

AGENDA

City Infrastructure Committee Meeting

Open Portion

Wednesday, 20 June 2018

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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City Infrastructure Committee Meeting (Open Portion) held Wednesday, 20 June 2018 at 5:00 pm in the Lady Osborne Room, Town Hall.

COMMITTEE MEMBERS

Apologies:

Burnet (Chairman) Lord Mayor Christie Reynolds Denison Harvey

Leave of Absence: Nil.

ALDERMEN

Deputy Lord Mayor Sexton Zucco Briscoe Ruzicka Cocker Thomas

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 City Infrastructure Committee meeting held on <u>Wednesday, 30 May 2018</u>, 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 conflict 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 Infrastructure By-law, No. 1 of 2018 Waste Management By-law, No. 3 of 2018 File Ref: F18/68574; 15/179

Memorandum of the Manager Legal and Governance of 15 June 2018 and attachments.

Delegation: Council



MEMORANDUM: CITY INFRASTRUCTURE COMMITTEE

Infrastructure By-law, No. 1 of 2018 Waste Management By-law, No. 3 of 2018

The purpose of this report is to allow the Council to consider submissions made to it pursuant to section 159(1) of the *Local Government Act 1993* ("the Act") in respect of the Infrastructure By-law, No. 1 of 2018 and the Waste Management By-law, No. 3 of 2018.

At its meeting of 18 September 2017, the Council resolved its intention to make a number of By-laws including the Infrastructure By-law and Waste Management Bylaw and delegated authority to the General Manager to prepare Regulatory Impact Statements to submit to the Director of Local Government for certification to advertise the By-laws and, upon receipt of the certification, to advertise the By-laws.

The By-laws were submitted to the Director of Local Government on 6 October 2017. Certification was provided for three of the By-laws by the Director pursuant to s156A(6) of the Act on 10 May 2018.

Those three By-laws, including the Infrastructure By-law and Waste Management Bylaw, were advertised pursuant to s157 of the Act in The Mercury newspaper on 19 and 23 May 2018. Submissions were received until Tuesday 12 June 2018.

One submission was received in respect of each of the By-laws, the subject of this report and require consideration by the Council:

Attachment A to this report is a submission made by Rodney Bruce Finlayson dated 23 May 2018 in relation to the Infrastructure By-law; and

Attachment B to this report is an anonymous submission made on 21 May 2018 in relation to the Waste Management By-law.

The anonymous submission in relation to the Waste Management By-law does not require any amendment to the By-law given its content.

The submission from Mr Finlayson also does not require any amendment to the Bylaw, however the issues raised do require consideration. The issues raised are most likely dealt with under the Road Rules as this legislation governs the parking of vehicles and where the vehicle is parked as suggested by Mr Finlayson and it obstructs traffic it could constitute an offence under the Road Rules. However, it is not considered that the By-law as drafted, deals with the issues raised. The By-law

does govern certain use and occupation of the highway, however this is in the context of works or placing material or other infrastructure in the highway – for example skip bins, cranes or machinery.

It is therefore not considered that any amendments to the By-laws are required as a result of the submissions received.

One minor amendment has been proposed to the Infrastructure By-law as a result of a typographical error, and this is shown in track changes as **Attachment C** to this report. The change is in the penalty which applies to clause 40 of the By-law, as it should have been 10 penalty units rather than 1 penalty unit. The infringement notice penalty contained in the table in the schedule has also been amended as this represents one quarter of the maximum penalty.

The amendment made to the proposed By-law must be endorsed by an absolute majority of the Council pursuant to s160(a) of the Act.

To be in compliance with the Act, the By-law must be made under Council's common seal. It must also be certified by a legal practitioner that its provisions are in accordance with the law and the General Manager that it is made in accordance with the Act.

The By-law will commence when it is published in the Gazette and Council must forward a sealed copy of the By-law and the above certification along with a statement explaining the purpose and effect of the By-law and the outcomes of public consultations in respect of the By-law to the Director of Local Government.

It is not necessary for the Council to further consider the RIS as this has now served its purpose because the time open for submissions has expired.

RECOMMENDATION

That:

- 1. The Council notes the submissions made to it in relation to the Infrastructure By-law and the Waste Management By-law pursuant to s159 of the Local Government Act 1993.
- 2. The Council resolves by absolute majority to amend the Infrastructure By-law as shown in Attachment C to this report.
- 3. The General Manager be authorised to arrange the necessary actions to enact the By-law.

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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.

Paul Jackson MANAGER LEGAL AND GOVERNANCE

Date:	15 June 2018
File Reference:	F18/68574; 15/179

Attachment A:	Submission from Rodney Finlayson dated 23 May 2018 $\ensuremath{\mathbb{I}}$
Attachment B:	Submission made anonymously dated 21 May 2018 ${\mathbb Q}$
Attachment C:	Revised Infrastructure By-law, No1. of 2018 I

Agenda (Open Portion) City Infrastructure Committee Meeting - 20/6/2018

6	Login: Email:	Last Seen: May 23, 2018 23:30:00 pm IP Address:
Q1. W	hich by-law are you commenting on? Infrat	structure By-law
Q2. Pl	lease enter your formal submission regarding the Infras	tructure By-law
The nati acc mu: veh pre circ off- clea It w clea inas a w	e proposed by-law does not allow for situations where are ure strips, korbs, crossings, driveways, footpaths, etc. m commodate instances such as, but not limited, the followin sit remove the vehicle out of the line of traffic with urgency i icle, to effect immediate repairs and/or arrange for the rem imise by a means other than can be accommodated pumstances dictate that the normal access routes/methods i-load the goods and then ferry them either piecemeal or arrways and pathways, persons should be allowed to carry i would be impractical to have to get a permit for a situation ti ared in short order. A twelve hour time-span should be dequacy of the street design, there is insufficient road width vider vehicle with other than one side sitting up on the kerb or area to sitting up on the kerb or the site of the site of the street design.	as on a highway and areas adjacent to a highway, be they ust be used in the short term and temporary in nature to g: 1. Vehicle flat tyre or other breakdown, where the driver and as a matter of safety, or simply to remove an obstructing oval of the vehicle. 2.Where goods have been delivered to a by the regular access methods, or where unexpected cannot be utilised, it is often the commonsense way out to in small quantities onto the site. Barring the obstruction of out such operations in the shortest reasonable time possible, and developed by happenstance and which could possibly be acceptable. Also, there are situations where, due to the the talso overgenerous width of nature-strips, where to park or nature-strip would cause an obstruction or safety hazard.
Q3. Pli not	lease enter your formal submission regarding the Envir answered	onmental Health By-law
Q4. Pli not	lease enter your formal submission regarding the Wast	e Management By-law
Q5. Pli not	ease enter your formal submission regarding the Parkin answered	ng By-Law
Q6. Pli not	ease enter your formal submission regarding the Public answered	: Spaces By-Law
	lease mentide your full name	ey Bruce Finlayson
Q7. PI	ease provide your full name Room	
Q7. Pl	lease provide your full name Hodn	

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Respondent No: 1 Login:		Responded At: Last Seen: IP Address:	May 21, 2018 17:31:32 pm May 21, 2018 07:22:24 am
Q1. Which by-law are you comm	enting on? Was	ste Management By-law	
Q2. Please enter your formal sul	omission regarding the Infra	structure By-law	
Q3. Please enter your formal sul	bmission regarding the Envi	ronmental Health By-law	
Q4. Please enter your formal suit not what I thought it applied to	bmission regarding the Was	te Management By-law	
Q5. Please enter your formal sul	bmission regarding the Park	ing By-Law	
Q6. Please enter your formal sul	bmission regarding the Pub	lic Spaces By-Law	
Q7. Please provide your full nam	Why Why	y this not require under privac	y act
Q8. Please provide your street n	umber and name also	not applicable	
C9. Please provide your suburb	SAM	NDY BAY, TAS	

HOBART CITY COUNCIL

INFRASTRUCTURE BY-LAW

BY-LAW No. 1 of 2018

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HOBART CITY COUNCIL

INFRASTRUCTURE BY-LAW

BY-LAW No. 1 of 2018

PART 1 – PRELIMINARY

- This by-law is made pursuant to section 145 of the Act for the purpose of regulating and controlling matters relating to highways and watercourses in the municipal area.
- 2. This by-law may be cited as the Infrastructure By-law.
- The Highways By-law No. 3 of 2008 and the Hydraulic Services By-law No. 4 of 2008 are repealed.
- 4. This by-law applies to the Hobart municipal area.
- 5. In this by-law:

Act means the Local Government Act 1993;

authorised officer means an employee of the Council authorised by the General Manager for the purposes of this by-law;

building materials means concrete, lime concrete, asphaltic concrete, cement, cement mortar, lime mortar, tar, soil, sand, stone, firewood, steel or bricks;

Council means Hobart City Council;

crossover means any vehicle or pedestrian access within a highway (including, where applicable, the gutter, footpath, kerb, culvert or nature strip, and grated pits, drains or trenches that form part of the crossover)

which services a property, including any supporting structure;

footpath means that part of the highway reservation so constructed as to facilitate the movement of pedestrians;

General Manager means the General Manager of the Council appointed pursuant to section 61 of the Act;

highway means any highway or road shown on the map maintained by Council pursuant to section 208 of the Act;

Highways Act means the Local Government (Highways) Act 1982;

LUPAA means the Land Use Planning and Approvals Act 1993;

nature strip means all that part of a highway reservation not constructed for the movement of vehicles or pedestrians;

occupy includes:

- to use cranes, concrete pumps or any other special vehicle used for building work;
- (b) to fence or divide any part of a highway to exclude members of the public;
- (c) the placement of temporary traffic management infrastructure (including traffic signs, barriers, bollards and traffic cones) on a highway; and
- (d) the placement of an industrial waste container;

permit means:

- (a) a current permit or other written approval (including a booking confirmation provided by electronic means) granted pursuant to this by-law; or
- (b) any permit, licence or written approval granted pursuant to another by-law or legislation including a by-law or legislation which has been repealed;

providing that:

(c) if the permit, licence or written approval was issued for a certain time

period, that time period has not expired; or

 (d) if the permit, licence or written approval was issued for a certain event, that event has not yet taken place;

person means an individual, corporation or any other legal entity (other than the Crown);

riparian zone means the land on either side of a watercourse which is:

- (a) 10 metres from the top of the watercourse embankment; or
- (b) the area marked as "Maximum 1% Annual Exceedance Probability Flood Extent Limit" in the 2014 Hobart Rivulet Flood Map, the 2013 Sandy Bay Rivulet Flood Map or the 2017 New Town Rivulet Flood Map which have been prepared by the Council;

whichever is the greatest;

riparian works means:

- (a) carry out any earthworks;
- (b) removal any vegetation or topsoil; or
- (c) allow any livestock to graze and/or remain;

vehicle has the same meaning as in the Road Rules 2009;

watercourse means a river, rivulet, creek or other natural stream of water (whether modified or not) flowing in a defined channel, or between banks, notwithstanding that the flow may be intermittent or seasonal or the banks not clearly or sharply defined;

watercourse works means:

- (a) any activity which may alter the bed, banks or flood plains of a watercourse; or
- (b) the construction of any structure;

works in Part 2 of this by-law means any change to the natural or existing condition of a highway or the land which supports the highway, and includes:

(a) the matters described in sections 30, 46 and 67 of the Highways Act;

- (b) any interference with the land below the highway, whether or not the surface of the highway is disturbed;
- (c) installing, removing or altering street furniture, lighting and similar features; and
- (d) any change to the location or condition of a footpath or nature strip.

PART 2 – HIGHWAYS

Division 1 – Prohibitions on a highway

Wheels of vehicles to be cleaned

6. A person must not drive any vehicle or permit any vehicle to be driven into, over or on any highway unless the wheels of that vehicle are first cleaned of any material adhering to those wheels prior to driving on a highway.

Penalty: 2 penalty units

Material on highways

7. A person must not deposit or drop any material or allow any material to flow, fall, be dropped or in any other way be deposited on any highway unless the person has first obtained a permit.

Penalty: 2 penalty units and 2 penalty units for every week the breach continues

Vehicle carrying material

8. A person must not drive a vehicle or permit a vehicle to be driven on a highway if the vehicle is carrying any material unless the vehicle is constructed and equipped so that the material will not drop onto the

highway.

Penalty: 2 penalty units

Placing of objects or mixing of substances on the highway

 A person must not use any part of a highway (including the footpath or nature strip) for placing or mixing any building materials or other material except in accordance with a permit.

Penalty: 2 penalty units

Damage to a highway

10. A person must not damage a highway.

Penalty: 3 penalty units

- 11. If a person damages a highway, the General Manager may, at any time, require any works to be carried out (including to make safe or rectify the damage) within 28 days or as otherwise specified.
- 12. A person is required to comply with any direction issued by the General Manager pursuant to clause 11.

Penalty: 3 penalty units

Driving vehicle over footpaths, nature strips, kerbs or gutters

13. A person must not drive a vehicle or permit a vehicle to be driven over any footpath, nature strip, kerb or gutter of any highway to or from any site or premises unless the owner of the premises is the holder of a permit for this

purpose.

Penalty: 2 penalty units

Crossing footpaths, nature strips, kerbs or gutters without protection

14. A person must not cross any footpath, nature strip, kerb or gutter unless the footpath, nature strip, kerb or gutter has been protected in accordance with the conditions contained in the permit referred to in clause 13.

Penalty: 2 penalty units

Division 2 – Works within a highway

Permit required to carry out works within a highway

- 15. A person must not carry out any works in a highway unless:
 - (a) they have been issued a permit to do so;
 - (b) they have been granted a permit pursuant to LUPAA which relates to those works; or
 - (c) they are entitled to do so pursuant to any Tasmanian or Commonwealth legislation.

Penalty: 3 penalty units

Application for permit to carry out works within a highway

- 16. A person must apply for a permit to carry out works within a highway, including:
 - (a) the works specified in section 46(1) of the Highways Act; and
 - (b) the construction of a crossover.
 - An application for a permit to carry out works within a highway must be

accompanied by plans for the proposed works.

Works within a highway must comply with permit

17. If a permit is granted to carry out works within a highway, the works must be undertaken in accordance with the conditions of the permit.

Penalty: 5 penalty units

Directions by General Manager

- 18. If any works are carried out without a permit or contrary to clause 17, the General Manager may, at any time, require further works to be carried out to remedy that breach within 28 days or as otherwise specified.
- A person is required to comply with any direction issued by the General Manager pursuant to clause 18.

Penalty: 3 penalty units

Division 3 – Method of works within a highway

Provision of documents regarding method of works within a highway

- 20. All works within a highway (whether pursuant to a permit issued under this by-law or other legislation) must be carried out in accordance with the documents addressing the matters listed below, which must be provided to the General Manager at least 14 days prior to the commencement of the works and which must be to the satisfaction of the General Manager:
 - (a) health and safety;
 - (b) traffic management; and
 - (c) public liability insurance.

Penalty: 5 penalty units

Division 4 – Crossovers

Requirement to construct a crossover over a footpath or nature strip

- 21. The owner of any property which abuts any highway is to construct a crossover if directed to do so by the General Manager. The crossover is to be of such materials, dimensions and strength as the General Manager considers necessary to protect the gutter, footpath, kerb, culvert or nature strip from damage.
- 22. A person must comply with a direction under clause 21.

Penalty: 3 penalty units

Maintenance of crossovers

 The owner of any property which accesses a highway via a crossover is to keep the crossover in good repair and maintain it to the satisfaction of the General Manager.

Direction to remove or repair a crossover

- 24. The General Manager may direct the owner of any premises that a crossover to that premises be removed or repaired.
- 25. A person must comply with a direction under clause 24.

Penalty: 3 penalty units

Division 5 – Miscellaneous

Power to remove vehicle

- 26. Where the Council intends to carry out any works pursuant to the Highways Act or to engage a contractor to carry out any such works, an authorised officer may remove or order the removal by towing of a vehicle parked on the closed area of highway where:
 - unless an emergency exists, notice has been given by the Council, either by publication in a local newspaper or by letter drop, of the proposed works;
 - (b) appropriate "no parking" or other traffic signs erected pursuant to sections 49 and 59 of the *Traffic Act 1925* are placed on the highway for the purpose of identifying the part of the highway which is required in order for the works to be carried out;
 - (c) the owner of the vehicle cannot be located; and
 - (d) removal of the vehicle is necessary for Council to carry out the works.

Occupation of highways

27. A person must not occupy a highway unless they have been issued a permit to do so.

Penalty: 10 penalty units and 1 penalty unit for every day the breach continues.

PART 3 – WATERCOURSES

- 28. This Part does not apply to:
 - (a) a watercourse which is part of a public stormwater system as defined in the *Urban Drainage Act 2013*;

- (b) any use or development which does not require a permit pursuant to LUPAA and the applicable planning scheme; or
- (c) any work (as defined in the *Building Act 2016*) which does not require a permit pursuant to that Act.

Watercourse works

- 29. A person must not carry out any watercourse works in a watercourse except in accordance with:
 - (a) a permit granted pursuant to this by-law;
 - (b) a permit pursuant to LUPAA which relates to those watercourse works; or
 - (c) they are entitled to do so pursuant to any Tasmanian or Commonwealth legislation.

Penalty: 20 penalty units

Riparian works

- 30. A person must not carry out any riparian works within a riparian zone or on the bank of a watercourse except in accordance with:
 - (a) a permit granted pursuant to this by-law;
 - (b) a permit pursuant to LUPAA which relates to those riparian works; or
 - (c) they are entitled to do so pursuant to any Tasmanian or Commonwealth legislation.

Penalty: 10 penalty units

Powers in relation to watercourses

- 31. The Council may, on land which is owned by it or under its control:
 - (a) carry out any watercourse works or riparian works;

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- (b) maintain, improve or divert a watercourse;
- (c) widen, divert or improve any watercourse;
- (d) cleanse the bed or channel of a watercourse;
- (e) remove all obstructions from a watercourse;
- (f) repair and maintain the banks or walls of a watercourse;
- (g) construct any buildings, structures or works on, in or over any part of the watercourse;
- (h) enter into an agreement with any person for the carrying out or construction of any building, structures or works; or
- grant any right or interest in or over that part of those watercourses or those buildings, structures or watercourse works or riparian works.
- 32. The Council may carry out the activities listed in clause 31 on land which is privately owned with the consent of the land owner or pursuant to the terms of any easement registered on the title to that land which allows Council to carry out those activities.

Directions by General Manager

- 33. The General Manager may direct the owner of a property which abuts a watercourse to remove any material which, in the General Manager's opinion, is unstable and poses a risk of collapse into the watercourse.
- A person is required to comply with any direction issued by the General Manager pursuant to clause 33.

Penalty: 3 penalty units

PART 4 – PERMITS

Granting permits

- 35. A permit may be granted for any purpose under this by-law by:
 - (a) the General Manager; or
 - (b) any electronic method authorised by the General Manager, including via Council's website or an application operated by or on behalf of Council.
- 36. No provision of this by-law is to be construed as preventing the General Manager from referring any application for a permit to the Council.

Applications

- 37. Any application for a permit pursuant to this by-law is to be:
 - (a) in accordance with any form approved by the General Manager;
 - (b) accompanied by the fee specified by the General Manager, if any; and
 - (c) where applicable, must be accompanied by the following:
 - a statement in writing of the type of activity proposed to be undertaken by the applicant and the period in which it is proposed to be carried out;
 - (ii) a scaled drawing showing the location and extent of the proposed activity;
 - (iii) approvals from relevant authorities;
 - (iv) evidence of current public liability insurance or other relevant insurance; and
 - (v) such other information that the General Manager may reasonably require.

- 38. In deciding whether or not to grant a permit pursuant to this by-law the General Manager may have regard to the following and any other relevant matters:
 - (a) the type of activity proposed;
 - (b) the location of that activity;
 - the impact of the proposed activity on public safety, the environment and amenity; and
 - (d) any comments made by any employee of the Council or by a police officer in relation to the application.

Permits

- 39. A permit granted under this by-law must be in writing and may be granted under such terms and conditions as the General Manager considers appropriate. Those conditions may include:
 - (a) a restriction on the type of activity;
 - (b) a restriction on the period in which the activity may be carried out;
 - (c) the precautions to be observed while the activity is being carried out;
 - (d) the requirement for supervision or control of the activity;
 - the record to be kept or notification to be given in relation to the any activity carried out pursuant to the permit;
 - (f) the payment of a bond to cover any damage to Council property or any cleaning required, or the provision of an indemnity to Council for any other loss or damage; or
 - (g) the acceptance of responsibility for any damage to or loss of Council property as a result of the activity.
- 40. The holder of a permit granted pursuant to this by-law must comply with the terms and conditions of the permit.

Penalty (unless otherwise specified): 10 penalty unit

Production of a permit

41. A permit holder is to produce the permit immediately when requested to do so by a police officer or an officer of the Council, and the holder of the permit must answer all questions which are reasonably necessary to establish that the person holds a permit in good faith.

Variation of permit conditions

- 42. The General Manager may vary the conditions of any permit if he or she considers it is appropriate to do so.
- 43. If the conditions of any permit are varied pursuant to clause 42, the General Manager must serve a notice in writing on the permit holder stating:
 - (a) the conditions of the permit are varied; and
 - (b) the reason or reasons for the variation of the permit conditions.
 - 44. The conditions of a permit will be varied from the date of service of the notice of the variation.

Cancellation of permits

- 45. The Council, the General Manager may cancel any permit if satisfied that:
 - (a) a permit holder has breached any of Council's by-laws; or
 - (b) a permit holder has breached a term or condition of the permit.
- 46. If a permit is cancelled pursuant to clause 45, the General Manager must serve a notice in writing on the permit holder stating:
 - (a) the permit is cancelled; and

- (b) the reason or reasons for the cancellation.
- 47. Cancellation of any permit is effective from the date of service of the notice of the cancellation.
- 48. Nothing in this by-law is to be construed as preventing or prohibiting the Council from cancelling any permit if this is required due to the exercise or intended exercise of any local government functions, powers, rights or duties by the Council.

Notices

- 49. For the purposes of clauses 43 and 46, a notice may be served in any of the following ways:
 - (a) on the holder of the permit personally;
 - (b) by ordinary post to the last known address of the permit holder; or
 - (c) by notice being given in the public notice section of a newspaper circulating in the Hobart City Council municipal area.
- 50. The date of service of a notice will be:
 - (a) if the holder of the permit was served by ordinary post, 3 business days from the date the notice was posted; or
 - (b) if the notice was given in a newspaper, the date of the publication of that newspaper.

PART 5 - RECOVERY OF COSTS

Expenses incurred

51. The Council may rectify a breach of this by-law, including any damage to Council property, without ordering the offending person to undertake the

rectification works.

52. Any expense or damages incurred by the Council as a result of the breach of any of the by-laws, will be paid by the person committing the breach and is recoverable by the Council as a debt due to it.

PART 6 – INFRINGEMENT NOTICES

53. In this Part:

specified offence means an offence against the clause specified in Column 1 of the Schedule to this by-law.

- 54. An authorised officer may issue an infringement notice to a person in respect of a specified offence and the monetary penalty payable under the infringement notice for that offence is the applicable sum specified adjacent to the offence in of the Schedule to this by-law.
- 55. Different sums may be specified in an infringement notice according to the nature of the offence and whether payment is made within a specified time.
- 56. An authorised officer may:
 - (a) issue an infringement notice to a person who the authorised officer has reason to believe is guilty of a specified offence; and
 - (b) issue one infringement notice in respect of more than one specified offence.
- 57. The *Monetary Penalties Enforcement Act 2005* applies to an infringement notice issued under this by-law.

- 58. In addition to any other method of service, an infringement notice alleging that a vehicle has been used in relation to a specified offence may be served by affixing it to that vehicle.
- 59. A person who is served with an infringement notice must, within 28 days of the date of service, do one or more of the following:
 - (a) pay the monetary penalty in full to the General Manager;
 - (b) apply to the General Manager for withdrawal of the infringement notice;
 - (c) apply to the General Manager for a variation of payment conditions; or
 - (d) lodge with the General Manager a notice of election to have the offence or offences set out in the infringement notice heard and determined by a court.
- 60. If a person who has been served with an infringement notice fails to take one or more of the actions required by clause 59 within the prescribed time, the infringement may be referred to the Director, Monetary Penalties.

PART 7 – ENFORCEMENT

Hindering or resisting authorised officers

61. A person must not obstruct, hinder, abuse, or resist any authorised officer on any highway in the discharge of the authorised officer's duty.

Penalty: 3 penalty units

Directions by authorised officers

- 62. An authorised officer may give reasonable directions to any person in relation to their use or treatment of, or presence on or near any highway.
- 63. If an authorised officer believes that any of clauses 6, 7 or 8 has been breached, the authorised officer may, by notice in writing to:
 - (a) any person who drives any such vehicle;
 - (b) any person who permits any vehicle to be driven; or
 - (c) any person who is the owner or occupier of any land on which the authorised officer believes a vehicle driven;

direct that person to remove any material which came from the vehicle and onto the highway.

64. A person must not fail to comply with a reasonable direction from an authorised officer given under this by-law.

Penalty: 3 penalty units.

Removal from highways

- 65. Any authorised officer may:
 - (a) remove any person from a highway whom the authorised officer reasonably believes has committed or who is committing an offence under this by-law; and
 - (b) remove any thing which is on a highway without the approval of the Council.

Assistance of police officers

- 66. A police officer is authorised to:
 - (a) assist an authorised officer to carry out any action under clause 65;

- (b) remove any person from a highway whom the police officer reasonably believes has committed or who is committing an offence under this by-law;
- (c) remove anything which is on a highway without the approval of the Council; and
- (d) arrest any person who is on a highway whom the police officer reasonably believes has committed or who is committing an offence under this by-law.

Removal and sale of vehicles

- 67. If a vehicle is removed pursuant to clause 26, the authorised officer must
 - (a) remove the vehicle to a place of safety and keep it there until the following has been paid to Council:
 - (i) any penalty required to be paid pursuant to this by-law; and
 - (ii) any fee required by Council to be paid for the removal and detention of a vehicle; and
 - (b) if the vehicle has not been collected pursuant to clause 67(a) for a period of 7 days, the vehicle may be sold or destroyed by Council or at its direction.
- 68. If a vehicle is sold pursuant to clause 67(b), Council may retain the following from the sale proceeds:
 - (a) any amounts outstanding pursuant to clause 67(a);
 - (b) any expenses associated with the sale of the vehicle, including any auctioneer's fees.
- 69. If a vehicle is destroyed pursuant to clause 67(b) or if the sale proceeds are less than the total of the amounts specified in clause 68(a) and (b), the balance must be paid by the owner of the vehicle and are recoverable by

the Council as a debt due to it.

SCHEDULE

INFRINGEMENT NOTICE OFFENCES

1: CLAUSE	2: DESCRIPTION	3:PENALTY (penalty units)	
PART 2 – HIGHWAYS			
6	Wheels of vehicles to be cleaned	0.5	
7	Material on highways	0.5	
8	Vehicle carrying material	0.5	
9	Placing of objects or mixing of substances on the highway	0.5	
10	Damage to a highway	0.75	
12	Directions by General Manager	0.75	
13	Driving vehicle over footpaths, nature strips, kerbs or gutters	0.5	
14	Crossing footpaths, nature strips, kerbs or gutters without protection	0.5	
15	Permit required to carry out works within a highway	0.75	
17	Works within a highway must comply with permit	1.25	
19	Directions by General Manager	0.75	
20	Provision of documents regarding method of works within a highway	1.25	
22	Requirements to construct a crossover over a footpath or nature strip	0.75	

1: CLAUSE	2: DESCRIPTION	3:PENALTY (penalty units)	
25	Directions by General Manager to remove or	0.75	
	repair crossover		
27	Occupation of highways	2.5	
PART 3 - WAT	TERCOURSES		
29	Watercourse works	5	
30	Riparian works	2.5	
34	Directions by General Manager	0.75	
PART 4 – PERMITS			
40	Failure to comply with permit	0. <u>252.5</u>	
PART 7 – ENFORCEMENT			
61	Hindering or resisting authorised officers	0.75	
64	Directions by authorised officers	0.75	

Certified that the provisions of this by-law are in accordance with the law by:

K.M. Abey Solicitor Dated At Hobart

Certified that this by-law is made in accordance with the *Local Government Act 1993* by:

N.D. HEATH General Manager Dated At Hobart

The common seal of the Hobart City Council was affixed on in the presence of:

H.J. SALISBURY

.....

H.J. SALISBURY Deputy General Manager Dated: P.A. JACKSON Manager Legal & Governance Dated:

6.2 Draft Transport Strategy File Ref: F18/40180; 15/161

Report of the Senior Transport Engineer, the Manager Traffic Engineering and the Director City Infrastructure of 15 June 2018 and attachments.

Delegation: Council
REPORT TITLE: DRAFT TRANSPORT STRATEGY

REPORT PROVIDED BY: Senior Transport Engineer Manager Traffic Engineering Director City Infrastructure

1. Report Purpose and Community Benefit

- 1.1. The purpose of this report is to present to the Council the draft City of Hobart Transport Strategy (refer **Attachment A**), and to seek approval for its release for community and stakeholder engagement.
- 1.2. Hobart is experiencing rapid change and growth in our economy and population, and this growth is projected to continue. In order to maintain the qualities that the community values about living in Hobart, an integrated and sustainable transport and movement network is needed.
- 1.3. The Transport Strategy has been developed using a staged process of research, community and stakeholder consultation and issues identification. The Transport Strategy is also aligned with the recently prepared draft 'Community vision for our island capital'.
- 1.4. The new Transport Strategy will coordinate and prioritise the City's efforts to improve Hobart's transport choices, to enhance our City's liveability, improve community health and wellbeing, and assist in reducing the impacts of peak hour congestion by supporting Infrastructure Tasmania's *Hobart Transport Vision* for greater uptake of public transport.

2. Report Summary

- 2.1. The draft City of Hobart Transport Strategy has been produced following an extensive consultation and engagement process involving institutional, government and advocacy stakeholders, the Hobart community and internal divisions of the City of Hobart.
 - 2.1.1. The consultation and engagement process was guided by four background papers to assist discussion of the various issues associated with transport and movement.
 - 2.1.2. Public engagement and consultation was undertaken with face-to-face interviews with key stakeholders, facilitated small group meetings and local area meetings. A major meeting related to transport held in the Town Hall provided an opportunity to further promote the engagement and seek feedback. Articles appeared in the City News, the Mercury newspaper and local community newsletters.

