




Budgets

Default Category




How would you allocate the 2017/18 operating budget?

Respondents: 32




PARKS, RESERVES AND RECREATION (Including the Doone Kennedy Hobart Aquatic Centre)

| | | | |
|----------------------------|----|---------|---|
| Increase spending by 5% | 14 | 45.16 % |  |
| Maintain existing spending | 14 | 45.16 % |  |
| Reduce spending by 5% | 3 | 9.68 % |  |




COMMUNITY DEVELOPMENT

| | | | |
|----------------------------|----|---------|---|
| Increase spending by 5% | 9 | 30.00 % |  |
| Maintain existing spending | 11 | 36.67 % |  |
| Decrease spending by 5% | 10 | 33.33 % |  |




CITY PLANNING

| | | | |
|----------------------------|----|---------|---|
| Increase spending by 5% | 14 | 46.67 % |  |
| Maintain existing spending | 12 | 40.00 % |  |
| Decrease spending by 5% | 4 | 13.33 % |  |




ECONOMIC DEVELOPMENT, TOURISM, ARTS AND EVENTS

| | | | |
|----------------------------|----|---------|---|
| Increase spending by 5% | 9 | 30.00 % |  |
| Maintain existing spending | 12 | 40.00 % |  |
| Decrease spending by 5% | 9 | 30.00 % |  |

CITY OPERATIONS

| | | | |
|----------------------------|----|---------|---|
| Increase spending by 5% | 3 | 10.00 % |  |
| Maintain existing spending | 18 | 60.00 % |  |
| Decrease spending by 5% | 9 | 30.00 % |  |

STRATEGIC PLANNING AND FINANCE

| | | | |
|----------------------------|----|---------|---|
| Increase spending by 5% | 4 | 13.33 % |  |
| Maintain existing spending | 14 | 46.67 % |  |
| Decrease spending by 5% | 12 | 40.00 % |  |

ENVIRONMENTAL HEALTH AND ANIMAL MANAGEMENT

| | | | |
|----------------------------|----|---------|--|
| Increase spending by 5% | 5 | 16.67 % | |
| Maintain existing spending | 19 | 63.33 % | |
| Decrease spending by 5% | 6 | 20.00 % | |

ROADS, FOOTPATHS, STORMWATER AND OTHER INFRASTRUCTURE

| | | | |
|----------------------------|----|---------|--|
| Increase spending by 5% | 11 | 36.67 % | |
| Maintain existing spending | 17 | 56.67 % | |
| Decrease spending by 5% | 2 | 6.67 % | |

WASTE AND RECYCLING

| | | | |
|----------------------------|----|---------|--|
| Increase spending by 5% | 3 | 10.00 % | |
| Maintain existing spending | 21 | 70.00 % | |
| Decrease spending by 5% | 6 | 20.00 % | |

CITY CLEANSING

| | | | |
|----------------------------|----|---------|--|
| Increase spending by 5% | 0 | 0.00 % | |
| Maintain existing spending | 24 | 80.00 % | |
| Decrease spending by 5% | 6 | 20.00 % | |

PARKING

| | | | |
|----------------------------|----|---------|--|
| Increase spending by 5% | 2 | 6.67 % | |
| Maintain existing spending | 6 | 20.00 % | |
| Decrease spending by 5% | 22 | 73.33 % | |

Comments

ITEM COMMENTS

| Category | Item | Option | User | Comment | On |
|----------|------|--------|------|---------|----|
|----------|------|--------|------|---------|----|

