominently located in the suburb of Battery Point. Its tower traditionally served as a navigational aid to mariners on the River Derwent, and the building features in many historical paintings and panoramic photographs of Hobart. The building provides a home to a continuing ministry of service to the local parish and the broader community.

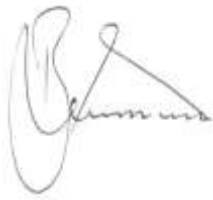
11. Community and Stakeholder Engagement

11.1. Any substantial donation to the restoration appeal would signify strong Council support for the restoration project and could be communicated publicly, to encourage further donations from the broader community.


12. Delegation

12.1. The matter is delegated to 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.



Brendan Lennard
**SENIOR CULTURAL HERITAGE
OFFICER**



**NEIL NOYE
DIRECTOR CITY PLANNING**

Date: 14 July 2016
File Reference: F16/81425

6.2 Petition - Resident Parking Permits
File Ref: F16/77972; S35-005-12

Report of the Director Financial Services and Director City Infrastructure
of 14 July 2016 and attachments.

Delegation: Council

REPORT TITLE: PETITION - RESIDENT PARKING PERMITS**REPORT PROVIDED BY:** Director Financial Services
Director City Infrastructure**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to address the concerns raised by Glebe residents in a petition presented to the Council at its meeting of 12 October 2015.
- 1.2. The signatories to the petition are seeking a reduction in fees for residential parking permits, and a review of the Residents Parking Permit Scheme generally.

2. Report Summary

- 2.1. A petition dated 30 September 2015, with 35 signatories, was presented to the Council at its meeting of 12 October 2015. The petition sought a review of the annual fee for residential parking permits and a review of the Resident Parking Permit Scheme, with a view to minimising the future cost to residents and supporting the principle of residential amenity.
- 2.2. The fee for a residential parking permit is set annually during the fees and charges review process. The 2016/2017 Fees and Charges were adopted by the Council at its meeting of 23 May 2016.
- 2.3. The annual fee for a residential parking permit was raised from \$35 to \$50 for the 2015/2016 financial year, to make the fee a full cost recovery fee in line with the City of Hobart's Pricing Policy and Guidelines. The fee was retained at \$50 for the 2016/2017 financial year. However, it is recommended that consideration be given to the introduction of pro-rata fees for permits obtained partway through the annual permit period.
- 2.4. The intent of the second part of the petition is not clear. However, residents have previously expressed the view that the majority of the unrestricted parking in residential streets of the Glebe should be removed. This would allow residents with permits to park directly in front of their own home (or in very close proximity), and residents would not have to deal with the perceived visual and social impact of having non-resident vehicles parked in the street.
- 2.5. As a road authority, tasked with managing a public highway for the benefit of the public, it is not appropriate that parking restrictions be introduced in such a manner.

3. Recommendation

That:

- 1. The annual resident parking permit fee for 2016/2017 be retained at \$50.**
- 2. A pro-rata fee be charged for residential parking permits, as follows:**

6 months – 12 months occupancy	Full fee (\$50)
4 months – 6 months occupancy	80% of full fee (\$40)
2 months – 4 months occupancy	60% of full fee (\$30)
0 months – 2 months occupancy	40% of full fee (\$20)
- 3. The Council policy titled Residential Parking Permits in Non-Metered Areas be retained as endorsed on 7 March 2016.**
- 4. The petitioners be advised of the Council's decision.**

4. Background

- 4.1. A petition dated 30 September 2015, with 35 signatories, was presented to the Council at its meeting of 12 October 2015. The petition sought the following actions:

- “1. Return annual residential parking permit fees to 2014/2015 levels in recognition that the more than 40% increase to \$50 in 2015/2016 is an unreasonable and unjustified impost upon residents; and*
- 2. Initiate a review of the resident parking permit scheme with a view to minimising the future cost to residents and supporting the principle of residents’ amenity in accessing their own properties, given the pressure faced because of commuter parking.”*

- 4.2. The Council, after considering the petition, resolved:

“That the petition be received, noted and referred to the appropriate Committee.”

- 4.3. The fee for a residential parking permit is set annually during the fees and charges review process. The 2016/2017 Fees and Charges were adopted by the Council at its meeting on 23 May 2016, and the annual resident permit fee for 2016/2017 was retained at \$50.
- 4.4. In 2012, the City of Hobart’s Executive Leadership Team (ELT) initially approved a document entitled Pricing Policy and Guidelines (the guidelines), which has since been regularly reviewed and updated and used by officers when proposing fees and charges for the consideration of the Council. A copy of this guide forms **Attachment A** to this report.

The following extracts are taken from the guidelines:

- 4.4.1. “Generally, the City provides services that either provide a public or a private benefit to the community. Generally, public services are those from which users cannot be excluded and collecting a fee would be difficult, such as parks and roads and are therefore charged through Council rates. Private goods or services are those that the community can choose to use or not, such as applications for planning and building approvals. In general, Council provides private services on a fee-for-service basis, either fully or partly.”
- 4.4.2. “Council is mindful of the effect of its pricing decisions on community usage of particular programs and services. Council pricing policy aims to be equitable and socially inclusive by recognising people’s ability to pay and balancing expectation that some services will be subsidised to enable access to that service by most users.”

- 4.5. The guidelines essentially suggest that fees and charges can be set as either:
- commercial pricing, where the Council seeks to make a reasonable profit;
 - full cost recovery, where the Council seeks to have costs of the service recovered by the fees;
 - market pricing, where the cost is set at a level similar to that charged by competitors;
 - partial cost recovery, where part of the cost is recovered via the fee;
 - statutory, where the level of the fee is set by legislation;
 - zero pricing, where no fee is charged; or
 - security deposit, a refundable deposit.
- 4.6. In the past, a partial cost recovery model has been used for residential parking permits. The increase in the fee in 2015/2016 moved to a full fee recovery model.
- 4.7. In January 2014, there were 1,670 residential parking permits issued in the City of Hobart (99 permits were issued to 69 dwellings in the Glebe).
- Utilising this figure:
- 4.7.1. An annual permit fee of \$35 (the annual fee from 2011/2012 to 2014/2015) would generate income of \$58,450 per annum.
- 4.7.2. An annual permit fee of \$50 (the annual fee in 2016/2017) would generate income of \$83,500 per annum.
- 4.8. It is not practical to accurately determine the cost to the City of Hobart to administer the Residential Parking Permit Scheme, and to investigate, install and maintain the parking signage necessary for the scheme to operate, as officers do not maintain time sheets that record the time spent on particular matters. The amount of time spent on these matters has however been estimated. It is estimated that in 2015/2016, the cost would be in the order of \$75,250.
- 4.9. It is estimated that the income from annual residential parking permit fees for 2015/2016 was \$83,500.
- 4.10. Overall, raising the fee from \$35 per annum to \$50 per annum has resulted in income from the fee now covering the estimated cost of administering the Resident Parking Permit Scheme, with an estimated \$8,250 surplus.
- 4.11. The fee had remained unchanged at \$35 per annum from 2011/2012 to 2014/2015. It is anticipated that there would be no need to alter the fee from \$50 per annum for a number of years to maintain the full cost recovery level. With the number of resident parking permits issued

remaining relatively stable, and costs expected to increase at about 2.5% per annum, the \$50 per annum fee would be expected to continue to cover the cost of administering the program until at least 2019/2020.

- 4.11.1. The Residential Parking Permit Scheme is not available to all residents. Those residents who have sufficient off-street parking for their vehicle, or who choose not to own a vehicle, are not able to utilise the service. There is an argument that those residents who cannot access the service should not fund the provision of residential parking permits through their rates.
- 4.11.2. The provision of the Residential Parking Permit Scheme restricts other members of the public from being able to utilise public streets freely. The issuing of residential parking permits requires the installation of parking control signs that prevent other members of the public parking in parts of the Glebe as they would wish to do. While it is considered reasonable and appropriate that residents be given a level of priority on these streets, this is (to a degree) a part privatisation of a public asset. There is an argument that the private parties who benefit from this should fund the service, and it should not be funded by the public who would bear the disbenefit.
- 4.12. However, it should be noted that currently there is no variation or discount to the \$50 annual fee and new residents requiring residential permits in a particular area may find themselves paying the full fee for the use of a permit for a period of a few months. The introduction of a pro-rata fee may be an option in these situations.
- 4.13. It is worth noting that the streets in the Glebe (and elsewhere in the City of Hobart), are public highways and subject to control through State Government legislation (such as the *Traffic Act 1925* and the *Local Government (Highways) Act 1982*). The authority to install parking controls on these streets rests with the State Government (through the Transport Commission). However, this authority has been delegated to the Council via instruction from the Transport Commission.
- 4.14. The streets in the City of Hobart (including the Glebe) are public highways, to which all residents of Tasmania can reasonably expect access. The public can reasonably expect that they will be able to drive on, and park in public highways in Tasmania without unnecessary restriction.
- 4.15. The streets in the Glebe (and other suburbs in the vicinity of the Central Business District (CBD)) are popular with workers employed in the CBD, students and other members of the public to use for car parking. In the absence of any restrictions, demand for all day parking would likely see all unrestricted parking spaces in the inner city suburbs occupied between 7:30am to about 4:00pm on weekdays.

- 4.16. A number of residents in the Glebe have made a decision to live at a dwelling and own a motor vehicle that they cannot park on their property. As such, these residents compete with other members of the public for parking on a public highway.
- 4.17. It is considered reasonable that a level of priority be given to residents who are not able to park their vehicle on their property. Sufficient parking restrictions (typically parking signs with 2 hour time limits with eligible permit holders exempt from the time limit) are installed so that a resident can expect to find an on-street parking space within a reasonable walking distance of their property. Sufficient on-street spaces in a street are typically signposted with these parking restrictions to allow permit holders to find a space somewhere in the street. The remaining parking spaces are left unrestricted, for use by the general public (including residents in the street who do not wish to purchase a permit or who are not eligible for a permit).
- 4.18. In the residential portion of the Glebe, there are approximately 500 on-street car parking spaces (excluding those spaces on Brooker Avenue). Of these 500 spaces, approximately 220 spaces (44%) are signposted with time limits to which resident permit holders are excepted, approximately 63 spaces (12.5%) are signposted with time limits and approximately 219 spaces (43.5%) have no restriction.
- 4.19. There are approximately 99 resident parking permits issued to residents at 69 dwellings in the Glebe. There are approximately 221 on-street parking spaces with parking controls that ensure vacant spaces are available that can be used by residents with permits. These spaces are distributed throughout the streets of the Glebe, depending on the number of permit holders in those streets. There is no evidence to suggest that permit holders are not able to find an on-street parking space in the vicinity of their property.
- 4.20. From time to time, requests are received for new parking zones to be installed to provide for residential parking permit holders. When this occurs, the parking demand is observed and additional parking controls installed, if considered necessary by City officers.
- 4.21. The second part of the petition, suggests a review be undertaken of the *Residential Parking Permit Scheme* “with a view to minimising the future cost to residents and supporting the principle of resident’s amenity in accessing their own properties, given the pressure faced because of commuter parking.”
- 4.22. Council’s policy titled Residential Parking Permits in Non-Metered Areas relates to the administration of the Residential Parking Permit Scheme and a copy of this policy is included at **Attachment B**. A review of the policy was last undertaken in 2015, and was adopted by the Council on 7 March 2016. This Policy is next due for review in March 2017.