- 2.1.3. The City of Hobart *Your Say* page provided all background papers, feedback reports and project information along with survey, feedback and input opportunities. There were some 2,500 visits to the *Your Say* site, over 1,400 site information downloads and 473 survey participants.
- 2.1.4. Aldermanic workshops have occurred throughout the process, prior to each background paper release and during the development of the draft Transport Strategy.
- 2.2. The draft Transport Strategy has taken account of the new City of Hobart Community Vision and aligns with the Movement and Connectivity pillar.
- 2.3. The draft Transport Strategy and its associated actions reflect the input from the engagement process and key guiding principles.
- 2.4. The areas for action have been grouped into nine themes, with position statements developed through the Aldermanic workshops.
- 2.5. Should Council wish, the draft Transport Strategy document will be placed on exhibition and a final engagement and consultation with the community and stakeholders undertaken prior to a final report to Council being prepared in relation to the draft Strategy engagement and consultation.
- 3. Recommendation

That:

- 1. The Council receive and note the draft City of Hobart Transport Strategy marked as Attachment A to this report.
- 2. The draft City of Hobart Transport Strategy be released for final community and stakeholder engagement.
- 3. A further report be provided, presenting the results of the consultation and a final draft Transport Strategy for the Council's approval.
- 4. Background
 - 4.1. The development of the new City of Hobart Transport Strategy has been the subject of prior reports to the City Infrastructure Committee and the Council.
 - 4.1.1. **Development of a City of Hobart Transport Strategy** Report City Infrastructure Committee – 9 December 2015

4.1.2 Transport Strategy

Report City Infrastructure Committee – 27 July 2016 Council – 8 August 2016

- 4.1.3 City of Hobart Transport Strategy Update Memorandum Aldermen – 16 October 2017
- 4.2. In developing the draft Transport Strategy, Aldermen contributed to a number of workshop sessions where the themes and guiding principles were determined. Workshops were held during 2016 and 2017. Notes from all workshops were published on the Aldermanic Hub.
- 4.3. Extensive community and stakeholder engagement has been undertaken, the results of which have been critical to the process, allowing for a detailed examination of the range of transport issues that are important to the community.
- 4.4. As part of the engagement program, the community and stakeholders were informed by four detailed consultation papers which were presented to the community and stakeholders in a staged engagement process. These consultation papers presented up-to-date background information and research and posed a range of questions to prompt engagement. The four papers were as follows:
 - (i) Module 1: Freight, Port and Air
 - (ii) Module 2: Private Transport
 - (iii) Module 3: Public Transport
 - (iv) Module 4: Local Area Traffic Management
- 4.5. These consultation papers are provided as **Attachment B** (under separate cover). These papers are also available via the *Your Say* page.
- 4.6. Each engagement round included a direct mail out to approximately 300 key stakeholders and groups. Engagement and consultation activities included:
 - (i) Face to face interviews with key stakeholders;
 - (ii) Facilitated small group meetings and local area meetings;
 - (iii) A major Town Hall meeting related to transport which provided an opportunity to further promote the engagement;
 - (iv) Articles in City News, the Mercury newspaper and local community newsletters; and
 - (v) Your say online information and questionnaire feedback.

- 4.7. Engagement consultant John Hepper, from Inspiring Place, facilitated all face to face, group and local area meetings and summarised the feedback as Stakeholder Consultation Outcome reports for each of the four modules.
- 4.8. These Stakeholder Consultation Outcome reports were produced and published for each of the engagement background papers and are provided as **Attachment C** (under separate cover) and are also available on the *Your Say* page.
- 4.9. A Trends and Issues paper was also developed, that summarised all the engagement and consultation feedback across all four modules. This paper is included as **Attachment D** to this report.
- 4.10. The community has been well engaged with the development of the draft Transport Strategy to date, with statistics from the *Your Say* engagement showing:
 - (i) 2,509 AWARE Participants (who visited the Your Say page);
 - (ii) 1,494 INFORMED participants (who downloaded information from the *Your Say* page); and
 - (iii) 473 ENGAGED Participants (who participated in a survey).
- 4.11. Consultation workshops have been held with City of Hobart staff from across all divisions. In this way, the Transport Strategy will belong to all of the divisions and will rely on action from across the organisation to achieve the desired outcomes.

5. Proposal and Implementation

- 5.1. The City of Hobart Transport Strategy presents comprehensive background, issues, principles, strategic focus themes and strategic actions, which together set the course for the action needed to address transport and movement in Hobart for the next fifteen years.
- 5.2. The City of Hobart will need to work together in a coordinated manner with other key agencies and stakeholders in order to achieve the outcomes desired by the community.
- 5.3. Land use planning will need to be addressed and recognised as the key contributing factor to the transport conditions that greater Hobart is currently experiencing.
- 5.4. In addition to the issues identified by stakeholders, a number of guiding principles have influenced the actions of the strategy, that:
 - (i) Community engagement is central to our planning;
 - (ii) Vision zero and the safe systems approach is our guiding principle for making decisions about the road network;
 - (iii) Transport is an important aspect of the Tasmanian economy;
 - (iv) Transport sits within a regulatory and policy context; and
 - (v) Change and disruption are certain.

- 5.5. Nine themes are presented that reflect the areas of focus that the City of Hobart will need to develop in order to achieve the transport outcomes that are desired by the community. These are as follows:
 - Theme 1 Making decisions based on evidence and current key data.
 - Theme 2 Transport and land use planning are integrated to develop the best economic, social and environmental outcomes into the future.
 - Theme 3 Recognising walking as the most fundamental mode of transport.
 - Theme 4 Supporting more people to ride bicycles.
 - Theme 5 Increase participation in great public transport and reduce city congestion.
 - Theme 6 Smart parking for residents, visitors and businesses.
 - Theme 7 Moving people and goods by land, sea and air.
 - Theme 8 Managing our traffic and movement network.
 - Theme 9 Developing partnerships with our stakeholders.
- 5.6. The strategy actions are arranged within the nine focus area themes.
- 5.7. Should the Council approve the release of the draft Transport Strategy for public consultation and engagement this would commence on 10 July 2018 for a four week period, concluding on 6 August 2018.
- 5.8. Details of the consultation program are outlined in Section 12 of this report.
- 5.9. The results of the consultation would be reported to the Council in September, along with a final draft strategy taking account of the feedback.
- 5.10. Should the Council endorse the final Transport Strategy, a working team of relevant staff from across the divisions will develop an implementation plan and monitor the progress of the Transport Strategy's actions.

6. Strategic Planning and Policy Considerations

- 6.1. The draft Transport Strategy responds to Strategic Objective 2.2 of the Capital City Strategic Plan: A fully accessible and connected city environment.
 - "2.1.1. Develop and implement a transport strategy"

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. The proposed engagement of the Transport Strategy would be undertaken using existing resources and no impact on the current year operating result is anticipated.
- 7.2. Impact on Future Years' Financial Result
 - 7.2.1. An amount of \$250,000 in 2018/2019 and then from 2019/2020, \$500,000 per annum has been allocated in the ten year capital works budget to implement the Transport Strategy.
 - 7.2.2. The implementation plan, to be undertaken by a cross-divisional working team, would identify priorities and preferred timeframes for actions.
 - 7.2.3. Additional financial impacts will be known once the implementation plan has been developed.
- 7.3. Asset Related Implications
 - 7.3.1. No asset related implications arise from the development of the strategy.

8. Legal, Risk and Legislative Considerations

8.1. Transport operates within a legislative and regulatory framework. However, there are no specific legal, risk or legislative considerations arising from the development of a transport strategy for the City of Hobart.

9. Environmental Considerations

- 9.1. The transport sector is a significant contributor of greenhouse gas emissions in Tasmania. Greater Hobart's car dependence places a significant burden on our atmosphere in the form of CO₂ and particulates. This impacts climate change and human health.
- 9.2. The Transport Strategy identifies the actions that are needed to make active and sustainable forms of transport real and preferred options for more people.

10. Social and Customer Considerations

10.1. While peak hour congestion is a problem that is felt acutely by individuals travelling at those times, community engagement results tell us that for many Hobartians, improved active transport infrastructure, a better public transport service, safer roads and more liveable streets and neighbourhoods are higher priorities than traffic congestion.

- 10.2. The draft Transport Strategy identifies the actions that are needed to improve active and public transport options and in doing so, to reduce peak hour congestion and improve community health and wellbeing.
- 10.3. The impacts of an ageing population will continue to be an issue for the City of Hobart. Infrastructure such as footpaths, pedestrian crossings and accessible car parking will allow older people and those with disabilities to maintain independent mobility for as long as possible.

11. Marketing and Media

11.1. The engagement will be communicated to the community through multiple channels, including the City of Hobart's Facebook page and web site and email to registered users of the Your Say Hobart page.

12. Community and Stakeholder Engagement

- 12.1. A community and stakeholder engagement plan has been developed for the draft Transport Strategy.
- 12.2. Considerable engagement has been undertaken as part of the development of the work. The focus of the forthcoming engagement will be to test the draft Transport Strategy document with the many individual community members, stakeholders and interest groups who contributed their views.
- 12.3. Should the Council approve the release of the draft Transport Strategy for public consultation and engagement, this would commence on 10 July 2018 for a four week period, concluding on 6 August 2018.
- 12.4. As with the background papers, a major direct mail out (approximately 300 contacts) will occur to key stakeholders and community groups to ensure awareness of the engagement and consultation.
- 12.5. The draft strategy will be exhibited on the *Your Say* page for a period of one month, with a short survey to gather comments.
- 12.6. A series of Community and Stakeholder Information meetings will be held during the engagement period to present the draft strategy to interested stakeholders. Four meetings will be held, in South Hobart, Sandy Bay, Lenah Valley and at the Hobart Town Hall.
- 12.7. The information meetings will be facilitated by engagement consultant John Hepper.

13. Delegation

13.1. 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.

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Jun Bent

Stuart Baird SENIOR TRANSPORT ENGINEER

Angela Moore MANAGER TRAFFIC ENGINEERING

Mark Painter DIRECTOR CITY INFRASTRUCTURE

Date:	15 June 2018
File Reference:	F18/40180; 15/161

Attachment A:	Draft Transport Strategy 🖟
Attachment B:	Transport Strategy - Consultation Papers (Background Material) (Under separate cover)
Attachment C:	Transport Strategy - Stakeholder Consultation Outcomes Reports (Under separate cover)
Attachment D:	Transport Strategy - Trends and Issues Paper 🎚

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VISION STATEMENT

Hobart breathes.

Connections between nature, history, culture, businesses and each other are the heart of our city.

We are brave and caring.

We resist mediocrity and sameness.

As we grow, we remember what makes this place special.

We walk in the fresh air between all the best things in life.

ACKNOWLEDGEMENT OF COUNTRY

The City of Hobart acknowledges the palawa people as the traditional and ongoing Custodians of lutruwita (Tasmania). The City of Hobart pays its respects to the Elders past, present and future, as we work towards the community's vision for future Hobart.

INTRODUCTION FROM THE LORD MAYOR



As the Lord Mayor of Hobart, it is my great pleasure to introduce the Transport Strategy for the City of Hobart.

This document has been produced following an extensive program of engagement with the Hobart community and various stakeholders.

It takes into account the recently completed Hobart Vision and builds on work from the Hobart Sustainable Transport Strategy, which commenced in 2010. Much has been achieved since that time; there is now a Southern Tasmanian Regional Land Use Strategy, with urban growth boundaries and areas identified for residential growth. The construction of key bicycle and walking linkages has occurred, and some improvements to public transport facilities have begun. Indeed, cornerstones from that strategy have now been adopted by Infrastructure Tasmania in its 2018 *Hobart Transport Vision*.

There is much more to do. We are all aware that greater Hobart is at a turning point. In the past decade Australia and the rest of the world have discovered our liveable, cultured city situated in a relatively unspoilt natural environment. Visitor numbers are increasing, our population is growing, and construction projects both in the city and in neighbouring council areas are at a record high.

With this growth comes challenges; our current settlement pattern and lack of transport infrastructure to support mobility options has left many people reliant on their private motor vehicles for daily activities. Our growth has pushed more affordable housing further from the city centre to areas not wellserved by public transport.

The world is becoming increasingly aware of the need to substantially limit our greenhouse gas emissions to reduce the real risks of climate change in the next century. As things stand, our children and grandchildren will, at best, inherit a world with higher sea levels, along with a more unstable climate.

But there is cause for optimism. New technologies can help reduce our carbon emissions with more fuel-efficient and electrically-powered transport. Intelligent transport systems, combined with the internet and our mobile devices, can provide us with the information needed to make better transport choices. New housing stock and better land use planning can reduce our need to travel.

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Through community engagement with the Hobart Vision process, we have a clearer understanding of what people want, and what can be done but this will require change and investment to create the city that is connected into the future. We need to complete and extend a network of bicycle facilities, we need to make the city even more walkable, and we need real improvements in bus service reach and frequency. We need to develop River Derwent ferry services, passenger transport services and housing on the existing rail corridor.

By implementing this new Transport Strategy for the City of Hobart, and with funding support from the State and Australian governments to implement the *Hobart Transport Vision*, maintaining Hobart as a great liveable city will be one step closer.

Alderman Ron Christie Lord Mayor





EXECUTIVE SUMMARY

Hobart is the capital city of Tasmania, dramatically sited between mountain and river. We are a small city, but we are growing.

Hobartians want to live good lives, connected to our communities and our natural environment. Our spirit of place is strong and we embrace our city's unique beauty and wonder. We want to participate fully in Hobart's vibrant lifestyle and maintain our easy pace of life. We value our fresh air and want to keep our city breathing. These are the things we will seek to maintain as we grow.

Planning for future growth that maintains Hobart's liveability will require well-considered, integrated and sustainable transport outcomes. Transport is one of the most important considerations for a growing city in order to facilitate access and movement that will support us socially, economically and environmentally.

Traffic congestion makes the headlines, however there are two transport stories in Hobart. Compared with the other Australian capitals, Hobart residents are more likely to walk for transport, and some parts of Hobart have very high numbers of bicycle commuters. However, the regional story is quite different. When we look beyond our municipality to include the surrounding municipalities of greater Hobart, we are a very car-dependent population. This car dependence, which is a legacy of land use, settlement patterns and past transport policy decisions, is the reason for the traffic congestion we are experiencing now.

Feedback from the community is that transport can be a problem and we need improvements. This includes fewer cars on the road, real public transport options for people travelling to and around the city and more support for people walking and cycling. Safety is important.

Ultimately we all want to reach our destinations every day: safe, healthy and happy.

In order to achieve those outcomes we need a well-connected pedestrian and cycle network. We need high-quality, accessible streetscapes, and neighbourhoods where the traffic is calm and people are encouraged to choose active travel, regardless of age or ability. We need public transport that is reliable, affordable and connected, and supported by waiting facilities and park and ride.

A Smart Roads approach to network management will give us more efficiency from our existing road infrastructure. We need effectual freight systems to support our economy, and smart parking that meets the needs of residents and businesses.

Getting transport right is a challenge that requires we continue to seek and understand the big picture. The way we use land influences our need to move, and therefore we will strive to create an improved residential, business, institutional and education land use mix in Hobart. Evidence and relevant data will guide our decision making, measure our progress and track the changes. And we will continue to develop the important stakeholder relationships that will allow us to achieve the outcomes we need – with all levels of government, the private sector, advocacy groups and our local communities.

City of Hobart Transport Strategy 2018-30 DRAFT

Hobart is experiencing rapid change and growth in our economy and population and this growth is projected to continue. In order to maintain the wonderful qualities that we enjoy about living in Hobart, we need to achieve an integrated and sustainable transport and movement network.

Part one of this strategy discusses the background research and results of community and stakeholder consultation – it describes where we are now and how we developed this strategy.

Part two identifies nine themes that reflect the areas of focus that the City of Hobart must develop to achieve the transport outcomes we need.

Part three outlines how implementation will occur in a balanced way to ensure the success of this Strategy.

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Item No. 6.2

Agenda (Open Portion) City Infrastructure Committee Meeting - 20/6/2018





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THEME 3 | RECOGNISING WALKING AS THE MOST FUNDAMENTAL MODE OF TRANSPORT

THEME 4 | SUPPORTING MORE PEOPLE TO RIDE BICYCLES

THEME 5 | INCREASE PARTICIPATION IN GREAT PUBLIC TRANSPORT AND REDUCING CONGESTION IN THE CITY

THEME 6 | SMART PARKING FOR RESIDENTS, VISITORS AND BUSINESSES

THEME 7 | FREIGHT BY ROAD, PORT AND AIR

THEME 8 | MANAGING OUR TRANSPORT NETWORK

THEME 9 | DEVELOPING PARTNERSHIPS WITH STAKEHOLDERS

PART 3

IMPLEMENTATION PLAN

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PART 1

A COMMUNITY VISION FOR OUR ISLAND CAPITAL

INTRODUCTION

In late 2017 and early 2018 the City of Hobart undertook a consultative process with the Hobart community and a community panel to develop a new Vision. The complete document and information about the process is available on the City of Hobart's website.¹

Final consultation on this new Vision is occurring in June 2018. This is the Vision for Hobart that guides our strategies and actions.

PILLARS

There are eight pillars within the Vision. Movement and connectivity is the key pillar that is relevant for the Transport Strategy. The movement and connectivity pillar states the following aspiration:

We are a city where everyone has effective, safe, healthy and environmentally-friendly ways to move and connect with people, information and goods, and to and through spaces and the natural environment. We are able to maintain a pace of life that allows us to fulfil our needs, such as work, study, business, accessing services, socialising, recreation, shopping, entertainment and spending time with loved ones.

- We keep our city breathing
- We maintain our pace of life
- We have transport options
- We use transport and technology to support our connections and access
- We collaborate

https://yoursay.hobartcity.com.au/the-vision

WHY ARE WE DEVELOPING A NEW TRANSPORT STRATEGY?

The City of Hobart is planning for the future transport needs of our community. It is important that, as we move into the next part of the 21st century, we have strategies in place to support the anticipated growth in our population and economy while we hold on to what makes Hobart special and unique.

The City of Hobart is home to 48,700 residents. On any given day in the city there are up to 46,000 workers, 33,000 students and an increasingly large number of people accessing specialist shops and services, including tourists. We need to make sure that the City of Hobart's planning is coordinated with the Tasmanian Government, the Australian Government and other local councils, all of whom have responsibilities for land use planning, infrastructure and transport networks.

Forecasts for economic and population growth in Hobart present significant transport and land use opportunities and challenges. The City of Hobart's planners and decision-makers must anticipate and respond to the challenges while maintaining and enhancing Hobart's strengths and its status as a vibrant, liveable and successful capital city and regional centre. Hobart is a destination for so many activities. We want to maintain and improve access to and within the City of Hobart. The engagement we have undertaken to understand the trends and issues of transport in Hobart, along with the new Hobart Vision developed by the community, tell us we need more transport options, such as public transport, and walking and cycling facilities, as well as safer more liveable streets. Scientific evidence supports the need to reduce our carbon emissions, which is supported by our Climate Change Strategy. Our lived experience tells us we want to reduce peak hour traffic congestion.

We need to develop a strategy to guide our work and direct our efforts over the next 15 years to deliver a better transport system and more liveable city for the people of, and visitors to, Hobart. This is why we are developing a Transport Strategy for the City of Hobart.

Part 2 of this Strategy outlines the focus areas and actions which will guide the delivery of the strategy.

The City of Hobart's strategic framework links its Vision, Strategies and Action Plans (Figure 1).

Strategic Framework

VISION



Figure 1: Strategic framework for the City of Hobart | Source: City of Hobart



WHO IS RESPONSIBLE FOR THE TRANSPORT NETWORK?

Our transport network sits within a complex legislative, regulatory, policy and funding environment across local, state and federal governments. A complete listing of legislation and a detailed discussion of ownership and responsibilities is contained in the background papers.

NATIONAL

The Australian Government funds the National Highway, major infrastructure and programs such as Roads to Recovery and Black Spot roadsafety funding. Heavy vehicles (over 4.5 tonnes GMV) operate in Tasmania under national regulations managed through the National Heavy Vehicle Regulator.²

Australian transport agencies (both state and national), through Austroads, undertake research and produce guidelines for a nationally consistent transport system. For example, Austroads has established a national architecture for intelligent transport systems and its associated framework to guide the implementation of a range of technologies aimed at delivering safer, more efficient and environmentally sustainable transport solutions.³

www.nhvr.gov.au/

³ www.ausroads.com.au/road-operations/network-operations/ national-its-architecture



Figure 2: Responsibility of the three levels of government | Source: City of Hobart

STATE

Through the Tasmanian Resource Management and Planning System (RMPS)⁴ the Tasmanian Government is responsible for state-wide and regional land use planning. The Tasmanian Government is also responsible for major state road, rail and port projects. Beyond these planning functions, the Tasmanian Government influences settlement patterns through the provision of grants and subsidies – such as the first home-owner/builder grants – which in turn impact transport planning. The Tasmanian Government plans and develops a range of social infrastructure including schools, hospitals and other essential infrastructure that can have a bearing on transport demand.

The Tasmanian Government is responsible for the operation and maintenance of the stateowned road network, which primarily consists of roads that provide connectivity between cities, major towns, rural catchments and key marine and air transport hubs.

The Tasmanian Government provides funding for public transport through Metro Tasmania (a state-owned company) and contracted private bus operators. TasRail (a state-owned company) manages all rail freight operations. TasPorts (a state-owned company) operates all four major ports in Tasmania: in Hobart, Burnie, Launceston and Devonport, and is responsible for some roads, and provides car parking in Sullivans Cove. Hobart International Airport is privately owned by the Tasmanian Gateway Consortium.

The Tasmanian Government regulates vehicle licensing and registration, legislates for and enforces road rules, including speed limits, and controls all public road traffic signals (traffic lights). The Tasmanian Government generally obtains its legislative powers through the Roads and Jetties Act 1935 and the Highways Act 1951.

www.planning.tas.gov.au/how_planning_works/tasmanian_ planning_system_

LOCAL

In Tasmania, local government, has powers delegated under the *Local Government* (*Highways*) Act 1982 and the *Local Government* Act 1993, to make by-laws to regulate and control conduct on highways in a municipal area.⁵ Local government is delegated the authority to manage and develop the local transport networks by the State Government in accordance with Australian Standards and relevant guidelines. It can make policies and

develop strategies, such as this document, to guide how it manages and develops its transport network.

The City of Hobart is responsible for parts of the road network and the 'last mile' connections to businesses and associated access arrangements, such as loading zones and access for public vehicles, including buses and taxis in and around greater Hobart. This responsibility includes the control of occupation of roads and footpaths for other development works, such as construction, as well as outdoor dining, signboards, trading, footpath crossings and events.

The City of Hobart maintains and renews its roads and footpaths. We plan, develop and build enhancement projects to improve transport, and general safety and amenity for the public. We manage on street parking, and some off street parking.

The City of Hobart also has a role in regulating development on private property, although the Statewide Planning Scheme and system constrains our influence in some areas.

The City of Hobart advocates for change on behalf of the community, and partners with external stakeholders. We play a role in educating and supporting individuals to make sustainable transport choices and, as the capital city, we play a role in providing leadership for the region and the state.

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A complete listing of legislation and a detailed discussion of ownership and responsibilities is contained in the background papers.

City of Hobart Transport Strategy 2018-30 DRAFT

ABOUT THE CITY OF HOBART

It is important to understand some of the context of Hobart – who we are and where we are going – to develop a strategy that is relevant and useful. The four background papers contain more detailed information and these are available on the City of Hobart's website.

REGIONAL POPULATION, DEMOGRAPHICS AND SETTLEMENT PATTERNS

Understanding where population, demographic and housing growth is occurring in relation to employment, education and other major land use activities is critical to identifying and addressing transport issues in greater Hobart.

Population as at 31 December 2015 6

Tasmania	519,050 (projected to be 589,000 by 2062 ⁷)
Greater Hobart	220,953 (57% of Tasmania's population)

Hobart local government area (LGA)

50,796 (23% of the greater Hobart metropolitan area population)

With nearly one in every five people aged 65 years and over, Tasmanians have the highest median age (42) of all the states and territories, four years above the national average. It is projected that 25% of the state's population will be 65 years of age or more in 2030, an increase of nearly 60% of Tasmanians in that age group from 2011. In 2015, the Tasmanian Government committed to increasing Tasmania's population to 650,000 by 2050, to offset the impacts of an aging population.⁸

The Tasmanian Government's Population Growth Strategy includes measures such as increasing migration and supporting and retaining international graduates, who currently comprise 70% of Tasmania's skilled migrants. A report showing progress towards this strategy is available.⁹

Planning for future land use and residential housing demand was considered in *The Southern Tasmanian Regional Land Use Strategy 2010-2035 (STRLUS).* It was declared by the Minister for Planning in November 2013 (amended in September 2016), pursuant to Section 30C of the Land Use Planning and Approvals Act 1993 (LUPAA), and included a greater Hobart residential strategy to manage residential growth.

The STRLUS established a 20-year urban growth boundary based on 50% of growth occurring in existing suburbs (infill development) and 50% on greenfield (new) sites. Currently, 15% of growth is infill and 85% is on greenfield sites.

The following maps show the dwelling density of the greater Hobart region, and the areas designated in the STRLUS for increased residential density.

<u>stat.abs.gov.au/itt/r.</u> jsp?RegionSummary®ion=6GHOB&dataset=ABS_

- REGIONAL_ ASGS&geoconcept=REGION&datasetASGS=ABS_ REGIONAL_ASGS&datasetLGA=ABS_NRP9_ LGA®ionLGA=REGION®ionASGS=REGION
- ⁷ Department of Treasury and Finance, 'Population Projections' Tasmania and its Local Government Areas', December, 2014.
- ⁸ Information on an aging population and the Tasmanian Government's population strategy: <u>www.stategrowth.tas.gov.</u> <u>au/_data/assets/pdf_file/0017/100376/Background_issues_</u> <u>paper.pdf</u>
- ⁹ www.stategrowth.tas.gov.au/__data/assets/pdf___file/0017/142109/Population_Growth_Strategy Annual____ Report_2016.pdf



Map 1: Southern region - dwelling density | Source: Southern Tasmanian Councils Authority

The STRLUS recommended that infill housing growth totals 13,228 dwellings across these local government areas:

Hobart LGA	25% (3312 dwellings)
Glenorchy LGA	40% (5300 dwellings)
Clarence LGA	15% (1987 dwellings)
Brighton LGA	15% (1987 dwellings)
Kingborough	5% (662 dwellings) ¹⁰

Southern Tasmanian Regional Land Use Strategy 2010–2035, p. 97

Map 2, taken from the Southern Regional Land Use Strategy, indicates where the Tasmanian and local governments have determined more housingwill be developed in the future, it gives us an indication of where future transport demand will occur and informs us what strategies might be most effective.



Map 2: Residential Strategy for greater Hobart – residential development areas | Source: Southern Tasmanian Regional Land Use Strategy 2010–2035

EMPLOYMENT IN HOBART

Hobart is a key economic region in Tasmania, attracting many people to work in the following sectors: ¹¹

- health care and social assistance 9327 employees
- public administration and safety 7983 employees
- education and training 5392 employees
- accommodation and food services 4551 employees
- retail trade 4520 employees
- professional, scientific and technical services – 4084 employees.

These groups total 35,857 employees, though the actual number may be higher.

Health care and social assistance has seen a notable increase in employment levels of 24.8% (census year to census year), overtaking public administration and safety as the top employer. The tourism sector is also experiencing a growth in employment rates.

Of particular interest for transport planning purposes, the Hobart LGA, predominantly in and around the CBD, contains more than half of all the jobs in greater Hobart, with relatively few through-city traffic movements between other council areas for the journey to work. This location of employees and school enrolment locations (section 4.3) indicates, for example, that a Hobart city bypass road may not actually address the issue of congestion. A more indepth discussion is contained in Background Paper 2 – Private Transport page 72 and within the STRLUS.

OTHER NOTABLE ACTIVITIES IN HOBART

Education is a significant activity in Hobart; there are multiple campuses of University of Tasmania and a significant number of independent and government schools and colleges. The university, public and private schools in Hobart have an estimated combined enrolment of over 25,000 students. ¹²

Science also plays a key role in Hobart. The city hosts a significant CSIRO research presence and the Australian Antarctic Division's principal supply, logistics and science base, which support activities in Antarctica.

Hobart is a centre for culture in Tasmania. The creative economy is a significant contributor to the life and liveability of Hobart. Major festivals occur in and around the city and on the waterfront during the summer and winter seasons.

Tourism activity in Hobart is growing significantly and the city is accessed by an international airport, hosts over 60 major cruise ship visits each year, and receives significant visitors from the Australian mainland via the Spirit of Tasmania roll-on roll-off ferry vessels.

The Tasmanian Parliament sits on the Hobart waterfront and there are a significant number of government departments which provide administration for the state.

¹¹ All employment data is sourced from the Australian Bureau of Statistics Census 2016.

<u>https://docs.education.gov.au/node/45161 and https:// documentcentre.education.tas.gov.au/Documents/DoE-Annual-Dataset-2016-17.pdf</u>

GREATER HOBART'S TRANSPORT NETWORK

A transport network is a spatial network that provides for the movement of people and goods. In Tasmania, it is predominantly road based. Rail transport is restricted to the movement of goods (freight between the northern Tasmanian ports and the Brighton transport hub) or short tourist trips. The same is generally true for shipping (ferry) transport.

An extensive footpath network exists in Hobart. The dedicated bicycle facility network in Hobart is limited and still in development. Cycling is also permitting on most footpaths and roads in Tasmania.

The road transport network supports private motor vehicle movement with buses providing the only mass public passenger transport. Taxi services have been supplemented with Uber, and community transport plays a major role in providing for the over 65s and people with a disability. There are four key metropolitan arterial road links for greater Hobart, all of which have a presence within the City of Hobart and are pivotal in the road transport network in southern Tasmania. These are the Brooker Highway, Tasman Highway, Southern Outlet, and the Davey Street and Macquarie Street couplet.

These major arterial roads (and associated major bridges and structures) are mostly owned ¹³ and managed by the Tasmanian Government and they all converge in Hobart. Within the city, metropolitan road links are supported by the local road network, with different roads having different functions.

Of particular interest are the differences in travel modes used between the residents of Hobart and the residents of the surrounding local government areas in getting to their places of work in Hobart.



Chart 1: Southern region modes used for the journey to work 2011 | Source: Department of Infrastructure, Energy and Resources, Journey to Work data Analysis Values exclude those who did not go to work and those who worked at home.



Map 3: Stylised mapping of journey to work - 'tale of two cities' | Source: City of Hobart

The generalised situation described for greater Hobart, most notably in the Australian Bureau of Statistics (ABS) census journey to work (JTW) statistics, show a different pattern to that occurring within the Hobart LGA. A large number of Hobart residents make their journey to work using active transport means: 25% walk, 3% ride a bike and 6% take the bus. Hobart has the highest proportion of the walking journey to work mode of all Australian capital cities. In some suburbs the proportion of individuals using active transport for their journey to work is even higher. In many cases it can be seen that proximity to high quality walking and bicycle paths, along with frequent public transport services and relatively short journey distances (less than 4 km) to key employment, education and service areas plays a large part in an individual's transport mode choice.

This 'tale of two cities' has implications for a range of solutions that this Transport Strategy will present.

¹³ In 2018 the Tasmanian Government took control and ownership of Macquarie Street and Davey Street between the Southern Outlet and the Tasman Highway from the City of Hobart.

SCOPE OF THIS STRATEGY

This Transport Strategy for the City of Hobart details strategic actions that can be primarily undertaken by the City of Hobart, both as a discrete local government body and in partnership with other stakeholders.

The City of Hobart is a defined Local Government Area (LGA) that has direct boundaries with the City of Glenorchy and Kingborough Council and the River Derwent in southern Tasmania. The metropolitan centre of the region is greater Hobart which extends to the Local Government Areas of Brighton, Clarence, Glenorchy, Hobart, Kingborough and Sorell.

The transport challenges present in Hobart are the result of many factors. Several factors are outside the control of the City of Hobart (as noted in sections 3 and 4), and as a result solutions are not the sole responsibility of the City of Hobart.

The Australian and Tasmanian governments have entered into an agreement to develop a City Deal¹⁴ for Hobart in partnership with local governments in the urban Hobart area. There is also the intention to create a Capital City Act, which will legislate for some arrangements for council areas to further work together.

Developing transport and settlement solution options will need the involvement of all parties in Southern Tasmania and so this Transport Strategy also focuses on collaborations with other local councils, the Tasmanian Government, the Australian Government, and other key stakeholder bodies in Tasmania.

APPROACH TO DEVELOPING THE HOBART TRANSPORT STRATEGY

The Transport Strategy has been developed following a four-step process (shown in the diagram below) involving engagement with key stakeholders and the community.

Two consultation rounds were undertaken, the first focusing on each of the four background papers¹⁵, the second involving the draft strategy.



Figure 3: Strategy development process | Source: City of Hobart

⁴ For more information about City Deals see <u>https://cities.</u> infrastructure.gov.au/city-deals

¹⁵ <u>https://yoursay.hobartcity.com.au/transport-strategy</u>



Figure 4: Strategy engagement evolution | Source: City of Hobart



Four background papers were based on research and review of relevant reports, a comparative analysis of national and international cities' transport strategies across key indicators, and assessing baseline and future conditions for Hobart. The papers contain detailed data, information and discussion to support the consultation, discussions and surveys that occurred during Step 2.