BUDGET COMMENTS

| User | Comment | On |
|------|---|--------------------------|
| 1 | More bike paths through the CBD | Sun Apr 2 09:48:57 2017 |
| 2 | Lack of street trees in thr inner city and fringes | Mon Apr 10 04:15:54 2017 |
| 3 | THIS may come as a surprise from an avid cyclist, but Council could save lots of \$s by spending less on cycle lanes on existing roads and streets that make cycling less safe. Parking bays that are too narrow for many cars; plus cycle lanes that are not wide enough; plus a tendency for drivers (cyclists too) to become territorial about their space and drive right on the white line that divided car from cyclist... then add an opened door and we have cycle lanes that leave less than 30cm. I've been doored once already in Augusta Road, with many, many near misses. Unnecessary pedestrian refuges also cost money and make driving and cycling less sae in many areas where I've NREVER seen anyone use them. Council could instead lobby Government to enforce (with substantial penalties) the meter matters rule that keeps cyclists safe and does not narrow vehicle lanes (like bike lanes do) when no cyclist is on the road. It will save Councils a heap and keep cyclists safer. We may even get more people riding if they're protected... and you'll lessen congestion as well as save money. | Mon Apr 10 04:23:05 2017 |
| 4 | Increase resources for transport planning and infrastructure. | Mon Apr 10 04:30:48 2017 |
| 5 | Streetscape | Mon Apr 10 04:36:38 2017 |
| 6 | Increased road construction and maintenance | Mon Apr 10 04:47:24 2017 |
| 7 | Innovative play equipment for children in the cbd | Mon Apr 10 04:52:14 2017 |
| 8 | strategic planning | Mon Apr 10 04:59:01 2017 |
| 9 | Repair of the road and footpath surfaces. Asphalt surfaces in particular are in poor condition, especially for cyclists and pedestrians, these present poorly to visitors, other infrastructure owners open these surfaces without regard for adequate replacement exposing CoH to additional risk and expense. As a capital city we deserve policy and agenda to show leadership in rectifying this issue. | Mon Apr 10 06:14:01 2017 |
| 10 | Learning correct community engagement | Mon Apr 10 06:34:08 2017 |
| | | Mon Apr |

| | | |
|----|--|-----------------------------------|
| 11 | Improved pedestrian priority through the city. In many places motor traffic is given undue priority over pedestrians. | 10 06:44:37 2017 |
| 12 | Dog Parks | Mon Apr 10 08:33:06 2017 |
| 13 | Roads and footpaths | Mon Apr 10 10:09:43 2017 |
| 14 | More mountain bike tracks, better cycling infrastructure | Mon Apr 10 10:42:38 2017 |
| 15 | More public art celebrating Tasmanian women | Mon Apr 10 20:04:17 2017 |
| 16 | Making pedestrian access safer by ensuring footpaths are kept in good condition, and no longer allowing cyclists and skateboarders to use them. | Mon Apr 10 23:51:42 2017 |
| 17 | My budget is currently about \$200,000 underspent. This funding would be allocated to improving pedestrian and cycling infrastructure, particularly for older residents and families with children. We need to encourage our population to be more active on foot and cycling, and discourage journeys by car | Tue Apr 11 01:22:38 2017 |
| 18 | A city transport bypass connecting southern outlet with Brooker Highway behind Mt Knocklofty and on out to the northern suburbs in 3 staged links at Mt Stuart East/Burnett St New Town/Risdon Rd Merton/Chapel St (this bypass would then link onto the northern outlet at Claremont and the eventual Midland Highway Derwent River bridge at Granton) | Tue Apr 11 11:21:10 2017 |
| 19 | Bicycle facilities and infrastructure. | Wed Apr 12 01:54:03 2017 |
| 20 | Installation of the Battery Point foreshore walkway. | Wed Apr 12 03:26:08 2017 |
| 21 | Consider implementing a programme from which residents of Hobart picked up one piece of rubbish a week from within our environment. With a city of approx 50,000 residents this would equate to 2,600,000 pieces of rubbish collected annually. The HCC already does a very good job keeping our city tidy and clean but more can be done. As a Bushcare Volunteer for past 20 years I am very much aware of rubbish that is left in our reserves. The same can be said for other parts of our city. My thinking is that this project would not be expensive to implement and only require a communication / education programme to be established and implemented. The benefits for Hobart and surrounding area would be significant. | Wed Apr 12 11:55:39 2017 |
| 22 | Minimising the use of cars. | Wed Apr 12 12:27:45 2017 |
| | In one word: Transport. Merge transport planning with Glenorchy City Council. Establish two mid-Western arterial roads / ring-roads / direct bus routes between Hobart and Glenorchy. Mid-West Arterial #1: Devines Rd to Springfield Ave, onto a new road to Lenah Valley Rd, to Augusta Rd to Gordon Ave, then flatten Byard St with an underpass of Raymond Terrace, onto Mt Stuart Rd, then onto Mellifont which would be ramped from Summerhill Rd so buses can use it in both directions, with little side ramps from the adjoining streets, then flatten Hill St with an overpass of Warwick St, then make Molle St two-way and ramp it from just after Collins St, raising the intersections with Liverpool St and Bathurst St and overpassing Golburn St. Mid-West Arterial #2: Brent St to Vieste Drv via a new road to Tenth Ave via a new road to Eleventh Ave, via a new road to Walch Ave, to Highfield St via a new road to Valentine | |