- 4.23. The intent of the second part of the petition is not clear. However, residents have previously expressed the view that the majority of the unrestricted parking in the residential streets in the Glebe should be removed. This would allow residents with permits to park directly in front of their own home (or in very close proximity) and residents would not have to deal with the perceived visual and social impact of having non-resident vehicles parked in the street.
- 4.24. As a road authority, tasked with managing a public highway for the benefit of the public, it is not appropriate that parking restrictions be introduced in such a manner.
- 4.25. The Residential Parking Permit Scheme utilised in Hobart has been in place for many years, and has been very successful in providing priority to residents unable to access off-street parking on streets where commuter parking would otherwise make finding parking for those residents very difficult. It will always be possible and appropriate to modify parts of the scheme, however the current scheme strikes a sensible and defensible balance between local residents and the public for the use of the public highways under the management of the Council.

5. Proposal and Implementation

- 5.1. It is proposed that no action be taken in respect to the following requests made by the petitioners:
- 5.1.1. Return annual residential parking permit fees to 2014/2015 levels in recognition that the more than 40% increase to \$50 in 2015/2016 is an unreasonable and unjustified impost upon residents; and
- 5.1.2. Initiate a review of the Residential Parking Permit Scheme with a view to minimising the future cost to residents and supporting the principle of residents' amenity in accessing their own properties, given the pressure faced because of commuter parking.
- 5.2. It is further proposed that as the annual fee represents full cost recovery for the City, a pro-rata fee be introduced for those residents taking up occupancy part of the way through the annual permit period.
- 5.3. The pro-rata fee be charged as follows:
- | | |
|--------------------------------|------------------------|
| 6 months – 12 months occupancy | Full fee (\$50) |
| 4 months – 6 months occupancy | 80% of full fee (\$40) |
| 2 months – 4 months occupancy | 60% of full fee (\$30) |
| 0 months – 2 months occupancy | 40% of full fee (\$20) |

6. Strategic Planning and Policy Considerations

- 6.1. The Capital City Strategic Plan 2015-2025 contains a number of references to the management of parking:
 - 6.1.1. Goal 2, Urban Management, references the desire to assist in the management of commuter and visitor parking in the City:

“The development of sustainable transport initiatives and the provision of parking to meet demand by commuters and visitors will continue to be a key focus for the Council”.
 - 6.1.2. Strategic Direction 2.1.4 references the City of Hobart Parking Strategy:

“Implement the parking strategy *Parking – A Plan for the Future 2013*”.
- 6.2. The City of Hobart Parking Strategy, *Parking – A Plan for the Future 2013*, includes several actions relating to resident permit schemes:
 - 6.2.1. Action 5 – “Review the resident parking schemes to compare the administration and operation costs with revenue and to ensure that the eligibility criteria are meeting the needs of residents”.
 - 6.2.2. Action 6 – “Review the resident parking zones to ascertain what zones could be converted to resident parking permit only”.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. Not Applicable.
- 7.2. Impact on Future Years' Financial Result
 - 7.2.1. Not Applicable.
- 7.3. Asset Related Implications
 - 7.3.1. Not Applicable.

8. Legal, Risk and Legislative Considerations

- 8.1. Not Applicable.

9. Delegation

- 9.1. This matter is delegated to 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.



David Spinks
DIRECTOR FINANCIAL SERVICES



MARK PAINTER
DIRECTOR CITY INFRASTRUCTURE

Date: 14 July 2016
File Reference: F16/77972; S35-005-12

Attachment A: Pricing Policy & Guidelines ↓
Attachment B: Council's policy titled Residential Parking Permits in Non-Metered Areas ↓



Pricing Policy and Guidelines

Version History

Version	Date	Author	Release	Reference
1.0	18/01/2012	Lara MacDonell	Draft	
1.1	15/12/2012	Lara MacDonell	Final	ELT Approved
2.0	5/02/2015	Lara MacDonell	Draft	
2.1	12/02/2015	Lara MacDonell	Final	ELT Approved

A review of the document occurred in 2013 and 2014, however, no changes were made.

1. Background

Fees and charges represent approximately 25% of Council's annual income, providing an important source of revenue for Council to finance its programs and services.

Pursuant to section 205 of the *Local Government Act 1993*, Council may impose fees and charges for:

- + The use of any property or facility owned, controlled, managed or maintained by the council.
- + Services supplied at a person's request.
- + Carrying out work at a person's request.
- + Providing information or materials, or providing copies of, or extracts from, records of the council.
- + Any application to the council.
- + Any licence, permit, registration or authorisation granted by the council.
- + Any other prescribed matter.

Generally, Council provides services that either provide a public or a private benefit to the community. Generally, public services are those from which users cannot be excluded and collecting a fee would be difficult, such as parks and roads and are therefore charged through Council rates. Private goods or services are those that the community can choose to use or not, such as applications for planning and building approvals. In general Council provides private services on a fee-for-service basis, either fully or partly.

Council is mindful of the effect of its pricing decisions on community usage of particular programs and services. Council pricing policy aims to be equitable and socially inclusive by recognising people's ability to pay and balancing expectation that some services will be subsidised to enable access to that service by most users.

2. Purpose

The purpose of the Pricing Policy and Guidelines is to provide a framework under which Council fees and charges are determined and reviewed, and to ensure fees and charges are set appropriately to ensure Council's future financial and service sustainability.

3. Scope

This policy applies to all fees and charges listed in Council's fees and charges booklet published annually in print and on Council's website. This policy also applies to any new fee or charge not previously included in Council's fee and charges booklet but which Council is able to charge under section 205 of the *Local Government Act 1993*.

4. Responsibilities

The Executive Leadership Team is responsible for ensuring the Pricing Policy and Guidelines is enforced.

Directors are responsible for ensuring that the Pricing Policy and Guidelines is adhered to in the annual review of fees and charges that relate to their Division.

Budget Coordinators are responsible for coordinating the annual review of fees and charges within their respective Divisions.

Managers / supervisors are responsible for:

- ⊕ Undertaking an annual review of all fees and charges in accordance with the Pricing Policy and Guidelines, any other instructions provided by the Financial Services Division and financial sustainability targets.
- ⊕ Identify any new fees and charges that should apply.
- ⊕ Seek guidance on the appropriate GST treatment of fees and charges from the Financial Services Division.
- ⊕ Updating the Fees and Charges templates for consideration by the Executive Leadership Team and approval by Council.

Employees are responsible for administering the fees and charges and providing information to facilitate the annual review of fees and charges in accordance with the Pricing Policy and Guidelines.

5. Objectives

The objectives of this policy are:

- ⊕ To achieve best practice in setting fees and charges for Council.
- ⊕ To provide a framework and guidance upon which fees and charges can be determined and reviewed.
- ⊕ To assist Council Officers with the annual review of fees and charges.
- ⊕ To enable the setting of transparent, timely, equitable, consistent and comparable fees and charges at Council.
- ⊕ To meet Council's legal requirements under the *Local Government Act 1993* and related statutory requirements.

6. Principles

In setting the price for goods and services Council will adhere to the following pricing principles¹:

- ⊕ Efficiency – fees and charges are simple and easy to administer
- ⊕ Transparency – the nature and use of the service is accessible and understood by users.
- ⊕ Effectiveness – the fees and charges provide value for money for users
- ⊕ Clarity – users are clear about when and how fees apply
- ⊕ Equity – the fees and charges applied fairly across a range of users

7. Pricing Factors

The following factors will be taken into consideration when setting the price level of a fee or charge:

¹ Carnegie G D, Price Setting for Local Government Service Delivery: an exploration of key issues, Feb 2006.

- ⊕ The cost of providing the service including the direct costs and overhead costs.
- ⊕ Whether the goods or services are supplied under a commercial basis and a profit should be applied to provide Council with a reasonable rate of return for assets employed.
- ⊕ The importance of the service to the community.
- ⊕ The capacity of users to pay for the service.
- ⊕ Prices set by competitors providing a similar service.
- ⊕ Whether the price is set by legislation.
- ⊕ Whether the service provides a broader community benefit and therefore should be priced to encourage usage by applicable users.
- ⊕ Council's financial sustainability objectives.

8. Pricing Methods

Each fee or charge should be identified to one of the following pricing methods and the appropriate charging strategy adopted. In determining the appropriate charging strategy for a fee or charge the issues under each pricing method should be taken into consideration.

Commercial Pricing

The price includes the full cost of the service provision, as defined below, with the addition of a profit margin to factor in a reasonable rate of return to Council for assets and resources employed.

Issues:

- ⊕ Is the price high enough to be profitable?
- ⊕ Are competitors charging similar prices?
- ⊕ How would changes in pricing affect demand for the service and potentially its profitability?
- ⊕ Is the service sustainable in the long-term?

Full Cost Recovery

The price includes the full cost of the service provision, which includes all direct and indirect costs including overheads, on-costs and depreciation of assets employed.

Issues:

- ⊕ Do charges cover the full costs and include on-costs, overheads, depreciation and costs of collection?
- ⊕ Is it possible to charge on a commercial basis?

Market Pricing

The price is set at a level of similar services provided by service providers in competition with Council.

Council will not use subsidies to compete unfairly or price others out of the market.

Issues:

- ⊕ How does Council's price compare to other providers of similar services?
- ⊕ Have any changes occurred which would allow the service to be priced using a different pricing method?

Partial Cost Recovery

The price is set at a level between full cost recovery and zero priced (full Council subsidy). The price recognises the community benefit the service provides and is set at a level that would encourage usage.

Issues:

- ⊕ To what extent should the service be subsidised from general income?
- ⊕ Has the extent of the community benefit been measured?

Statutory

The price is determined by legislation and Council has no discretion to set the price above the maximum amount permitted.

