



CITY OF HOBART

# **AGENDA**

## **City Infrastructure Committee Meeting**

### **Open Portion**

**Wednesday, 26 April 2017**

**at 5.00 pm**

**Lady Osborne Room, Town Hall**

### **SUPPLEMENTARY ITEM**

#### **ORDER OF BUSINESS**

- 11 SANDY BAY ROAD WALKING AND CYCLING PROJECT - REQUEST  
TO MODIFY DESIGN TO REMOVE PEDESTRIAN CROSSING .....2**

**11 Sandy Bay Road Walking and Cycling Project - Request to Modify Design to Remove Pedestrian Crossing**  
**File Ref: F17/34564; R0820/26**

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Report of the Manager Traffic Engineering and the Director City Infrastructure of 20 April 2017 and attachments.

Delegation: Council

**The Acting General Manager reports:**

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

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

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

**REPORT TITLE: SANDY BAY ROAD WALKING AND CYCLING PROJECT - REQUEST TO MODIFY DESIGN TO REMOVE PEDESTRIAN CROSSING**

**REPORT PROVIDED BY:** Manager Traffic Engineering  
Director City Infrastructure

**1. Report Purpose and Community Benefit**

- 1.1. This report was listed for consideration at the Council meeting of 3 April 2017, however the Council resolved to defer it to a future meeting.
- 1.2. The report is now resubmitted for consideration, and the purpose of this report is to give consideration to a modification to the design of Stage 3 of the Sandy Bay Walking and Cycling Project following a request from the owners of the Riverview Inn (located at 795 Sandy Bay Road).

**2. Report Summary**

- 2.1. Stage 3 of the Sandy Bay Walking and Cycling project extends from Wayne Avenue to the City's southern boundary with Kingborough, and involved the marking of painted bike lanes on Sandy Bay Road, a section of road widening, road and footpath surface improvements, changes to on-street parking and the construction of a number of pedestrian crossing points and refuges.
- 2.2. The design of this stage of the project was approved by the Council at its meeting held on 7 September 2015. In February 2016, the Council declined a previous request to modify the design of the project near 896 Sandy Bay Road to retain on-street parking in order to ensure continuous bike lanes.
- 2.3. The owners of the Riverview Inn at 795 Sandy Bay Road have written to the Council asking that the continuation of the footpath and pedestrian refuge proposed to be constructed near the property not be installed. A copy of their letter is provided as **Attachment A** to this report.
- 2.4. Subsequent to receipt of this letter, the footpath and pedestrian refuge works immediately adjacent to 795 Sandy Bay Road were put on hold to allow for the request to be considered by the Council's City Infrastructure Committee and then to full Council.
- 2.5. The construction of Stage 3 of the Sandy Bay Road Walking and Cycling project is now substantially complete.

**3. Recommendation**

***That:***

1. ***The design for Stage 3 of the Sandy Bay Road Walking and Cycling Project, as approved by the Council at its meeting of 7 September 2015, not be modified and accordingly, the footpath and pedestrian refuge be constructed near 795 Sandy Bay Road.***

**2. The owners of the Riverview Inn at 795 Sandy Bay Road be advised of the Council's decision.**

**4. Background**

4.1. At its meeting held on 7 September 2015, the Council resolved, inter alia, the following:

*"That: 1. The design for the Sandy Bay Cycling and Walking Project – Stage 3, which is generally in accordance with the plans marked as Attachment C to Supplementary item 12 of the Open City Infrastructure Committee agenda of 26 August 2015, be approved with a view to implementing the project in the 2015/2016 financial year.*

*(i) The project, estimated at a cost of \$1.2 million be funded from the Roads to Recovery Program.*

*2. The Council support further consultation with residents to progress additional design in order to provide a pedestrian crossing at 745 Sandy Bay Road, and a footpath link between 749 and 755 Sandy Bay Road.*

*(ii) Council officers consult further with the owner of 896 Sandy Bay Road.*

*3. Residents and businesses in Sandy Bay Road (between Wayne Avenue and the southern municipal boundary with Kingborough), and the Hobart Bicycle Advisory Committee be advised of the Council's decision."*

4.2. At the time of writing this report the construction of Stage 3 of the Sandy Bay Road Walking and Cycling project is substantially complete.