| | | |
|----|---|--------------------------|
| 23 | <p>St, to Montagu St to Clare St to Honora Ave to Bedford St to Augusta Rd to Mortimer Ave to Elphinstone Rd via a new road to Lower Jordan Hill Rd to Andrew St to Arthur St to Murray St. Underpass or relocate the Elizabeth St Mall so cars and buses can drive straight through - going all the way around Campbell St can add up to 6 minutes to the Main Rd bus route, wasting commuter time and wasting buses that could be used to deliver a more frequent bus service. Build overpasses of Davey St and Macquarie St at the intersections with the Southern Outlet, Antill St, and the Tasman Hwy / Brooker Ave. Build medium-speed rail from Cornelian Bay to Liverpool St subway, going over water for between 300m and 900m to round or eliminate corners. I have calculated travel times at 2m30s for the 300m over water line and 2m15s for the 900m over water line with acceleration and cornering forces comparable to a bus. Designs published here: https://www.facebook.com/NorthHobartAndMoonahBypass/posts/1704058663221404 Continue the Domain Hwy via the old rail corridor from Cornelian Bay to Glenorchy, linking up with King George V Ave. Build a two-lane bridge to supplement the Tasman Bridge, with two more lanes on the Hobart carrying traffic to and from town. Build a third lane up the Southern Outlet from Davey St to Mt Nelson, so when a truck is doing 20kph being overtaken by a bus doing 40kph the cars can still flow past at 70-80kph, and build ramps between Lynton Ave and the Southern Outlet. Widen Proctor's Rd and reduce the corner radii. Replace the existing Southbound entry to the Southern Outlet at Mt Nelson with another that is immediately South of the new roundabout, so you would simply turn left from Mt Nelson to go to Kingston rather than turning right then doing a U-turn. Straighten Kalang Ave. Join Ripley Rd to Girrabong Rd. Reform parking charges in a way that reduces congestion: End the free parking period, and impose a surcharge for checking your car into or out of a car-park in times of peak congestion, while partially offsetting the welfare impact by offering a discount for healthcare card holders, by reducing the cost of parking for a lengthy period, and by offering free peak-hour public transport on congested routes. Charge a toll on the Tasman Bridge, with a discount for healthcare card holders. Build a small multi-storey car-park / park and ride facility at Montague Bay Primary School (relocate the netball courts), and build a bus-only exit from the Tasman Bridge to Topham St, shortening the loop to Carana Rd then Leprena St then back onto the Tasman Bridge toward Hobart (with traffic-lights stopping the left hand-lane to let the bus in).</p> | Sun Apr 23 16:17:59 2017 |
| 24 | Better public transport and pedestrian services. | Mon Apr 24 05:10:37 2017 |
| 25 | We desperately need some safe protected bikelanes for people riding to town for work, school, shopping and business. At the moment it feels too dangerous for most people who would like to ride to give it a go. | Mon Apr 24 08:26:05 2017 |
| 26 | More CONNECTED cycle lanes, storage boxes at traffic lights, less on street parking on main thoroughfares. Less on business subsidies | Mon Apr 24 11:35:42 2017 |
| 27 | Cat Management | Tue Apr 25 13:08:34 2017 |