Issues:

- ⊕ Are charges in line with statutory requirements?
- ⊕ Are they set at the maximum permitted levels?

Zero Pricing

The service is provided free of charge and the cost is funded from Council's general income.

Issues:

- ⊕ Is there a risk of frivolous use of the service?

Security Deposit

Price charged is a refundable deposit against possible damage to Council property during use.

9. Fees and Charges Review

Council will review its fees and charges on an annual basis as part of its budget process. Fees and charges will be reviewed in a manner consistent with this Pricing Policy and Guidelines and any other instructions provided by the Financial Services Division.

Each Division of Council is required to review their individual fees and charges and to update the Fees and Charges Schedule accordingly.

When reviewing fees and charges the following is to be considered:

1. Whether the method of pricing remains appropriate. Refer to section 8 for a listing of pricing methods and issues to be taken into consideration when determining the method of pricing for a particular fee or charge.

2. Whether the pricing level of the fee or charge remains appropriate. Refer to section 7 for a listing of the factors that will be taken into account when setting the price level of a fee or charge.
3. Any significant changes during the year, such as the cost to provide the service, service and usage levels or market forces that may impact either the method of pricing or the pricing level.
4. Council's annual financial sustainability targets for fees and charges revenue.
5. Whether any changes have occurred to the GST treatment of the fees and charges.
6. Any new fees or charges not previously included in Council's fees and charges booklet.

As required under section 207 of the *Local Government Act 1993*, Council will make its schedule of fees and charges available in print and from Council's website.

10. Private Works

Private works undertaken by Council will generally be charged according to Commercial Pricing. That is, Council will seek to recover the full cost of the service provision with the addition of a profit margin to factor in a reasonable rate of return for Council assets and resources employed.

11. GST

Goods and Services Tax (GST) will be included on those fees and charges that are considered to be for a taxable supply. Generally, those fees and charges that are of a regulatory nature are GST exempt.

Division 81 – payments of taxes, fees and charges of A New Tax System (Goods and Services Tax) Act 1999 was amended in July 2011 to allow Council to self-assess the GST treatment of taxes, fees or charges.

Any questions in relation to the assessment of GST on specific fees and charges should be directed to the Financial Services Division, Manager Accounting Operations on Ext: 2865.

12. Contacts

Enquiries in relation to the Pricing Policy and Guidelines should be directed to the Manager Rates and Procurement on Ext: 2422.

General enquiries in relation to the annual review of fees and charges should be made to your Divisional Budget Coordinator in the first instance.

Enquiries in relation to the assessment of GST on specific fees and charges should be directed to the Manager Accounting Operations on Ext: 2865.

13. Policy Review

The Pricing Policy and Guidelines will be reviewed annually by the Manager Rates and Procurement and submitted to the Executive Leadership Team for consideration and endorsement prior to the commencement of the annual review of fees and charges each year.

City of Hobart

Policy

Title: Residential Parking Permits in Non-Metered Areas

Category: Parking Control

Date Last Adopted: 7 March 2016

1. Objectives

To assist the parking needs of residents who live in non-metered areas within the City, where it is not possible to park their vehicle/s on their own property, to have priority access over the general public to on-street parking in the vicinity of their property, for up to two eligible vehicles.

2. Background

The policy was developed as a result of the Hobart Central Area Traffic and Parking Study to discourage commuter parkers from disadvantaging local residents who have no off-street parking facility.

3. Policy

That applications for residential parking permits in non-metered areas be considered, subject to the following conditions:

1. Applications, on the nominated application form, must be accompanied by relevant documents to verify vehicle ownership and residency.
2. A maximum of two (2) permits per household can be issued (household being a house, flat/self-contained residence).
3. To be eligible for residential parking permits, there must be more eligible vehicles registered to residents living at the household than there are parking spaces for vehicles on that property for the household.
4. To be eligible for a residential parking permit, a vehicle must be registered and drivable. Caravans, trailers and other non-drivable vehicles are not eligible for permits.

5. The number of off-street parking spaces for a household is to be determined on-site by Council officers. If a resident disagrees with the assessment, then the resident must put the matter in writing to the General Manager.
6. The number of permits that can be issued to a household is reduced by one (1) for each off-street parking space at that address.
7. Owners or tenants of properties with off-street parking which is rented out to non-tenants or non-owners will be refused resident parking permits to park on the street.
8. Where, in the Council officer's opinion, a business is being conducted from the dwelling and the premises fronts a metered street, a resident parking permit will not be issued.
9. No permits are to be issued within the designated Central Business District (CBD).
10. A temporary resident parking permit is available for use by the resident, the resident's nominated visitor, tradesperson etc., at a monthly charge, as determined by the Council.
11. Transferable permits can be issued as follows:
 - (i) in the exceptional circumstance that no single vehicle is consistently used by the resident; and
 - (ii) Approved Bed and Breakfast establishments, where the owner lives in the household and operates the premises, the number of permits issued would not exceed the number of bedrooms less the available off-street spaces.
12. Applications must be in writing to the Group Manager Infrastructure Planning and must state the reasons for which the permit is required. A maximum of two (2) transferable permits per property will be issued.
13. Residential parking permits are for use in the immediate vicinity of the permit holder's residence only.
14. A resident parking permit will be cancelled if the holder of the permit uses the permit for commuter parking purposes outside the area for which the permit is issued.
15. The issue of a permit does not guarantee the availability of a parking space to the permit holder.
16. A permitted vehicle shall not remain parked in a manner to cause inconvenience or obstruction to other residents in a residential parking zone in

the same location for seven (7) or more consecutive days without being removed.

17. The annual cost of the permit is to be as determined by the Council. No refunds or discounts will apply.
18. Permits are valid when affixed to the left-hand side of the windscreen or the left side vent window of the vehicle with the registration number of the vehicle to match that shown on the permit.
19. Residents must remove permit labels if they dispose of the vehicle.
20. A residential parking permit may be cancelled by the General Manager or his nominee for non-compliance of permit conditions.

4. Legislation, Terminology and References

CBD is that area bordered by Brisbane, Harrington, Davey and Campbell Streets.

Responsible Officer:	Director City Infrastructure
Policy first adopted by the Council:	10/11/1997
History	
Amended by Council	13/12/1999
Amended by Council	17/12/2007
Amended by Council	9/6/2009
Amended by Council	7/3/2016
Next Review Date:	March 2017

6.3 Electric Vehicles and Charging Stations
File Ref: F16/80437; 17-50-23

Report of the Group Manager Infrastructure Planning and Director City Infrastructure of 14 July 2016 and attachments.

Delegation: Council

REPORT TITLE: ELECTRIC VEHICLES AND CHARGING STATIONS

REPORT PROVIDED BY: Group Manager Infrastructure Planning
Director City Infrastructure

1. Report Purpose and Community Benefit

- 1.1. The purpose of this report is to respond to a Notice of Motion that was presented by the Lord Mayor at the Finance Committee meeting of 16 March 2016, including a request that a report be provided on:
 - 1.1.1. The opportunities and cost of an expansion of the available charging stations for electric cars beyond the current provision at the Hobart Central Carpark, including more prominent locations around the City.
 - 1.1.2. Any learnings from other Australian and overseas cities where such charging stations have been provided.
 - 1.1.3. The opportunity for partnering with the State Government and/or corporate entities for the installation of vehicle charging stations.
 - 1.1.4. The costs associated with the recommendations made and the optimal amount (eg.10 units) to encourage more people considering converting to electric vehicles to take up the challenge.
 - 1.1.5. The scope and overall lifetime cost for greater use of electric vehicles in the Council's own vehicle fleet.
- 1.2. At the Council meeting of 21 March 2016, it was resolved that such a report be prepared, but that it also consider electric bicycles.
- 1.3. This report provides information on the current situation with electric vehicle charging and a proposed way forward, based on work being undertaken by the Australian Electric Vehicle Association and an Electric Highway working group, which has been considering the issue of electric vehicles on a state-wide basis.

2. Report Summary

- 2.1. Electric vehicles can reduce greenhouse gas emissions when charged with renewable energy and can reduce local air pollution.
- 2.2. There has been limited uptake of electric vehicles in Australia, including Tasmania. One of the main issues has been the limited range such cars can travel on a charge, being a maximum of about 150 kilometres in the models that have been available.

- 2.3. A study tour has been undertaken by a Tasmanian member of the Australian Electric Vehicles Association and the findings indicated that the following conditions favoured stronger growth of electric vehicle use:
- 2.3.1. Increased awareness, familiarity, feeling of 'normalness';
 - 2.3.2. Perception that adequate charging infrastructure is available;
 - 2.3.3. Comparability in price to similar models of internal combustion engine (ICE) cars;
 - 2.3.4. Availability of a variety of models and body types (eg. station wagons and utilities, not just small sedans);
 - 2.3.5. A useable range of about 250 km or more; and
 - 2.3.6. Achieving accelerated uptake requires additional compelling incentives.
- 2.4. Of these factors, the City could realistically support the provision of infrastructure through electric vehicle charging stations. However, that alone will not be sufficient as most, if not all of these factors need to be in place for electric vehicle ownership and use to increase.
- 2.5. Electric vehicle technology is advancing and it is expected that longer ranged vehicles could well be available in Australia within 3 years, though only a few models are currently available for purchase.
- 2.6. Advances include larger batteries and faster charging. The latter requires the provision of high kilowatt direct current (DC) charging stations, so that charge times of 10-30 minutes can be sufficient to provide a significant range.
- 2.6.1. The cost of a DC fast charging station varies, depending on the site and its capacity, but would cost in the order of \$100,000 including capacity for future expansion. This is an indicative figure only and the final cost would depend on specific site issues.
- 2.7. To date most vehicles have been designed to be charged with alternating current (AC), however this limits how quickly a vehicle can be charged.
- 2.8. It is considered that provision of low cost AC chargers is a reasonable approach in the short term. These are suited to commuters or others parking for extended periods and for the electric vehicle models currently in use in Tasmania.
- 2.9. The Hobart Central Carpark currently has one of the AC chargers which can be used by two vehicles simultaneously and another charger is planned to be installed in the Argyle Street Carpark in 2016/2017.