Item No. 6.2

The views and insights of stakeholders, along with survey results, were published in a summary document titled Trends and Issues – *Summary Report of Stakeholder Consultations*. ¹⁶

In a parallel process, the City of Hobart has undertaken the development of a new Vision for Hobart. As noted in Section 1, this new Vision provides a way to approach and address the identified trends and issues for transport identified in the detailed transport stakeholder engagement. The staged process that was undertaken to release background papers and gather community and stakeholder input has provided an opportunity to deepen the understanding of the range of transport problems facing greater Hobart. Traffic congestion is not the only issue.

Information and data has been drawn from a range of recent engagements including the development of the City of Hobart's Vision, the Transport Strategy engagement process, the City of Hobart's Climate Change Strategy Review and project-specific engagements such as the Retail Precinct upgrade projects in local neighbourhood areas.

By tapping into this broad range of engagements, we can understand the city more holistically across a number of intersecting urban systems, beyond just transport. Ultimately the constant question being asked every time we engage and consult is:

What do we want Hobart to be like in the future?

We are now undertaking Step 4: engaging again with the greater Hobart community and stakeholders on this draft Transport Strategy. The strategy actions are those that we believe can help manage and improve our current transport system, and move it closer to the future system desired by the community.

⁶ All background reports, engagement outcomes reports and the trends and issues summary are available at: <u>https://</u> yoursay.hobartcity.com.au/transport-strategy

THE ICEBERG MODEL OF PROBLEMS AND DECISIONS

Transport planning is a good example of how technical, social, moral, cultural, past land use planning and economic aspects of greater Hobart interact. When faced with familiar situations, we may be tempted to think we understand the problem and jump to a solution.

But what is the problem?

The drive to find 'solutions' often presupposes that we understand the problem.

[Problems] ... 'lead groups to challenge each other, and often require us to confront our own assumptions of what is right. They require ways of thinking and working through difference. They are comprised of a constellation of connected issues that extend across time and space. The overlapping or conflicting interests, values and concerns of different groups and individuals connect these issues.

Though there will always be unintended consequences of policy, these can be reduced when it is not only the experts but also the diverse stakeholders who contribute meaningfully, effectively and efficiently to understanding the problem.' Robert Hoppe's (2011) argues that political decision processes often jump rapidly from problem-signalling to the development of options or solutions that supposedly solve the problem. These pay attention only to the tip of the iceberg and ignore most of what is below the surface. Selecting options Usible Defining options Water level Representation of the problem Signalling of problem

Figure 5: The 'iceberg' model of problems and decisions emphasises the importance of problem-finding, through signalling and representing. ¹⁷

Leith, P., O'Toole, K., Haward, M., Coffey, B., (2017), ENHANCING SCIENCE IMPACT: Bridging Research, Policy and Practice for Sustainability, CSIRO Publishing

WHAT YOU TOLD US – ISSUES, PROBLEMS AND CHALLENGES

Grouping the issues, problems and concerns that individuals and stakeholders have told us about can help us focus on identifying solutions.

Hobart is a growing city in a region where our heritage and topography constrain simply developing more roads to service our transport demands

Tasmania is an island of great natural beauty and southern Tasmania provides an enviable lifestyle setting. Our reputation as being clean, green and beautiful, with a temperate climate, in a peaceful part of the world is, in part, driving growth in our resident population and tourism visitation.

Hobart is an area rich in Aboriginal heritage sites and cultural landscape. The Hobart area also contains a significant number of heritage European buildings. The River Derwent, kunanyi/Mt Wellington and other similar landforms, along with heritage considerations, all place significant constraints on the ability to simply and cheaply build more roads and bridges, or in many instances, even widen the ones we have. We need to better manage the infrastructure we have now to move more people.

The Tasmanian population is aging

The age structure 'bulge' caused by baby boomers has implications for Tasmanian society and creates challenges, across many areasincluding transport.¹⁸ Demand for facilities to support mobility devices, and accessible public transport services will continue to rise.

Tasmanians currently experience some of the worst population health outcomes in Australia

'The Tasmanian Government has the goal of making Tasmania the healthiest population in Australia by 2025. This is an ambitious target, since Tasmanians currently experience some of the worst population health outcomes in the country, with high rates of chronic disease and health risk factors like smoking, obesity, poor nutrition, low physical activity levels, and risky alcohol consumption.¹⁹

Active transport, including public transport, can play a part in increasing an individual's incidental physical activity and this is an important part of improving health.²⁰

Housing prices in Hobart are no longer 'cheap' compared to other Australian capital cities

Tasmania's growth in property and housing prices in the past decade is no doubt due to a complex range of factors including the excellent liveability of our region. Certainly tourism and visitor numbers have grown strongly in recent times, in part due to the 'Mona effect'²¹ and high impact events such as the visit of the Chinese President in 2014.

Property conversion to Airbnb accommodation, growth in tertiary student numbers, workforce shortage due to large infrastructure projects and the desirability of Hobart as place to live and work are also likely factors that contribute to growing house prices. Consequences of this include a scarcity of rental property stock and subsequent rise of rental accommodation prices in and around Hobart.

19 www.dhhs.tas.gov.au/about_the_department/our_plans_ and_strategies/a_healthy_tasmania_

www.menzies.utas.edu.au/news-and-events/menziesblog/2017/how-do-you-get-from-a-to-b

21 themonaeffect.wordpress.com/ and www.hamessharley. com.au/knowledge-article/the-mona-effect-how-an-iconicbuilding-can-transform-a-city/

www.stategrowth.tas.gov.au/_data/assets/pdf_ file/0017/100376/Background_issues_paper.pdf_and_www. dpac.tas.gov.au/_data/assets/pdf_file/0018/216018/Facing_ the_Future_Fact_Sheets.pdf
Land is available, and houses continue to be built

Housing continues to be constructed in Hobart. However the rising cost of building supports the expansion of the housing settlements at a distance from the Hobart CBD where underlying land prices are lower. Greater Hobart has a low density settlement pattern and significant housing and population growth continues to occur in Sorell, Kingston/Margate and Brighton. It would appear that the growth in job opportunities in these areas is not keeping pace with the overall local population growth. Public transport services in these areas are limited, and many individuals in these areas are reliant on a motor vehicle to access work and services.

Locating new affordable, high quality, medium density housing near public transport, schools, jobs and services will need to be a priority to improve the sustainability and liveability of our settlement.

There is high public demand for much better public transport, walking and bicycle riding facilities

Where Metro has introduced high frequency services on key routes, (Turn up and Go) passenger numbers have increased. The survey results from the engagement of consultation papers also indicate that people want better public transport, high-quality walking and cycling facilities. We have very high numbers of people walking and cycling in parts of Hobart and there would appear to be latent demand for more uptake of these transport modes – if improved facilities were provided.

The recently published Infrastructure Tasmania -Hobart Transport Vision²² – focuses on creating high frequency, park and ride supported, bus transit priority services on six main corridors to service greater Hobart: Main Road and Brooker Highway to the north, the Southern Outlet and Sandy Bay Road to the south and the Tasman Highway and Clarence Street to the east. Ferry connections between the Hobart waterfront and the eastern shore, along with cycling facilities to support ferry use are also considerations. Mass transit on the existing, but currently unused, western shore rail corridor is listed as a future stage of the Infrastructure Tasmania – Hobart Transport Vision for servicing the transport needs of people to the north of the City. This arrangement was detailed and promoted in the City of Hobart's 2009 Sustainable Transport Strategy.

www.stategrowth.tas.gov.au/__data/assets/pdf_ file/0011/166079/Hobart_Transport_Vision_small_20180117. pdf, January 2018



Climate change implications need to be considered and transport emissions must be reduced

Adapting to and planning for climate change impacts will continue to be an important consideration for asset managers and government policy makers during the life of this strategy.²³ Rising temperatures and higher atmospheric C02 concentrations will have significant impacts on our current way of life. Particulate emissions from fossil fuels contribute to poor local air quality – and are linked to a range of diseases and reductions in life expectancy. As the transport sector is a major contributor to Tasmania's greenhouse gas emissions, reducing those emissions will be a challenge, but also a huge opportunity for a state with large renewable energy resources and the growing acceptance and affordability of electric vehicles, including electric bicycles.

https://yoursay.hobartcity.com.au/29366/documents/67328

Traffic congestion is created by concentrated peak demand for road space by motor vehicles

A large number of factors contribute to peak hour traffic congestion, resulting in increased travel time and a decline of travel time reliability. (Interestingly the impacts are much less during school holidays.) Outside of peak hours the transport network operates well and has significant excess capacity.

As with any system operating at close to capacity (in terms of traffic, power and water) minor incidents or breakages can severely impact the system operation. Vehicle crashes on key parts of the road network, such as the Tasman Bridge, can introduce significant delays.

There is relatively little real-time data currently available to assist individuals to understand the overall extent of transport congestion or incident impacts. It is noted that the Department of State Growth has committed to implement a new Intelligent Transport System which could provide such real-time information and incident alerts to travellers in 2019.

With the transfer of Macquarie Street and Davey Street to the State Government in 2018, the Department of State Growth now controls and manages a linked set of roads. The Department of State Growth and Infrastructure Tasmania have a Hobart Transport Vision that prioritises 'rapid passenger transport solutions to move people as a competitive alternative to private car travel'.

Reducing traffic congestion will require less single occupant private vehicle use at peak times and more use of alternative travel modes such as public transport, walking, cycling, and carpooling. Travel demand management measures, including workplace travel plans and assisting individuals to retime their journey, will also be important measures.

Our streets are part of where we live, not just roads for cars

There is strong desire within the Hobart community to take a more holistic view of our place and manage and develop our streets for people. Ensuring that the city's character, scale and connections to people, places and nature are maintained in unobtrusive, placesensitive ways was a prioritythat emerged in the Vision engagement.

People want to not only feel safe, but see further reductions in crashes and dangerous road user behaviours such as running red lights, speeding, hooning and mobile phone use while driving.

Maintaining and enhancing the liveability of the city is a high priority for the people of Hobart. There was strong sentiment expressed for slowing and calming traffic in local residential areas and in high pedestrian traffic areas, such as the CBD, suburban retail precincts, around schools and the Hobart waterfront. Further effort to create walking and bicycle routes to local schools was seen by many as critically important.

The Tasmanian Government has produced summaries of the greater Hobart transport situation. This Infographic summary (Figure 6) was released as part of the Tasmanian Government's Hobart Transport Vision in January 2018.

Hobart transport in context



Car-reliant 83% of all journeys to work are by car, a higher proportion than any other Australian capital



A small city



Average commuting distance is 11.5km with a high proportion



Concentrated peak demand

Travel demand is heavily concentrated in very short peak periods, when commuting trips combine with school traffic



CBD focus

76-79% of vehicles heading towards the CBD each morning park and stay in the CBD



Low-density urban

form 81% of dwellings in Greater Hobart are detached separate dwellings, more typical of smaller towns, resulting in a dispersed population which is largely car-reliant



School traffic influence

During school holidays, traffic volumes are around 10% less than at other times



Growing population 220,000 people live in Greater Hobart, forecast to increase by another 20,000 people over the

next 10 years



Easy to park

An abundance of cheap and accessible all-day car parking encourages commuter traffic into the CBD

Figure 6: Hobart transport in context | Source: Infrastructure Tasmania: Hobart Transport Vision, January 2018



GUIDING PRINCIPLES

In addition to the issues and priorities identified by the community and stakeholders, there are other contexts that impact on, or are impacted by, transport planning in Hobart and the broader region. The following 'guiding principles' have influenced the development of the actions in this strategy.

A. COMMUNITY ENGAGEMENT IS CENTRAL TO OUR PLANNING

The aspirations of Hobart's community are embedded in this Strategy. In addition to the staged background paper engagement process, the new Hobart Vision, engagements on the local retail precinct upgrades, the City of Hobart's Climate Change Strategy, and input from the Access Advisory Committee, Bicycle Advisory Committee and Resident Traffic Committees have been significant in providing both high-level and detailed understanding of the aspirations of Hobart's community.

Through direct participation, the community has provided an understanding of the full breadth of issues, views and ideas, based on diverse health and education needs, age groups, occupations, lifestyles and day-to-day activities. Whilst monetary, physical and political constraints may not allow us to implement every wish and desire of sections of the community, our commitment is to actively engage and seek out solutions to the problems that we as a community face.

B. VISION ZERO AND THE SAFE SYSTEMS APPROACH

The safety and efficiency of the City of Hobart's transport network is of paramount importance to residents, businesses, road users, transport operators, parents and school children, the government sector, and tourists and visitors.

Although there is diversity in people's transport needs and the modes they use, most people want the same thing: to be able to move about with ease and safety, and in a timely manner, whether they are on foot, using a mobility device, in a bus, truck, ferry, or car, or riding a bicycle.

The City of Hobart is responsible for delivering safe roads and roadsides as well as safe speeds; a safe systems approach is our guiding principle for making decisions about the road network.²⁴

The Australian Government's National Road Safety Strategy and Tasmanian Government's *Towards Zero—Tasmanian Road Safety Strategy*²⁵ aim to achieve a safe system, with the ultimate goal of zero deaths and serious injuries as a result of road crashes. Road safety is a shared responsibility between infrastructure providers, road managers, vehicle regulators and road users.

4 roadsafety.gov.au/nrss/safe-system.aspx

²⁵ www.transport.tas.gov.au/roadsafety/towards_zero

C. TRANSPORT IS AN IMPORTANT ASPECT OF THE TASMANIAN ECONOMY

The Transport Strategy recognises the pivotal role of transport in our daily lives and in Tasmania's economy.

Transport underpins essential social and economic interactions and is an important sector of the economy in its own right. Transport infrastructure and its various operations contribute directly to our economy. Inadequate or poorly directed transport investment can result in poor economic, health, social and environmental outcomes.

The impact of investment in transport networks on local, regional and state economies is often context-specific. Some actions to improve local conditions may deliver a oneoff economic outcome, whereas others, for example, investment in road safety, can deliver incremental benefits to the entire community.

D. TRANSPORT SITS WITHIN A REGULATORY AND POLICY CONTEXT

Key state and national policies provide broader context and guidance to ensure the Strategy reflects our needs now and into the future. Examples include Tasmanian Government's Vision Zero – Safety Strategy 2017-2026, the Southern Tasmanian Regional Land Use Strategy 2010–2035 (STRLUS) the Affordable Housing Strategy 2015–2025, the Hobart Transport Vision 2018 and policies that promote healthy communities with affordable and convenient access to the local and regional transport networks, through integrating land use and transport planning.²⁶

E. CHANGE AND DISRUPTION IS CERTAIN

The world has undergone incredible change in the past century.

Population growth, technological innovation, globalisation, human rights improvements and disparities in equality and wealth sharing have produced a world that our great grandparents might not have imagined was possible.

Technological and social change is expected to continue at a rapid pace in our societies. We can expect to have cleaner power sources for new transport vehicles, which will be equipped with new technologies. It is envisaged we will have new mass public transport modes available to service the needs of greater Hobart. Apps on mobile devices will assist us in selecting transport options and providing information to support our day-to-day lives. Housing choices will have improved and, based on trend figures, the Hobart population will have continued to grow in number. Further improvements in health and liveability outcomes will be demanded by communities. Climate change mitigation and adaptation to rising temperatures and sea levels will continue to require attention during the life of this strategy and beyond.

As a guiding principle we should accept that our transport future will not simply be a bigger version of our recent road building past. The way we approach and frame our problems and the solutions we adopt to solve them will also need to change and evolve.

The Tasmanian Government would appear to have adopted a similar position. In its Infrastructure Tasmania – Hobart Transport Vision 2018, it has stated, 'Evidence has proven that more roads and wider roads result in more cars and worse congestion. Instead, we need to re-balance our network to provide more choice, greater equity and improved accessibility for all.'²⁷

²⁶ The background papers (<u>https://yoursay.hobartcity.com.au/transport-strategy</u>) and their attachments (<u>https://yoursay.hobartcity.com.au/21422/documents/42514</u>) provide further information about the regulatory and legislative framework for Tasmania.

²⁷ <u>https://www.stategrowth.tas.gov.au/_data/assets/pdf_file/0011/166079/Hobart_Transport_Vision_small_20180117.pdf (pq. 5)</u>



PLANNING BETTER CITIES

When it comes to planning better cities for the future there's one simple rule: connect people to places, people to transport and people to people.

Bringing the people and place connections to fruition requires an accurate diagnosis of current levels of connectivity. Connected places have three key attributes:

- People connectivity this exists where a place promotes social interaction and community engagement; where there is a sense of place, identity, community attachment and social diversity; and where people from all walks of life come into everyday contact with each other. This builds social capital and empathy across the social-cultural spectrum.
- Place connectivity this involves landuse that provides easy access to a mix of neighbourhood activities, enabling shortdistance travel. It brings places closer together.
- Transport connectivity this exists where low-impact modes of travel allow for sustainable mobility, which enhances the quality and liveability of places, making the journey between places safe, efficient and enjoyable.²⁸

Extracted from: www.thefifthestate.com.au/urbanism/ planning/a-city-that-forgets-about-human-connections-haslost-its-way/96903





PART 2

The people of Hobart want to live good lives, celebrating this incredible place where 'we all live, work and play in the midst of our mountain, our river and the land around us which constantly remind us of where we are and provide us with comfort, wonder and joy'.²⁹ We want to move easily between our homes, work, education, recreation, sporting, entertainment, shopping, medical and other service locations.

This Transport Strategy seeks to make sure that Hobart continues to be one of Australia's most liveable cities. It aims to ensure residents and visitors are provided with as many sustainable transport options as possible and the information to make an informed decision about the best way to make a particular journey. In developing this Transport Strategy for the City of Hobart, we had many conversations with the people who live, work and spend time here. You said you wanted less traffic congestion, more public transport options and better active travel infrastructure. You want to walk in the fresh air. You want an environmentally friendly, less polluting and sustainable transport system to be a high priority. You want better travel information with more reliable travel times. Improving access opportunities for the growing number in our community using wheelchairs, mobility scooters and other devices also needs to be an important consideration.

The feedback, input and research, and the recent community Vision for Hobart, inform the actions in this Transport Strategy. The actions will guide the City of Hobart as it prioritises resources over the next 15 years. In this way, the Strategy will lead to tangible, measurable improvements in our transport system that are planned, implemented and informed according to the community's needs.

Planning to get transport right is a complex task. It requires an integrated approach that recognises the individual roles played by the various systems that contribute to the problem, and the ways they interact. Any system we develop must allow for significant change. Accommodation, education and employment opportunities are rapidly developing within and close to the city centre.

When we identify the disconnect between the community's aspirations for a better Hobart and the way our land use and transport systems have been allowed to reach this pressure point we can see the urgent need for better planning, and invest more to achieve the liveable, sustainable city people want.

²⁹ These words are from the Community' Panel's message – from the City of Hobart's Vision Project

The strategy is presented in nine key themes, each intended to support the various approaches that will be required in order to change and improve the current situation. Some actions can be undertaken and funded by the City of Hobart. Others will need the support and collaboration of surrounding local government areas, the State Government and the Australian Government. The Tasmanian State Government and the Australian Government need to invest in public and active travel services and solutions for Greater Hobart in order to deliver this strategy.

When governments and communities work together, with a common vision, great things can be achieved.

The City of Hobart wants to strengthen and build upon earlier strategic work which is now supported by Infrastructure Tasmania's *Hobart Transport Vision*. Its stated aims are that public transport options are supported much more by the Tasmanian and Australian Governments, and that those options extend to real improvements to buses, ferries and the future light rail travel. By continuing to lobby for, and partner with, the Tasmanian Government to implement the Hobart Transport Vision we can increase real transport choices on public transport for people who live outside the City of Hobart.

By providing for active travel modes in the City of Hobart we can support the trend of individuals walking, cycling or taking a bus to work. Every one of these trips is one less car on our roads.

This strategy builds on the work the City of Hobart has already completed to improve the conditions for pedestrians around the Hobart waterfront and the city centre, so that journeys are predominantly undertaken on footpaths. There are also links to the City of Hobart's Local Retail Precinct program, which seeks to improve the public realm in our suburban activity areas to ensure local provision of goods and services, strengthening opportunities for strong community life beyond the city centre. There is also a focus on accessibility, walking and cycling improvements at local facilities and schools, and a recognition that streets are for people.

By looking to introduce further network management approaches, we can operate the network to better reflect the needs of our community, optimise the movement of people, and deliver better value from the assets we already have.

By continuing to research, adopt Smart Cities thinking ³⁰, consider and implement planning controls along with working with developers and the community, we can ensure proposals for future development have, as a paramount focus, any transport needs and impacts on the future transport arrangements for the City of Hobart. Some of the focus themes are related to individual transport modes. It is important to recognise that these are inter-related and in reality we are a multi-modal city. Individuals might drive a vehicle to a parking space and walk the rest of the journey to work. They might walk to a local shop to have coffee with a friend before catching a bus into the city for the day's activities. They might ride a bicycle to school, work or an appointment and then walk around the city undertaking errands at lunchtime.

Tasmania is continuing to grow and prosper and we need to respond to the increasing attractiveness of Hobart as a place to live, work and visit. The City of Hobart is therefore responding with carefully considered strategies. This is our Transport Strategy.

A 'Smart City' is one which uses technology to intelligently prepare for the changing needs of the community, the environment and the economy. Digital and communications technology is integrated with urban infrastructure to collect information across all aspects of city management from parking spaces to street lighting. Smart City innovations have the potential to optimise city assets, enhance sustainability and provide improved social outcomes to the community.



STRATEGIC FOCUS THEMES

Theme 1 - We make our decisions based on evidence and current key data

POSITION STATEMENT

We will collect data that assists decision making, tracks changes and measures our progress.

CONTEXT

Australian cities are growing. The 21st century has seen huge technological change and advances. We can gather, visualise and distribute data about the function and performance of our activities in ways, and with technology, that was unimaginable even 20 years ago.

Improved transport-related data will help us to make better-informed decisions and explain to our community what is happening on the transport network and in our settlement. Traffic and transport data can help us understand how, why and when our transport networks are being used. By using data to inform decisions about which types of transport have priority on which routes, the transport network can work better for everyone.

The City of Hobart is collaborating with the Tasmanian Government to broaden our organisational understanding, so that infrastructure funding, land use and transport planning can manage 'hot spots' - maximising efficiency and ease of movement across the transport network. Intelligent transport systems (ITS)³¹ have proven to be, and will increasingly become, valuable tools to assist short and long-term strategic management of transport systems. For example, real-time traffic and public transport arrival information can be used to supply a mobile app with the data to help a person select the best transport option for any given trip.

https://infrastructure.gov.au/transport/land-transporttechnology/national-policy-framework-Land-transporttechnology.aspx



Important decisions that shape our future, guide policy and develop projects should be based on evidence and data. But which pieces of evidence and data should we consider and how should we act on that evidence and data? At times evidence appears to contradict prevailing social attitudes and values. For example, evidence shows us that road users have a better chance of surviving crashes at lower speeds, and yet there is often resistance to lowering speed limits in urban areas.

Similarly, data and evidence indicate that supporting active travel modes leads to improved personal and public health, a more liveable city and reduced traffic congestion, and yet there is often resistance to supporting obvious walking, cycling and public transport projects to improve individuals' transport choices in greater Hobart.

Ultimately decision makers balance data, evidence, community desires, social norms, interest and advocacy groups, available funds and the need for change. When we gather and present appropriate data and evidence to support policy and action, communities have indicated they can support change even though the evidence may run counter to their personal experiences. The City of Hobart will identify, collect and report on a set of key indicators supported by relevant transport and other related data which relates to Hobart's liveability, sustainability and the City of Hobart's Vision during the life of this strategy. Some of this data will need to be supplied by other organisations, such as surrounding local councils, the Tasmanian Government, the Australian Government, the Australian Bureau of Statistics (ABS), Metro Tasmania and the Australian/Tasmanian Automobile Association. Other data will be collected by the City of Hobart and will relate to actions, programs and physical works planned and completed.

OUR STRATEGY ACTIONS

Theme 1 – We make our decisions based on evidence and current key data

We will collect data that assists decision making, tracks changes and measures our progress. The following actions are proposed:

Action 1.1 – In conjunction with key stakeholders, we will identify any information gaps and develop a set of key indicators and data sets, for which consistent and reliable data is available for analysis and reporting. These data and indicators will allow us to have meaningful conversations about how we are progressing and what actions we might need to take.

Action 1.2 – Publish the key indicators and data sets biennially, with an additional publication following the ABS Census every five years. Include with this publication a section reviewing and outlining progress towards implementing the Transport Strategy actions. Use this communication opportunity to recommend updating of actions, where appropriate, in light of changing technology, land use or transport system changes.

Action 1.3 – Establish a web-based portal for warehousing relevant information, data and indicators.

Action 1.4 – Actively encourage the use of open data sets by third parties for research. The intention is to assist third-party research, commentary and app development.

Action 1.5 – Introduce an improved online reporting tool for managing customer requests and notifications of required repairs for City of Hobart infrastructure.

Action 1.6 – Develop, set targets and define key outcome performance indicators for the City of Hobart to achieve over the life of this strategy based on the agreed data sets.

- This action would be completed in conjunction with the first publication of indicators and data sets.
- It's important to note that developing meaningful performance monitoring indicators is a result of this work, not the starting point.

Action 1.7 – Adopt 'Smart Cities' thinking, and research opportunities to provide innovative and technologically advanced ways to collect and analyse transport data, where appropriate. Some data sets and their collection may require new digital acquisition devices, for example the collection of pedestrian movement data. Such new equipment and data acquisition will be in line with the Smart City Strategy (currently under development).



Theme 2 -

Transport and land use planning are integrated to deliver the best economic, social and environmental outcomes into the future

POSITION STATEMENT

The way we use land influences our need to move. We will strive to create an improved residential, business, institutional and education land use mix in Hobart.

CONTEXT

A more sustainable transport outcome can be achieved by integrating land use planning and transport planning. There are policies to support the integration of transport and land use planning at a national, state and local level. This means that there is greater recognition of the relationship between general spatial and land use patterns, transport volumes and supporting transport infrastructure. These policies are used to guide public and private investment in specific projects. In Tasmania, there are three regional land-use strategies declared under the Land Use Planning and Approvals Act 1993 (LUPAA). ³²

This City of Hobart Transport Strategy recognises the Southern Regional Land Use Strategy 2010–2035 as the key guiding document in this space, in particular the regional policies in Section 13 of the document (Land Use and Transport Integration (LUTI) – LUTI 1.1 through LUTI 1.12). It is noted, however, that this document is due for review as it is largely based on data that is over 10 years old.

Areas well-served by travel infrastructure provide a greater capacity for people to live and socialise, to access goods and services, and accordingly will prompt the growth of local employment. The LUTI policies and strategic direction for greater Hobart encourage density along corridors that provide, or have the capability to provide, active travel for individuals. This maximises opportunities for

³² <u>http://www.planning.tas.gov.au/how_planning_works/</u> tasmanian_planning_system/regional_land_use_strategies_

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walking, cycling and public transport options and avoids car dependency. Increasing density of residential and compatible nonresidential land use supports better transport infrastructure, as long as changing density and land use supports the positive evolution of neighbourhood character.

Land use planning needs to reserve land for diverse land uses. A diverse land use mix brings people closer to their daily destinations, reducing travel distances and supporting people to make active travel choices every day. In addition to developing the Hobart city centre for people, the City of Hobart recognises the importance of supporting existing neighbourhood shopping precincts, and ensuring their attractiveness and viability. In Sandy Bay, the Hobart waterfront and Lenah Valley, streetscape and public realm improvement projects have supported the visitation of these areas by active travel modes, boosting the confidence of local traders to continue to provide goods and services in local areas. The Local Retail Precincts program will continue in future years.

The 'tale of two cities' will continue to play out in the future transport arrangements for Hobart. While the opportunity for people living close to the city centre to use active travel modes will assist in reducing the number of motor vehicles on the network, fewer travel choices are available for the greater Hobart local government areas of Brighton, Derwent Valley, Kingborough and Sorell. These areas will need better public transport and local settlement strategies to provide improved transport choice, along with local employment and education opportunities.

City of Hobart Transport Strategy 2018-30 DRAFT

Figure 7 indicates the range of travel mode options available when land use and activities are clustered together, and appropriate facilities and services are provided. Individuals who live close to the city can choose one of many travel modes for daily journeys. However residents of the more distant settlements such as Kingston may access variety of travel mode options within their local area, but may be more restricted in their choice of travel mode options for a journey to Hobart. Even then, when a resident of Kingston gets close to the city, walking, cycling and public transport may again all be options therefore improved walking and cycling facilities in the city will still benefit individuals journeying to the city from surrounding council areas.



Figure 7: Stylised travel mode options for various activities Source: City of Hobart

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Over many years the City of Hobart has worked with the University of Tasmania in collaborative research projects in the pursuit of 'How do we shape the city?' to make it a better place to live, work and play. This research takes into account rapid local, national and global changes which impact our day-to-day lives in Hobart. The world is changing and we need to continually look ahead to understand the future challenges and opportunities in our growing city. A program of research, in partnership with the University of Tasmania, will therefore be important to continue.

Buildings designed to relate to the street help to increase the safety, vibrancy and attractiveness of the street environment, and can strongly influence whether people walk, cycle, use public transport or drive. Appropriately-scaled buildings maintain visual interest and a sense of life for people on foot or bike who are travelling at relatively slow speeds. Active frontages with many windows and doors create 'eyes on the street', increasing feelings of personal security.³³





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OUR STRATEGY ACTIONS

Theme 2 – Transport and land use planning is integrated to deliver the best economic, social and environmental outcomes into the future

The way we use land influences our need to move. We will strive to create an improved residential, business, institutional and education land use mix in Hobart.

The following actions are proposed:

Action 2.1 – Continue to recognise, promote and implement the Southern Regional Land Use Strategy 2010–2035 and advocate for the State Government to provide the resources to undertake a comprehensive review of the strategy.

Action 2.2 – Research, in fine detail, the available development sites in Hobart to better understand where higher density housing may be most suitable. The aim of such research is to:

- understand the implications of higher density living
- further develop such work to ensure a mix of land uses are incorporated into key sites when they are redeveloped as appropriate
- inform and plan for walking and bicycle networks in the central city area, and further public open space acquisition for social infrastructure to support and integrate with these walking and bicycle networks.

Action 2.3 – In relation to the western shore rail corridor, continue to collaborate with the City of Glenorchy and other stakeholders to develop a thorough understanding of:

- the wider opportunities and implications of implementing an urban transit solution in the corridor
- the work required to implement an urban mass passenger transport solution in the corridor.

Action 2.4 – Review the planning scheme standards for maximum and minimum parking provision in the central area of Hobart.

Action 2.5 – Identify appropriate locations in central Hobart for new parking stations and control the location and size of new parking stations through the planning scheme.

Action 2.6 – Review the adequacy of the planning scheme provisions in relation to end of use facilities (showers, changing and storage) in developments for active travel users and employee/resident exercise pursuits.

Action 2.7 – Plan for a second round of local retail precinct upgrades, to follow on at the completion of the current projects in 2022.

Action 2.8 – Commence, in partnership with the Department of State Growth and other relevant stakeholders, a planning project to consider how bus, light rail and ferry public transport services will integrate in a city interchange. This would be in light of Infrastructure Tasmania's Hobart Transport Vision and its support for improved public transport options to service greater Hobart.



Action 2.9 – At the Macquarie Point Development area, ensure that public transport facilities and associated cycleway and public transport corridors are provided for in future planning for the development of Macquarie Point.

Action 2.10 – Continue the planning work associated with the City to Cove project undertaken by the City of Hobart in 2017, to understand and plan for the pedestrian and bicycle linkage implications of the proposed eastern shore ferry link.

Action 2.11 – Continue to work with the University of Tasmania to integrate and provide sustainable transport solutions for current and planned UTAS facilities in Hobart.