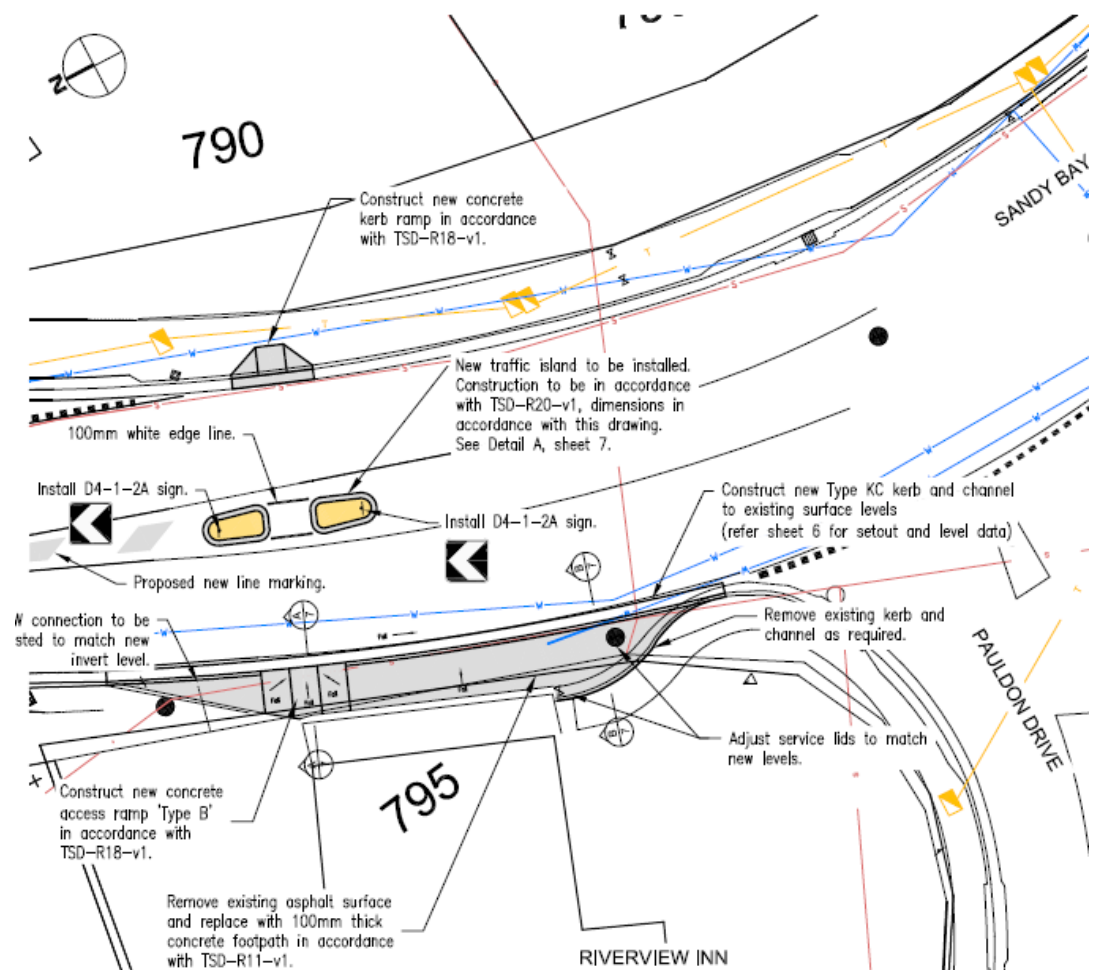
4.3. In relation to Item 2, further work has been undertaken to investigate the feasibility of the footpath link and pedestrian crossing. The footpath link between 749 and 755 Sandy Bay Road is not being progressed further at this time, due to landownership constraints and the additional crossing at 745 Sandy Bay Road could not be provided due to limited space within the road reservation.

4.4. With reference to Item 2(ii) of the resolution, a further report was considered at the meeting held on 9 February 2016, and the Council resolved, inter alia, the following:

*"That: 1. The design for Stage 3 of the Sandy Bay Road Walking and Cycling Project, as approved by the Council at its meeting of 7 September 2015, not be modified and accordingly, no additional parking near 896 Sandy Bay Road be provided.*