- 2.10. Demand is to be monitored and additional stations installed, depending on usage rates of the current stations.
 - 2.10.1. It is understood there have been two instances in the last 6 months where both AC chargers at the Hobart Central Carpark have been in use.
- 2.11. At present these stations are expected to be sufficient given that it is estimated that there are about 150 electric vehicles in Tasmania in total and that over 95% of charging typically occurs at home or fleet base.
- 2.12. Investigation could be undertaken into whether there is any demand amongst drivers using the City's long term carpark for AC electric charging stations.
- 2.13. In the longer term, one or more fast charge (DC) stations would provide a more convenient option with charging times of 10-30 minutes.
- 2.14. It is considered that options for such a station should be investigated and action taken to secure at least one suitable site for a fast charge station.
- 2.15. There is currently limited scope for adding electric vehicles to the City of Hobart's fleet. The only vehicle that is considered to be reasonable value for money and is readily available is the plug in hybrid Mitsubishi Outlander.
- 2.16. Officers will continue to review car options in the market and take energy efficiency and emissions into account when selecting vehicles for the City's fleet.
- 2.17. Electric bicycles are growing in use and are suited to Hobart's terrain. To date there has been little demand for public charging stations for electric bicycles, which can be charged from a standard power point. The City does have some secure storage locations and power points could be installed at those sites, if there is sufficient demand.
- 2.18. There have been few, if any requests to date from the City's employees for electric bicycle charging stations. Employees could be canvassed to determine interest and charging stations installed at suitable locations if there is sufficient demand.

3. Recommendation

That:

- 1. Investigations be undertaken as to whether there would be interest in providing long term carparking spaces with electric charging stations. If there is sufficient interest, a report be prepared for the Council's consideration outlining a proposal for installation of charging stations.***

2. ***Suitable locations be identified for the future installation of a direct current fast charge station, and actions taken to preserve the locations until such time as it becomes viable to install the station.***
3. ***Officers continue to monitor the types of electric and hybrid vehicles available on the market to determine whether any would be suitable for inclusion in the City's fleet.***
4. ***City employees be canvassed to determine demand for electric bicycle charging stations at the City's corporate buildings. If there is sufficient demand, then power outlets would be installed in suitable locations.***

4. Background

Electric Vehicles and Charging Issues

- 4.1. Electric vehicles have lower greenhouse gas emissions than fossil fuelled vehicles, if the electricity used to charge the vehicles is from renewable sources, the vehicles can also reduce local air pollution.
- 4.2. There are a number of reasons why the uptake of electric vehicles has been slow in Australia. A major one is the relatively limited range of the vehicles and another has been the time it takes to charge the batteries.
- 4.3. The fully electric vehicles available to date typically have a maximum range of approximately 150 kilometres per full charge and a lesser amount in hilly terrain. This has meant the vehicles have been less flexible to use than standard vehicles and has also led to “range anxiety” where drivers are worried about running out of charge before they can get to a suitable charging location.
- 4.4. Another significant issue has been the availability of public charging stations and also the time it takes to provide sufficient charge to the vehicle.
- 4.5. Electric cars have been designed to be charged at home (as well as at public charging stations) and use alternating current (AC) mains power. As batteries need direct current (DC) power, an AC/DC converter has typically been installed in the car. While these converters have relatively small energy losses, there is an upper limit to the charging rate as these losses generate heat and if this is too great the converter can overheat and must be turned off to cool down.
- 4.6. For this reason the maximum charging rate from AC mains power supplies is approximately 20-25kW, although most cars currently have lower capacity AC/DC converters. The low power capacity converters take approximately 8 hours for a car to get a full charge, but a lesser time to receive a part charge.
- 4.7. This is acceptable for overnight charging or for commuters, but is not adequate where a motorist requires a “refill” or a “top up” of their batteries to continue their trip promptly.
- 4.8. For electric vehicles to become suitable for a wider range of users, they need to have larger ranges and be quicker to charge.
- 4.9. Battery and vehicle technology is improving and vehicle models with ranges of over 300 kilometres per charge are expected to be commercially available internationally in the next two to three years.
- 4.10. However, to make best use of the additional range, there will also be a need to install fast charging stations. The technology to achieve 10-30 minute charge times for top ups has been developed using DC fast charge stations. Using DC means that the converter is in the charging

station rather than in the vehicle and heat issues can be more easily managed.

- 4.11. There are technological and supply capacity limitations in achieving charge times of less than about 10 minutes, so for at least the medium term, it will take more time to charge an electric vehicle than fill a car's petrol tank.
- 4.12. It is considered that there will still be a place for public AC charging stations for commuters, who can have their electric vehicle charging while they are at work or other activities. There is also some value in providing a top-up charge from AC chargers where vehicles may be parked for an extended period of time of 1-3 hours.

Electric Highway Group

- 4.13. The Tasmanian branch of the Australian Electric Vehicle Association (AEVA) has initiated a working group to consider the issues and potential options to guide development of a state-wide electric vehicle charging network. The Electric Highway Working Group ("Group") has the objective:
 - 4.13.1. To coordinate efforts of organisations that have an interest in the success of electric vehicles (EVs) in Tasmania and to encourage faster uptake of EVs by supporting the development of a charge station network covering most of the State.
- 4.14. The Group includes representatives from AEVA, Hydro Tasmania, TasNetworks, RACT, the Cradle Coast Authority and Southern Tasmanian Councils Authority (Think South).
- 4.15. Much of the information in this report has been provided by and developed through this Group.
- 4.16. Further discussion on the part local governments could play, has been considered by the Electric Highway Working Group in the document titled *Local Government and EV Public Charging Stations*, provided as **Attachment A** to this report.
- 4.17. Clive Attwater of AEVA undertook a study tour of several European countries in December 2015 and January 2016, to look at electric vehicles and charging networks. For a variety of reasons the countries he visited were Ireland, Norway, Estonia and the Netherlands.
- 4.18. All of these countries have extensive electric vehicle charging networks. The Republic of Ireland, which has a land area almost the same as Tasmania (but about 10 times the population), has over 900 charging stations, of which more than 75 have fast charge capability.
- 4.19. The study tour included consideration of electric vehicle uptake, incentives to purchase electric vehicles, patterns of charging station

usage, how people paid for their use of charging stations and the type of charging station technology.

- 4.20. Electric vehicles (EV) are growing in popularity internationally, although uptake in Australia has been modest to date. Based on the information collected on the study tour, the conditions required for strong growth in EV uptake seem to be:
 - 4.20.1. Increased awareness, familiarity, feeling of 'normalness';
 - 4.20.2. Perception that adequate charging infrastructure is available;
 - 4.20.3. Comparability in price to similar models of internal combustion engine (ICE) cars;
 - 4.20.4. Availability of a variety of models and body types (eg. station wagons and utilities, not just small sedans);
 - 4.20.5. A useable range of about 250 km or more; and
 - 4.20.6. Achieving accelerated uptake requires additional compelling incentives.
- 4.21. Of these conditions, the one the City can most readily support is the provision of EV charging infrastructure. The City can also make a contribution to awareness and familiarity by using EVs in the City's fleet, increasing the exposure of the staff and the public to EVs. The other elements are largely in the hands of vehicle manufacturers or potentially higher levels of government (such as provision of incentives eg. subsidies or rebates).
- 4.22. For instance, the New Zealand government has recently announced a target to double the number of electric vehicles by 2021, and is to support this by extending the Road User Charge exemption (worth about \$NZ600 per year per vehicle), investigating bulk purchase arrangements, coordinating support for roll out of charging infrastructure, funding an information and promotion campaign, allowing electric vehicles in bus lanes and a variety of other actions.
- 4.23. It is noted that in Norway (which has had 3 electric vehicle manufacturers but none making petrol or diesel cars), there are incentives in Oslo such as allowing EVs to use bus lanes and free parking as well as measures that have resulted in electric vehicles costing about the same as the equivalent petrol/diesel models.
- 4.24. The City could potentially offer some incentives to make electric vehicles more attractive (such as free parking, as in Oslo), but the wider effects of any such incentives would need to be taken into account.
- 4.25. In regard to charging infrastructure, research has shown that about 95-98% of charging occurs where a vehicle is based, such as at home or fleet base. One exception to this which has been observed, was in

Estonia where EV taxis regularly use public charging stations (2-3 times per day).

- 4.26. Some of the issues with public use EV charging infrastructure identified on the study tour are that:
 - 4.26.1. The technology is moving towards DC fast charge stations rather than the slower AC systems, which comprise the majority of currently installed systems;
 - 4.26.2. The DC fast charger technology is still developing;
 - 4.26.3. Battery capacities and charging rates are increasing, so there is a need to allow for higher kilowatt capacities into the future;
 - 4.26.4. Compatibility issues of systems to charge payments and invoice users of charging stations (there are over 70 different such systems in Germany) although common standards for interoperability are starting to emerge;
 - 4.26.5. The costs of using of a public charging station (i.e. it should be more expensive than charging at home or fleet base);
 - 4.26.6. Siting of stations to be in readily accessible and visible locations; and
 - 4.26.7. Signage of charging stations should be consistent across a country or region.
- 4.27. An electric vehicle highway charging network is being installed in Western Australia, based on DC fast chargers. Ten charging stations have been installed in a network extending to the southwest of the State, with two more to come. The installation of this network has been funded by the RAC with most of the stations owned and maintained by local councils.
- 4.28. The RAC Western Australia website provides more information, and the RAC's Electric Highway webpage is provided as **Attachment B** to this report.
- 4.29. As noted above (refer 4.26.7), there should be consistency of signage for public charging stations. There is a wide range of different signs being used around the world, some of which may not be recognisable to some drivers as being for a charging station. It is considered that this needs to be addressed at a state-wide or even a national level.
- 4.30. There are also some electric vehicle specific issues that may need to be addressed through legislative changes, for example enforcement provisions for non-electric vehicles parking at charging sites. Depending on the scope of these issues, they may need to be addressed at the State level (to provide a consistent approach across Tasmania) or through the City's By-laws.

- 4.31. An initial discussion has been held between some members of the Electric Highway Working Group and the Local Government Association of Tasmania (LGAT) to explore these issues, with a future approach to the State Government anticipated following further discussions.