Action 2.12 – Continue to develop and implement a research work program with the University of Tasmania to inform future planning, land use and transport directions for greater Hobart.

Action 2.13 – Continue to advocate for the provision of active travel infrastructure associated with urban extensions to the metropolitan area and surrounding southern region and where major road works are proposed (for example, replacement of the Bridgewater Bridge). Action 2.14 – Encourage major trip-generating land uses (such as sporting and entertainment facilities, supermarkets and the like) to be located where they will enhance the operation of freight road corridors and principal public transport corridors and routes, with specific actions to ensure:

- the western shore rail corridor is retained and protected for the provision of future transport services
- sites are identified and reserved for River Derwent ferry services and land-based access to those sites.

Theme 3 -

Recognising walking as the most fundamental mode of transport

POSITION STATEMENT

Pedestrian accessibility and walkability is central to future city transport, improvement and management decisions.

CONTEXT

Data available from the Australian Bureau of Statistics' Journey to Work shows that Hobart has a very high number of people walking to work each day. As a percentage, Hobart has the highest number of people walking to work of any Australian city. Most city workers and visitors walk between their workplace, their shopping or service location and other destinations.

Anecdotally, the people of Hobart walk: whether it be for visiting neighbours, walking the dog, enjoying parks, gardens and bushland areas, or simply for recreation and health.

Walking is an important mode for trips of one kilometre or less, although the average trip distance for walking across greater Hobart is generally longer. ³⁴ In Hobart, the average trip distance is 1.7 km. Walking starts and finishes most trips made by other modes and is an essential part of an effective public transport system. Passengers walk to and from bus stops and make connections between services. Where people are not close to their destination, integrating walking and public transport can be part of the solution.

⁴ Department of Infrastructure, Energy and Resources, Greater Hobart Household Travel Survey, Tasmania, 2010.

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The need to travel on footpaths is not limited by age or mobility. The very young, the elderly and those with disabilities also have needs which often come with specific challenges. Mobility devices such as wheelchairs and electric powered scooters have seen significant technical advances in the past decade and can be affordable transport options for a growing number of people in the community. People who rely on mobility devices to access services and employment need quality footpath infrastructure, accessible car parking and public transport access.

Increased walking also has a positive effect on the retail sector. Research indicates that walkable environments increase opportunities for unplanned spending by allowing shoppers to directly interact with retail activities, instead of 'drive through' shoppers stopping to pick up one item on the way to another destination. ³⁵ Walking also increases the potential for faceto-face interactions that are fundamental to a knowledge-based economy. ³⁶

Whether a person is able to walk, or wishes to walk, to their destination is heavily dependent upon the distance between their home and the destination, the perceived safety and quality of the pedestrian infrastructure and public spaces, the time it takes, and their desire to exercise, save money and similar factors. Good quality urban streetscapes encourage more pedestrians. This extends to the quality of the public realm and the appearance and scale of buildings in relation to the footpaths, the presence of street trees, seating and other furniture that supports walking, as well as the type of land use activity.

Within Hobart, there are three key contexts for walking as a mode of transport, which give rise to potentially different strategic responses:

- There are those people who walk to work, which is usually a journey from the inner suburbs into the city centre, whether from a home address or a city fringe commuter parking space.
- Within the city environment itself (city centre, waterfront and surrounds) walking is an important mode of transport for workers, shoppers and visitors.
- Within local areas, where residents walk to local shops, schools and services for their daily needs or to visit parks and friends.

³⁵ Litman, T.A. Economic Value of Walkability, Victorian

Transport Policy Institute, 2014. The Knowledge Based Economy, Presentation, OECD, 1999. www.oecd.org/sti/sci-tech/1913021.pdf

Despite walking being the most fundamental form of moving around, traditional twentieth century transport planning has treated walking trips as incidental to road traffic, with very little consideration of the quality and accessibility of urban environments for walkers. Today there is more emphasis on built environments being inviting to pedestrians. Key factors in ensuring the walkability of an area include:

- integration with the land use planning system – a walkable neighbourhood is one where residents are within proximity of lots of destinations and where there are diverse walking routes
- the quality of footpaths and walkways, ensuring that widths are appropriate for the likely capacity and use, surfaces are comfortable with minimal trip hazards, there are sufficient opportunities to rest and pause, and get sun and wind protection
- personal security safety considerations include dangers from road traffic, providing adequate path lighting and removing fear of passing through areas where antisocial behaviour may occur. Vibrant public places create 'eyes on the street' or passive surveillance which can be a key factor in creating a feeling of personal security
- the provision of mapping, wayfinding and encouragement programs.

The City of Hobart has been providing for pedestrian movement by improving and extending footpaths, road crossing points, local area traffic calming schemes and park and reserve tracks. Additionally the City of Hobart has pursued non-infrastructure improvements such as reduced speed limits across the city. Such actions have a demonstrable effect on reducing crashes, and improving the chances of surviving crashes that do occur.

Over the last 10 years the City of Hobart has been implementing large and small projects to significantly improve key public spaces and connections in areas of obvious need of improvement. For example, improvements to the Hobart waterfront have doubled footpath widths and introduced high quality seating, street trees and pause points to support walking. Raised threshold crossings have now been installed in various areas, providing superior pedestrian crossing conditions. Other emerging pedestrian-first treatments such as pedestrian crossings and kerb free shared spaces, are being trialled around the city. A renewed effort to recognise the important role laneways play in our city and suburban areas commenced in 2016. All 101 laneways have now been audited and works are programmed for new laneway signage.

The City of Hobart has over 450 km of sealed footpaths and over 200 km of walking tracks and fire trails. In comparison the City of Hobart road network is approximately 310 km in length with about 890 road junctions.

A walking plan will ensure that the next wave of improvements to our pedestrian and walking network are implemented. A recent pilot project audited the Elizabeth Street/New Town Road corridor and provided walkability analysis. This pilot project established a methodology for the City of Hobart to develop a targeted walking plan and associated work program.



Figure 8: Walkability in Hobart – background report using Elizabeth Street and New Town Road for methodology proof of concept (2018) | Source: City of Hobart



OUR STRATEGY ACTIONS

Theme 3 – Recognising walking as the most fundamental mode of transport

Pedestrian accessibility and walkability is central to future city transport, improvement and management decisions.

The following actions are proposed:

Action 3.1 – Develop a user hierarchy (in conjunction with Theme 8 – Managing our traffic and movement network) which will reinforce the importance of walking and pedestrian access in most situations including the city centre, waterfront and suburban neighbourhoods.

Action 3.2 – Focus on destination walking. Destination walking includes walking in part or whole for the journey to work, to shops, to schools and other community facilities. It includes:

- the walk to work, which is usually a journey from the inner suburbs into the city centre, whether from a home address or a city fringe commuter parking space
- the walk to school
- workers, shoppers and visitors walking around the city centre, waterfront and surrounds
- residents walking to local areas for shops and services for their daily needs or to visit parks or friends.

Action 3.3 – Develop a detailed walking plan for Hobart that explains the contribution that walking makes to the operation of the city and to encourage an increase in the number of trips taken by walking. The plan will:

- identify the range of strategic actions to prioritise efforts to improve the walking network
- recognise access requirements for people of all abilities
- focus our effort and resources on the identification of key pedestrian routes
- provide direction for capital works and street management such as vehicle speed, pedestrian priority access and safety measures
- focus works on the creation of attractive walking environments through the quality of footpaths relative to the adjoining built environment land use and pedestrian density
- review the relevant planning scheme provisions to ensure the achievement of the high-quality environment desired by the city
- provide detail on an active routes to school program
- outline programs to promote and encourage behaviour change
- use the audit and analysis work and reporting undertaken in 2018 on the Elizabeth Street/New Town Road corridor to guide the plan analysis and prioritisation
- provide input into future budgets and the City of Hobart's Long Term Financial Management Plan.

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Action 3.4 – Develop an urban design streetscape manual to guide a consistent approach to furnishing our streets with quality, durable paving materials and public street furniture (for example seats and benches) that supports walkability.

Action 3.5 – Develop new guidelines, policy and schedules of fees and charges for the use and occupation of footpaths within Hobart by developers when undertaking construction activities.

Action 3.6 – Work with other councils, the Road Safety Advisory Council and the Tasmanian Transport Commissioner to develop trials, guidelines and installation advice notes for new and emerging road and traffic devices and markings to support pedestrians. For example, pedestrian crossings, pedestrian countdown timers at traffic signals and sharrows (bicycle) symbols on roads. This will draw on the most recent Austroads' best practice guides for pedestrian infrastructure, Australian Road Research Board research and advice from pedestrian organisations.

Action 3.7 – Continue to improve access for people with disabilities across our entire footpath network, based on the Disability Discrimination Act 1992 (DDA) and with reference to current programs overseen by the City of Hobart Access Advisory Committee.

Theme 4 - Supporting more people to ride bicycles

POSITION STATEMENT

Bicycle riding has the potential to transform the City of Hobart's transport task by providing for short and medium distance trips. The City of Hobart will develop a strong network of safe paths and streets where people regardless of age or ability can comfortably cycle.

CONTEXT

Leading cities across the world recognise the value of providing for and encouraging cycling, as part of a range of transport options for people. Although still car dominant, Australian cities are beginning to follow. Cycling is particularly important in cities which aim to intensify land use activity and residential density around the city centre (refer to Theme 2). Cycling is a key measure of liveability and health promotion. Cycling contributes to environmental sustainability, social inclusiveness and economic activity. Enhancing the bicycle riding experience is part of a focus on active travel: walking, cycling and public transport. Bicycles are a vehicle legally entitled to use roads and footpaths within Tasmania, except where they are locally prohibited. Increased use of cycling as a mode of transport, like walking, not only assists in relieving traffic congestion but creates a more sustainable and inclusive city and contributes to economic activity and health benefits.

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In Tasmania, provision of cycling infrastructure has traditionally been by local government. Over the past seven years, the City of Hobart has advanced towards greater integration of recreational and commuter cycling infrastructure, in accordance with our Sustainable Transport Strategy and our Principal Bicycle Network Plan, as well as the Hobart Regional Arterial Bicycle Network Plan³⁷ and the State Government's Walking and Cycling for Active Transport Strategy ³⁸.

Census data from the ABS shows a general trend towards increased cycling participation rates near cycling facilities. The Intercity Cycleway, the Hobart Rivulet track, the Sandy Bay Road cycleway, and the Argyle Street and Campbell Street cycling facilities currently provide for around 1500 bicycle trips on any given weekday.

Feeling safe is a significant determinant for potential cyclists. People are more likely to choose cycling for transport when routes are more readily accessible with bicycle lanes, linkages within routes and end-of-trip facilities such as bicycle parking, change facilities and space to store clothing and equipment. Infrastructure for cycling should not be confined to a focus on the city centre; design for safe cycling should be part of the assessment for all works that affect travel, including roads, streets and paths. The design of dedicated road and street infrastructure must recognise that the emphasis on cycling for commuting is direct routes and reduced delays in the journey, in contrast to cycling for recreation.

Integrating cycling with other transport within a trip has appeal to many people, such as driving or public transport for part of the journey. Improved battery technology in the past 10 years has seen the number of electric bike models available for sale increase substantially. The power-assisted nature of such bicycles allows riders of all abilities to ride in undulating or hilly areas, typical of many parts of Hobart. Cycling is a measure of liveability and health promotion. Cycling contributes to environmental sustainability, social inclusiveness and economic activity. Enhancing the bicycle riding experience is part of a focus on active travel.

³⁷ Cycling South 2009 www.cyclingsouth.org/index.php/ component/k2/item/86-bike_plan

³⁸ https://www.stategrowth.tas.gov.au/__data/assets/pdf_ file/0004/88780/Tasmanian_walking_and_cycling_for_active_ transport_strategy.PDF_

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Since adopting the Hobart Principal Bicycle Network Plan in 2008 the City of Hobart has been incrementally developing cycling infrastructure on three key corridors – to the north, the west and the south of the city and around the waterfront. Map 4 shows the progress to date in implementing this plan. These pieces can now be joined to create a core network. The City of Hobart is currently constructing two major bridges with provision for walking and cycling, to link the Queens Domain area to the city and the Cenotaph. In 2017 the City of Hobart reaffirmed a positive cycling provisioning policy.

The connectivity of the cycling network is also critical. Gaps in the cycling network deter cyclists because they can either impose lengthy detours or generate safety concerns and uncertainty. Improved conditions for cycling on road can be achieved through separate cycle lanes and making traffic speeds compatible with average cycling speeds. Where possible, off road and fully separated facilities create the best environment for cycling for all users. On some streets it will be appropriate to provide on-road cycle lanes, while on others, such as Morrison Street on the Hobart waterfront, it makes sense to create off-road shared facilities for less confident cyclists. Faster cyclists may continue to use roads in lower speed environments. In order to make use of more lightly trafficked routes, or quiet back streets, wayfinding can assist in indicating preferred routes.

End-of-trip facilities are a further consideration. Such facilities include bicycle parking, changing facilities and space to store clothing and equipment. Lack of a place to securely store bicycles while at work, shopping or similar, can be a deterrent to choosing cycling for a trip. Bicycle storage also needs to be appropriately located to avoid cluttering footpaths, which impacts pedestrians.

Beyond these physical elements, one of the biggest influences on cycling as a mode of transport is the culture of cycling and attitude of other road users. To create a positive bicycle culture, cycling needs to be convenient, easy to do, enjoyable, and a cultural norm that is embraced by the wider community.



Map 4: Bicycle Facility development in Hobart 2008–2018 | Source: City of Hobart

OUR STRATEGY ACTIONS

Theme 4 – Supporting more people to ride bicycles

Bicycle riding has the potential to transform the City of Hobart's transport task by providing for short and medium distance trips. The City of Hobart will develop a strong network of safe paths and streets where people regardless of age or ability can comfortably cycle.

The following actions are proposed:

Action 4.1 – Develop a user hierarchy (Theme 8 – Managing our traffic and movement network) to reinforce the need for cycling access and provision in our city centre and suburban neighbourhoods.

Action 4.2 – Complete and connect the initial city wide bicycle network established in the past 10 years, with implementation priorities based upon the new bicycle plan (Action 4.3).

Action 4.3 – Develop a detailed bicycle plan that expands the contribution that cycling makes to the operation of the city and encourages an increase in the number of trips taken by bicycle. The plan will:

- identify the range of strategic actions to prioritise efforts to improve the cycling network
- focus our effort and resources on the completion of key cycling routes, completing and connecting the network already established
- develop a network of neighbourhood routes, where appropriate on quiet back streets, supported with wayfinding
- recognise the importance of also providing for recreational, sporting and beginner (learner) cyclist facilities to strengthen cycling culture and family enjoyment of cycling
- provide direction for capital works and street management such as vehicle speed, priority access and safety measures

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- review planning scheme provisions to ensure the achievement of the high-quality environment desired for the city, including end-of-trip facilities in buildings and city streets
- provide detail on an active routes to school program
- consider access to and around retail precincts and neighbourhood activity centres
- outline programs to promote and encourage behaviour change
- use the pre-planning and scoping work undertaken by the City of Hobart Bicycle Advisory Committee in 2018 to guide the development of the new plan
- provide input into future budgets and the City of Hobart's Long Term Financial Management Plan.

Action 4.4 – Building on the City of Hobart's current driver training program for employees, and in conjunction with key stakeholders, develop a driver training program for corporate fleet and business driving, highlighting needs of vulnerable road users. Stage 1 will initially be for City of Hobart employees, but future stages could be rolled out for others to use.



Theme 5 -

Increase participation in great public transport and reduce city congestion

POSITION STATEMENT

Great cities around the globe rely on public transport to move people. We will advocate strongly for real improvements and additional funding to be provided by the State and Federal governments to increase frequency, improve connectivity and support new modes for crossing the River Derwent and travelling around the greater Hobart area.

CONTEXT

In Hobart, most passenger transport journeys on buses take place in the morning or afternoon peak hours, taking commuters to work, or students to school or university. Private buses also provide an important link to regional areas. While buses are the dominant form of public transport in Tasmania, the public transport task also includes taxis, carpooling and car sharing, community transport services, bicycle sharing schemes, park and ride facilities, privately operated ferries and, more recently, Uber. There has been significant discussion over the past few years about the western shore public transport corridor, light rail and a large-scale ferry service.

Public transport usage rates have fallen in Hobart over many years, with road development for major highways through the 1970s and 80s prioritising access for motor vehicles. Correspondingly, funding for public transport in Tasmania has been kept at minimal levels since the closure of Hobart suburban passenger railway services in 1974 and the progressive selling off of the Hobart railway station, surrounding railyards and the Metropolitan Transport Trust's Hobart tram and bus depot in the 1980s. Item No. 6.2

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In January 2018, Infrastructure Tasmania published the Hobart Transport Vision which states that:

... the vision provides a reliable and cost effective alternative transport system with a focus on prioritised rapid passenger transport as a competitive alternative to private car travel.³⁹

The Tasmanian Government vision explicitly supports the reinvigoration of public transport and investment in rapid passenger transport. This vision is graphically shown in Figure 9.

The City of Hobart supports the Infrastructure Tasmania Vision, which reflects the Southern Tasmanian Councils Association (STCA), 2010 Southern Tasmanian Transport Plan – A fair go for our Public Transport and the City of Hobart's 2009 Sustainable Transport Strategy.

By improving public transport frequency, travel time and quality on the key corridors, greater Hobart can begin to provide more people with real alternatives to driving.

Supporting infrastructure will also be required. Passengers will need high quality sheltered waiting facilities, both in the City Interchange and at bus stops in local areas, mobile device apps to provide real-time service information, and on journeys from outlying council areas, park and ride facilities with covered waiting facilities. Ferry terminals will need quality sheltered waiting spaces along with bicycle storage facilities for those cycling to the ferry and then walking the final part. Ferries will also need to be designed for bicycles to be rolled on board – for those whose trip may require a ride at either end. In this way the group of potential travellers can be greatly enlarged from those who are walking.

The western shore rail corridor will require further planning and land use rezoning along its length. A considered plan will need to include a centrally located interchange in the city centre to enable public transport vehicles on all corridors to interconnect. This extends to an interoperable ticketing system for all public and private services.

The Infrastructure Tasmania Hobart Transport Vision will require funding and commitment from political parties and stakeholders. It remains to be seen if funding for the Vision will be provided through Infrastructure Australia and the Australian Government in partnership with the Tasmanian State Government.

³⁹ <u>https://www.stategrowth.tas.gov.au/___data/assets/pdf____file/0011/166079/Hobart_Transport_Vision_small_20180117.pdf (pg. 6)</u>



Figure 9: Hobart Transport Vision | Source: Infrastructure Tasmania, Department of State Growth 2018.


OUR STRATEGY ACTIONS

Theme 5 – Increase participation in great public transport and reduce city congestion

Great cities around the globe rely on public transport to move people. We will advocate strongly for real improvements and additional funding to be provided by the State and Federal governments to increase frequency, improve connectivity and support new modes for crossing the River Derwent and travelling around the greater Hobart area.

The following actions are proposed:

Action 5.1 – As the key stakeholder, the City of Hobart will continue to advocate support for the Hobart Transport Vision, as presented by Infrastructure Tasmania, to substantially improve the size, scale and reach of public transport in Hobart. This includes increased funding levels for initiatives that have been demonstrated to increase participation in public transport.

Action 5.2 – Engage with Infrastructure Tasmania, the Department of State Growth and Metro Tasmania to fully understand the implications of the Hobart Transport Vision and public passenger transport in the Elizabeth Street midtown area and South Hobart. (This needs to be undertaken to inform the forthcoming local retail precinct upgrade projects in both areas.)

Action 5.3 – In conjunction with the Department of State Growth, Metro Tasmania and private operators, plan for short, medium and longer term improvements for passenger transport facilities in the centre of Hobart, including bus, ferry and light rail facilities. Action 5.4 – Work with other councils to advocate for Tasmanian Government funding to support bus infrastructure such as bus shelters and real-time passenger information systems.

Action 5.5 – Continue to work closely with the Tasmanian Government and community transport providers, taxi companies and Uber operators to ensure the support of their community service functions.

Action 5.6 – Actively partner with the University of Tasmania to establish a demonstration bicycle share and car share program at a major UTAS accommodation site.

Action 5.7 – Explore opportunities for park and ride facilities in Hobart, where the 'last mile' ride can be provided by bus or bicycle services.

Action 5.8 – Work with the Department of State Growth and Metro Tasmania to identify future route options and opportunities to provide regular public passenger transport services to the Hobart waterfront, including Salamanca and Macquarie Point.

Action 5.9 – Advocate for a seamless single system for transport information, ticketing and payments. Investigation into the system must:

- include opportunities to integrate into the visitor information and booking services provided through the City of Hobart's Tasmanian Travel and Information Centre
- encourage all tourist operators in Hobart to use the system
- explore the possibilities of a Hobart City Card for tourists and visitors, which could package up city attraction entrance fees, activities provided by City of Hobart (such as swimming and sporting services), other discount opportunities and associated mobility and transport options.



Theme 6 - Smart parking for residents, visitors and businesses

POSITION STATEMENT

Vehicles (including cars, trucks, buses or bicycles) all require parking at some point. How and where they are parked influences the shape and function of the city and our public realm. The City of Hobart is not 'anti-car' but recognises the negative impacts of excessive car use and the need for managing parking impacts. Parking pricing, location, access to parking provision and loading uses will require more intensive management. Conversion of some on street parking areas for other transport modes and city functions will be required.

CONTEXT

Parking is a complex and highly contested part of how a city is managed. Parking a vehicle is an integral part of using a vehicle. An excess of parking, or parking that is not appropriately priced, can contribute to individuals not fully considering their trip choices. Cheap and limitless parking might be available and appropriate in a country town, however a modern growing capital city can no longer support this. Parking supply, location and price will help to manage the transport system.

Parking is a key component of a transport strategy, as parking policy has a direct influence on travel choice. Irrespective of mode, parking both on and off street is a land use issue that has many facets:

- Parking is required for delivering goods and services into loading zones and elsewhere, in addition to where delivery vehicles are kept when idle.
- On street kerbside space is required where bus stops are located and buses need to be parked between services and overnight.
- Parking is required for people with disabilities in locations that are convenient to shops and services.
- Parking is required in residential neighbourhoods, particularly inner urban areas where properties may have limited off street parking, limited on street frontage and high competition for parking spaces.
- Parking is required for bicycles and motorcycles.

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- Parking is required for taxi services through designated taxi stands.
- Parking space can be reutilised where other transport modes may need priority and additional space to cater for movement demand, particularly in busy city areas where footpath space for pedestrian movement needs to be increased, or to provide bus priority or bicycle facilities on selected corridors.

The City of Hobart manages its parking supply. This in turn assists with access to services and businesses. On street parking in the city centre needs to cater for deliveries (loading zones), accessible car parking, taxi zones, bus zones, work zones for construction, and parking for short visit purposes.

The City of Hobart also operates several off street parking areas for longer duration day time visits to the city, for example the Argyle Street, Centrepoint and Hobart Central car parks. In addition, the City of Hobart also provides motorcycle parking and bicycle parking areas (both on and off street).

Additionally, private operators own and provide all-day commuter parking in both multistorey and ground level car parks. A substantial reservoir of parking also exists under, behind and around nearly every building in the city, as shown in Map 5.



Map 5: Off street parking (north of the city centre) | Source: City of Hobart



Outside of the city centre the City of Hobart manages residential streets and, in certain areas, operates residential parking schemes to manage the impacts of all-day commuter parking. Commuter parking provides alternatives to bringing vehicles into the city centre, thus reducing congestion and providing the health benefits of incidental exercise from using active travel modes for the remainder of the journey. For lower paid city workers, the savings in parking fees can be substantial, and assist in balancing a family budget.

Aspects of parking provision near the city centre, including parking location and length of stay, impact on the city centre as well as local neighbourhoods. In this context the requirements for provision of parking by development applications will be examined. Planning permits that require parking, as one of the first standards to be satisfied, too readily determine the built form and add substantially to building costs. In 2013 the City of Hobart adopted a Parking Plan , which has largely been implemented. The City of Hobart is currently installing next generation parking sensor and payment systems to extend the capacity of technology to provide improved management tools for on street parking. Mobile device apps will allow cashless payments and indicate where there is a higher probability of finding an available space. Usage data could alert inspectors to vehicles parking in clearways.

In 2013 the City of Hobart adopted a Parking Plan, which has largely been implemented. A review of the parking plan (see Action 6.1) will need to consider the provision, pricing and marketing of parking in Hobart. Documenting a philosophy around parking (in all its various forms) will need to consider the future role of the City of Hobart and its capacity to deliver these outcomes into the future to support the objectives of this Transport Strategy.

OUR STRATEGY ACTIONS

Smart parking for residents, visitors and businesses

Vehicles (including cars, trucks, buses or bicycles) all require parking at some point. How and where they are parked influences the shape and function of the city and our public realm. The City of Hobart is not 'anti-car' but recognises the negative impacts of excessive car use and the need for managing parking impacts. Parking pricing, location, access parking provision and loading uses will require more intensive management. Conversion of some on street parking areas for other transport modes and city functions will be required.

The following actions are proposed:

Action 6.1 – Develop a new parking plan (including a philosophy around parking provision, pricing and marketing) to guide the future use and management of the City of Hobart's on street and off street parking supply, especially in light of the information becoming available through new parking technology currently being installed in Hobart. This plan will address the following areas:

On street parking

- It will provide direction and priority to the allocation of kerbside areas for public transport use, loading zones, pedestrian and other uses such as seating and on-street dining in the core central city area.
- The plan will continue to review and increase the supply of car parking for people with disabilities in the central city area and in locations where other services and facilities require such parking (for example near medical services and in retail precincts).
- It will continue to investigate and expand paid parking areas in both high demand retail precincts and commuter areas.
- It will continue to monitor existing and implement new residential parking schemes to balance residential, visitor and commuter parking.
- The plan will continue to provide and expand the supply of bicycle and motorcycle parking.

Off street parking

- The plan will be informed by, and complement, the central Hobart parking control instrument – to control the location and size of new parking stations – with the intention to encourage parking provision on the fringe of the city business district rather than within the centre.
- It will continue to provide and expand the supply of bicycle and motorcycle parking.
- The plan will build on the trial of electric vehicle charging facilities in the Hobart Central car park, and incorporate an e-vehicle charging set of actions to cater for cars, bicycles and mobility scooters.
- When off street shopper parking demand reduces during the winter months and 'early bird' parking is made available, the plan will set the load in and load out times to favour vehicle use outside of current road transport network peak periods.

Tourism

- The plan will explore appropriate pricing arrangements to allow for overnight use of public car parks by vehicles (for example tourist hire cars). Such usage and pricing is to be timed so it does not produce tourist vehicle use during peak hours and ensures car parks are available during the day for those people who need to access the city for business, shopping and other services.
- The plan will consider how to manage tourist visitation with large vehicles such as caravans and camper vans. In the short to medium term, it will explore the opportunities for day time parking using underutilised space in the Macquarie Point area.

Technology

- The plan will build on the roll out of the new integrated parking system (management and payment) to better manage and understand parking demand and behaviours.
- It will develop and promote technologies and mobile apps to identify the probability of available parking spaces.
- It will explore the use of pricing signals to reduce peak hour traffic movements into and through the city centre.

Action 6.2 – Advocate for parking stations at suburban centres (adjoining municipalities) to encourage park and ride by public transport on principal bus routes.

Action 6.3 – Explore further opportunities within Hobart (in appropriate areas outside of the city centre) to provide pay for service, park and ride (a bus, a bike) or park and walk facilities.

Action 6.4 – Continue to assist other greater Hobart councils with information on the benefits and issues associated with implementing on street paid parking.

Action 6.5 – Develop a policy for the allocation of public parking spaces for car-sharing schemes such as those operating in other mainland Australian cities, for example Flexicar and GoGet Car Share. Action 6.6 – Continue with efforts to provide a balance between on street car parking and vibrant streets for people by using some parking spaces for dining, trading, pedestrian crossing facilities, and other city functions where appropriate.

 As part of this action, develop, implement and monitor a 'parklet' program for the city whereby groups of businesses, individuals and organisations can apply to host a small park in place of an on street parking space. Parklets are public space, they are playful and welcoming and open to all, and typically include seating, planting and/or bike parking.

Action 6.7 – Investigate the issues and implications of introducing a city centre private car parking space levy and use (hypothecate) this revenue to accelerate pedestrian improvements in the central Hobart business area. (This is similar to schemes operating in other parts of Australia.)

Action 6.8 – Use the planning schemes to continue to limit central city car parking requirements on permit applications. (See the City of Hobart Planning Scheme E6.6.5 Central Business zone and qualified at E6.6.6 for the General and Local Business zones and Sullivans Cove Planning Scheme.)

Action 6.9 – Work with our city planners to discuss potential amendments to planning schemes and zones relating to parking provisions for new developments, with the aim of aligning with this Transport Strategy, and addressing issues including:

- centralised public parking in city centre and suburban centres instead of providing parking by individual commercial land owners
- the conversion of off street parking to residential or commercial land use as appropriate.

Theme 7 -

Moving people and goods by land, sea and air

POSITION STATEMENT

The movements of people and goods by road, rail, sea and air is critical to the Tasmanian and Hobart economy.

While much of the freight, port and airport space is controlled by State Government business enterprises and private operators, the City of Hobart has a role in the 'last mile' movement of people and goods. We will continue to build relationships, collaborate with business and better understand our role in assisting these modes to improve their sustainability and contribution to the Tasmanian economy.

CONTEXT

The current Tasmanian economy relies on the movement of people and goods over land, water and air. Tourists, food and beverages, and consumer goods are all moved daily by trucks, buses, ships, trains and planes. The operations of these aspects of the transport network are owned and controlled by the Australian and Tasmanian State governments along with privately owned and controlled transport operators.

The City of Hobart has a role in assisting the 'last mile' of transport. For example, for goods, this is often through the provision of local road networks and kerb space for loading zones. For tourists and visitors, providing bus and taxi operators with kerb space is important. Also important is the provision of good pedestrian connections, quality urban environments and wayfinding.

Visitor numbers to Hobart are growing and this is set to continue. The Tasmanian Government's T21 Strategy has set a target of increasing visitor numbers from 1 million to 1.5 million by 2020. The T21 Strategy includes priorities to increase investment in tourism infrastructure and growing air and sea access capacity. While all regions reported higher visitation, occupancy and yields, a total of 66% of all visitor nights were spent in Hobart. Visitor spending creates significant economic activity, with over \$2.2 billion spent by visitors to Tasmania reported in 2017. Item No. 6.2

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Greater numbers of visitors sharing our transport networks can have impacts on road safety and efficiency at busy times, especially in areas which attract large numbers of visitors and where conditions may be 'uniquely local' such as Tasmania's east coast or west coast roads.

Consumer goods, including petrol and diesel, are heavily reliant on Tasmania's north–south corridor. From major distribution centres, for example, at the Brighton Transport Hub, where the current rail connection from the northern Tasmanian ports terminates, consumer goods move on a variety of regional and urban roads to shopping centres and commercial outlets in heavy and light commercial vehicles.

Many light commercial vehicles come into the city centre, the Hobart waterfront, Salamanca Place, Sandy Bay and North Hobart to deliver goods and services that support these commercial activities. Efficiency in the last mile of freight movement is critical to the ongoing economic productivity of the city. Planning and providing for these freight movements is a function of the City of Hobart. The last 30 years have seen dramatic changes in the day-to-day operations of the Port of Hobart. The Hobart waterfront precinct was once busy with ships exporting primary produce and bulk commodities, but today the local community mingles with visitors from cruise ships, scientists working on Antarctic research vessels, CSIRO and the Institute for Marine and Antarctic Studies (IMAS), members of the fishing fleet, and students from the University of Tasmania's School of Art. It is a busy hotel, restaurant and night-life precinct and the site of festivals such as the Australian Wooden Boat Festival, Dark MOFO and the Festival of Voices. Additionally, it remains the site of perennial tourist favourites: Salamanca Markets each Saturday, the annual Sydney to Hobart Yacht Race and the Taste of Tasmania.