*2. The residents of 896 Sandy Bay Road be advised of the Council's decision."*

- 4.5. During construction of Stage 3 of the Sandy Bay Walking and Cycling project, concern was raised by the owners of 795 Sandy Bay Road (known as the Riverview Inn) regarding the construction of a footpath and a pedestrian refuge island adjacent to their property. These concerns were documented in a letter dated 9 November 2016, included as **Attachment A** to this report.
- 4.6. Subsequent to receipt of this letter, the footpath and pedestrian refuge works immediately adjacent to 795 Sandy Bay Road were put on hold to allow for the request to be considered by the Council's City Infrastructure Committee and then to full Council.
- 4.7. The proposed footpath, pedestrian refuge and pram ramps adjacent to 795 Sandy Bay Road are shown in Figure 1 below and require the removal of an indented parking area that can hold up to three cars. The proposed pedestrian facilities have been provided to allow for residents of Sandy Bay Road, Pauldon Drive and Mitah Crescent to safely cross the road and are in close proximity to an existing bus stop pair on Sandy Bay Road.



**Figure 1 – 795 Sandy Bay Road, approved plan**

- 4.8. Following redevelopment in accordance with the planning permit dated 17 December 2014, the Riverview Inn at 795 Sandy Bay Road will provide off-street car parking for 10 vehicles. On-street car parking is also available in Paldon Drive for any overflow parking demand that may occur. The December 2014 planning report makes no reference to the use, availability or reliance on the on-street car parking adjacent to 795 Sandy Bay Road.
- 4.9. Correspondence has also been received from a Taroona resident who regularly uses Sandy Bay Road, requesting that the pedestrian crossing point near Paldon Drive be installed as per the approved plan. A copy of the email is included as **Attachment B** to this report.
- 4.10. The continuation of the footpath and provision of a pedestrian refuge island is an important aspect of this project. Alternative locations for a pedestrian refuge island were considered but the windy nature of Sandy Bay Road meant that adequate sight distance for pedestrians was not achievable. Adequate sight distance for pedestrians can be achieved at the proposed refuge location.

## 5. Proposal and Implementation

- 5.1. Pedestrian amenity and safety is a higher priority than the provision of on-street car parking. On that basis, it is proposed to complete the approved works for Stage 3 of the Sandy Bay Walking and Cycling project – including the footpath extension, pedestrian refuge and pram ramps adjacent to 795 Sandy Bay Road.

## 6. Strategic Planning and Policy Considerations

- 6.1. Goal – Two, Urban Management within the Capital City Strategic Plan 2015-2025 is applicable in considering this report, particularly strategic objectives:

*“2.1 A fully accessible and connected city environment;*

*2.2 A people-focussed city with well-designed and well managed urban and recreational spaces; and*

*2.3 City and regional planning ensures quality design, meets community needs and maintains residential amenity.”*

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

## 7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
  - 7.1.1. The footpath extension, pedestrian refuge and pram ramps are funded as part of the approved scope of works for the Stage 3 Sandy Bay Walking and Cycling Project.

7.2. Impact on Future Years' Financial Result

7.2.1. None are foreseen.

7.3. Asset Related Implications

7.3.1. None are foreseen.

**8. Environmental Considerations**

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

**9. Social and Customer Considerations**

9.1. There is a clear desire from the property owners to maintain on-street parking directly in front of 795 Sandy Bay Road (operating as The Riverview Inn). The plan endorsed by the Council on 7 September 2015 removed the on-street parking in that location in favour of providing a footpath, pedestrian crossing refuge island and pram ramps.

9.2. The provision of improved pedestrian facilities, including safe crossing points is an important aspect of this project. The proposed pedestrian refuge is located close to Paldon Drive, Mitah Crescent and a bus stop pair where there is expected to be a concentration of pedestrians and cyclists.

**10. Community and Stakeholder Engagement**

10.1. Wide consultation with the community and with directly impacted residents and businesses was completed during June and July 2015 in relation to the whole of Stage 3 of the Sandy Bay Walking and Cycling Project.

10.1.1. The result of this engagement was considered by the Council as its meeting held on 7 September 2015. Feedback was received from the owners of the Riverview Inn and officers met with them on-site to discuss this further. The concerns raised during the original consultation are consistent with the further letter requesting that the on-street car parking be retained outside 795 Sandy Bay Road.

10.2. The Program Coordinator Engineering has also been consulted and provided qualified advice in the preparation of this report.