Fast Charge Stations

- 4.32. It is considered that the best way to encourage the wider use of electric vehicles, in regard to charging infrastructure, will be to have a fast charge station network installed around the State. This will provide more convenience for EV drivers and make EVs more attractive by having “fill up” times of 10-30 minutes.
- 4.33. However at present, vehicle and charging technology is still developing. As noted in **Attachment A**, the Electric Highway Working Group has recommended that the best way forward is to:
- 4.33.1. Identify, support and promote development of key sites for public fast charging;
 - 4.33.2. Assist in establishing suitable sites for fast charge stations; and
 - 4.33.3. Cooperate with intending operators where they meet minimum criteria (eg. publicly accessible, interoperable/not exclusive to one brand, type or ‘membership’).
- 4.34. The amount of electricity being drawn at a charging station with two 50kW charge points (i.e. total of 100kW) is significant and consideration must be given to how far a potential site is from a suitable network connection. For comparison, the maximum electricity usage of Centrepark Carpark is about 35kW. Access to a connection is not expected to be an issue in central Hobart, but the distance from the connection point will affect the cost of installation.
- 4.35. Based on experiences elsewhere, it is considered that fast charge stations would preferably have the following characteristics:
- 4.35.1. Be close to major roads and high traffic density areas;
 - 4.35.2. Installed in fewer locations with multiple chargers, rather than dispersed sites with few chargers; and
 - 4.35.3. Be close to amenities and services (so drivers have access to facilities during the 20 minutes or so it takes to charge the vehicle).
- 4.36. In regard to suitable sites in central Hobart, Dunn Place Carpark has the relevant characteristics for such a charging station or alternatively one could potentially be included in the development at Macquarie Point.

- 4.37. The approximate cost of a fast charge station is about \$100,000, including capacity for future expansion. This is an indicative figure only and can vary significantly depending on specific site issues.
- 4.38. Given experiences elsewhere, it is anticipated that there would be opportunities for other funding partners, if the City was to proceed with a fast charge installation and that the City would not have to fully fund the works. This would need to be negotiated with interested parties.
- 4.39. Given the current state of play, it is considered the best path forward is to identify potential sites and earmark these sites for future use as charging stations in perhaps 1-3 years time, depending on the progress of EV technology and vehicles available for sale in Australia.
- 4.40. Another issue is the compatibility of systems to pay for the use of EV charging stations and this will need to be considered to provide consistency across the State.
- 4.41. It is noted that the company, Tesla, provides charging stations for the electric cars it sells. These charging stations are incompatible with other vehicles and thus these are not considered as public charging stations. For other manufacturers, the industry is tending to standardise with two connector types being sufficient to enable all vehicles available in Australia to charge. Tesla cars have adaptors to suit one of these connectors.

AC Charging Stations

- 4.42. It is considered that in the interim there is a place for AC charging stations, but that these should be low cost and aimed at the commuter market and those vehicle models that can only be charged through this type of station.
- 4.43. Late in 2015, an AC charging station suitable for two cars simultaneously was installed at the Hobart Central Carpark as a trial. After an initial uptake as EV users became aware of the charging station having been installed, use has been fairly consistent, averaging a little under 1 hour per day. This is considered to reflect the relatively low rate of uptake of electric vehicles in the State.
 - 4.43.1. It is understood there have been two instances in the last 6 months where both AC chargers at the Hobart Central Car Park have been in use.
- 4.44. Another charging station is planned to be installed in the 2016/2017 year in the Argyle Street Carpark, with possibly a further station if demand is sufficient. The approximate cost of these AC charging stations is in the order of \$8,000, including installation and set up costs. This cost varies depending on specific site issues.
- 4.45. It is noted that there is a smart phone app and websites that EV drivers can use to locate public charging stations. The location of Hobart

Central Carpark charging station can be found via these sources of information.

- 4.46. At Hobart Central Carpark, some EV users have noted that passers-by have stopped to ask questions about their electric cars and expressed support for the existence of the chargers, commenting in some cases that this encourages them to consider buying an EV. The charge stations are thus contributing to awareness and familiarity, and the perception of the availability of public charging.
- 4.47. One option that could be considered is for some of the City's long term car parking spaces being provided with charging stations for users of electric or plug in hybrid vehicles. This would need investigation to identify the current level of demand.
- 4.48. It is estimated that there are approximately 150 electric vehicles in Tasmania, with about 60% of these being plug in hybrids and the balance being various types of full electric vehicles.
- 4.49. Given this figure, there is thought to be in the order of 50-75 vehicles in the greater Hobart area. Thus the Hobart Central and Argyle Street Carparks installations are considered to be sufficient for the next couple of years. Demand however will be monitored and more charging stations proposed for installation if demand increases.
- 4.50. A further issue for consideration is where residents with EVs have no off street parking. It has been suggested that some on street charging stations could be installed for vehicle owners, whose vehicles cannot be charged at home.
- 4.51. While this would assist these vehicle owners, on street parking is typically very much at a premium in such locations and this raises a whole range of issues. It is suggested that consideration of this issue would best be taken into account during the next review of the *Parking Strategy* which is due in 2017. The review of the *Parking Strategy* will be integrated with the development of the new *Transport Strategy*.

Scope for Electric Vehicles in the City's Own Fleet

- 4.52. At present there are very few models of electric or plug in hybrid cars available for sale in Australia. Some of the models previously available have since been withdrawn from the market.
- 4.53. Australia has been a difficult market for sellers of electric vehicles, with no subsidies of significance, the limited range of electric cars compared to distances being travelled, few public charging stations and the relative cost of petrol/diesel compared to electricity.
- 4.54. The City currently has a Holden Volt in its fleet. This is a plug in hybrid and runs off the battery charge for about 50 kilometres before the petrol engine comes on. It has been averaging about 1.9L/100km or less than

30% of that used by a fuel efficient petrol driven car of the same size.
The Holden Volt is no longer available for purchase in Australia.

- 4.55. The sale of the current model of the Nissan Leaf (full battery/electric motor) car is effectively being phased out in Australia. The other electric cars currently available are the plug in hybrid Mitsubishi Outlander, the fully electric BMW i3 and the Tesla.
- 4.56. Of these models, only the Mitsubishi Outlander would be considered for the City's fleet, as the others are expensive and are not seen to be value for money propositions.
- 4.57. There is however a lot of development work being undertaken internationally and the range of fully electric vehicles are increasing as battery technology improves, with several models likely to come out internationally towards the end of 2016. There is no strong indication as to when and if these models would be available for purchase in Australia.
- 4.58. At the current rate of progress, it is considered that electric vehicles with suitable ranges and at reasonable cost may enter the Australia market place within approximately 3 years. As new models of electric cars become available, officers will assess them for suitability and viability for inclusion in the City's fleet.
- 4.59. In addition, when purchasing trucks or major plant such as excavators, hybrid technologies are considered. However at this time there are no suitable plug in hybrid or fully electric models of trucks or large plant available for the typical usage patterns of the City's fleet.

Electric Bicycles

- 4.60. Electric bicycles are bicycles with a battery powered electric motor (typically 200-250 watts) that provides additional power for the bicycle. These enable greater speeds to be achieved, particularly going up hills, and also makes cycling less physically challenging. This has resulted in them become increasingly popular in Hobart.
- 4.61. The batteries in electric bicycles can have a capacity of up to about 1000 watt-hours and typically take between 2-6 hours to fully charge. Charging is through a standard mains 240 volt supply with a charger converting AC mains power to DC power needed to charge the battery. The cost of electricity to charge the largest batteries is about 50 cents at retail electricity rates.
- 4.62. As a charge can provide a range of up to 50 kilometres, a large proportion of cyclists do not need a charge during the day with overnight charging at home being sufficient. However a small proportion may wish to charge at public charging stations. To date, the City's officers have seen very little demand for such charging stations.

- 4.63. Charging stations could be provided for electric bicycles. The most cost effective situation would be where there is already a power outlet available. However many locations where cyclists park, such as a bicycle hoops on footpaths are not suitable for provision of power points.
- 4.64. To enable charging, electricity outlets need to be on metered supplies (minimum cost of approximately \$400 per annum in service connection charges). Extension of electricity supplies can be expensive depending on the location of a bicycle charging station relative to available supplies. For example it would likely be simple to install charge points inside the City's multi-storey car parks, but costly where there is no existing metered power supply.
- 4.65. The most suitable places are therefore likely to be where there are secure cycle parking or storage facilities within or next to buildings.
- 4.66. The University of Tasmania has several bicycle lockers at the Sandy Bay Campus, with suitable power points for charging. The cost for hire of these lockers is \$30 per annum.
- 4.67. There is currently a cage for bicycle storage/parking in the Argyle Street Carpark, which is largely not utilised by cyclists. Also there is space at Salamanca Square Carpark that could be converted to bicycle storage and charging use.
- 4.68. To date there has been very little demand for public electric bicycle charging stations. It is however considered appropriate to retain the current cycle storage locations and consider installation of bicycle lockers and power points if demand for electric bicycle charging arises.
- 4.69. There have been few if any requests to date from the City's employees for electric bicycle charging stations. Employees could be canvassed to determine interest and charging stations installed at suitable locations if there is sufficient demand.

5. Proposal and Implementation

- 5.1. The installation of an AC charging station in the Argyle Street Carpark is planned for 2016/2017, and would be similar to the charging station installed in the Hobart Central Carpark, to extend the trial for electric vehicle charging to a more central location.
- 5.2. Usage will be monitored and if there is a high utilisation rate of the chargers, then further AC charging stations would be installed, most likely in the City's multi-storey car parks, rather than on street locations.
- 5.3. It is also proposed:
 - 5.3.1. To investigate whether there would be interest in providing long term car parking spaces with charging stations. If there is

sufficient interest then a report would be provided to the Council outlining a proposal for installation of such charging stations.

- 5.3.2. That suitable locations be identified for the future installation of a fast charge station and actions taken to preserve such locations until such time as it becomes viable to install such a station.
- 5.3.3. That officers continue to monitor the types of electric and hybrid vehicles available on the market to determine if any would be suitable for inclusion in the City's fleet.
- 5.3.4. That the City's employees be canvassed for whether they would like to see provision of electric bicycle charging stations at the City's corporate buildings. If there is demand then power outlets would be installed in suitable locations.
- 5.4. City officers will continue to work with the Electric Highway Working Group in furthering a state-wide electric vehicle charging network.
- 5.5. For the City's fleet, officers will monitor what electric vehicles are available on the market on a regular basis and ensure such vehicles are considered when undertaking procurement processes.

6. Strategic Planning and Policy Considerations

- 6.1. The support of electric vehicles through the installation of charging stations and use of electric vehicles in the City's fleet are both related to the Strategic Objective 3.4 - Leadership in Environmental Performance - with the efficient use of natural resources within The Capital City Strategic Plan 2015-2025.
- 6.2. The provision of infrastructure for electric cars and bicycles also supports Strategic Objective 2.1 - A fully accessible and connected city environment.
- 6.3. The provision of electric vehicle charging stations also supports action 21 of the Parking Strategy "To promote the use of fuel efficient and environmentally friendly vehicles".
- 6.4. The State Government Tasmanian Energy Strategy contains some actions in regard to electric vehicles including:
 - 6.4.1. Action 41: Design and implement a small-scale electric vehicle demonstration program, and
 - 6.4.2. Action 42: Review policy and regulatory settings to enable an effective market led roll out of electric vehicles in Tasmania.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result

7.1.1. Not applicable.

7.2. Impact on Future Years' Financial Result

7.2.1. The cost of providing electricity for EV charging is expected to have a small impact on income as the charging spaces at the carpark are seldom at capacity. No additional fees are to be charged at this time (i.e. no fee included in the 2016/2017 budget, due to low usage and little cost). However the situation will be monitored and when usage becomes significant, an appropriate fee structure will be developed.