To support the greater focus on visitor activities and events on the waterfront, the City of Hobart, the Tasmanian Government, TasPorts and the private sector have invested significantly in visitor infrastructure. The City of Hobart has invested in improvements to pedestrian access to the waterfront in partnership with other land managers in the Hobart waterfront precinct.

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The use of hydrocarbon fuels in transport engines produces combustion emissions that reduce air quality. These emissions, both fine particulate matter (PM2.5) and sulfur dioxide (for example) are linked to respiratory disease and poor health outcomes, including premature death. The emissions also contribute to climate change. Many cities around the world are moving to limit vehicle emissions through banning particular vehicle engine types and fuel sources. Cruise ships in many parts of the world are restricted in the types and quality of fuel they can burn whilst in port to limit pollution impacts.

Although freight transported by air from Tasmania is a small proportion of the state's total freight movements, there is capacity for air freight growth in the agriculture sector. Increased access to irrigation is providing opportunities for greater production of boutique, perishable and high-value fresh food products which are well suited to air freight and are in high demand in China and other Asian markets. Now completed, the extension to the runway means that it is capable of handling larger aircraft with greater flight ranges than those previously serving the Hobart Airport.

OUR STRATEGY ACTIONS

Theme 7 – Moving people and goods by land, sea and air

The movements of people and goods by road, rail, sea and air is critical to the Tasmanian and Hobart economy.

While much of the freight, port and airport space is controlled by State Government business enterprises and private operators, the City of Hobart has a role in the 'last mile' movement of people and goods. We will continue to build relationships, collaborate with business and better understand our role in assisting these modes to improve their sustainability and contribution to the Tasmanian economy.

The following actions are proposed:

Action 7.1 – Consult with key stakeholders and undertake a review of loading zone availability and operation across the City of Hobart.

Action 7.2 – Work with providers to ensure appropriate kerb space is available to support tourism-based public transport operations in Hobart, with a particular focus on airport services and attraction visitation.

Action 7.3 – Continue to work with TasPorts to improve pedestrian linkages around the Hobart waterfront and into the city centre.

Action 7.4 – Continue to improve wayfinding and directional signage to, from and within Hobart.

Action 7.5 – Lobby the Australian Maritime Safety Authority (AMSA) to regulate fuel use for ships at berth in the Sullivans Cove area, in line with current arrangements in Sydney Harbour to limit particulate matter and sulfur dioxide air pollution (AMSA Marine notice 2016/2).

Action 7.6 – Review the City of Hobart's vehicle fleet purchasing policy and continue to improve the efficiency of and emissions from the corporate vehicle fleet. Develop a plan to preference corporate light vehicle replacements with either electric or hybrid electric vehicles by 2025.

Action 7.7 – Continue to consider emissions profiles and, for diesel vehicles, compliance with Euro 6 or Euro 7, fuel usage specifications for all heavy plant and equipment fleet purchases, such as rubbish trucks and excavators.

Action 7.8 – Continue to provide access for high productivity vehicles and higher mass vehicles on specific parts of our road network in accordance with guidelines established by the National Heavy Vehicle Regulator.

Theme 8 -

Managing our traffic and movement network

POSITION STATEMENT

Population and economic growth and the resultant traffic congestion cannot be sustainably managed by simply providing road expansion projects. Managing and operating our network will need a 'SmartRoads' approach where preference is provided to high occupancy vehicles, especially public transport, and active transport modes on selected corridors at selected times. Travel demand management will complement such a network management approach.

The City of Hobart, in conjunction with other local governments, will continue to actively lobby the State Government to introduce (and support with guidance notes) emerging traffic management devices.

CONTEXT

Active management of our roads and local streets is ongoing and necessary as the need for travel and traveller numbers increase, and as community attitudes towards how we use that space change. Active management seeks to improve the efficiency of our road network in recognition that the road network is largely fixed in terms of width, numbers of intersections, and other constraints on the free movement of traffic, whether as pedestrians, on bicycles, in buses or other motorised vehicles.

Efficiency of travel must recognise the different needs of travellers and modes of travel. Needs vary over different times of the day, days of the week, and locations of activities that create the travel demand.

Hobart's current traffic and movement network is mostly road dependent. There are some opportunities for the use of off-street paths for walking or riding. The network is limited in terms of through streets, particularly main collector roads, and public transport is entirely road based. There is little opportunity to change the pattern of streets and roads without major disruption and costs.

Traffic congestion experienced on the Hobart network is caused by multiple factors, including construction work in the city centre and on key arterial roads, increased demands on the network during return to school and university, increased traffic from greater Hobart, increasing economic activity, road crashes which block roadways and increased parking availability.



The City of Hobart is committed to actively managing our streets to improve their efficiency and safety for the greatest number of users. The Victorian Government's SmartRoads concept is a road and street management system that seeks to better manage competing interests for limited road space by allocating, or providing priority use of, the road to different transport modes at particular times of the day. The SmartRoads concept uses a road-use hierarchy set of principles to recognise that

the users of the road network, along with the place the road is in and the time of day are all important factors to consider in managing road space.

For example bus and bicycle lanes are critical during morning and afternoon peak commuter movements, however during the day, when businesses are operating and traffic flows are lower, parking may be of greater importance. 'The SmartRoads concept is a more active approach to allocating priority that separates, where possible, many of the resultant conflicts by route, place and time of day.' Travel demand management (TDM) and work place travel plans, such as the one undertaken and being progressively implemented by the City of Hobart, are methods by which individuals are assisted to find a travel option that works for them generally using the Four Rs framework. The Four Rs states that a journey may involve a ReMode (shifting from driving to public transport, or walking or cycling), a Retime (shifting the journey outside of peak hour), a Reduce (avoiding a trip by working from home or video-conferencing), or a Reroute (finding an alternative route to travel on).

Such TDM approaches can be particularly useful in large workplaces where workforces can be more flexible, and for major events, where planning for and information to attendees is critical to event success. (For example a major sporting or cultural event.)

In the future, especially with the take up of electric vehicles, governments around the world will need to reassess the revenue base they have for funding transport infrastructure, as petroleum product excise duty and taxes, which currently partially fund the road network, will reduce. This emerging reality will require the Australian Government to revisit one of the most significant transport management tools available, that of road user charging. Such systems, being trialled in other parts of the world, use GPS locations and time of day use of the road network by a vehicle to determine the price paid. In theory, such arrangements are commonplace in our society now: the best seats in a theatre command the highest prices. The same is true for the AFL grand final. As such, in the future, road user charging, combined with

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congestion based charging, will provide the best tool for managing our transport network and provide individuals with clear price signals about the cost of different transport choices. The City of Hobart is also responsible for oversight of some aspects of the transport network when subdivision takes place, in accordance with the current planning scheme. For these future settlement areas, an indication of how future linkages between areas will work is required. In conjunction with other land managers, the City of Hobart will continue to work on a road network plan to define how land zoned for development will be connected into the transport network.

At the suburban level, the City of Hobart is responsible for local area traffic management. The residential areas of Hobart contain the majority of the roads and streets owned and managed by the City of Hobart.

Local area traffic management focuses on traffic and movement problems and solutions within the context of a local precinct or suburb, rather than individual streets. Contemporary local area traffic management adopts a holistic approach, ensuring that all transport modes are considered. It seeks to create positive impacts on traffic and connectivity through improvements to walking, cycling and public transport routes, with recognition of the importance of streetscapes. The City of Hobart has an ongoing program for repairing, maintaining and renewing the road and street assets of Hobart. This work is done in accordance with Asset Management Plans. These plans are developed based on the available funding from rates and other funding from the Tasmanian and Australian governments. These plans dictate the extent of certain works to ensure the maximum life for any particular asset while staying within the maintenance budget. This is why, for example, potholes will be patched and surfaces maintained before a full replacement is undertaken.

Local area traffic management must also be considered in the broader metropolitan context. Not only do some roads perform both local and metropolitan functions, but the functioning of state roads and local arterial roads can alter the management of local areas. There is a growing realisation that we need to rethink our design philosophy from one that places cars and parking first, to a more holistic approach where our local streets again become places where people are placed at the center of our transport network management.

OUR STRATEGY ACTIONS

Theme 8 – Managing our traffic and movement network

Population and economic growth and the resultant traffic congestion cannot be sustainably managed by simply providing road expansion projects. Managing and operating our network will need a 'SmartRoads' approach where preference is provided to high occupancy vehicles, especially public transport, and active transport modes on selected corridors at selected times. Travel demand management will complement such a network management approach.

The City of Hobart, in conjunction with other local governments, will continue to actively lobby the State Government to introduce (and support with guidance notes) emerging traffic management devices.

The following actions are proposed:

Action 8.1 – Develop a road user hierarchy and smart roads plan for Hobart (as supported by Action 3.1 and 4.1).

Action 8.2 – Manage and upgrade our transport network using a safe systems approach and with reference to the Australian Government's National Road Safety Strategy.

Action 8.3 – In conjunction with planning (as previously described for the walking plan, Theme 3 and cycling plan, Theme 4), commence a process of progressively reviewing local area traffic management plans.

- In light of current Council concerns, new housing subdivisions and recent retail precinct upgrades, this process will initially review traffic management in the Lenah Valley area.
- This process will also consult and engage with communities to determine a candidate suburb, or local area, to trial a UK-style 'home zone' (or Dutch woonerf, living street). Such a shared street zone with reduced speed limits promotes equal priority to all modes of transportation and pedestrian use of streets.

Action 8.4 – Consider wider area speed limit reductions to 40 km/hr in residential areas and the central Hobart city commercial area, similar to that currently operating in the Battery Point and Hobart waterfront area. Action 8.5 – In conjunction with Theme 1 (We make our decisions based on evidence and current key data), provide an online information portal to provide individuals with relevant apps to assist them to manage and plan their journeys and trips. For example ride sharing apps, such as Parachuute, a carpooling app for parents (https://www.parachuute.com/).

Action 8.6 – Complete development of a future road network plan as enabled by the Tasmanian Planning Scheme code overlay maps.

Action 8.7 – Review our current Roads Strategic Asset Management Plan (SAMP), and update to include more detail in relation to service driven improvements, as well as addressing the physical condition of these assets.

Action 8.8 – Make our City of Hobart Road Infrastructure Asset Management Plan (AMP) publicly available to promote discussion relating to current and proposed levels of service associated with these transport assets.

Action 8.9 – Develop ratings, and begin rating and reporting on individual transport assets including roads, footpaths and bicycle tracks for their three services (function, capacity and quality) in addition to rating for physical condition.

Action 8.10 – In line with current City of Hobart policy, continue to consider opportunities to install and upgrade pedestrian and cycling infrastructure along with street trees (where possible) when undertaking road renewal works.

Action 8.11 – Commence work in conjunction with other councils, the Institute of Public Works Engineering Australasia (TAS) and the Local Government Association of Tasmania on a review of the current subdivision guidelines and standard drawings.

Action 8.12 – Commence work with other councils, the Tasmanian Road Safety Advisory Council, the Tasmanian Transport Commissioner and other key stakeholders to develop trials, guidelines and installation advice notes for new and emerging road and traffic devices and markings. For example, pedestrian crossings, pedestrian countdown timers at traffic signals and sharrows (bicycle) symbols on roads.

Theme 9 - Developing partnerships with our stakeholders

POSITION STATEMENT

We recognise that there are many stakeholders who collectively develop our city, its economy and its infrastructure. In order to bring about change and develop courage and commitment we need to forge stronger joint understandings about the choices before us and the pathways towards the Vision.

To improve the health and liveability of our city in a collaborative way, the City of Hobart will continue to develop strong partnerships and relationships with all levels of government, the private sector, advocacy groups and local communities to realise the implementation of our Vision and this Transport Strategy.

CONTEXT

The City of Hobart is one of the many stakeholders involved in the development and management of the transport system, our infrastructure and the wider Tasmanian economy. In order to improve our current settlement and transport arrangements we will need to seek deeper involvement and engagement with:

- local communities
- key advocacy groups
- the various divisions within the City of Hobart
- the private sector and government business enterprises
- councils in the greater Hobart area and regional groups
- the Tasmanian Government
- the Australian Government
- the media.

This is perhaps the hardest area for any level of government. Tasmania is a complex society and many stakeholders have competing agendas. There are myths, fallacies and 'no go zones' about any number of issues and behaviours which are often used to promote a particular perspective and limit our ability to get to the heart of a problem.

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In an age where there is so much information available, our ability to provide comment and feedback on every topic and proposed change can often be daunting. The challenge for organisations everywhere is to find balance between consulting about, and then implementing, changes.

The City of Hobart has a strong record of showing leadership when engaging with its community and stakeholders. The City of Hobart bases its community and stakeholder engagement in the IAP2 (International Association for Public Participation) set of tools and practices. The development of this Transport Strategy, our Climate Change Strategy, the new City of Hobart Vision and our retail precinct upgrade engagements with local communities are just some recent examples of our engagement practices.

We seek to engage widely with stakeholders to ensure we have heard the range of issues and problems we confront before proposing and defining solutions. This does not mean our solutions will appeal to all, however many of our problems require us to make changes to infrastructure, attitudes and behaviours.

OUR STRATEGY ACTIONS

Theme 9 – Developing partnerships with our stakeholders

We recognise that there are many stakeholders who collectively develop our city, its economy and its infrastructure. In order to bring about change and develop courage and commitment we need to forge stronger joint understandings about the choices before us and the pathways towards the Vision.

To improve the health and liveability of our city in a collaborative way, the City of Hobart will continue to develop strong partnerships and relationships with all levels of government, the private sector, advocacy groups and local communities to realise the implementation of our Vision and this Transport Strategy.

The following actions are proposed:

Action 9.1 – Continue to proactively identify opportunities for funded partnerships with the Tasmanian and Australian governments to address issues and progress actions identified through the development of this Transport Strategy. Action 9.2 – Continue to work closely with other regional local government bodies, through political bodies such as the Southern Tasmanian Councils Association and the Local Government Association of Tasmanian, and through officer level working groups such as the Southern Council Infrastructure Group to advance understanding of regional problems and appropriate solutions.

Action 9.3 – Working with established groups, in a range of areas, undertake an annual program to receive feedback and input to guide work program priorities. Such a program would include schools, community and progress associations, and business groups within Hobart, and change the way we engage on the issue of transport and travel.

Action 9.4 – Explore the opportunities to encourage, through the Tasmanian Road Safety Advisory Council, a trial of usage and behaviour based vehicle insurance products in Tasmania. Such products are linked to reduced crash rates, improved driver behaviour and modal shift (to active travel modes). Examples include QBE's Insurance Box and Real Insurance's Pay As You Drive.

Action 9.5 – Expand the current research and summer student placement program with the University of Tasmania using the current Speculate program as the model.

Action 9.6 – In conjunction with key major city employers, in the first instance, provide assistance to develop workplace travel plans for staff, using the City of Hobart Employee Travel Plan (2017) as a guide and example of best practice.

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Action 9.7 – Review corporate communications and retail marketing activities to ensure information about travel choices is present in brochures, pamphlets and advertising.

Action 9.8 – Develop a communication and marketing plan to promote the Transport Strategy and its associated actions.

Action 9.9 – Work with major festival and event providers (including the City of Hobart) to develop event travel plans.

Action 9.10 – Continue to use best practice engagement methods and the Your Say platform to develop deeper understandings of issues and problems facing our community, as we implement changes to achieve the City of Hobart's Vision and improved transport arrangements.



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PART 3

IMPLEMENTATION PLAN

This Transport Strategy guides how improved transport for the City of Hobart will be delivered through until 2030. As such, the implementation of this Transport Strategy will occur over many years.

The principal actions to be undertaken in the first three years include the development of the key walking, cycling and parking plans along with a smart roads plan to better manage the current transport network. Developing these plans concurrently, with a local area approach, will form the basis for reviewed local area traffic management plans.

Other actions will be undertaken both concurrently and over the life of the strategy. The City of Hobart has allocated initial funds to implement this Transport Strategy and the works that are identified in the developed plans in its 10-year Long Term Financial Management Plan.

It is important to remember that future Councils may have different priorities and financial circumstances may change. Indeed the current implementation budget will not be sufficient to complete all of the works envisaged in this strategy and associated plans. Funding will be required from the Tasmanian and Australian governments for the major public transport projects and associated facilities. Some funding will be derived from existing City of Hobart funding sources, such as:

- City of Hobart's Inner City Action Plan and Transforming Hobart capital upgrade programs
- the annual allocation for bicycle and pedestrian upgrade projects across the city
- potential future Federal Government Roadsto-Recovery and Blackspot funding
- road and footpath renewal projects where some transport upgrade or new
- components can be incorporated
- parks and bushland projects where some transport improvement initiatives can be
- incorporated into the design and construction phases
- the City of Hobart's Smart City Strategy (in development)
- other projects currently identified in the City of Hobart's 10-year Long Term Financial
- Management Plan (LTFMP).

The proposed capital funding in the LTFMP specifically for the implementation of the Transport Strategy is approximately \$500,000 per year, amounting to a total of approximately \$4,750,000 over the next 10 years.

It has been assumed that this capital funding will be attributed predominately to new and upgraded transport and travel related assets.

The impact of implementing this strategy on future operational and maintenance budgets has yet to be determined.



THE PLANS

The development of the walking, cycling, parking and smart roads plan will produce clearly identified priority works plans and frameworks to address the merit and priority of specific work. It is proposed that these plans will be developed concurrently in the City of Hobart's 'natural catchment areas' which would be addressed sequentially. There are essentially four major city catchments: the north, west and south and the city centre and its immediate surrounds. It is considered that using a placeled community engagement process, similar to that being currently used to develop the retail precinct projects, will be the best way to create these integrated plans in collaboration with local communities.

By using such a process, detailed engagement with local communities can provide input to plan for specific works projects which will reflect identified needs and create more liveable neighbourhoods where options to walk, cycle, enjoy spending time in the public realm, use public transport or a motor vehicle are all supported.

THE TRANSPORT STRATEGY ACTION TEAM

There are a range of individual actions identified under the nine strategic focus themes that will need to be delivered from within all parts of the organisation.

The Transport Strategy Action Team will be established within the City of Hobart with representation from relevant divisions. This group will develop (and regularly review) the Transport Strategy Action Plan, allocate responsibility for the various actions and establish the relative priority for resourcing the actions over the life of the strategy.

The Transport Strategy Action Team will be responsible for ensuring actions are undertaken and progress is reported back to the Council and the Hobart community biennially (see Action 1.2 of this strategy).



The City of Hobart would like to acknowledge the contributions of the community of Hobart and key stakeholders throughout the consultation process.

Image credit:

City of Hobart Transport Strategy 2018-30 DRAFT

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MAPS, CHARTS AND FIGURES

MAPS

Map 1:	Southern region – dwelling density
Map 2:	Residential Strategy for greater Hobart – residential development areas
Map 3:	Stylised mapping of journey to work – 'tale of two cities'
Map 4:	Bicycle facility development in Hobart 2008–2018
Map 5:	Off street parking (north of the city centre)

CHARTS

Chart 1: Southern region modes used for the journey to work 2011

FIGURES

- Figure 1: Strategic framework for the City of Hobart Figure 2: Responsibility of the three levels
- of government Figure 3: Strategy engagement evolution
- Figure 4: Strategy development process
- Figure 5: The 'iceberg' model of problems
- Figure 6: Hobart transport in context
- Figure 7: Stylised travel mode options for various activities
- Figure 8: Walkability in Hobart
- Figure 9: Hobart Transport Vision

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City of Hobart Transport Strategy 2018–2030 TRENDS AND ISSUES

> SUMMARY REPORT OF STAKEHOLDER CONSULTATIONS



City of Hobart TRANSPORT STRATEGY 2018-2030 TRENDS AND ISSUES

Summary Report Stakeholder Consultation Outcomes

October 2017



1 Background	1
2 Consultation Process	2
3 Main Messages	3
4 Next Steps	8

Attachments

Module 1 Freight, Port and Air Stakeholder Consultation Outcomes Report, November 2016

Module 2 Private Transport Stakeholder Consultation Outcomes Report, April 2017

Module 3 Public Transport Stakeholder Consultation Outcomes Report, June 2017

Module 4 Local Area Traffic Management Stakeholder Consultation Outcomes Report, September 2017 The City of Hobart is developing a Transport Strategy that enables it to identify and plan for future transport demands and needs during the next 20 years. The City seeks to ensure it has an appropriate strategic framework in place to balance various competing factors and continue to support sustainable growth in the Tasmanian population and economy.

The first step in developing the Transport Strategy is to engage with the community and stakeholders to gain a clear understanding of the priorities, issues and needs of individuals, peak groups, other councils and the State Government relating to the transport task in Hobart, Greater Hobart and Southern Region of Tasmania.

To achieve this, the City adopted a series of consultation modules to target stakeholder engagement and community consultation. The four modules are:

Module 1 – Freight, Port and Air (e.g. road, sea, air and rail services).

Module 2 - Private Transport (e.g. walking, cycling, cars, motorcycles, parking, car sharing, mobility devices).

Module 3 - Public Transport (e.g. bus, taxi, ferry, park and ride, light rail); and

Module 4 - Local Area Traffic Management (e.g. network operating plans, traffic calming, speed zones, residential parking, school zones, shopping precincts, line-marking).

The consultation program was conducted during September 2016 – September 2017.

A report on the stakeholder engagement and community consultation outcomes from each module is provided as an Attachment to this report (as a separate document). These reports are available on the City of Hobart website.

The outcomes of each module will guide the formation of the final Transport Strategy.

This report provides an overall summary of the key messages resulting from the stakeholder engagement and community consultation across all modules.

2 Summary of Stakeholder Consultation Outcomes – Modules 1-4

To support consultation, the City of Hobart prepared a comprehensive discussion paper for each module, which was published on its website. Links to the paper were provided to stakeholders and on the City's 'Your Say' online engagement hub.

The discussion papers generally:

outlined the purpose of the Transport Strategy project;

provided a regional context and understanding of the module;

identified key issues likely to influence future planning;

described a range of current and potential responses to the key issues;

presented questions for discussion with an invitation to make a submission or provide comments on the City's 'Your Say' online platform.

For each module, several 100 people, peak bodies and community groups were direct mailed with notification of the consultation program and asked for their feedback. The City of Hobart used Face Book posts, a City news article and "Your Say" registered user notifications to further advertise to the wider community.

The consultation program for each module generally involved:

a series of meetings with key stakeholder agencies and interest groups;

various forums and roundtable meetings targeting stakeholders across different sectors (for Modules 1-3);

community based forums involving representatives from community/resident associations, schools, local traffic committees and the community (only for Module 4);

review of 500 surveys that were submitted on the City's online engagement hub, 'Your Say'; and

review of over 30 formal written submissions that were received from organisations, agencies and individuals.
Summary of Stakeholder Consultation Outcomes – Modules 1- 4....3

The trends and issues identified by the stakeholder engagement and community consultation process for each module are provided in the reports contained within Attachment 1-4. These are further summarized below.

These are the main messages or views of the stakeholders that have been identified from the stakeholder engagement and community consultation process.

GENERAL MESSAGES

- There is widespread support for the City of Hobart taking the initiative to prepare a Transport Strategy for the next 20 years.
- The success of the Transport Strategy will require communication and collaboration between the State Government and Local Councils to clarify roles and responsibilities and to achieve more effective outcomes across the Hobart urban region.
- Transport affects everyone in some way whether it is the journey to different places, the efficient delivery of freight, the time taken to travel, perception of road safety, choice of residence and work locations, access to shops and services etc. The challenge is to deliver road safety and efficiency in the network.
- The stakeholders and community observed a range of trends that have already or will influence transport planning – these include, but were not limited to:
 - population growth and increased cars per household,
 - o increased age profile of the population,
 - highly dispersed settlement pattern with residential growth occurring at the urban fringe,
 - continuing use and dependence on the car with increased spread of parking in the inner residential areas,
 - greater emphasis on community health and wellbeing with increasing community desire for livable places with safe and comfortable walking, safe and connected cycling, public

4 Summary of Stakeholder Consultation Outcomes – Modules 1- 4

transport, slower traffic speeds and well-designed streets and public spaces,

- change to seven-day retail trading and spread of demand for public transport services,
- traffic congestion is impacting on public transport services given shared routes,
- preferences for schools has led to more cross-city travel in private cars,
- use of the Green Card by Metro has increased adult and student patronage,
- o introduction of Uber services,
- o move of bulk freight delivery to Brighton hub,
- freight providers are generally managing delivery times outside peak periods,
- technological advances will allow automated transport services in the future, and
- growth in tourism will create greater demand for freight deliveries.
- There should be a focus on transport planning and the design of streets that will promote the health, wellbeing and safety of communities and that encourage sustainable local economies, enhance a sense of place, and improve our urban ecosystems.
- Climate change should be considered a major element in transport planning and the Transport Strategy should seek to reduce greenhouse emissions and adapt to climate impacts and hazards.
- Emphasis should be placed on the equity of travel modes and the safety and liveability of neighbourhoods.

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Summary of Stakeholder Consultation Outcomes – Modules 1- 4....5

FREIGHT, PORT AND AIR

- 8. The most important issues for freight, port and air arising from the stakeholder meetings and submissions were:
 - o traffic management and maintaining efficient operations,
 - o reducing risks and impacts within the CBD,
 - achieving transport arrangements to service the Hobart waterfront,
 - expected growth in freight-related traffic to the airport, given the opportunity to become a major hub for Antarctica yearround air connections, and
 - o taking an integrated regional response.

PRIVATE TRANSPORT

- 9. The most important issues for private transport arising from the stakeholder meetings and submissions were:
 - achieving collaboration between State and local government agencies,
 - responding to the impacts of parking pressure and traffic congestion,
 - o supporting alternative travel modes,
 - o give priority to pedestrian and bike movements,
 - o ensuring disabled access to transport,
 - encouraging higher density urban development and multimodal travel options,
 - o changing driver behavior, and
 - exploring intelligent transport systems that assist journey times and support public transport.

- 6 Summary of Stakeholder Consultation Outcomes Modules 1-4
 - 10. The community survey (184 respondents) ranked the five most important issues for private transport as being:
 - o the need for adequate public transport,
 - o adequate cycling facilities,
 - o adequate walking facilities,
 - o safety of all road users and the maintenance of roads, and
 - o bike paths and footpaths.

PUBLIC TRANSPORT

- 11. The most important issues for public transport arising from the stakeholder meetings and submissions were:
 - o the impacts of traffic congestion on Metro services,
 - o placing public transport as the top priority,
 - continuing the intelligent bus priority system and improved signalization,
 - o adopting disincentives for car parking in the CBD,
 - achieving better co-operative arrangements between government and operators,
 - o achieving high urban densities along public transport corridors,
 - support for integration of alternative transport (e.g. light rail, ferry services, car pooling, park and ride, walking, bike riding), and
 - overcoming barriers for people with disabilities using public transport.
- 12. The community survey (218 respondents) indicated the five most important issues for public transport as being:
 - o having adequate public transport options,
 - o frequency of timetabled services,

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Summary of Stakeholder Consultation Outcomes – Modules 1- 4....7

- o planning for other public transport modes,
- o travel time delay caused by peak hour traffic, and
- o convenience for people travelling to or through the City.
- LOCAL AREA TRAFFIC MANAGEMENT
 - 13. The most important issues for local area traffic management arising from the stakeholder meetings and submissions were:
 - o the impacts of traffic congestion in local areas,
 - o traffic flow impact of new developments within the CBD,
 - o growing spread of commuter parking in residential areas,
 - traffic and safety issues at schools,
 - o the need for local area traffic management plans,
 - o the desire to reduce traffic speeds,
 - o improve pedestrian crossings, and
 - improving active travel options.
 - 14. The community survey (107 respondents) indicated the five most important issues for local area traffic management were:
 - making local streets more enjoyable for walking, cycling and outdoor activity,
 - taking a more holistic view in creating streets for people not just car movements,
 - o slowing traffic in local residential areas,
 - o more street trees, and
 - more enforcement directed at dangerous behaviours (e.g. mobile phone use by drivers.

8 Summary of Stakeholder Consultation Outcomes – Modules 1-4

The City of Hobart is undertaking a major community engagement project to renew its vision statement, which is expected to finish in March 2018.

A draft transport strategy will be released for public comment after the new vision is released and will incorporate feedback from that process as well as the four transport consultation modules.

Report of the Director City Infrastructure and the Director City Planning of 15 June 2018 and attachments.

Delegation: Council

REPORT TITLE: AP14 - SALAMANCA PEDESTRIAN WORKS -UPDATED CONCEPT DESIGN

REPORT PROVIDED BY: Director City Infrastructure Director City Planning

1. Report Purpose and Community Benefit

- 1.1. This report provides the Council with the results of community engagement undertaken on the concept plan for the next stage of the Salamanca Pedestrian Works Project.
- 1.2. The purpose of the report is to obtain endorsement from the Council on the updated concept plan.
- 1.3. The community benefits of the concept proposal are that:
 - 1.3.1. It would provide a level, comfortable, and accessible pedestrian connection between the footpath on the south side of Salamanca Place and the PW1 forecourt, the Parliamentary Lawns, and Morrison Street.

2. Report Summary

- 2.1. The first stage of the Inner City Action Plan project to upgrade the Salamanca Place precinct was completed in 2017, with the widening and upgrading of the Salamanca Place southern footpath between Gladstone Street and Montpelier Retreat.
- 2.2. The next stages of this planned work focuses on connecting the attractors on the southern side of Salamanca Place, to the city and waterfront, and the upgrading of the public spaces in the Salamanca Lawns.
- 2.3. A concept plan for the next stages was prepared, and has been the subject of community engagement during May 2018.
- 2.4. Based on the work undertaken to date, including the earlier targeted engagement with stakeholders such as the Waterfront Business Community and the Salamanca Market Stallholders Association, and the most recent wider engagement with the community, the overall concept appears feasible.
- 2.5. It is proposed that the concept design, subject to detailed design and planning approval, be progressed and implemented.

3. Recommendation

That:

- 1. Subject to detailed design and planning approval, the next stage of the Salamanca Pedestrian Works, generally as shown on the figure 'Concept Plan Final (7/6/2018)' in Attachment C and the figure 'Concept Plan Materials (7/6/2018)' in Attachment D, be constructed at an estimated cost of \$3.5M, with \$1M to be allocated in the 2018 / 2019 Capital Works Program and the remaining \$2.5M funded over the 2019 / 2020 and 2020 / 2021 financial years.
- 2. The General Manager ensure that Aldermen are updated on any significant changes to the concept design that may occur through the detailed design and construction process.

4. Background

- 4.1. This report provides the Council with the results of community engagement undertaken on the concept plan for the upcoming stage of the Salamanca Pedestrian Works Project.
- 4.2. A report on the first stage of the Salamanca Pedestrian Works was reported to the September 2016 City Infrastructure Committee and on 10 October 2016 the Council resolved:
 - "That 1. Subject to detailed design and planning approval, the footpath widening component first stage of the Salamanca Pedestrian Works, as shown as Stage 1 on Figure 1, Salamanca Pedestrian Works draft 12.09.2016 in Attachment D, be constructed utilising the \$500,000 available in the approved works program for the 2016-17 financial year.
 - 2. The alignment of the pedestrian zones and potential areas for outdoor dining on the widened footpath be subject to a workshop and further report that considers:
 - *(i)* The implications for traders with outdoor dining, traders without outdoor dining; and
 - (ii) The implications for pedestrians, including those with disabilities.
 - 3. The Council's Access Advisory Committee and other relevant stakeholders be consulted in relation to any potential access issues, prior to the workshop being conducted.