**11. Delegation**

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

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



Angela Moore  
**MANAGER TRAFFIC ENGINEERING**



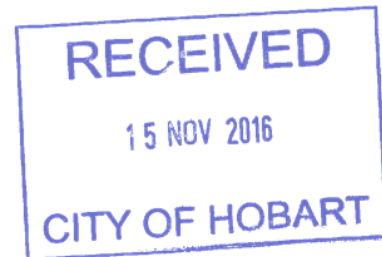
Mark Painter  
**DIRECTOR CITY INFRASTRUCTURE**

Date: 20 April 2017  
File Reference: F17/34564; R0820/26

Attachment A: Sandy Bay Walking and Cycling Project - Stage 3 - Objection to Proposed Works - 795 Sandy Bay Road Sandy Bay - Helen Schurink & Cleve Dodgshun - 15/11/2016 ↓  
Attachment B: Email dated 5 January 2017 ↓



PLANNING MATTERS- 795 SANDY BAY ROAD, SANDY BAY



Dear Daniel,

Thank you for the opportunity to again explain why we have such misgivings about the planned measures at 795 Sandy Bay Road.

Contrary to your perception, our business, the Riverview Inn is, and will continue to be, our major source of income and with planned extended trading days coming on line with the completion of the Inn's redevelopment, our aim is to achieve further growth.

Specifically our objection to Council's proposed works are—

1. In its consideration of the planning application for the Inn's extensions, Council planning officers were concerned to ensure provision for adequate vehicular parking for patrons was NOT disturbed. Indeed the view was that the extensions should not impact on the 3 car Spaces available at the front entrance. The finalised plans for the redevelopment were so determined.
2. The current cycle way plans not only eliminate these essential spaces but they also (and without our knowledge or approval) fall partly within the boundary of our land.
3. The very nature of ribbon development in the immediate area around this part of Sandy Bay Road of itself gives rise to an extremely low pedestrian density such that the deletion from the plan of a crossing adjacent to the Inn would not in any way diminish safety at this location. Convenient may be for a few, but essential, and in the most appropriate location, absolutely not.
4. Conversely for these reasons and those outlined in 1 above, patronage would diminish with the inevitable consequence being that our financial security will be compromised.

In summary then, we implore Council to review the planned works at 795 Sandy Bay Road so as to eliminate any prospect of those works reducing access and hence patronage at our popular and well regarded business at this location.

We acknowledge there is to be a cycle way and its provision must be accommodated within reason at our frontage. We submit that our trading hours of 4.00pm until late should be able to allow for our essential parking at these times notwithstanding the spaces will include part of the cycle way.

Northern cycle movements occur in the main in times outside these times and it should be possible for Council to provide adequate signage limiting this small but necessary parking area to times within our business hours only.

We stand ready to discuss this further should there be any need to clarify our position on the proposed works and our plans to enhance and expand business at the Riverview Inn.

Yours sincerely,

Helen Schorink  
9 November, 2016

Cleve Dodgshun.

**Moore, Angela**

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**From:**  
**Sent:** Thursday, 5 January 2017 12:21 AM  
**To:** Records Unit  
**Subject:** Sandy Bay Cycling Lanes project

As an occasional commuter-cyclist from Taroona to the city I appreciate the work done by the Hobart City Council in extending the bicycle lanes south to the Taroona boundary.

However I am concerned that there should not be any reduction in pedestrian safety in this process. I notice that the pedestrian island has been removed from Sandy Bay Road near the intersection with Pauldon Drive. This removal was included in the detailed design drawings [http://www.hobartcity.com.au/Projects/Other Council Projects/Sandy Bay Road Walking and Cycling Project](http://www.hobartcity.com.au/Projects/Other_Council_Projects/Sandy_Bay_Road_Walking_and_Cycling_Project) as was the installation of a new pedestrian island closer to Mitah Crescent; however the new pedestrian island has not yet been installed. As a resident of Taroona I am only too aware of the importance of pedestrian islands when attempting to cross this busy, winding main road, especially for school students attempting to reach bus stops. I trust that a new pedestrian island will be installed for the residents of Pauldon Drive and Mitah Crescent soon.

I would also like to highlight a hazard for cyclists riding along the shared pedestrian/cyclist footpath where it crosses the entrance and exit driveways to the Caltex service station in Sandy Bay Road (near the Casino). I have felt quite vulnerable as a cyclist at this location, because motorists do not appear to be watching for cyclists on the footpath. Could warning signs for motorists be placed near these entrance/exit driveways ("Give way to cyclists and pedestrians"), or could the footpath be given a green coating to highlight the likely presence of cyclists (provided that this coating is non-slip, for pedestrians)?

Feel free to contact me if you would like more information about these issues.

Kind regards,