7.2.2. The cost of electricity for an AC charging station is projected to be approximately \$150 per year, based on current rates of usage, and charging station maintenance in the order of \$200 per annum, depending on usage.

7.3. Asset Related Implications

7.3.1. The life of electric vehicle chargers will vary depending on usage and also potential technical obsolescence, that it is difficult to determine future asset costs. Depreciation of the charging equipment is estimated at about \$600 per annum per unit.

7.4. There may be some further costs associated with the actions proposed in this report. It is considered that these can be accommodated within the existing operating budget.

8. Legal, Risk and Legislative Considerations

8.1. Current legislation does not largely take into account use and charging of electric vehicles, and there may be a need to develop or amend legislation in future to manage public EV charging stations on public roads.

8.2. Given the rapidly changing EV technology, there is a risk that significant expenditure could be incurred on equipment that could become obsolete. Thus, the proposed approach is to support a coordinated response across the State, undertake lower cost initiatives in the short term and for additional infrastructure to be provided in line with projected demand and with developments in Australia and internationally.

9. Environmental Considerations

9.1. Electric vehicles charged from renewable energy supplies generate much lower greenhouse gas emissions than equivalent fossil fuel engined cars. Electric vehicles also reduce local air pollution.

10. Social and Customer Considerations

- 10.1. The provision of electric vehicle charging stations will enhance the City's service offering to owners of such vehicles.
- 10.2. If significant numbers of charging stations were to be installed on public roads, there may be concerns raised by drivers of other vehicles about allocating associated car parking spaces solely to electric vehicles. This issue will be considered in the upcoming review of the Parking Strategy.

11. Marketing and Media

- 11.1. The charging station installed in Hobart Central Carpark had a "soft launch" but has received some media attention. Additional AC slow chargers would likely receive less attention; however the installation of a fast charge station would be a significant step forward and would provide an opportunity for promotion.

12. Community and Stakeholder Engagement

- 12.1. The report has been based largely on discussions with and information provided by the Electric Vehicles Highway Group and particularly the Australian Electric Vehicle Association. The Highway Group includes representatives of RACT, Hydro and TasNetworks. Discussions have also been held with LGAT.
- 12.2. The members of the Electric Vehicles Highway Group will be informed of decisions made by the Council in regard to this report.
- 12.3. Internally, the Group Manager Parking Operations has been consulted in regard to provision of electric vehicle and bicycle charging stations, the Manager Traffic Engineering in regard to on street parking and electric bicycle issues and the Manager Fleet and Fabrication in regard to future of electric vehicles in the City's fleet.

13. Delegation

- 13.1. This is a matter for Council consideration.

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



MARK PAINTER
DIRECTOR CITY INFRASTRUCTURE

INFRASTRUCTURE PLANNING

Date: 14 July 2016
File Reference: F16/80437; 17-50-23

Attachment A: Recommendations from The Electric Highway Working Group (EHWG) - Local Government and EV public charging stations ↓
Attachment B: RAC Electric Highway Information ↓

Local Government and EV public charging stations

Introduction

The Electric Highway Working Group (EHWG) was formed:

To coordinate efforts of organisations that have an interest in the success of electric vehicles (EVs) in Tasmania to encourage faster uptake of EVs by supporting the development of a charge station network covering most of the state.

The EHWG includes representatives from Hydro Tasmania, TasNetworks, RACT, the Cradle Coast Authority, Northern Tasmania Development, Southern Tasmanian Councils Authority and the Australian Electric Vehicle Association (AEVA).

This brief paper is provided by the EHWG as a summary of some key considerations for local governments considering supporting electric vehicles through actions such as providing public charging stations. It contains extracts and elaborations from a paper outlining a wider approach to developing a public charge station network, "*Electric Highway Summary Description*".

Background

Electric vehicles (EV) are growing in popularity internationally, although uptake in Australia has been modest to date. The conditions required for strong growth in EV uptake seem to be¹:

- Awareness, familiarity, 'normalness'
- Perception of adequate charging infrastructure
- Comparability in price to similar models of internal combustion engine (ICE) cars
- Availability of a variety of models and body types
- A useable range of about 250 km or more
- Accelerated uptake requires additional compelling incentives

With the assistance of subsidies and active promotion, the first three of these conditions have been met in many countries and the last has been provided in Norway – where at the end of 2015 there were nearly 60,000 EVs, and EVs made up 18% of all newly registered vehicles that year. With falling battery prices and most auto makers announcing future electric models, most of these conditions are likely to be met in the next three to five years, leading to strong EV sales in many countries.

Overseas, many local governments have been installing charge stations for EVs to help encourage EV use to reduce local air pollution levels. Some have spent millions of dollars installing this infrastructure. As early adopters these cities had few precedents to follow but their experience provides lessons on the technology, costs and usage patterns of public chargers. The development pathway and timing for future EVs is now also much clearer, allowing local governments starting today to make better informed decisions. Now is a good time to start to support the roll out of EV public charge stations in Tasmania. Experience and the pattern of EV development suggests²:

1. A charge network *on its own* has a limited impact on EV uptake.
2. Future cars (post 2017) will have larger batteries, longer range and require faster charging rates.
3. AC chargers have played an important role in the early days of EVs, but in the longer term will likely become obsolete with faster DC chargers dominating for public charging.

¹ *Electric Highway Summary Description*, Section 1, Introduction and Rationale

² Findings from a fact finding tour to Ireland, Norway, Estonia, the Netherlands, Clive Attwater, January 2016, provided as an attachment to the *Electric Highway Summary Description*

4. DC fast charging sessions usually last from 10-30 minutes giving a high turnover of cars.
5. Public charging mostly occurs where the traffic is – in the larger cities and towns.
6. Public charging may provide about 2%-5% of all EV charging for most EVs with charging mostly taking place at home, employer's premises or fleet base.
7. A fee for charging reduces use of public charging in favour of private charging, encourages more sustainable use, and is essential for long term viability of providing public charging services.
8. Sites on both public and private land work well provided there is 24 hour access.
9. It is better to have fewer, well located viable sites with several chargers than a large number of single chargers on separated sites. There may never be much more than 20-30 sites in Tasmania.
10. With the right location and fee structure, some overseas urban charge stations are commercially viable now, but highway chargers are unlikely to be commercially viable for a very long time.

Apart from very low power outlets (15 Amp AC plugs), if local government offers public charging, it should have a fee for charging to avoid distorting EV users' behaviour and charging patterns. However, billing for recharging adds complexities and there are large economies of scale in billing systems that are hard for councils to achieve. LGAs would generally need to partner with a wider system operator to provide a cost effective solution. An exception may be paid car parks where access and payment controls can be reprogrammed to include parking and charging on one ticket.

Recommendations

It is recommended that local governments **do not spend much money on charge stations** in the short term. The impact of providing charging stations is modest and other factors have a bigger role in determining uptake of EVs. Investors are likely to develop charge stations in larger centres within 1-2 years, reducing the need for public investment. These investors may seek cooperative arrangements with local government (or private site owners) for access to parking sites on favourable terms for up to 15 years, until chargers generate sufficient revenue to pay for site costs.

There are things councils **can do today** to support public charging stations at modest cost:

- Identify, support and promote development of key sites for public fast charging.
- Assist in establishing suitable sites for fast charge stations. This may involve subdividing a car park to a separate parcel to enable power supply and billing.
- Cooperate with intending operators where they meet minimum criteria (eg publicly accessible, interoperable/not exclusive to one brand, type or 'membership').
- Make available/accessible to EV drivers any existing public council owned 15 Amp power points in suitable locations and promote their availability.
- Provide low cost 15 Amp power points for commuters (in any council owned commuter car parks) on an on-demand, cost recovery basis.
- Assess the need for public charging points for EVs owned by people in dwellings that lack private off-street parking, and if needed develop a plan to provide, on an on-demand, cost recovery basis, power supplies to meet this need.
- Work with the Local Government Association of Tas., other LGAs and state government to:
 - Agree on standard signage for public chargers on public sites
 - Ensure the authority to reserve public parking sites for charging EVs and enforce this
 - Have clear licence plate identification of EVs to enable enforcement

While EVs have the potential to greatly reduce GHG emissions in the road transport sector, public transport has potential to provide even greater benefits. Initiatives to support private EVs should be careful not to encourage use of cars, even EVs, in preference to public transport where it is available.



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Leading the charge

The [RAC Electric Highway®](#), the first of its kind in Australia, is a network of publicly accessible electric vehicle fast-charging DC stations located between Perth and South West. The RAC Electric Highway® builds on an idea by a WA community based committee and will become a reality in 2015.

☒ Impact of cars on the environment

Why have we developed the Electric Highway®?

Our priority is to ensure all Western Australians are able to travel around the state in the safest, most sustainable and efficient way possible. The RAC Electric Highway® also supports our sustainable mobility agenda and work in reducing carbon dioxide emissions from cars in WA.

The [RAC Electric Highway®](#) is a real contribution towards the growth of electric vehicle uptake in the State. Not only are we providing the catalyst to secure and develop an electric vehicle industry in WA RAC is also supporting and providing many opportunities to benefit local communities and businesses in the short and long term.

For more information on electric vehicles see our [Electric vehicle FAQ's page](#)

Where are the RAC Electric Highway® charging stations located?

Perth
RAC, 832 Wellington Street, West Perth

Mandurah
Visitor Centre Carpark, 75 Mandurah Terrace

Bunbury
29 - 31 Symmons Street Carpark

Busselton
Foreshore carpark, located near junction of Geopraphe Bay Road and West Street (adjacent to Signal Park).

Margaret River
Wallcliffe Road, near junction of Station Road

Augusta
Carpark, Lot 72 Blackwood Avenue (just north of the junction of Ellis Street)

Nannup
Adam Street

Donnybrook
Town centre, off South Western Highway

Dunsborough
Dunn Bay Road (near Lions Park)

Harvey
Eastern side of Hayward Street near Gibbs Street

Coming soon

Bridgetown
Railway Reserve Carpark, Spencer Street, just south of Steere Street

Fremantle
Exact location coming soon

☒ Electric Highway®
an interactive map

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7 COMMITTEE ACTION STATUS REPORT

7.1 Committee Actions - Status Report

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

RECOMMENDATION

That the information be received and noted.