- 4. The design of the Stage 2 works at the intersection of Salamanca Place and Montpelier Retreat, along with the identification of a future funding source for those works, be the subject of a further report."
- 4.3. This report addresses Part 4 of the resolution of 10 October 2016, and also addresses the concept plan for the wider reconstruction works in this part of the Salamanca Precinct.
- 4.4. Parts 1 to 3 inclusive of the 10 October 2016 resolution have been separately completed.
- 4.5. It should be noted that there has previously been a number of reports and reviews undertaken of the potential reconstruction of the road and footpath network in the Salamanca precinct. A summary of these reports was most recently reported to the City Infrastructure Committee on 24 August 2016.
- 4.6. That report identified six separate reports / studies that had identified the potential closure of this link, from 1983 to 2015. The report was received and noted.
- 4.7. Similarly, there have been a number of reviews and reports on the potential upgrading of pedestrian facilities at the crossing of Montpelier Retreat on the Salamanca Place southern footpath.
- 4.8. The most recent report on that subject, considered by City Infrastructure Committee at its meeting held on 9 December 2015, discussed the feasibility of a number of pedestrian crossing options at this location. The report concluded that the most significant benefits for pedestrians at this crossing point could be obtained by removing the southbound one-way link road through the Salamanca Lawns connecting Morrison Street to Montpellier Retreat, and concluded that the consideration of the detail of the design of this pedestrian crossing would be undertaken as part of the wider Salamanca Pedestrian Works Project.
- 4.9. The number of separate reviews and reports undertaken on these matters over a number of years are indicative that upgrades to the infrastructure in this area is desirable.
- 4.10. The Hobart Inner City Action Plan, developed after receipt of the Gehl Architects report 'Hobart 2010 – Public Spaces and Public Life – A City with People in Mind' identified the upgrading of infrastructure on Salamanca Place and the Morrison / Castray Esplanade connection as one of the priority projects.
- 4.11. The 2010 Gehl Architects report identified about 80,000 weekly pedestrian movements across these intersections. This number is likely to have significantly increased over the last 8 years since that work was undertaken.

- 4.12. The first stage of this work was completed in 2017, with the widening and upgrading of the Salamanca Place southern footpath between Gladstone Street and Montpelier Retreat.
- 4.13. The next stage of this planned work focuses on connecting the southern side of Salamanca Place to the city and waterfront, and the upgrading of the public spaces in the Salamanca Lawns.
- 4.14. The significant drivers of the overall planned project to upgrade pedestrian facilities in the Salamanca precinct are to:
 - (i) Improve the pedestrian crossing facility on the Salamanca Place southern footpath across Montpelier Retreat;
 - (ii) Simplify the road network in the area connecting Morrison Street Castray Esplanade – Gladstone Street – Salamanca Place, and provide high quality pedestrian connections linking the southern side of Salamanca Place, the Salamanca Lawns, Princes Wharf and the Hobart Waterfront, the Parliamentary Lawns, and the CBD via Murray Street and Morrison Street.
 - (iii) Improve access to and through this area for people with disabilities.
 - (iv) Improve operational safety and efficiency for the Salamanca Market, by reducing the number of level changes and providing additional flexible areas that can be utilised by the Salamanca Market and other festivals.
 - (v) Improve operational safety and efficiency for events such as the Taste of Tasmania that incorporate the use of this area.
- 4.15. After considering these matters, a preliminary concept plan was developed. The preliminary concept plan forms **Attachment A** to this report.
- 4.16. A report on the preliminary concept plan was presented to the March 2018 City Infrastructure Committee and on 9 April 2018 the Council resolved the following:
 - "That 1. The concept plans for Stages 2 and 3 of the Salamanca Pedestrian Works Project, generally shown on the Figure 'Concept Plan' dated 6 March 2018 and marked as Attachment A to item 6.3 of the Open City Infrastructure Committee agenda, presented to the 21 March 2018 City Infrastructure Committee meeting, be used for community engagement.
 - 2. A further report describing the results of the public consultation and making recommendations for future staging and implementation of the Salamanca Pedestrian

Works Project, be prepared and presented to the City Infrastructure Committee.

- 3. That the Council convey its appreciation of the input of stakeholders and others who contributed to the development of the project."
- 4.17. The community engagement has been undertaken. The engagement with stakeholders and the feedback received is documented and summarised in the Stakeholder Feedback Report that forms Attachment B to this report. No significant issues were identified with the concept, although a number of actions have been identified following comments and suggestions made during the engagement phase.
- 4.18. Based on the work undertaken to date, the overall concept appears feasible, and importantly can meet the increasing need for improved pedestrian movement across Sullivans Cove.
- 4.19. In summary, the proposed concept includes:
 - Closure of the existing southbound one-way road connecting Morrison Street to Montpelier Retreat, and the reconstruction of that space connecting the Tasman Fountain area to the Salamanca Lawns with a flat hardstand area that can be used for multiple future purposes, including car parking, Salamanca Market space and special event space;
 - Conversion of the existing two lane northbound one-way road connecting Gladstone Street to Morrison Street, to a two-way road;
 - (iii) Reconstruction of the intersection of Salamanca Place / Montpelier Retreat, and the southern footpath on Salamanca Place between Montpelier Retreat and Kennedy Lane, in the same style as has been recently installed on Salamanca Place between Gladstone Street and Montpelier Retreat, to provide a high quality trip free and accessible space for pedestrians;
 - (iv) Reconstruction and re-alignment of Castray Esplanade to form a conventional 't-intersection' with Morrison Street;
 - (v) Installation of five step free 'zebra' style pedestrian priority crossings at the following locations:
 - (a) Across Castray Esplanade, east of Morrison Street;
 - (b) Across Salamanca Place east of Montpelier Retreat;
 - (c) Across Salamanca Place west of Montpelier Retreat;
 - (d) Across Montpelier Retreat south of Salamanca Place;
 - (e) Across Salamanca Place east of Gladstone Street, and

(vi) Reconstruction of surfaces to eliminate level changes between footpaths and road surfaces in large parts of the area, resulting in a largely step free environment for the Salamanca Market and other special events.

5. **Proposal and Implementation**

- 5.1. The concept plan that was made available for public comment has now been updated, based primarily on comments and suggestions received from stakeholders. There were a number of other actions that will be considered during the detailed design.
- 5.2. The revised concept plan forms **Attachment C** and **Attachment D** to this report.
- 5.3. The majority of the 19 actions identified in the External Stakeholder Feedback Report involve matters that will be addressed during the detailed design process.
- 5.4. If the Council resolves to proceed with the proposal, the expected implementation process would be:
 - (i) Submit a planning permit application for the proposal to the City of Hobart as planning authority;
 - (ii) Undertake the detailed design and preparation of construction plans for the implementation of the works;
 - (iii) Obtain the necessary statutory approvals for the traffic management signage and line-marking changes associated with the project;
 - (a) It should be noted that the advice of the City of Hobart Traffic Engineering staff is that the current concept is feasible, and is expected to be able to obtain the necessary approvals.
 - (b) The Traffic Engineering staff have also proposed the installation of the 'zebra' crossings as shown on the concept plans as a means of improving pedestrian comfort and accessibility in the precinct.
 - (c) It is important to note that the final design of the pedestrian crossings will be subject to the results of the evaluation and recommendations from the upcoming trial of a 'wombat' style 'zebra' crossing on Hill Street in West Hobart, and a detailed risk assessment.
 - (iv) Commence construction of the part of the project to be constructed in the 2019 calendar year.
 - (a) These works would be programmed to commence following the main summer tourist season, and after the Wooden Boat Festival in late February 2019. The works would cease to avoid the Dark Mofo 2019 festival, and would be completed from late June to October 2019.

- (v) Subject to the current funding request for the 2020/2021 financial year being successful, the remainder of the project would be constructed in a similar construction window in the 2020 calendar year.
- 5.5. A total of \$3.5 million funding has been identified for the project.
- 5.6. The 'core' work of this project (as shown in **Attachment B** and **Attachment C**) would be funded utilising the allocations identified above.
- 5.7. The base construction cost estimate for the proposal as shown in **Attachment B** and **Attachment C** is \$2.4 million.
- 5.8. There are several additional elements to improve Salamanca pedestrian conditions that would be pursued as a part of the overall project, subject to the availability of funding within the budget allocations. These additional elements would include:
 - The adjustment of road and parking area surfaces under the heritage plane trees on the northern side of Salamanca Place between Gladstone Street and Montpelier Retreat to provide a further level and flush, trip free area;
 - (ii) Minor upgrades to the grassed and paved surfaces in the immediate surrounds of the Tasman Fountain to remove trip and slip hazards, and improve pedestrian amenity;
 - (iii) Trialling and implementation of upgrades to provide improved pedestrian facilities along the northern side of Salamanca Place between Montpelier Retreat and 'The Silos' both during special events and normal conditions.
 - (iv) The upgrading of street lighting (utilising the style and theme developed and implemented as a part of the recent Morrison Street pedestrian improvement works).
 - (v) The reconstruction of surface of the small car park located in the Salamanca Lawns approximately opposite Woobys Lane to remove trip hazards and provide a level connection along the Salamanca Lawns.
- 5.9. In addition to the works as described in the precinct, there are several other potential future upgrade projects to be undertaken in the precinct. These include:
 - (i) Upgrading the Salamanca Place southern footpath between Kennedy Lane and Woobys Lane; and
 - (ii) Upgrading the footpaths on Montpelier Retreat between Salamanca Place and Kirksway Place.

6. Strategic Planning and Policy Considerations

6.1. Strategic objective 2.2 from the Capital City Strategic Plan is relevant in considering this proposal:

"A people focused city with well-designed and well managed urban and recreational spaces."

7. Financial Implications

7.1. Funding Source and Impact on Current Year Operating Result

7.1.1. None foreseen.

- 7.2. Impact on Future Years' Financial Result
 - 7.2.1. There is \$1M approved in the Capital Works Program for the 2018/19 financial year for next stage of the project.
 - 7.2.2. The 2019 / 2020 and 2020 / 2021 Capital Works Program contains a further \$1M and \$1.5M respectively. Those amounts were approved in-principle for planning purposes by the Council on 5 March 2018.
 - 7.2.3. The increased area of high quality pavers that are proposed as part of the project will increase the work associated with the cleansing of the high quality services. This will increase the ongoing operational costs of the City Cleansing Unit.
- 7.3. Asset Related Implications
 - 7.3.1. The project would result in an asset write-off of \$311,500.
 - 7.3.2. The expected increase in accumulated depreciation would be \$10,500.

8. Community and Stakeholder Engagement

- 8.1. Initial engagement with key stakeholders was undertaken during the preparation of the original concept plans for the proposed work. This initial engagement is documented in the report presented to the City Infrastructure Committee on 21 March 2018.
- 8.2. After the Council endorsed the original concept plan for community engagement on 9 April 2018, a wider community engagement process was undertaken. This wider engagement is discussed in the Stakeholder Feedback Report forming **Attachment B** to this report.
- 8.3. In summary, feedback was received from 57 stakeholders via the City of Hobart 'Your Say' web page, and 7 stakeholders provided separate written comment on the concept plan.
- 8.4. Overall the comments are supportive of the proposal.

9. Delegation

9.1. This report responds to a resolution of the Council and as such, it is appropriate that the matter be considered by the Council.

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

DIRECTOR CITY PLANNING

Neil Noye

Mark Painter
DIRECTOR CITY INFRASTRUCTURE

Date:	15 Jun
File Reference:	F18/66

15 June 2018 F18/66399; R0817

Attachment A: Concept Plan (6/3/2018) ↓
Attachment B: Feedback Information - Salamanca Pedestrian Works ↓
Attachment C: Concept Plan - Final (8/6/2018) ↓
Attachment D: Concept Plan - Materials (7/6/2018) ↓

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External Stakeholder Feedback Report

PROJECT : AP14 - Salamanca Pedestrian Works (2018-19)

DATE : 5 June 2018

OFFICER : SENIOR ENGINEER - ROADS & TRAFFIC

1. OVERVIEW

1.1. This stakeholder feedback report documents the feedback received from external stakeholders on the concept plan for the upgrading and reconstruction of the intersection of Salamanca Place and Montpelier Retreat, and the area bounded by Salamanca Place, the PW1 forecourt, and the Parliamentary Gardens.

2. COMMUNICATION OBJECTIVES

- 2.1. The communications objectives were:
 - 2.1.1. To communicate to directly affected stakeholders the concept proposals;
 - 2.1.2. To allow directly affected stakeholders to have input into the concept design before it is reported to Committee / Council for endorsement;
 - 2.1.3. To ensure that any concerns / opportunities / benefits that directly affected stakeholders may have about the concept design can be captured, and addressed prior to the reporting of the concept design to Committee / Council.

3. STAKEHOLDERS CONTACTED

- 3.1. Advice about the proposal, in the form of a letter and copies of concept plans was provided to the following stakeholders:
 - 3.1.1. Frontage businesses (two) and property owners (two) on Salamanca Place between Montpelier Retreat and Kennedy Lane;
 - 3.1.2. Metro Tasmania via emailed letter;
 - 3.1.3. Salamanca Market Stallholders Association via emailed letter and presentation at meeting on 31 May 2018;
 - 3.1.4. Department of State Growth via emailed letter;
 - 3.1.5. Parliament of Tasmania via emailed letter;
 - 3.1.6. Tasmanian Ports Corporation via emailed letter;
 - 3.1.7. TM Management Group (operators of PW1 site) via emailed letter;
 - 3.1.8. Waterfront Business Community via emailed letter;
 - 3.1.9. Heritage Horsedrawn Carriages Pty Ltd (operators of Carriage Tours in the precinct) via emailed letter;
 - 3.1.10. CSIRO via emailed letter;

- 3.1.11. Local residents and business operators via hand delivered letter (197 copies delivered to stakeholders in the area shown in Figure 3.1); and
- 3.1.12. Salamanca Market Stallholders via emailed letter or hand delivered letter.
- 3.2. The proposal was also made available on the City of Hobart 'Your Say' website, during May 2018.
- 3.3. A copy of a typical letter and plans provided to the key stakeholders is available in Section 6.
- 3.4. The area to which letters were hand delivered to residents and businesses is shown in Figure 3.1 below.



Figure 3.1 – Area of Letter Hand Delivery

4. STAKEHOLDER FEEDBACK RECEIVED

- 4.1. Direct written feedback was received from 64 stakeholders. This included emails or letters from stakeholders (7 stakeholders), and feedback received via the City of Hobart 'Your Say' website (57 stakeholders).
 - 4.1.1. The direct written feedback from stakeholders received is provided in section 6 of this report.
- 4.2. Plans and information were available for public comment on the City of Hobart 'Your Say' website in May 2018.
- 4.3. A total of 57 responses were received. The self-reported level of satisfaction of those 57 responders with the concept plan are described in the table below.

How satisfied are you with the concept plan?		
	Responses	%
Very satisfied	9	16%
Moderately satisfied	27	47%
Equally satisfied/ dissatisfied	7	12%
Moderately dissatisfied	5	9%
Very dissatisfied	9	16%
Total	57	100%

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Meeting - Salamanca Market Stallholders Association

- A meeting was held with representatives of the Salamanca Market Stallholders Association on 31 May 2018.
- 4.5. Overall, the view of the members of the Stallholders Association present at the meeting with officers would be described as being supportive of the proposal.
- 4.6. The main matter of concern discussed at the meeting was:
 - A need to ensure that Stallholders will be able maintain suitable access to load and unload their stalls through the reconstructed area;
- 4.7. In response to the matter raised above, the comments are:
 - (i) The need to retain flexible access for Stallholders is noted. It is proposed that the reconstructed space will be kerb free, with removable bollards. As such it will be able to be utilised by the Salamanca Market largely without constraint.

Meeting - Access Advisory Sub Committee

- A meeting was held with representatives of the Hobart Access Advisory Committee on 1 May 2018.
- 4.9. Overall, the view of the members of the Access Advisory Sub Committee present at the meeting with officers would be described as supportive of the proposal.
- 4.10. The matters of concern discussed at the meeting included:
 - 4.10.1. The ability of people with chairs to access a Maxi Taxi at the Castray Esplanade Taxi Rank. Currently if a Maxi Taxi is in the rank, there is not a dedicated space for the Maxi Taxi to leave the queue and pick up the person. It was asked if it is possible to provide a space that can reliably be used for Maxi Taxi pick-up.
 - 4.10.2. Where the 'zebra' crossing across Salamanca Place at the 'Retro' corner meets the white band of coloured surface treatment on the Salamanca Lawns area, the surface colour could lead pedestrians to think that the white banding is the continuation of their pedestrian path, and this could lead them to walk into street furniture placed in the white banding.
 - 4.10.3. That accessible parking may not be available during large events such as Taste of Tasmania and Dark Mofo et al.
 - 4.10.4. That the new accessible spaces proposed in the car park adjacent to the fountain may be difficult for people to use (particularly for those in chairs who rear-load).
- 4.11. In response to the matters raised above, the comments and proposed actions are:
 - 4.11.1. The need to provide kerbside space in, or in the vicinity of, the Taxi Rank for 'Maxi Taxi' to safely pick-up passengers with disabilities is noted. It is proposed that this is actioned during the detailed design.
 - 4.11.2. The potential confusion that the colouration of the surface where the 'zebra' crossing across Salamanca Place from the 'Retro Corner' to the paved central area is noted. It is proposed that this be resolved during the detailed design.
 - 4.11.3. It is proposed that during the detailed design, the ability to convert the Tasman Monument car park to an accessible car park for special events be included.
 - 4.11.4. The design and positioning of the accessible car parking spaces in the Tasman Fountain car park during non-event times be considered during the detailed design period to ensure they can be accessed by people in chairs.

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4.12. The feedback and comments provided by individuals are available verbatim in Section 6. Where actions are proposed in response to feedback, this is also noted in Section 6, and summarised in Section 5.

5. SUMMARY OF RESPONSE AND ACTIONS

5.1. Following the stakeholder engagement, a total of 19 alterations / actions are proposed:

Market Stallholder Access Actions

5.1.1. Action: Ensure that design of reconstructed central area linking Tasman Fountain to Salamanca Lawns is done such that Salamanca Market Stallholders can continue to utilise the space to enter and exit for site set up and pack down under the control of the Salamanca Market Crew.

Vehicle 'Drop-off' and 'Pick-up' Zone Actions

5.1.2. Action: Modify design to include a section of kerbside space that can be used for "dropping off" and "picking up" on the northern side of Castray Esplanade opposite the existing Taxi Rank.

Bicycle Parking and Access Actions

- 5.1.3. Action: Ensure that there is clear and smooth space for cyclists who choose to ride through the paved area between the Tasman Fountain and the Salamanca Lawns to transition into and out of this space.
- 5.1.4. Action: Include in detailed design the provision of further bicycle parking in the reconstructed central area, and (subject to availability of suitable space) on the Salamanca Place southern footpath.
- 5.1.5. Action: During detailed design ensure that expected bicycle transition points from footpath to road surface (and vice versa) have suitably low lips to avoid fall hazards.

Pedestrian Crossings Actions

- 5.1.6. Action: The design be progressed such that it can function with either 'zebra' crossings, or more conventional pedestrian crossing points (with a median island).
- 5.1.7. Action: Consider the potential installation of further Zebra Crossings on all legs of Gladstone Street / Salamanca Place roundabout.
- 5.1.8. Action: Ensure that detailed design provides wider than normal pedestrian kerb ramps (where applicable) due to the higher pedestrian volumes in this area.

Intersection Designs and Operation Actions

- 5.1.9. Action: Have contingency plan for further reconstruction of proposed Salamanca Place / Morrison Street intersection to further widen, if layout as designed (maintaining heritage plane tree) results in significant congestion and delay or other operations issues.
- 5.1.10. Action: Undertake the detailed design of the intersection of Castray Esplanade / Morrison Street such that a small roundabout can be retrofitted in future.
- 5.1.11. Action: Include in detailed design the provision of further bicycle parking in the reconstructed central area, and (subject to availability of suitable space) on the Salamanca Place southern footpath.

Amenity and Surface Design Actions

5.1.12. Action: The potential confusion that the colouration of the surface where the 'zebra' crossing across Salamanca Place from the 'Retro Corner' to the paved central area is noted. It is proposed that this be resolved during the detailed design.

Accessible Parking Actions

- 5.1.13. Action: The detailed design of the Tasman Fountain car park to include the provision of infrastructure such that it can be simply and consistently used as an accessible parking area during special events.
- 5.1.14. Action: The need to provide kerbside space in, or in the vicinity of, the Taxi Rank for 'Maxi Taxi' to safely pick-up passengers with disabilities is noted. It is proposed that this is actioned during the detailed design
- 5.1.15. Action: The design and positioning of the accessible car parking spaces in the Tasman Fountain car park during non-event times be considered during the detailed design period to ensure they can be accessed by people in chairs.

Other Actions

- 5.1.16. Action: Consider the protection of the central multi use space from vehicular intrusion during detailed design.
- 5.1.17. Action: Ensure detailed design of new surface levels considers and responds to potential ponding and flooding of Salamanca Market Stalls.
- 5.1.18. Action: Include the provision of additional electrical connections for Salamanca Market and special events in the electrical design for the project.
- 5.1.19. Action: The detailed design and construction of the project to ensure that works are not being actively undertaken during either the Taste of Tasmania, or Dark Mofo 'Winterfeast' event periods, and in the event that construction works are halted for periods of time, that the works area are made safe and trafficable for pedestrians and general traffic to ensure that the events can proceed.

6. ATTACHED DOCUMENTATION LIST

- Example of letter and plans circulated to stakeholders (F18/41158).
- Feedback Summary Written feedback received from stakeholders (F18/65261).
- Comments and Feedback received via City of Hobart 'Your Say' website (F18/65262).



3 May 2018

The Stakeholder Salamanca Precinct

Dear Sir/Madam

SALAMANCA PLACE PRECINCT UPGRADE – PEDESTRIAN IMPROVEMENT PROJECT

I am writing to you on behalf of the City of Hobart introducing a concept plan for future stages of the upgrading of pedestrian facilities on the Hobart waterfront.

The City of Hobart continues to transform public spaces to revitalise Hobart's city centre. A concept plan has been prepared for a \$3.5 million project to improve safety and provide a more enjoyable experience for pedestrians, offering a high quality, trip free and accessible space for people moving through the Salamanca Place area.

This work will focus on the intersection of Salamanca Place and Montpelier Retreat, and the area bounded by Salamanca Place, PW1 forecourt and the Parliamentary Gardens.

The aim of these works is to reconstruct this area to provide high quality pedestrian connections through and across the space and to better design the infrastructure to suit the use of this area for events (including the Taste Festival, Dark Mofo and the Salamanca Market).

During May 2018, the general public can submit feedback at <u>Salamanca Pedestrian</u> <u>Improvements | Your Say Hobart</u> or via email to coh@hobartcity.com.au by Wednesday 30 May 2018.

More information about the proposal can be found at <u>Salamanca Place Precinct</u> <u>Upgrade - Stage 2 and Stage 3 - City of Hobart, Tasmania Australia</u>

Attached to this letter are the following:

- A revised concept plan showing the proposal; and
- A series of graphical visualisations that show how the proposal would look once constructed.

The concept includes:

- Closing the existing southbound one-way road that runs from Morrison Street to Montpelier Retreat through the Salamanca Lawns, and rebuilding the flat area of the Salamanca Lawns to make it suitable for multiple purposes such as car parking or Salamanca Market's special events;
- Making the existing curved two-lane, one-way road connecting Gladstone Street to Morrison Street a two-way road for motorists driving between Morrison Street and Salamanca Place;
- Rebuilding the intersection of Salamanca Place and Montpelier Retreat and the footpath on Salamanca Place between Montpelier Retreat and Kennedy Lane to make walking through this area feel safe and comfortable; and
- Installing five 'zebra' crossings to give pedestrians priority over vehicles at important pedestrian crossing points.

There would be no change in the number of car parking spaces and none of the trees that are heritage listed or on the Significant Tree Register would be effected. Nine small trees are planned to be removed and replaced with five more appropriate trees.

The City of Hobart has funding available to construct works in this area commencing in the 2019 calendar year.

To further assist City of Hobart officers in the development of these concept plans, prior to the plans being presented to the City Infrastructure Committee, we welcome any comment that you may wish to make.

Comments can be made via email to <u>coh@hobartcity.com.au</u> and it would be appreciated if they could be received by Wednesday 30 May 2018.

Our officers are also available to meet with you to discuss the proposal. Should you wish to arrange a meeting, please contact the City's Senior Engineer Roads and Traffic, Owen Gervasoni, who will arrange a suitable time. Mr Gervasoni can be contacted on telephone 6238 2128 or via email to coh@hobartcity.com.au.

City officers will also be available to talk through the draft plans at the Salamanca Market information stall at the Salamanca Market from 9am to 12noon on Saturday 26 May 2018.

In June 2018 the results will be reported to the City Infrastructure Committee and then Council.

I trust this information assists. Should you have any questions please contact the City's Senior Engineer Roads and Traffic, Owen Gervasoni on the abovementioned contact details.

Yours sincerely

(Neil Noye) DIRECTOR CITY PLANNING

Attachment(s)

Concept Plan and Visualisations

TRIM link to:

General Manager Director City Infrastructure Manager Traffic Engineering Senior Engineer Roads and Traffic

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<u>AP14 - Salamanca Pedestrian Works (2018-19)</u> <u>FEEDBACK SUMMARY – WRITTEN COMMENT FROM STAKEHOLDERS</u>

A total of 7 responses were received. The verbatim comments made by each person are provided below. For each stakeholder's comments, their larger comment is summarised down into one or more "Suggestion / Question Summary Points", and then a Response to those summary Points is provided.

Where an action has been identified, this is noted:

Verbatim Feedback: Thank you for the opportunity to provide feedback on the proposal. The one area of difficulty that see is that it does not possible to allow traffic heading towards the city in Salamanca Place to turn right in Morrison Street. It will be forced to either give way to traffic heading south on Morrison St or merge with traffic exiting the roundabout to enter Morrison St. It would to preferable if that traffic was not allowed to turn right but had to proceed to the roundabout before entering Morrison St.

Suggestion / Question Summary Point: Suggests that westbound traffic on Salamanca Place should be required to use the roundabout at Salamanca Place – Gladstone Street to perform a 'U-Turn' before entering Morrison Street to travel north towards the City.

Response: Agreed. To simplify the operation of the new Morrison Street – Salamanca Place intersection, it is proposed that only heavy vehicles be able to turn right from Salamanca Place into Morrison Street. Other road users would need to perform a 'U-turn' at the Salamanca Place – Gladstone Street roundabout.

Verbatim Feedback: Thanks for the opportunity to provide input. Thank you in advance for considering the following:

1. Please carefully consider the variety of trees that will be planted. The Plane Trees that look lovely along Salamanca Place, are problematic already. Much media and historic evidence points to this variety not being the best choice in a heavy pedestrian traffic area. Many councils around the country have to deal with the issue's these trees bring. While they are indeed a hardy plant, on this site for decades, they are high maintenance tree that regularly and very dangerously drops limbs. They are also highly allergenic, at worst triggering life threatening asthma attacks, but always causing respiratory and eye irritation due to the large amount of pollen and dust like seed. I hope that an alternative can be found and that the HCC does not simply plant more Plane Trees without proper consideration. Stonington Council in Melbourne has recorded issue's also around this variety, like this HCC area where there are many outdoor dining venues and events. These trees are toxic all year round, as the carry allergenic in their bark not just flowers. My wish is that if a viable alternative cannot be found, do not plant any more at all.

2. Along the street apron of PW1, better provision for set down and drop of passengers, should be made. Particularly for disabled access. Adjacent to the main entrance/toilets of PW1. It is very difficult to access drop off points at peak times. Perhaps rather than planting more tree's there, further thought should be given to disabled access.

3. The Plans look great, creating a pedestrian walkway though Salamanca Lawns is not a bad idea but please consider ensuring that future "use for profit" does not negate this. i.e. do not allow the placement of market stalls, or special event marquees/infrastructure on this pedestrian walkway.

4. Also I am hoping that internationally recognised footpath markings for the vision impaired will be considered. Thanks so much,

Suggestion / Question Summary Point: Suggests that the existing plane trees in place along Salamanca Place are problematic (both for their potential to drop limbs, and the high allergenic level) and that further plane trees not be planted.

AP14 - Salamanca Pedestrian Works

General Written Comment Feedback Summary

Response: New trees to be planted will not be plane trees. Currently they are proposed to be birch trees and Cornish elms.

Suggestion / Question Summary Point: Suggests that consideration be given to more drop-off and pick-up space for passengers (including people with disabilities) along the frontage of the PW1 apron.

Response: There will be space on Castray Esplanade opposite the existing Taxi Rank that could be adjusted to use for a 'drop-off' and 'pick-up' area. It will be kerb free, and will be in front of the PW1 apron and right next to the zebra crossing to move across to the Salamanca Lawns and Salamanca Place. We will look to adjust the design to provide this as a drop-off and pick-up zone.

Action: Modify design to include a section of kerbside space that can be used for "dropping off" and "picking up" on the northern side of Castray Esplanade opposite the existing Taxi Rank.

Suggestion / Question Summary Point: Suggests that the wide pedestrian path to be created running through the Salamanca Lawns be protected from being taken over by Salamanca Market Stalls or special events.

Response: The reconstructed space in the Salamanca Lawns will be used by both the Salamanca Market and special events. It will however be important that clear and accessible pedestrian paths are maintained through this area at all times. This would be more of an ongoing management consideration than something we can really address during the design.

Suggestion / Question Summary Point: Suggests that internationally recognised footpath markings for the vision impaired be considered.

Response: There will certainly be 'TGSI' tiles installed to assist people with disabilities to identify crossing points. We will also be working with an accessibility consultant through the detailed design to make sure the detail of the design is suitable for people with disabilities.

Verbatim Feedback: Thank you for the opportunity to provide feedback. I think it is great that pedestrians are being provided greater priority in this area.

I ride and walk through the area every day. My observations and comments on the design include:

1. The five new zebra crossing are a great idea and will improve connectivity to most areas. I would like to link the Parliament Lawns. The concentration of traffic on Gladstone - Morrison Street will make it more difficult to cross here. There are I think three crossing points in this area at the moment. It would appear from the concept that these three points are to be removed? I would suggest installing another zebra crossing on Gladstone - Morrison Street just north of Salamanca. OR if you consider a roundabout as per item 2 below you could install a zebra crossing mid-block.

2. The T-junction proposed between Castray Esplanade and Morrison Street has a significant footprint. I would question why a roundabout similar in size to the one at Gladstone and Salamanca is not a better option for this location. Has this been modelled? There is not a lot of storage available for the right turn movements either from Morrison Street or from Castray Esplanade. I can see vehicles potentially blocking through traffic. A roundabout could help to slow vehicles down and provide better flow.

3. Riding a bike through this section I can see significant conflict between pedestrians and cyclists on the shared path along Morrison Street. I think there is an opportunity to provide clearer direction for people, either to tell cyclists to use the road or designate the yellow concrete sections as a shared path so pedestrians know that they are likely to encounter cyclists if they walk in this zone. I regularly see cyclists zig zagging through this section all the way to Evans Street.

4. Returning Gladstone St - Morrison Street to a single lane creates a problem where it then goes back to dual lane towards Murray Street. Some vehicles use this dual lane currently to pass slower vehicles travelling in the centre

AP14 - Salamanca Pedestrian Works

General Written Comment Feedback Summary

lane. Suggest an opportunity to extend the scope of the project to widen the footpath on the Parliament Lawns side of Morrison Street through to Murray Street and return this to a single lane. Consideration could even be for a cycling lane through this section. Especially when cars are parked from Murray Street through to Elizabeth Street it would provide a space for cyclists all the way through this area.

Enough from me. Hope this helps.

Suggestion / Question Summary Point: Suggests that consideration be given to an additional 'zebra crossing to link the Salamanca Lawns and the Parliamentary Lawns.

Response: It will certainly be more difficult for pedestrians to cross Morrison Street between Salamanca Place and Murray Street (because Morrison Street will now be two-way). The current crossing point immediately south on the Castray Esplanade connection is proposed to be removed, but it is proposed to retain the crossing point on Morrison Street just north of Salamanca Place. It is expected though that the new 'zebra' crossing proposed across Salamanca Place just east of the Salamanca Place – Gladstone Street roundabout will draw a lot of the current pedestrian demand to cross Morrison Street in the vicinity of the fountain. It is also proposed to build into the design the ability to add an extra 'zebra' crossing or conventional pedestrian crossing across Morrison Street just north of the Castray Esplanade – Morrison Street intersection.