Delegation: Committee

Attachment A: Finance Committee - Status Report

FINANCE COMMITTEE - STATUS REPORT

OPEN PORTION OF THE MEETING

November 2014 to June 2016

Ref.	Title	Report / Action	Action Officer	Comments
1	<p>SANDY BAY BATHING PAVILION – PROPOSED EXPRESSION OF INTEREST PROCESS</p> <p>FCSC, 19/11/2013, Open Item 13</p> <p>FCSC, 19/8/2014, Open Item 8</p> <p>Council, 24/8/2015, Item 22</p> <p>Council, 21/12/2015, Item 13</p>	<ol style="list-style-type: none"> 1. The Council authorise the General Manager to progress an expansion of use of the Sandy Bay Bathing Pavilion by developing and submitting a development application for a generic restaurant facility, on a second floor, at an estimated cost of up to \$20,000. 2. Subject to the development approval, a further report be provided detailing the proposed tender process for the Sandy Bay Bathing Pavilion facility use. 	General Manager	Officers are currently progressing the submission of a development application for a generic restaurant facility. An external Architectural firm has been engaged to prepare plans.
2	<p>CITY PARKING REQUIREMENTS</p> <p>Council, 22/9/2014, Item 20</p>	<ol style="list-style-type: none"> 1. An economic impact study be carried out to determine the feasibility of creating a park and ride service in an appropriate location such as the Kingborough municipality. 2. Investigations be undertaken on the use of sensors for on-street parking, with a report to be provided to the Council. 	Director Financial Services	<p>Consultation in relation to Clause 1 is taking place with the Department of State Growth Traffic Congestion team. A response will be provided in the coming months.</p> <p>A report on clause 2 was presented to Council on 22 February 2016. This action is complete.</p>

Ref.	Title	Report / Action	Action Officer	Comments
3	BATTERY POINT PARKING METER INSTALLATION Council, 24/11/2014, Item 15	Consultation with traders and residents on Hampden Road occur with a view to increasing availability of short term parking.	Director City Infrastructure	Consideration will be given to this issue during development of the Battery Point Local Retail Precinct Plan. Officers are not aware of any demand from the community for immediate changes to parking.
4	SALAMANCA SQUARE TOILET REFURBISHMENT – USE OF PROPOSED MULTI PURPOSE DECK – LANDLORD APPROVAL Council, 24/11/2014, Item 22	That the Council provide landlord approval for the use of the proposed multipurpose deck on the roof of the upgraded public toilet facility.	Director Community Development	The Salamanca Square toilets were opened to the general public on 23 December 2015. The adult change facility hoist and change table has been installed with appropriate operating signage being developed in consultation with relevant stakeholders.
5	FUTURE OF GIBLIN STREET QUARRY Council, 15/12/2014, Item 22	A detailed report be prepared seeking innovative engineering and architectural solutions to enable the sale of portions of the Quarry site near Giblin Street for residential development along with impacts on potential future uses of the balance of the site.	Director City Infrastructure	A geotechnical engineer has provided a technical report. The rezoning of a section of land to residential use has been proposed as part of the Tasmanian Planning Commission's consideration of the Hobart Interim Planning Scheme. A report will be provided to the Committee when the Planning Commission's decision is known.

Ref.	Title	Report / Action	Action Officer	Comments
6	<p>CITY HALL – DEVELOPMENT OPPORTUNITIES – VENUES Council, 23/2/15, Item 12</p> <p>CITY HALL RESTORATION Council, 22/02/2016 Item 19</p>	<p>That:</p> <ol style="list-style-type: none"> 1. Funding of \$400,000 in 2016/2017 and \$200,000 in 2017/2018 be listed for consideration in the City's draft 5 Year Capital Works Program to undertake a short term works package for City Hall. 2. A consultant be engaged to develop a business plan for the City Hall, as a matter of urgency to inform long term infrastructure investment, the future management and operational model for the facility, at an approximate cost of \$100,000 to be funded from 2015/2016 operational savings. 3. A brief report be provided that details the model used for the 2010-2013 Brisbane City Hall restoration works. <p>A further report also be prepared that provides details of all Council physical building assets and their current uses including options for maximising community usage for buildings that are underutilised.</p>	Director Community Development	<p>Funding for short-term works has been listed in the Capital Works Program.</p> <p>A brief is being prepared for the business case.</p>
7	<p>INVESTMENT OF COUNCIL FUNDS – AMENDMENT TO COUNCIL POLICY Council, 27/4/2015, Item 18</p> <p>FC, 15/12/2015 Item 5</p>	<p>A further report be prepared detailing external professional advice and research in relation to the possible risks, benefits, and governance arrangements of the Council moving into direct property and other investment opportunities</p>	Director Financial Services	<p>A further report will be provided in due course.</p>

Ref.	Title	Report / Action	Action Officer	Comments
8	ACOUSTICS FOR THE HOBART TOWN HALL BALLROOM Council, 22/6/2015, Item 13	That a report be prepared documenting the quality of acoustics for the Hobart Town Hall Ballroom and addressing the costs associated with the recommendations made in respect to suggested improvements.	Deputy General Manager	A specialist contractor has undertaken the acoustic testing. Recommendations are now being assessed.
9	MAJOR WORKS PROJECTS Council, 22/6/2015, Item 20	<ol style="list-style-type: none"> 1. The Council endorse the draft Capital Works Program as a guide for officers in prioritising project development work for the next four financial years. 2. Officers report back to Council on opportunities for external funding from both public and private sources. 3. The Council approve the development of a feasibility study into possible options to link the CBD to the waterfront, and resolving pedestrian issues with crossing Macquarie and Davey Streets, in the 2015/2016 financial year. 	Director City Planning	<ol style="list-style-type: none"> 1. ELT determined that all major works programs identified would be placed into a prioritised program of projects that will be the subject of a Council workshop to be held on 16 March 2016 2. The report on external funding opportunities will be prepared once the capital works program has been agreed to. 3. The brief for the City to Cove pedestrian link feasibility study has been prepared and circulated to all Aldermen. Suitably experienced consultancy firms have been invited to lodge expressions of interest in undertaking the feasibility study.
10	TOWN HALL UNDERGROUND REFURBISHMENT Council, 24/8/2015, Item 21	<ol style="list-style-type: none"> 1. The Council approve the following works being undertaken in the Town Hall Underground, to the value of between \$37,000 and \$41,000. 2. An appropriate fee structure for the hiring of the Town Hall Underground be determined The Town Hall Underground be actively marketed as a venue for hire 3. Council officers undertake further investigation with a view to providing further clarification in respect to appropriate nomenclature for the site. 	Deputy General Manager	The works associated with Clause 1 are progressing. The other items contained in the resolution are being considered and will be addressed prior to the works being completed.
11	TOWN HALL ANNIVERSARY COMMITTEE – FUNDING Council, 24/08/2015,	That the Council approve a budget allocation of an estimated \$150,000 for the Town Hall Anniversary Committee, subject to a report back on proposed	General Manager	Council resolved at its meeting 22 February 2016 <i>That the Council approve the implementation of the specified events and activities listed in the</i>

Ref.	Title	Report / Action	Action Officer	Comments
	Item 25 TOWN HALL ANNIVERSARY COMMITTEE - PROGRESS REPORT AND PROPOSED FUNDING ALLOCATION Council, 22/02/2016 Item 18	events, to be funded from General Reserves within the 2015/2016 and 2016/2017 financial years.		<i>"Sesquicentenary Celebration Events and Activities Draft Budget Allocation" in accordance with the approved budget allocation of \$150,000 which is to be funded from General Reserves within the 2015/2016 and 2016/2017 financial years.</i> A launch of the 150 th celebrations was held on the 7 th June. The most significant activities will be the Town Hall Open Day and Cocktail Party both to be held in September 2016.
12	SUPERANNUATION ENTITLEMENTS FOR ALDERMEN Council, 26/10/2015, Item 20	The matter be deferred until it has been considered by the Local Government Association of Tasmania.	General Manager	Matter deferred.
13	MYER REDEVELOPMENT – STAGE ONE PAYMENT Council, 21/12/2015, Item 12	1. The value of the financial assistance as part of the Development Assistance Deed be recorded as a grant in the Annual Report. 2. The General Manager be authorised to approve future payments in relation to the Development Assistance Deed with a subsequent report to be provided to the Finance Committee and Council for noting. 3. A media release, be issued by the Lord Mayor at an appropriate time, to include the fundamental basis on which the Council provided the Myer development with financial support, including but not limited to the SGC Economics report data.	Director Financial Services Deputy General Manager	The value of the financial assistance as part of the Development Assistance Deed has been listed for inclusion in the 2015/16 City of Hobart Annual Report.

Ref.	Title	Report / Action	Action Officer	Comments
14	NOTICE OF MOTION - ELECTRIC CAR CHARGING STATION Council, 21/03/2016 Item 13	A report be prepared on the opportunities and cost of an expansion of charging stations for electric cars in prominent locations around the City.	Director City Infrastructure	A report is attached to this agenda.
15	NOTICE OF MOTION - BICYCLE HIRE AND LOAN SCHEMES Council, 21/03/2016 Item 14	A report be prepared on the feasibility to implement a rental bike service for locals and visitors and the opportunities that exist for Council to partner in delivering this service.	Group Manager Executive and Economic Development	This matter is being progressed and it is anticipated a report will be provided to the August round of meetings.
16	TASMANIAN HEADSTONE PROJECT – GRANT Council, 21/03/2016 Item 20	That: <ol style="list-style-type: none"> 1. The Council agree to provide a grant of \$10,000 per annum for three years to the Tasmanian Headstone Project for the purposes of erecting memorial headstones and plaques at the Cornelian Bay Cemetery. 2. The value of the grant be disclosed in the City of Hobart's Annual Report and be attributed in each of the three years to the promotion, educational and interpretation allocation within the Heritage and Conservation Function of the Annual Plan. 3. The grant be conditional upon the execution of a formal agreement between the Council and the Tasmanian Headstone Project, as the recipient, and the Families and Friends of the First A.I.F. Inc, as the auspicing organisation. 4. The General Manager be authorised to undertake discussions with the Tasmanian Headstone Project for the purposes of the Council providing additional in-kind support as appropriate. 	Director City Planning	This matter is being progressed.