Suggestion / Question Summary Point: Suggests that a small roundabout could be a better treatment at the intersection of Castray Esplanade and Morrison Street.

Response: A roundabout wasn't modelled at the intersection of Morrison Street and Castray Esplanade. The current arrangement as designed allows space for queuing of vehicular traffic from the Castray Esplanade 'zebra' crossing (which will at times have very high pedestrian numbers) back onto Morrison Street without blocking the through traffic on Morrison Street. It would be feasible to retro fit a roundabout as a part of a future stage if the current design, when used, does not experience the expected levels of congestion. I think this would be a good way of not risking the project having network wide impacts, but also allowing the retrofitting of a roundabout (and additional pedestrian crossing points) as part of future stages.

Action: Undertake the detailed design of the intersection of Castray Esplanade / Morrison Street such that a small roundabout can be retrofitted in future.

Suggestion / Question Summary Point: Suggests that consideration be given to the management of cyclists and pedestrians on the shared path on the river (PW1) side of Morrison Street to try to resolve conflicts between cyclists and pedestrians.

Response: The current concept plan does not propose any alterations to the shared path along Castray Esplanade and Morrison Street (that path doesn't really impact on this proposal). Long term it has always been the view of the City of Hobart that an off-road connection for cyclists linking the Intercity Cycleway to a potential future link to Sandy Bay is important, to allow cyclists who are not comfortable riding on the road to do so. Similarly it has always been the view that formalising the cycle route on the footpath by marking dedicated cycling space would encourage higher cycling speeds and raise the risk of collisions (as in this space there are always going to be pedestrians walking through and across the space). The wider decisions on the arrangements on this route are outside of the scope of this project.

Suggestion / Question Summary Point: Suggests that consideration be given to widening the footpath on the Parliamentary Lawns frontage of Morrison Street, or providing an on-road bicycle lane to reduce Morrison Street to a single traffic lane travelling towards the city.

Response: As it currently stands, it is considered important to maintain the capability of Morrison Street heading towards the city to have two traffic lanes at peak times from the approach to Murray Street onto Davey Street. We also would not want to install a short section of bicycle lane in the part of Morrison Street that is outside the project scope.

AP14 - Salamanca Pedestrian Works

General Written Comment Feedback Summary

Verbatim Feedback: The form seems to have cut off my last sentence in Question 4 which should read: Secondly, the intersection between Castray Esplanade and Morrison Street doesn't seem very practical without a intersection light or a small roundabout? Finally, what about the cyclists? Have you got clear cycle paths planned? Surely they should be shown on any traffic management plans these days. Thanks for the opportunity to comment,

I have submitted my comments (and questions) in the Your Say forum but I included a few questions which I'm not sure I will receive responses to in that forum so I am posing one of them to you. I read about this in the Hobart Observer and I think the subheading "Plans for improved connections between Salamanca Place and city centre" is deceiving. Are there plans to improve the link to the "city centre" or is the money to be spent at Salamanca only. The latter is fine but if there are additional stages that involve links to the city centre (i.e. the GPO) please direct me to these stages of the plan. Let's think it all the way through not just piece meal. Kind regards.

Suggestion / Question Summary Point: Questions the practicality of the intersection of Morrison Street and Castray Esplanade, and suggests that traffic signals or a small roundabout may be more suitable.

Response: The intersection has been modelled for both expected current volumes, and volumes ten years into the future. The modelling demonstrates that it will function satisfactorily. Part of the difficulty with a roundabout or traffic signals would be the interactions between these treatments and the 'zebra' crossing on Castray Esplanade which will carry very high volumes of pedestrians. It would be possible to build into the design the ability to in future install a small roundabout, if the intersection as designed works better than expected, and it could handle the additional congestion and delays to road users that the roundabout would generate.

Action: Undertake the detailed design of the intersection of Castray Esplanade / Morrison Street such that a small roundabout can be retrofitted in future.

Suggestion / Question Summary Point: Questions whether there will be any impacts on cyclists, and whether marked bicycle lanes are planned.

Response: The only change for cyclists will be that those who currently ride south along Morrison Street and ride through the link road through the Salamanca Lawns to Montpelier Retreat will need to continue on the new southbound land on the curved section of Morrison Street to turn left into Salamanca Place to then access Montpelier Retreat. There are no plans to include marked cycle paths, and as such they are not shown on the traffic management plans.

Suggestion / Question Summary Point: Asks if there are plans to improve the links to the city centre.

Response: This particular project only includes work in the Salamanca Place precinct. It is however a key part of a wider objective to improve links between the CBD and Salamanca Place. Basically what this project will do is provide strong priority pedestrian connections between the building side of Salamanca Place and the Parliamentary Lawns and the upgraded Morrison Street pedestrian network. Obviously there are other projects that will need to look at ways to improve pedestrian connections across the Davey Street and Macquarie Street couplet, but that is outside the scope of this project. I terms of other projects that are working on this link, they include the upgrading of Morrison Street footpaths completed in recent years, and a project to widen and upgrade the footpath through the Elizabeth Street Bus Mall (which is on hold due to a large building construction project due to start shortly).

Verbatim Feedback: I would like to make the following comments for inclusion in the survey: Traffic going west along Morrison St which wants to go to Gladstone St could have difficulty doing so due to the proximity to the roundabout at the bottom of Gladstone St. It would be better to extend the roundabout south along Salamanca Place and make it into an elliptical shape.

If the roundabout is made elliptical, it would be better to remove the zebra crossing on the south side of the roundabout and have one on the north side. The traffic island on the south side could also be removed.

AP14 - Salamanca Pedestrian Works

General Written Comment Feedback Summary

There is no provision for a zebra crossing at the bottom of Gladstone St. I think there should be. Having a big flat area could result in flooding unless underground drains are incorporated. Thanking you

Suggestion / Question Summary Point: Questions the practicality of the intersection of Morrison Street and Salamanca Place (with its close proximity to the Salamanca Place / Gladstone Street roundabout), and suggests an elongated roundabout to cover both intersections would make it easier for vehicle seeking to turn right out of Morrison Street into Salamanca Place.

Response: The intersection has been modelled for both expected current volumes, and volumes ten years into the future. The modelling demonstrates that it will function satisfactorily.

Suggestion / Question Summary Point: Suggests that a 'zebra' crossing be included on the Gladstone Street city bound approach to the roundabout at Salamanca Place.

Response: There is merit to this suggestion. It may be that it would have positive safety benefits for a 'zebra' crossing to be installed on each of the three approaches to this intersection, rather than on just one. This will be considered during the detailed design process.

Action: Consider the potential installation of further Zebra Crossings on all legs of Gladstone Street / Salamanca Place roundabout.

Suggestion / Question Summary Point: Suggests that the drainage will need to be carefully considered to ensure that the large paved area with no kerb lines does not flood or suffer ponding.

Response: Agreed. The surface levels and drainage will need to be carefully considered during the detailed design.

Action: Ensure detailed design of new surface levels considers and responds to potential ponding and flooding of Salamanca Market Stalls.

Verbatim Feedback: Salamanca Place Precinct Upgrade – Pedestrian Improvement Project - I am writing in relation to the Hobart City Council's letter of 3 May 2018 regarding the abovementioned matter and requesting comments. I would like to start by commending the Council on taking steps to improve pedestrian access in the Salamanca Place precinct. As a resident in the area, I am well aware of the difficulty the current infrastructure poses to pedestrian access.

The proposed plans will certainly assist in making the area more pedestrian friendly, particularly by closing the existing southbound one-way road that runs from Morrison Street to Montpelier Retreat through the Salamanca Lawns. I note that by closing this road, the flat area of Salamanca Lawns will be repurposed with a hard surface so it can be used for various purposes such as the Salamanca Market.

I would like to suggest that by viewing this repurposed area as 'additional area' means that the Council could in fact go one step further and remove the car parking area between this repurposed area and the Tasman Fountain. The repurposed area should be laid as lawn to soften the area, given the large amount of hard surface in the adjacent areas – such as the Princes Wharf Shed No. 1 forecourt and surround roads. This would extent the lawns directly in front of the Salamanca warehouses right through to Parliament House Lawns. It would also be in keeping with the original concept of 'The Cottage Green' which Salamanca Place was previously called. While this proposal would reduce the amount of car parking in the area, this needs to be weighed up by the existing car parking in the area such as the Council's Salamanca Square Car Park and street parking as well as proposed developments such as Ali Sultan's development in Montpelier Retreat which includes additional car parking.

It may also be seen to reduce the area available for Salamanca Market. However, as noted above the repurposed land could be used for the Market. The Market could also be extended into Gladstone Street should that be required.

It is important in such an iconic area that priority is given to the Salamanca Place precinct being focussed on people and not on cars. The proposed upgraded presents a unique opportunity to ensure that public open space is

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maximised. We only need to look at cities such as Cairns which has established various parklands along its Esplanade for both locals and visitors to enjoy. Yours sincerely. Suggestion / Question Summary Point: Suggests that it is a missed opportunity to retain the 24 space car park in the Salamanca Lawns, and that it would be better for civic / pedestrian amenity if this parking area were removed. Response: The maintenance of car parking spaces is strongly supported by local businesses in the precinct, who are concerned about any further reductions in the available supply of parking spaces. The design of the space has however been done in such a way that the part used for car parking can be closed and used for pedestrians or event usage as required. Suggestion / Question Summary Point: Suggests that rather than additional concrete / paved hard stand area proposed between the Tasman Fountain and the Salamanca Lawns, consideration be given to having this area as grassed lawn. Response: There are great challenges to maintaining grassed surfaces in areas such as this where the volumes of pedestrians are very high, and there are ongoing demands for the placement of infrastructure for special events. The City of Hobart has not been able to successfully maintain the existing area of grassed lawn located in this space due to the compaction and wear caused by the passage of pedestrians and the placement of special event and Salamanca Market infrastructure, and are of the view that the demands would be such on the new area that unfortunately grass would continue to be unable to be maintained to a satisfactory level. Verbatim Feedback: Firstly, thanks for sending this over and allowing us to provide feedback. This is a pretty exciting upgrade and great to see! Here are a couple of points from Dark Mofo generally: Ensure power (and water?) access is continued up along to the top end (Parliament) of the lawns. Is this also an opportunity to work with Parks & Rec and make major improvements to the lawns area? Install permanent Hostile Vehicle Mitigation methods that can be disguised as flower beds / something discreet, but also fully approved/designed by Counter Terrorism experts / Tas Pol. Consider accessibility and paths of travel for wheelchairs and those with mobility issues (also for the greater Salamanca area, footpaths etc.). Also, some way to make it easier to convert the Abel Tasman Carpark to Accessible parking during events. IMPORTANT: We would also need guarantees that the work could be started AFTER Dark Mofo and completed before Taste (or started after Taste and completed before Dark Mofo)! Hope this helps in some way. Suggestion / Question Summary Point: Suggests that electrical power and potentially water be provided in the reconstructed area in the centre of the Salamanca Lawns to assist special events in the space. Response: Agreed. The provision of additional three phase and general electrical connections through the space will be considered as a part of the electrical design for the works. Action: Include the provision of additional electrical connections for Salamanca Market and special events in the electrical design for the project. Suggestion / Question Summary Point: Suggests that liaison be undertaken with the Parks & City Amenity Division of the City of Hobart to try to also incorporate wider upgrades to the Salamanca Lawns. Response: The City of Hobart Parks & City Amenity Division have been involved in the project team that have developed the current concept. The concept includes several alterations to assist in their management of the part of the Salamanca Lawns inside the project area. There are likely future stages

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that will incorporate further upgrades to the Salamanca Lawns, but those are outside the current project scope.

Suggestion / Question Summary Point: Suggests that infrastructure to mitigate against vehicle intrusion into public events be considered and included as a part of the project.

Response: Agreed.

Action: The provision of infrastructure to mitigate against vehicle intrusion into public events to be considered as part of the detailed design.

Suggestion / Question Summary Point: Suggests that the potential conversion of the Tasman Fountain car park into an accessible car park for major events be included in the design.

Response: Agreed. This can be undertaken by including the provision of flush bases for removable bollards to be installed as needed, to convert the parking area to a compliant accessible parking layout.

Action: The detailed design of the Tasman Fountain car park to include the provision of infrastructure such that it can be simply and consistently used as an accessible parking area during special events.

Suggestion / Question Summary Point: Suggests that the construction works not interfere with either the Dark Mofo or Taste Festival periods.

Response: It will obviously be a priority to minimise any impact that the construction may have on the three most significant public events that utilise this space, the Taste of Tasmania, the Dark Mofo 'Winterfeast' and the Salamanca Market. It will also be a priority to have works being undertaken outside the main summer 'tourist' season, when businesses in the precinct are busiest. However, it will also be a priority to complete the works in a timely and cost effective manner. It will certainly not be considered appropriate for works to be being actively undertaken during the period when the Dark Mofo 'Winterfeast' event is occurring. If construction works are being undertaken during winter, it will be necessary for them to be stopped and made safe and trafficable for the Dark Mofo period.

Action: The detailed design and construction of the project to ensure that works are not being actively undertaken during either the Taste of Tasmania, or Dark Mofo 'Winterfeast' event periods, and in the event that construction works are halted for periods of time, that the works area are made safe and trafficable for pedestrians and general traffic to ensure that the events can proceed.

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<u>AP14 - Salamanca Pedestrian Works (2018-19)</u> FEEDBACK SUMMARY – COMMENTS TO 'YOUR SAY' WEB PAGE

A total of 57 responses were received via the 'Your Say' web page. The verbatim comments made by each person are provided below. For each person's comments, their larger comment is summarised down into one or more "Suggestion / Question Summary Points", and then a Response to those summary Points is provided.

Where an action has been identified, this is noted.

The responses are sorted by the level of satisfaction that the person responding to the project reported (grouped from 'Very Dissatisfied' to 'Very Satisfied').

Very Dissatisfied (9 Responses - 15.8%)

Verbatim Feedback: Traffic still needs to get from the docks to Salamanca place and Montpelier retreat. It still needs to go through the intersection. Pedestrians will need to watch for traffic, but will now have to look over their shoulder. Much better to have the layout as exists with pedestrian "scramble" demand traffic lights - condition A = pedestrians cannot cross and traffic as normal, turning as required and no light control; condition B = all traffic halts at the intersection and pedestrians can scramble in any direction. The limitation of cars in Salamanca Place during the colder months from April to September is a folly. Patrons still need to have their cars nearby. There is no suitable public transport available. Carparks are too far away. Hobart does not have a car valet service anywhere. Revert to the old number of spaces and alignment. Remove the kerb step. Denote the boundary between parking and walk/table space with movable bollards that get positioned out in spring and back in autumn. Remove on Saturdays for the Market and for special events.

Suggestion / Question Summary Point: Suggests it would be better for pedestrians at Salamanca Place / Montpelier Retreat if pedestrian signals were installed.

Response: The signalisation of the Montpelier Retreat / Salamanca Place intersection would require the installation of eight traffic signal poles, which would be problematic from a streetscape perspective, and for the operations of the Salamanca Market. Traffic signals would also significantly increase the delays for pedestrians (who would see their average delays increase from less than 5 seconds to more than 30 seconds. Overall, our view is that the 'zebra' crossings will provide better pedestrian amenity and have less impact on the streetscape and market operations.

Suggestion / Question Summary Point: Suggests that it is a mistake to restrict car access to Salamanca Place.

Response: The plan does not restrict car access to Salamanca Place in any real sense. The only change is that drivers travelling south on Morrison Street to Salamanca Place will access Salamanca Place in the vicinity of Gladstone Street rather than at Montpelier Retreat. This is about 60 metres west of where they currently do. Overall this should make no real difference on the movement of vehicles to and through Salamanca Place.

Verbatim Feedback: It is very difficult to understand what is being proposed. It would be helpful to have the sketches aligned so that they describe the same features in the same direction. Also a 'before' plan. A more artist's interpretations from other directions. It is difficult to see where that one is taken from. The written description is not easy to understand either. I am very much for stopping traffic in the whole area, but lack of clarity makes people think something sneaky is going on and get them offside from the onset.

Suggestion / Question Summary Point: No suggestion.

Response: Additional plans and diagrams were sent to this party following receipt of the comment.

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Verbatim Feedback: Agree with the road and pedestrian improvements but it seems a missed opportunity to retain parking around Tasman Fountain instead of linking Parliamentary Lawns, Tasman Fountain (and pedestrian plaza) and Salamanca Lawns as a unified piece of public domain. A 24 space car park in the middle of this area is a great shame, putting car parking above civic/pedestrian amenity. Removal or relocation of 24 space car park around Tasman Fountain to create more public domain.

Suggestion / Question Summary Point: Suggests that it is a missed opportunity to retain the 24 space car park in the Salamanca Lawns, and that it would be better for civic / pedestrian amenity if this parking area were removed.

Response: The maintenance of car parking spaces is strongly supported by local businesses in the precinct, who are concerned about any further reductions in the available supply of parking spaces. The design of the space has however been done in such a way that the part used for car parking can be closed and used for pedestrians or event usage as required.

Verbatim Feedback: You linked it to someone's C drive. I can't get it to view from there.

Suggestion / Question Summary Point: No suggestion.

Response: Additional plans and diagrams were sent to this party following receipt of the comment.

Verbatim Feedback: The slip road in question if totally closed will be to the detriment of Salamanca Market stall holders. About 30% of stall holders in the region of Salamanca Square use this slip road to gain entry and exit to and from Morrison Street. If closed the only option is to use Montpelier Retreat which at the best of times is jammed with moving and stationary vehicles. Further, extra pressure will be placed on Sandy Bay Road particularly at the close of the market. Perhaps the logical approach would be to have demountable bollards on market days to allow freedom of market vehicles. This would in no way devalue the pedestrian experience during the actual market operation and will still provide the project objectives on other days.

Suggestion / Question Summary Point: Suggests that the closure of the one-way road connecting Castray Esplanade to Montpelier Retreat through the Salamanca Lawns will make access for Salamanca Stall holders seeking to set-up and pack-down difficult. Suggests that removable bollards be used to allow Stallholder access.

Response: Agreed. This space will be designed so that it can be utilised by stall holders to set-up and packdown (this will include the use of removable bollards).

Action: Ensure that design of reconstructed central area linking Tasman Fountain to Salamanca Lawns is done such that Salamanca Market Stallholders can continue to utilise the space to enter and exit for site set up and pack down under the control of the Salamanca Market Crew.

Verbatim Feedback: There has been so much work in the area already causing traffic holdups and it seems like the pedestrian improvements should have been incorporated at the same time. Also it is a mess of concrete now. Please bring back TREES.

Suggestion / Question Summary Point: Suggests that the area has too much concrete, and asks that more trees be provided.

Response: Unfortunately the existing chestnut trees adjacent to the car park and the three existing trees in the grassed median island conflict with the roadway and the flexibility of the proposed design. We have proposed new trees where possible (adjacent to the fountain and adjacent to the PW1 forecourt) and are conscious of the large areas of concrete that a lack of vegetation produces. To soften and break up these large areas of concrete we will be designing movable planters and street furniture during detailed design.

Verbatim Feedback: Cannot understand the implications of the plan. A better explanation of the ramifications.

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Suggestion / Question Summary Point: No suggestion.

Response: Additional plans and diagrams were sent to this party following receipt of the comment.

Verbatim Feedback: I live locally and my husband has some difficulty with walking, resulting in us having to use our car. It is already difficult to access and leave the Battery Point area in a vehicle, particularly when Sandy Bay Road, and the twin roads of Davey and Macquarie St are jammed up. We therefore use the Montpelier Retreat and Castray Esplanade to enter and exit the area all the time. The proposed junction between Castray Esplanade and Morrison Street will be really difficult to exit to turn right when that strip of road is made two-way. It is already difficult enough to get onto Morrison Street with just single lane traffic but when you have to contend with traffic flowing towards Gladstone Street as well it will be much more of a challenge, particularly in the busy morning periods. I believe that the needs of the residents should be taken into consideration in addition to those of visitors, and I am pleased to see that you are not planning to reduce the number of parking spots in the area. Without those, a number of businesses in Salamanca would lose our custom.

Suggestion / Question Summary Point: Suggest that the changes will make it more difficult for residents of Battery Point to access the city via Montpelier Retreat and Castray Esplanade, specifically by making the right turn from Castray Esplanade into Morrison Street much more difficult (with Morrison Street being made two way).

Response: It will be more difficult to turn right from Castray Esplanade into Morrison Street (as it will be necessary to give way to traffic travelling in two directions), but the traffic modelling suggests that there will not be long delays or queues to do so. Residents of Battery Point who wished to access Morrison Street without entering from Castray Esplanade could do so by either using Salamanca Place to enter Morrison Street, or by using James Street and Montpelier Retreat to enter Gladstone Street and travel onto Morrison Street.

Verbatim Feedback: Still too much emphasis on cars and parking. Hobart needs to provide more pedestrian and bike only areas. Salamanca Place is a nightmare for pedestrians, with cars distracted by finding parking spaces, backing out of spaces without looking and street crossings hazardous. This is a high tourist area, but is spoiled by the emphasis on cars and short-term parking. Footpaths are blocked by spill over from bars and restaurants. Many tourists are on foot, and are put off by the area.

Suggestion / Question Summary Point: Suggests that the concept is too car-centric and that through vehicle car traffic and car parking should be removed to prioritise pedestrians and cyclists.

Response: The maintenance of car parking spaces is strongly supported by local businesses in the precinct, who are concerned about any further reductions in the available supply of parking spaces. The design of the space has however been done in such a way that the part used for car parking can be closed and used for pedestrians or event usage as required. The design does not significantly alter the ability of through traffic to pass through the precinct, but it does direct some of this traffic away from the main intersection of Salamanca Place and Montpelier Retreat.

Suggestion / Question Summary Point: Suggests that footpaths on Salamanca Place are blocked at times by patrons spilling out of bars and restaurants and people congregating around the outside of outdoor dining areas being an obstruction to pedestrians.

Response: The first stage of the Salamanca Project, the widening of the Salamanca Footpath from Montpelier Retreat to Gladstone Street resulted in much wider clear pedestrian paths for pedestrians, with the clear width available increasing from a single 1.8m wide path, to two clear paths, one 2.4 to 3.0m wide adjacent to the building line and the second about 1.5m wide between outdoor dining areas and parked cars. This was an attempt to remedy the issue identified. The current proposal includes the reconstruction of the footpath on Salamanca Place between Montpelier Retreat and Kennedy Lane. There is one outdoor dining area on that section (The Whaler). There is currently congestion for pedestrians at times, as the current licenced area has a clear pedestrian walkway between the building and the area of between 1.5m and 1.8m. The proposal would include removing three parking spaces in front of the venue,

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and the provision of a clear pedestrian path of minimum 2.4m both between the building line and the outdoor dining area, and between the outdoor dining area and the Salamanca Place road surface. This will significantly improve the amenity of pedestrians walking past this venue, and crossing Salamanca Place in the vicinity of this venue.

Moderately Dissatisfied (5 Responses – 8.8%)

Verbatim Feedback: While noticeable positive changes have been made over the last couple of years, the additional project does not substantially improve the area for the money spent. Yet again we are taking of car parks - why - the area due to its historical value warrants pedestrians only - with minimal roads / crossings & through fares - but more green / clear / free (and safe from cars) spaces in the area. We are so much car focussed that we spoil the very essence of our attractions. The entire area of Salamanca / Battery Point should be predominantly pedestrian only - no through roads but only access as required for local business & resident with max size of vehicles limited to 3 tons / no large trucks or busses. Go back to the drawing board / we can do better than that - as a good / positive start has already been made to get us there as a society. We must get away from a car dominated approach otherwise we will spoil the attractions which made Hobart in the first place. I.e.: comparing with other cities with comparable attractions - our current plan is so far off the mark.

Suggestion / Question Summary Point: Suggests that the project does not represent good value for money.

Response: This is a matter for Council to consider when determining whether to proceed.

Suggestion / Question Summary Point: Suggests that the concept is too car-centric and that through vehicle traffic and car parking should be removed to prioritise pedestrians.

Response: The maintenance of car parking spaces is strongly supported by local businesses in the precinct, who are concerned about any further reductions in the available supply of parking spaces. The design of the space has however been done in such a way that the part used for car parking can be closed and used for pedestrians or event usage as required. The design does not significantly alter the ability of through traffic to pass through the precinct, but it does direct some of this traffic away from the main intersection of Salamanca Place and Montpelier Retreat.

Verbatim Feedback: Traffic lights would be safer and cheaper.

Suggestion / Question Summary Point: Suggests that traffic lights be installed.

Response: It is not entirely clear where the installation of traffic lights is being suggested. It may be at the intersection of Montpelier Retreat and Salamanca Place as an alternative to the closing of the one-way link road, or at the pedestrian crossing points or at the proposed new intersection of Castray Esplanade and Morrison Street. In terms of traffic signals to assist the movement of pedestrians, signals in these locations would increase the delays and inconvenience to pedestrians and drivers (as both would need to wait for their turn in the cycle). There are no real delays for either pedestrians or drivers currently. In terms of safety, it is also not clear that traffic signals would be any safer.

Verbatim Feedback: No mention of any plans for ride-sharing services to be considered with parking spaces or zones to pull over. As they're already extremely popular in Salamanca and their popularity will only increase, now is the time to act on this seeing as it's yet to be thought of apparently. You need to include a dedicated Uber pickup zone somewhere in the Salamanca area. As currently Uber drivers have to no where to stop if a customer isn't ready for them when they arrive, and on the average night, can only stop where they're not supposed to &/or hold up traffic due to this. You also need to consider this for when you have events such as the Taste Festival on.

Suggestion / Question Summary Point: Suggests that an area be provided that can be utilised by ride sharing services to drop-off and pick-up.

Response: This is a wider issue in the precinct than can be considered in this project, however it is considered that a 'No Parking' zone designed for drop-off and pick-up can be included on the northern side

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of Castray Esplanade approximately opposite the existing taxi rank. This could be used by ride sharing services and other people 'dropping off' and 'picking up'.

Action: Modify design to include a section of kerbside space that can be used for "dropping off" and "picking up" on the northern side of Castray Esplanade opposite the existing Taxi Rank.

Verbatim Feedback: The plan does not appear to make any allowance for the large numbers of commuter and recreational cyclists who pass through the area each day. The Morrison Street - Montpellier Retreat route is a preferred route for many cyclists as a low-traffic route to connect the city to Sandy Bay without taking other less safe routes. With no apparent allowance for bicycle traffic, these proposed changes appear to force all vehicle traffic to use the road in front of Parliament Gardens and force cyclists to fight for space on the road while introducing a left- and a right-hand turn to continue on their journey. It would be good if consideration could be given to allow for the transit of bicycle between Montpellier Retreat and the existing shared path at Princes Wharf. It would be nice to see some properly separated cycling infrastructure to encourage and facilitate active transport. This is particularly important as this area is a key through route for cycle traffic from the InterCity Cycle path and the city and Sandy Bay Road, particularly in the afternoon. (Gladstone Street is the more common option for cycle commuter morning traffic into the city). Separate infrastructure would reduce the potential for conflict between cyclists and pedestrians.

Suggestion / Question Summary Point: Suggests that cyclists appear to have been forgotten in the development of the plan and suggests that many cyclists use Gladstone Street – Morrison Street as a safe commuter route into the city, and Morrison Street – Montpelier Retreat as a safe commuter route out of the city.

Response: Noted. The needs of cyclists were considered during the preparation of the concept design. Currently the precinct operates with an off-road shared footpath on the 'river' side of Morrison Street -Castray Esplanade, that link is not impacted by the proposal. Otherwise the focus of the proposal is providing a pedestrian friendly environment with slow moving vehicular traffic. This is a suitable environment for cyclists to share traffic lanes with other vehicles. Cyclist who did not wish to ride on the footpath or shared path would be able to ride on the road. Like other vehicles, they would need to give way to pedestrians at the zebra crossings (but would otherwise then not be in potential conflict with pedestrians). Cyclists travelling towards the city via Gladstone Street to Morrison Street would not be negatively impacted (other than having to give way to pedestrians on the 'zebra' crossings. Cyclists who travel out from the city via Morrison Street to Montpelier Retreat like other vehicles would be able to continue Salamanca Place via Morrison Street , and could choose to either turn left then right to enter Montpelier Retreat, or turn right then left at the Gladstone Street / Salamanca Place roundabout and utilise Gladstone Street. There are no plans to restrict cyclists (who can legally ride on footpaths unless otherwise signed) from riding on the central paved area between the Tasman Fountain and the Salamanca Lawns), so cyclists could also choose to ride through this area.

Action: Ensure that there is clear and smooth space for cyclists who choose to ride through the paved are between the Tasman Fountain and the Salamanca Lawns to transition into and out of this space.

Suggestion / Question Summary Point: Suggests that it would be nice to see some properly separated cycling infrastructure to encourage and facilitate active transport. This is particularly important as this area is a key through route for cycle traffic from the InterCity Cycle path and the city and Sandy Bay Road. Suggests separate infrastructure would reduce the potential for conflict between cyclists and pedestrians.

Response: Currently the precinct operates with an off-road shared footpath on the 'river' side of Morrison Street - Castray Esplanade, that link is not impacted by the proposal. Otherwise the focus of the proposal is providing a pedestrian friendly environment with slow moving vehicular traffic. This is a suitable environment for cyclists to share traffic lanes with other vehicles. Cyclist who do not wish to ride on the footpath or shared path would be able to ride on the road. Like other vehicles, they would need to give way to pedestrians at the zebra crossings (but would otherwise then not be in potential conflict with pedestrians). The marking of additional vehicle lanes for the use of cyclists is not considered an appropriate treatment in this low speed high pedestrian environment.

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Verbatim Feedback: The concept indicates what appears to be a zebra crossing on the EASTBOUND exit from the Gladstone St roundabout. The layout would require vehicles to queue within the roundabout should a pedestrian be crossing - or drivers may unwittingly ignore the crossing. This crossing is abhorrently unsafe - both for pedestrians and vehicles manoeuvring through the roundabout - since there is far too much decision-making required of drivers. In addition, to prevent wrong way/illegal/undesirable manoeuvres between Salamanca Place and Morrison St, the roundabout splitter island on the westbound approach should be extended. This would then allow the existing Morrison St layout and triangular island to remain - and incorporate a two-stage pedestrian crossing to the Parliamentary Gardens.

Suggestion / Question Summary Point: Suggests that the proposed 'zebra' crossing on Salamanca Place immediately east of the Gladstone Street is very unsafe due to it being difficult for drivers negotiating the roundabout to also observe the presence of pedestrians on the crossing, and that the crossing would also cause drivers to need to queue inside the roundabout.

Response: The installation of 'zebra' crossings have the potential to reduce the safety of pedestrians, and increase the rate of crashes and injury in the precinct. The concerns raised in the suggestion / comment are valid and the installation of a zebra crossing in this location will need to be carefully considered, in the context of both its inherent risks and benefits. The City of Hobart is in the process of trialling the installation of a 'zebra' crossing on the immediate approach / departure of a roundabout on Hill Street in West Hobart.

Action: The design be progressed such that it can function with either 'zebra' crossings, or more conventional pedestrian crossing points (with a median island).

Suggestion / Question Summary Point: Suggests that the existing median island on Salamanca Place immediately east of the Gladstone Street roundabout be extended to both prevent vehicles turning right from Salamanca Place into Morrison Street and to allow conventional pedestrian crossings (with a median island to shelter pedestrians midway on their crossing to be installed linking the Parliamentary Gardens to the Salamanca Lawns.

Response: The design is intended to allow heavy vehicles to turn right from Salamanca Place into Morrison Street, and it is proposed that raised median islands be removed (and replaced with flush medians that do not present trip hazards during the Salamanca Market). However, as described in the previous action, it is proposed that the design allow for the installation of conventional pedestrian crossing points.