Ref.	Title	Report / Action	Action Officer	Comments
17	DELEGATION FOR THE REMISSION OF RATES AND CHARGES Council, 26/04/2016 Item 19	<ol style="list-style-type: none"> 1. Pursuant to Section 22 of the <i>Local Government Act 1993</i>, the Council delegate its authority to grant a remission of all or part of any rates paid or payable by a ratepayer under Section 129 of the <i>Local Government Act 1993</i>, to the General Manager, up to a limit of \$2,000 per application. 2. The Council approve a minor amendment to the Hobart City Council Rates and Charges Policy and the General Manager's delegation be amended to reflect the change. 3. A six-monthly report be provided for the information of the Finance Committee, detailing any remission granted under the General Manager's delegation. 4. The Council note that the Hobart City Council Rates and Charges Policy is under comprehensive review and will be the subject of a further report prior to 31 August 2016. 	Director Financial Services	<p>The Council resolutions have been actioned. Six monthly reports detailing any remission granted under the General Manager's delegation have been scheduled.</p> <p>Complete</p>
18	NOTICE OF MOTION COUNCIL CAR PARKS - SECURE SHORT TERM BICYCLE FACILITIES Council, 23/05/2016 Item 14	A report be prepared on options for appropriate secure short-term cycling facilities with a focus on the 42 vacant spaces in the Argyle Street car park along with other Council car parks, for people who choose to cycle into the city.	Director Financial Services	This matter is being progressed. Research is being undertaken and a report will be provided to the Committee in due course.

Ref.	Title	Report / Action	Action Officer	Comments
19	TASWATER EXTERNAL FUNDING PROPOSAL Council, 23/05/2016 Item 22	The matter be deferred for further information to be provided.	Director Financial Services	Report with further information is scheduled to be presented to Special Finance Committee on 2 June.
20	CULTURAL HERITAGE PROPOSAL - DR CHRISTINA HENRI Council, 23/05/2016 Item 24	<ol style="list-style-type: none"> 1. The Council provide a lease for an office space on the third floor of the Council Centre to Dr Christina Henri. 2. The Council's support of approximately \$3,390.00 (ex GST) per annum, be noted in the Council's Annual Report in accordance with the Council's policy in respect to grants and benefits disclosure. 3. A report be provided within the next three months in relation to the potential expansion of use of the space by other appropriate cultural activities for artists, writers and designers. 	Director Community Development	<p>Dr Henri is occupying office space on the fourth floor in the Council Centre.</p> <p>Options for potential expansion of use of the Council Centre for cultural and community activities are currently being investigated with a report to be provided to the August Finance Committee meeting.</p>

Ref.	Title	Report / Action	Action Officer	Comments
21	2016/2017 BUDGET ESTIMATES Council, 20/6/2016 Item 9.	<ol style="list-style-type: none"> 1. The expenses, revenues, capital expenditure, and plant and equipment expenditure for the 2015/2016 financial year, be approved. 2. Unspent 2015/16 plant and capital funds be approved for expenditure in 2016/17, with any necessary adjustments to be made in the September quarter Finance Report to Council. 3. The 2016/2017 Annual Plan be adopted. 4. The appropriate delegations be approved. 5. The Long Term Financial Management Plan 2017-2037 be adopted. 	Director Financial Services	<p>The Council resolutions have been actioned.</p> <p>Complete</p>
22	RATES AND CHARGES POLICY - GREEN WASTE SERVICE CHARGE Council, 20/6/2016 Item 17	<ol style="list-style-type: none"> 1. The Council approve a minor amendment to the Hobart City Council Rates and Charges Policy to reflect the introduction of the new Green Waste Service Charge from 1 July 2016 2. The Hobart City Council Rates and Charge Policy is under comprehensive review and will be the subject of a further report prior to 31 August 2016. 	Director Financial Services	<p>The amended Rates and Charges Policy has been published on the Council's website. The policy is under comprehensive review and will be presented to Committee for consideration at its August 2016 meeting.</p> <p>Complete</p>

Ref.	Title	Report / Action	Action Officer	Comments
23	INSTALLATION OF MONTHLY PERMIT PARKING - ARGYLE STREET CAR PARK Council, 20/6/2016 Item 18	<ol style="list-style-type: none"> 1. The Council approve the conversion of the short term parking spaces located on the first level of the Argyle Street Car Park to monthly permit spaces to operate between the hours of 7.00am – 10.00pm daily. 2. A total of 45 of these monthly permit spaces be offered to the developer of 36 Argyle Street for tenant parking, at the rate of \$295 per month. 3. If all of the allotted 45 monthly permit spaces are not required by the developer, the balance be advertised to the general public at the same commercial rate. 	Director Financial Services	This matter is being progressed.
24	SOLAR PANEL POWER INSTALLATIONS FOR COUNCIL BUILDINGS Council, 20/6/2016 Item 19	<p>That:</p> <ol style="list-style-type: none"> 1. Solar photovoltaic systems be installed at several Council sites 2. The initiative be promoted with an article in the Capital City News with a joint media release of the Lord Mayor and Committee Chairman to be released at the appropriate time. 	Director City Infrastructure	This matter is being progressed.

Ref.	Title	Report / Action	Action Officer	Comments
25	RATES EXEMPTION FOR CHARITABLE PURPOSES Open Council, 20/6/2016 Item 21	<ol style="list-style-type: none"> 1. The Council proceed with its decisions of 25 May 2015 and 21 March 2016 to remove the General Rate exemption from those properties which are not eligible, from 1 July 2016. 2. The Lord Mayor and General Manager request an urgent meeting with the State Government in order to seek clarity regarding the legislation in respect to rates exemptions as provided in Section 87(1)(d) of the <i>Local Government Act 1993</i>. 3. The quantum of the exemptions provided be recorded as grants in the City of Hobart's Annual Report. 4. The report attached to item 7 of the Closed Finance Committee agenda of 15 June 2016 be redacted for release by the General Manager, at the appropriate time. 5. Southern Cross Homes and other affected organisations be notified of the Council's decision. 6. The petitioners from Queenborough Rise also be notified of the Council's decision. 7. The Council encourage stakeholders to seek to meet with the State Government to clarify the legislation in respect to rates exemptions. 	Director Financial Services	All stakeholders have been advised of Council's decision and actions have been progressed. Rate notices for 2016/17 are scheduled to be sent to ratepayers on 11 July 2016.

8. RESPONSES TO QUESTIONS WITHOUT NOTICE

Regulation 29(3) *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

The General Manager reports:-

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

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

8.1 Residential Parking Permit Scheme**File Ref: F16/80874**

Report of the Director City Infrastructure of 12 July 2016.

8.2 Early Bird Parking**File Ref: F16/81850; 35-7-1**

Report of the Director Financial Services of 13 July 2016.

Delegation: Committee

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



Memorandum: Lord Mayor
Deputy Lord Mayor
Aldermen

Response to Question Without Notice

RESIDENTIAL PARKING PERMIT SCHEME

Meeting: Finance Committee Meeting

Meeting date: 15 June 2016

Raised by: Alderman Cocker

Question:

Could the General Manager please explain the rationale behind the increase of residential parking permits from \$30 to \$50?

Response:

The fee for residential parking permits in both metered and unmetered areas has historically matched the fine associated with overstaying a parking meter, although the fine has increased more rapidly than the permit fees. These permit fees had not increased since 2010/2011 and in 2014/2015 the fees were increased from \$45 to \$50 per annum for permits in metered areas and from \$35 to \$50 per annum for permits in non-metered areas. This was done to reflect the current fine for overstaying a parking meter and to recover more of the cost associated with the administration and enforcement of the residential parking scheme areas.

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

Date: 12 July 2016
File Reference: F16/80874



Memorandum: Lord Mayor
Deputy Lord Mayor
Aldermen

Response to Question Without Notice

EARLY BIRD PARKING

Meeting: Finance Committee Meeting

Meeting date: 27 April 2016

Raised by: Alderman Denison

Question:

Can officers review the current early bird parking times in the City's multi storey car parks and give consideration to restricting the availability of early bird parking outside of peak times?

Response:

Early bird parking operates in the Hobart Central and Centrepont car parks. It is designed to fill the void in the use of short term (shopper) parking. An average total of 300 spaces are offered as early bird spaces between the two car parks each day. The current price is \$11.00 per day.

Both car parks open at 7.45am Monday – Friday to facilitate early bird parking, which concludes when the daily allocated number of spaces for each car park is filled.

The early bird usage in each car park is monitored daily to ensure that short term parking is prioritised and that city shoppers are not forced to wait in queues to enter the car parks during the day as a result of excessive early bird numbers.

If this does occur the numbers are adjusted down to ensure parking is always available for short term users. Recently the number of allocated early bird spaces in Hobart Central Car Park has been adjusted down from 150 to 100 as a result of increased short term patronage.

In addition, at historically busy times of the year such as Christmas, Easter and school holidays the early bird numbers are automatically adjusted down to accommodate shoppers. The lead-up to Christmas in 2015 is a good example of this; early bird parking was gradually lowered to zero in the Hobart Central Car Park and to 50 vehicles in Centrepont Car Park.

Parking Operations will continue to be monitored the use of the car parks so as to ensure short term parking is always available for city shoppers.

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.



David Spinks
DIRECTOR FINANCIAL SERVICES

Date: 13 July 2016
File Reference: F16/81850; 35-7-1

9. QUESTIONS WITHOUT NOTICE

Section 29 of the *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

An Alderman may ask a question without notice of the Chairman, another Alderman, the General Manager or the General Manager's representative, in line with the following procedures:

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 may decline to answer the question, if in the opinion of the respondent it is considered inappropriate due to its being unclear, insulting or improper.
5. The Chairman may require a question to be put in writing.
6. Where a question without notice is asked and answered at a meeting, both the question and the response will be recorded in the minutes of that meeting.
7. Where a response is not able to be provided at the meeting, the question will be taken on notice and
 - (i) the minutes of the meeting at which the question is asked 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, where it will be listed for noting purposes only.

10. CLOSED PORTION OF THE MEETING

The following items were discussed:-

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| Item No. 1 | Minutes of the last meeting of the Closed Portion of the Council Meeting |
| Item No. 2 | Consideration of supplementary items to the agenda |
| Item No. 3 | Indications of pecuniary and conflicts of interest |
| Item No. 4.1 | Davey Street, Hobart - Retaining Wall |
| Item No. 4.2 | Sandy Bay Road, Sandy Bay – Retaining Wall |
| Item No. 5.1 | Questions without notice – File Ref: 13-1-10 |