Equally Satisfied / Dissatisfied (8 Responses - 14%)

Verbatim Feedback: The council should go further towards the pedestrianization of Salamanca and follow the recommendations from the Danish study few years ago. Be bold and don't be intimidated by the car lobby.

Suggestion / Question Summary Point: Suggests that the concept is too car-centric and that through vehicle traffic and car parking should be removed to prioritise pedestrians.

Response: The maintenance of car parking spaces is strongly supported by local businesses in the precinct, who are concerned about any further reductions in the available supply of parking spaces. The design of the space has however been done in such a way that the part used for car parking can be closed and used for pedestrians or event usage as required. The design does not significantly alter the ability of through traffic to pass through the precinct, but it does direct some of this traffic away from the main intersection of Salamanca Place and Montpelier Retreat.

Verbatim Feedback: This is a very welcome project which is long overdue. The resolution of this currently confusing and chaotic area from a pedestrian standpoint is super-welcome. The reduction in vehicular paths and the organisation of pedestrian paths will be awesome. Retention of the carpark and blocking of the vista from monument down the lawns towards silo are disappointing and other details leave room for improvement in the final design. No consideration for cyclists. "It is disappointing to see the small carpark in the centre of this project

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space retained. I was hopeful that this could be freed up as another refuge from the busy footpaths on Salamanca Place. At current tourism growth rates, we need more open space in the area, particularly when cruise ships are in. Let's hope that at the very least, the number of car spaces can be reduced - particularly at the southern side of this space. It is particularly important to strengthen the sight line of the beautiful vista from the southern side of the monument area across the proposed car park and path, looking down the lawn of Salamanca Place looking towards the silos. At present, both the car park and the curved ""divider"" near the new pedestrian walkway may even block this beautiful vista. Rather than strengthening this line (horizontal on the picture), the concept weakens it. In fact I worry that the proposed trees in the ""divider"" appear to directly block this vista down the Salamanca lawns.

No vistas are strengthened by this concept. The walkway looks OK in the picture but there is no framing of any natural views that represent Hobart. The footpath along the northern side of the Salamanca lawns is currently obstructed by the Taxi rank. Please move the taxi rank up just slightly so that the path is not blocked and please reinstate the small piece of lawn that was cut out to allow people to walk behind the cab rank. This is currently messy and awkward. There does not appear to be any consideration of cyclists. How do cyclists ride from the bike path on Morrison Street to Gladstone Street or from the bike path to Montpelier Retreat? Both of these routes are commonly used by cyclists (including myself at present). There needs to be green-painted bicycle areas at each of the new road intersections. What will be the recommended new routes for cyclists? Will we be allowed to ride on the new footpath area or excluded? The concept displays zebra-striped pedestrian crossings. This is very welcome. Can we trust that they be implemented or only pictured for looks? It will be really nice if these crossings are implemented as they will provide priority to pedestrians rather than the current situation of cars and pedestrians playing chicken. Car parking spots should be removed from in front of Kennedy Lane to allow space for cyclists to access Salamanca Square. It is impossible to even walk a bike down Salamanca place outside ""The Whaler"" at any time of the day so freeing up this entrance will allow cyclists to dismount here and enter the square. Please ban the use of cafe ""sandwich boards"" on any part of the project area. Each new project so far, has been undermined by these obstructions which multiply whenever cruise ships are in. Montpelier retreat should be limited to one-way traffic only. The footpaths on this street are way too narrow and do not currently cope with the foot traffic now. Although not part of this project at present, this should be considered in order to allow significant widening on this important pedestrian route. Good, solid starting concept. I look forward to more detailed design.

Suggestion / Question Summary Point: Suggests that it is a missed opportunity to retain the 24 space car park in the Salamanca Lawns, and that it would be better for civic / pedestrian amenity if this parking area were removed.

Response: The maintenance of car parking spaces is strongly supported by local businesses in the precinct, who are concerned about any further reductions in the available supply of parking spaces. The design of the space has however been done in such a way that the part used for car parking can be closed and used for pedestrians or event usage as required.

Suggestion / Question Summary Point: Suggests that the vistas are not strengthened by the concept, in particular raises concerns that the vista from the south side of the monument / fountain along the Salamanca Lawns to the Silos will be may be blocked.

Response: The vista from the fountain through to the Silos will not be blocked by the new planter boxes as the plants will be no higher than 1.2m (including the planter box). We agree that this vista is important and the materials selection and furniture placement will be carefully considered during detailed design to better frame this aspect of the project.

Suggestion / Question Summary Point: Suggests that the current taxi shelter on the north side of the Salamanca Lawns obstructs the footpath on the southern side of Castray Esplanade and suggest the Taxi shelter be relocated slightly to resolve this.

Response: Agreed. Adjusting the Taxi shelter location will be investigated during detailed design.

Suggestion / Question Summary Point: Asks if there has been consideration of cyclists, and asks how cyclists would move between the Morrison Street shared footpath and Montpelier Retreat or Gladstone Street.

AP14 - Salamanca Pedestrian Works

'Your Say' Comment Feedback Summary

Response: The needs of cyclists were considered during the preparation of the concept design. Currently the precinct operates with an off-road shared footpath on the 'river' side of Morrison Street - Castray Esplanade, that link is not impacted by the proposal. Otherwise the focus of the proposal is providing a pedestrian friendly environment with slow moving vehicular traffic. This is a suitable environment for cyclists to share traffic lanes with other vehicles. Cyclists wishing to move between the Morrison Street shared footpath and Montpelier Retreat or Gladstone Street would have the choice of either riding with other vehicles via the two-way curved section of Morrison Street, or joining the pedestrians using the new shared section in the centre of the Salamanca Lawns.

Suggestion / Question Summary Point: Asks if it is proposed to install 'zebra' crossings or if they are just indicative on the plans.

Response: It is part of the proposal that 'zebra' crossings be installed.

Suggestion / Question Summary Point: Suggests that car parking be removed from Salamanca Place in front of the entrance to Salamanca Square to allow cyclists to access Salamanca Square from Salamanca Place.

Response: Cyclists are currently not permitted to ride in Kennedy Lane and in Salamanca Square. As such the benefits of any such parking ban would be very limited. The proposal does include the removal of three parking spaces along the frontage of 'The Whaler' about 20 metres west of the entrance to Kennedy Lane. These spaces are proposed to be removed to improve pedestrian access across Salamanca Place, but would also function as a location where a cyclists could access the footpath.

Suggestion / Question Summary Point: Suggests that sandwich boards / advertising signage be banned from the project area.

Response: After construction, the currently council policy on advertising signboards would be implemented. This would limit advertising signboards in the project area to two signboards (one on the footpath in front of 'The Whaler' and one on the footpath in front of 'Salamanca Fresh'.

Suggestion / Question Summary Point: Suggests that Montpelier Retreat be made one-way to allow for the widening of the footpaths.

Response: This is outside the scope of this project, but could be considered as part of future stages.

Verbatim Feedback: Part of Salamanca's allure for many people is that it's not 'overworked' as an urban space. It has a calmness and simplicity, that came from largely working with what was there. This may've been partly due to lack of funds, but I think the designers also knew what they were about. Whatever the reason, the feel of the place is great, and I think has a sense of knock about robustness is really important to maintain. And yes, the new proposal does certainly look more sophisticated, but for me, that's the issue. Hobart needs to be careful about over cooking things and remaking areas of Hobart with a kit of parts imported from Melbourne (etc.). While things certainly don't have to stay as they are, Salamanca's essential character does need to be celebrated through recognition, understanding, then evolution (not revolution). The clues are all there. The portion of Salamanca Lawns being remade for multi-use, seems like rather a large area of bare paving, with no trees. How about replacing the curved line of planters with tree to, soften the paved expanse, help link the east and west Salamanca Lawn areas and gently mend the continuity of the Salamanca space (the view connection to the waterfront will still be fine, especially when the trees mature). Relying on paving changes and a few planter boxes (escapees from a street mall) seems out of character with the previously mentioned robustness of the area. Might look ok graphically in plan, but I worry it won't feel so good on the ground.

Suggestion / Question Summary Point: Suggests that the current design has a 'calmness and simplicity' that has a great feel due to not being overworked as an urban space. Suggests that care needs to be taken to not convert the area into a generic space.

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'Your Say' Comment Feedback Summary

Response: Agreed. We understand that Salamanca has a strong identity which we do not wish to overwrite with slick contemporary materials. As with the recent footpath upgrade between Irish Murphy's and Retro café, we will carefully select materials that enhance the functionality of the area but do not feel out of place with the existing character and materials pallet of Salamanca.

Suggestion / Question Summary Point: Suggests that the portion of the Salamanca Lawns planned to be a multi-used area should be redesigned to provide additional trees to break up the paved area, and link the existing Lawn areas.

Response: Unfortunately permanent trees on the proposed hard surface area adjacent to the car park will reduce the flexibility of the proposed design. We have proposed new trees where possible (adjacent to the fountain and adjacent to the PW1 forecourt) and will soften the large areas of concrete with movable planters and street furniture.

Verbatim Feedback: I still need to see more detailed layout of pedestrian access to Government house lawns area.

Suggestion / Question Summary Point: No suggestion.

Verbatim Feedback: The diversion of traffic from Montpelier to Gladstone Street will increase pedestrian risk at the intersection of Gladstone Street and Salamanca Place (already a problematic area). This is unrelated to the indicated north-south pedestrian crossing over Salamanca Place. The traffic flow in Gladstone Street was a consideration in approval of the Montpelier (Sultan) proposal and the increased traffic in Gladstone Street will impact on the proposed service access in that complex. I am bemused by the widening of the footpaths promoted as advantageous for the disabled - the removal of hazards associated uneven paths were effective and welcome, but the expansion of the commercial use over the wider footpaths has brought new and more widespread hazards of passage, especially from the impediments of furniture (such as seating pushed beyond the boundary markers by customers), cross-flow of service staff, and congregation of more agile/ faster-moving people onto what have become narrowed pathways.

Suggestion / Question Summary Point: It is suggested that the proposal will move vehicular traffic from Montpelier Retreat to Gladstone Street and that as a result conditions for pedestrians will worsen at the Salamanca Place / Gladstone Street roundabout.

Response: Some vehicular traffic will relocate from Montpelier Retreat at Salamanca Place to Gladstone Street at Salamanca Place, and this will reduce conditions for pedestrians at Gladstone Street. It should be noted however that there are significantly less pedestrians crossing Gladstone Street / Salamanca Place than there are crossing Montpelier Retreat / Salamanca Place, so the relocation of some vehicle movements from Montpelier Retreat to Gladstone Street would provide an overall pedestrian benefit. The proposal also includes the installation of a new priority pedestrian crossing across Salamanca Place immediately east of Gladstone Street which will reduce the need for pedestrians to cross Gladstone Street. With the proposal including the installation of 'zebra' crossings in the precinct, it may be possible for additional 'zebra' crossings to be installed on all approaches to the Salamanca Place / Gladstone Street roundabout.

Action: Consider the potential installation of further Zebra Crossings on all legs of Gladstone Street / Salamanca Place roundabout.

Suggestion / Question Summary Point: It is suggested that the proposal will move vehicular traffic from Montpelier Retreat to Gladstone Street and that this may negatively impact on access to the Sultan Montpelier Retreat proposal.

Response: While some vehicular traffic will relocate from Montpelier Retreat to Gladstone Street, vehicles will still be able to access any potential development in Montpelier Retreat by either Montpelier Retreat or Kirksway Place.

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'Your Say' Comment Feedback Summary

Suggestion / Question Summary Point: It is suggested that the widening of footpaths on Salamanca Place may not be advantageous for people with disabilities, as the additional space is taken up by expanded commercial uses with furniture encroaching outside their allotted space, staff moving across the pedestrian walkway and people congregating around the outside of outdoor dining areas being obstruction to pedestrians.

Response: The first stage of the Salamanca Project, the widening of the Salamanca Footpath from Montpelier Retreat to Gladstone Street resulted in much wider clear pedestrian paths for pedestrians, with the clear width available increasing from a single 1.8m wide path, to two clear paths, one 2.4 to 3.0m wide adjacent to the building line and the second about 1.5m wide between outdoor dining areas and parked cars. This was an attempt to remedy the issue identified. The current proposal includes the reconstruction of the footpath on Salamanca Place between Montpelier Retreat and Kennedy Lane. There is one outdoor dining area on that section (The Whaler). There is currently congestion for pedestrians at times, as the current licenced area has a clear pedestrian walkway between the building and the area of between 1.5m and 1.8m. The proposal would include removing three parking spaces in front of the venue, and the provision of a clear pedestrian path of minimum 2.4m both between the building line and the outdoor dining area, and between the outdoor dining area and the Salamanca Place road surface. This will significantly improve the amenity of pedestrians walking past this venue, and crossing Salamanca Place in the vicinity of this venue.

Verbatim Feedback: The design is far from optimal. It needs a slip-lane to turn left when going south on Morrison St onto Castray Esplanade that allows traffic going north on Morrison St to turn right onto Castray Esplanade without having to give-way to traffic that is turning left, instead only having to give-way to oncoming traffic. I'd also shift the intersection of Salamanca Place and Morrison St east a little bit which would improve the flow by straightening out Morrison St a bit and moving the intersection a little bit away from the roundabout.



Figure Provided by Stakeholder showing suggested intersection shanges

Suggestion / Question Summary Point: It is suggested that a separate left turn slip lane be provided from drivers travelling south on Morrison Street to turn into Castray Esplanade, so that they don't have to give way to right turning traffic at the Castray Esplanade / Morrison Street intersection.

Response: The provision of a left turn slip lane would create a situation where drivers can turn left at higher speeds, and where at times they would need to be looking back and to their right for gaps in traffic. The proposed 'zebra' pedestrian crossing on Castray, where the drivers turning left from Morrison Street are required to look for pedestrians and give way to those pedestrian would make the proposed left turn slip lane inappropriate.

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'Your Say' Comment Feedback Summary

Suggestion / Question Summary Point: It is suggested that the intersection of Morrison Street and Salamanca Place be relocated further to the east, to better separate it from the Salamanca Place / Gladstone Street roundabout.

Response: From a road layout perspective it would certainly be preferable to do this as suggested. However it would require the removal of one of the heritage listed plane trees from the northern side of Salamanca Place. The traffic modelling suggests that the intersections will function as designed, however it is acknowledged that there is a risk of issues arising. It is recommended that the heritage listed tree be given the 'benefit of the doubt' and the design be implemented as planned. In the event that issues were to arrive, it will always be practical to at that time pursue the removal of the tree and widening of the intersection.

Action: Have contingency plan for further reconstruction of proposed Salamanca Place / Morrison Street intersection to further widen, if layout as designed (maintaining heritage plane tree) results in significant congestion and delay or other operations issues.

Verbatim Feedback: I like the pedestrianisation and bicycle safety elements of the plan. But unclear about one element... Does this plan involve removal of the horse chestnut trees along the side of the existing car park. If so, can the plan be amended to incorporate them? It would be a shame to lose 30 years of growth.

Suggestion / Question Summary Point: Suggests that the horse chestnut trees be retained.

Response: Unfortunately the existing chestnut trees adjacent to the car park and the three existing trees in the grassed median island conflict with the roadway and the flexibility of the proposed design. We have proposed new trees where possible (adjacent to the fountain and adjacent to the PW1 forecourt) and are conscious of the large areas of concrete that a lack of vegetation produces. To soften and break up these large areas of concrete we will be designing movable planters and street furniture during detailed design.

Moderately Satisfied (27 Responses - 47.4%)

Verbatim Feedback: Great to see the volume of road space reduced in the area. I would eventually like to see the carpark by the Tasman Fountain returned to lawn but it's probably politically difficult for Council to achieve at this point in time. I'd rather the 3 proposed additional car parking spaces by the fountain were not added to the existing carpark and instead have a wider footpath area and trees instead. More bike parking out the front of the buildings along Salamanca Place, especially where the footpath has been widened such as out the front of Retro Cafe.

Suggestion / Question Summary Point: Suggests that more bicycle parking be provided on the footpath on the southern side of Salamanca Place.

Response: Agreed. More bicycle parking will be provided in the central area on the Salamanca Lawns. During detailed design consideration will be given to providing additional bicycle parking on the building side of Salamanca Place (this will be subject to the requirements of the Salamanca Market, pedestrians, and outdoor dining).

Action: Include in detailed design the provision of further bicycle parking in the reconstructed central area, and (subject to availability of suitable space) on the Salamanca Place southern footpath.

Suggestion / Question Summary Point: Suggests that the 24 space carpark in the Salamanca Lawns could eventually be returned to Lawns.

Response: The maintenance of car parking spaces is strongly supported by local businesses in the precinct, who are concerned about any further reductions in the available supply of parking spaces. The design of the space has however been done in such a way that the part used for car parking can be closed and used for pedestrians or event usage as required.

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'Your Say' Comment Feedback Summary

Verbatim Feedback: Instead of more car parks, why not consider tasteful development of that space for recreational, commercial, or even residential use?

Suggestion / Question Summary Point: Suggests that the concept is too car-centric and that through vehicle traffic and car parking should be removed to prioritise pedestrians.

Response: The maintenance of car parking spaces is strongly supported by local businesses in the precinct, who are concerned about any further reductions in the available supply of parking spaces. The design of the space has however been done in such a way that the part used for car parking can be closed and used for pedestrians or event usage as required.

Verbatim Feedback: I would love it if Salamanca Place became a pedestrian/cycling space, like Federation Square.

Suggestion / Question Summary Point: Suggests that the concept is too car-centric and that through vehicle traffic and car parking should be removed to prioritise pedestrians.

Response: The maintenance of car parking spaces is strongly supported by local businesses in the precinct, who are concerned about any further reductions in the available supply of parking spaces. The design of the space has however been done in such a way that the part used for car parking can be closed and used for pedestrians or event usage as required. The design does not significantly alter the ability of through traffic to pass through the precinct, but it does direct some of this traffic away from the main intersection of Salamanca Place and Montpelier Retreat.

Verbatim Feedback: I'm always in favour of any change that improves walkability and safety for pedestrians. However, my main concern is with the new pedestrian strip in the middle (between the lawns and the car park). I really think that heavy duty bollards need to be installed at both ends, to provide a protective zone. It'd be too easy for a car driver to drive into that zone. The pedestrian area around the Princes Wharf Shed should also have more seating and trees.

Suggestion / Question Summary Point: Suggests that the proposed multi use space should have heavy duty bollards to protect users from hostile vehicle entry.

Response: This will be considered during the detailed design stage.

Action: Consider the protection of the central multi use space from vehicular intrusion during detailed design.

Suggestion / Question Summary Point: Suggests that the pedestrian space around the Princes Wharf Shed could have more seating and trees.

Response: This is outside the scope of this project, but could be considered as part of future stages.

Verbatim Feedback: Please make it all a smoke free site 24 hours a day 7 days a week. Please reduce the number of unleashed areas for dogs.

Suggestion / Question Summary Point: Suggests that the area be made smoke free and dogs not be permitted off leash.

Response: Noted. This is more a matter to be determined after the project has been constructed depending on how the area is utilised.

Verbatim Feedback: Why are the new bollards surrounding the outdoor eating areas so widely spaced? Surely making them closer together so a car cannot drive through them would be much safer.

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'Your Say' Comment Feedback Summary

Suggestion / Question Summary Point: Asks why the new bollards (on the southern side of Salamanca Place between Gladstone Street and Montpelier Retreat) are so widely spaced, and suggests it would be safer if there were close enough together so a car cannot drive between them.

Response: The existing bollards on the southern side of Salamanca Place between Gladstone Street and Montpelier Retreat are placed at 2.6 metre spacing's. This spacing leaves one bollard centred in front of each 90 degree parking space and continues along the kerbline where there is no parking. These bollards are lightweight bollards that can be safely moved for the Salamanca Market. They are not designed or intended to stop a vehicle intruding onto the footpath. They are rather provided to clearly delineate the footpath and road surface for drivers and pedestrians.

Verbatim Feedback: Only a small start. Get rid of the cars overall!

Suggestion / Question Summary Point: Suggests that the concept is too car-centric and that through vehicle traffic and car parking should be removed to prioritise pedestrians.

Response: The maintenance of car parking spaces is strongly supported by local businesses in the precinct, who are concerned about any further reductions in the available supply of parking spaces. The design of the space has however been done in such a way that the part used for car parking can be closed and used for pedestrians or event usage as required. The design does not significantly alter the ability of through traffic to pass through the precinct, but it does direct some of this traffic away from the main intersection of Salamanca Place and Montpelier Retreat.

Verbatim Feedback: It looks like a fairly good fix for an area that badly needs fixing. I like the simplification of the traffic lanes and reduction of pedestrian—car interactions. The last upgrade to Montpelier Retreat, while definitely an improvement, still seemed lacking. Pedestrians still disregard the marked routes and traffic lights. If you're installing lights, make sure they're timed right. The last upgrade had lights set for too long which caused pedestrian impatience and greater hazards. It'd be fantastic if there were a way to eliminate the roads from the waterfront at all. Basically, the fewer pedestrian—car interactions, the better!

Suggestion / Question Summary Point: No suggestion (no traffic lights are proposed).

Response: Noted.

Verbatim Feedback: It is an improvement on the status quo, but two way traffic on both Castray and Salamanca place means that it is still very car centric. The whole area could be turned into a 1 way loop, with off-street (barricaded) bike lanes (east bound Castray, west bound Salamanca), which would simplify traffic and thus make pedestrians and cyclists safer. Keep up the good work. Salamanca is the jewel of Hobart.

Suggestion / Question Summary Point: Suggests that the concept is too car-centric and that through vehicle traffic and car parking should be removed to prioritise pedestrians.

Response: The design does not significantly alter the ability of through traffic to pass through the precinct, but it does direct some of this traffic away from the main intersection of Salamanca Place and Montpelier Retreat. One way loops (as proposed) have inherent difficulties due to the frequent road closures in the area for Salamanca Market and public events that do not suit one-way roads, and the loss of parking capacity that comes with one way streets.

Verbatim Feedback: I would like to see more info on how bicyclists would move thru the area in a way that does not put them into potential conflict with pedestrians, which is what I deal with riding through the Morrison redevelopment areas. Would be good to have dedicated cycle ways marked off so everyone is aware. Like the more consistent levels, but please ensure that where there are level changes at driveways and provide smooth transitions and not the old style 'lip' that is dangerous and unpleasant for all users of wheeled items.

Suggestion / Question Summary Point: Asks how bicyclists would move through the area in a way that does not put them in conflict with pedestrians.

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Response: Cyclist who did not wish to ride on the footpath or shared path would be able to ride on the road. Like other vehicles, they would need to give way to pedestrians at the zebra crossings (but would otherwise then not be in potential conflict with pedestrians).

Suggestion / Question Summary Point: Suggests that marked bicycle paths be installed.

Response: The needs of cyclists were considered during the preparation of the concept design. Currently the precinct operates with an off-road shared footpath on the 'river' side of Morrison Street - Castray Esplanade, that link is not impacted by the proposal. Otherwise the focus of the proposal is providing a pedestrian friendly environment with slow moving vehicular traffic. This is a suitable environment for cyclists to share traffic lanes with other vehicles.

Suggestion / Question Summary Point: Suggests that any level changes that may be used by cyclists be installed without a raised lip.

Response: Agreed. Any point where cyclists would reasonably be expected to transition to and from the footpath will need to have no or a suitably low lip so as to not create a hazard.

Action: During detailed design ensure that expected bicycle transition points from footpath to road surface (and visa versa) have suitably low lips to avoid fall hazards.

Verbatim Feedback: It's a great plan but why so many delays like most things in Hobart. Just get on with it. Don't wait till 2020 do it now.

Suggestion / Question Summary Point: No suggestion.

Response: Noted.

Verbatim Feedback: I feel this area would benefit from some dedicated bicycle parking (can't see from design if this is part of plan). If we are to reduce the need for cars in the area especially on busy market days, then why not provide better bike parking facilities closer to the market strip. It would be relatively low cost to install a few bike anchors/hoops and will encourage people to cycle rather than taking the car for all trips.

Suggestion / Question Summary Point: Suggests that additional bicycle parking be installed.

Response: Agreed. More bicycle parking will be provided in the central area on the Salamanca Lawns. During detailed design consideration will be given to providing additional bicycle parking on the building side of Salamanca Place (this will be subject to the requirements of the Salamanca Market, pedestrians, and outdoor dining).

Action: Include in detailed design the provision of further bicycle parking in the reconstructed central area, and (subject to availability of suitable space) on the Salamanca Place southern footpath.

Verbatim Feedback: No mention of bike lanes in current concept - current pedestrian and bike paths need a bike and pedestrian sign painted on as many visitors to Tasmania are not aware that this a co shared path i.e. keep left at all times etc.

Suggestion / Question Summary Point: Suggests that the shared footpath need marked pedestrian and bicycle symbols to make visitors aware that there may be cyclists riding on the footpath.

Response: The current concept plan does not propose any alterations to the shared path along Castray Esplanade and Morrison Street (that path doesn't really impact on this proposal). Long term it has always been the view of the City of Hobart that an off-road connection for cyclists linking the Intercity Cycleway to a potential future link to Sandy Bay is important, to allow cyclists who are not comfortable riding on the road to do so. Similarly it has always been the view that formalising the cycle route on the footpath by

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marking dedicated cycling space would encourage higher cycling speeds and raise the risk of collisions (as in this space there are always going to be pedestrians walking through and across the space). The wider decisions on the arrangements on this route are outside of the scope of this project.

Verbatim Feedback: It is great to improve pedestrian access to Salamanca. However you can go a lot further to improve the space. This plan still leaves the Salamanca precinct as a car dominated space. The overall amenity of the space is diminished by the presence of so much car parking/reversing/cruising through Salamanca Place. I suggest the plan be revised to remove this. I suggest the plan be amended to move the dining seating that is close up against the shopfront in Salamanca to the current Salamanca place parking area and road. This will allow the façade of the colonial buildings to be appreciated. In future can plans also include specific sections for bicycle transport so that is possible to adequately assess the impact for cyclist?

Suggestion / Question Summary Point: Suggests that the concept is too car-centric and that through vehicle traffic and car parking should be removed to prioritise pedestrians.

Response: The maintenance of car parking spaces is strongly supported by local businesses in the precinct, who are concerned about any further reductions in the available supply of parking spaces. The design of the space has however been done in such a way that the part used for car parking can be closed and used for pedestrians or event usage as required. The design does not significantly alter the ability of through traffic to pass through the precinct, but it does direct some of this traffic away from the main intersection of Salamanca Place and Montpelier Retreat.

Suggestion / Question Summary Point: Suggests that private outdoor dining furniture on the southern footpath of Salamanca Place be moved clear of the building façade to improve the view of the colonial buildings.

Response: After construction, the currently council policy on outdoor dining and advertising signboards would be implemented on that part of Salamanca Place within the project area. This would impact the footpath in front of 'The Whaler' and in front of 'Salamanca Fresh'. It is proposed that a clear pedestrian path of minimum 2.4m width be provided between the building façade and any outdoor dining furniture in this section.

Verbatim Feedback: Because pedestrian safety needs improving and you're addressing that, but I would prefer it if there was a better way to limit traffic and improve the character of Salamanca where it touches on other areas.

Suggestion / Question Summary Point: No suggestion (reduce traffic captured in other comments).

Response: Noted.

Verbatim Feedback: Over all it seems a good pedestrian friendly plan. I would have given it a higher score if I knew the types of replacement trees planned. Especially if they were deciduous! The zebra cross walks are a long overdue improvement. Especially the Castray Esplanade one. According to the plan, this one has an improved sight line for both drivers and pedestrians as the end of the pavement on the Salamanca side has been moved to be in line (or now slightly in front) of the taxi bays, making it much safer for all concerned.

Suggestion / Question Summary Point: Suggests that new trees be deciduous.

Response: New trees to be planted will not be plane trees. Currently they are proposed to be birch trees and Cornish elms. Both species are deciduous.

Verbatim Feedback: Anything to improve pedestrian safety in Salamanca is good, but it seems that this will create a two-way ring-road around the grassy area/fountain area, due to traffic having to divert either left or right in both directions to travel between Montpelier Retreat and Morrison Street (such as would be needed when travelling to/from Franklin Wharf). This could quite easily cause extra traffic that needs to be managed and avoided by pedestrians further down Salamanca Place (such as the entrances to Salamanca Square).

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Suggestion / Question Summary Point: Raises concern that the proposal may cause some additional vehicular traffic in Salamanca Place (due to the diversion of traffic from the closure of the one-way link through the Salamanca Lawns.

Response: The modelling of the traffic movements after the proposal is implemented suggests that there will be a reduction in vehicular traffic on Salamanca Place from Woobys Lane to Montpelier Retreat of between 80 and 120 movements per hour caused by drivers travelling to Salamanca Place from Murray Street, looking to park in Salamanca Place from Kennedy Lane to the Silos preferring to drive along Castray Esplanade and enter Salamanca Place at the Silos end. So while the overall number of vehicles accessing Salamanca Place is not expected to change, it is likely that a number of these vehicles will move from the busiest part of the street (the Montpelier Retreat – Salamanca Place intersection), to accessing via Castray Esplanade and the Silos.

Verbatim Feedback: Lack of clarity in current information about the proposed pedestrian crossings. Concern that more traffic will flow through Castray Ave into Colville Street where we already have an issue with speeding. More policing and speed signage is required. This road has been used by many commuters and trades people as a shortcut between Davey St and Sandy Bay Rd by doing a U-turn at the intersection of Montpelier into Hampden and left into Sandy Bay Road. This is dangerous and hopefully the proposed change will limit this practice. However I would be encourage council to consider a larger island or no U-turn sign placed at said intersection in Battery Point to further restrict this practice.

Suggestion / Question Summary Point: Raises concerns that the proposal will increase vehicular traffic on Colville Street via Castray Esplanade, and raises concerns about drivers performing U-turns at Montpelier Retreat / Hampden Road.

Response: It is not considered likely that this project would cause any increase in traffic on Coleville Street, and it is considered likely that it would reduce the volume of traffic seeking to turn onto Hamden Road from Montpelier Retreat by directing southbound through traffic away from Montpelier Retreat to Gladstone Street.

Verbatim Feedback: I read about the concept plan in the Hobart Observer today with the heading "\$3.5Million pedestrian upgrade" and subheading Plans for improved connections between Salamanca Place and city centre" In reading the article and looking at the plan on this website, there is no indication that there is a stage that involves the "city centre". I support the intention to make Salamanca Place more pedestrian friendly. I am not opposed to closing the one way section of Morrison Street and the addition of more zebra crossings would be helpful. However I would like to see a zebra crossing between what is now an island with the water fountain on it and the legislative lawns. Is it thought this would be an unsafe section for such a crossing and if so why? The intersections don't look like they will flow very well. Firstly, wouldn't it be better to have the round-about at Salamanca Place and Gladstone Street more directly linked to the proposed 2-way section (in front of the parliamentary gardens). Secondly, the intersection between Castray Esplanade and Morrison Street.

Suggestion / Question Summary Point: Suggests that an additional zebra crossing be provided between Parliamentary Lawns and the Fountain space. Asks if there are safety reasons for not having a zebra crossing in this location.

Response: It will certainly be more difficult for pedestrians to cross Morrison Street between Salamanca Place and Murray Street (because Morrison Street will now be two-way). The current crossing point immediately south of the Castray Esplanade connection is proposed to be removed, but it is proposed to retain the crossing point on Morrison Street just north of Salamanca Place. It is expected though that the new 'zebra' crossing proposed across Salamanca Place just east of the Salamanca Place – Gladstone Street roundabout will draw a lot of the current pedestrian demand to cross Morrison Street in the vicinity of the fountain. It is also proposed to build into the design the ability to add an extra 'zebra' crossing or conventional pedestrian crossing across Morrison Street just north of the Castray Esplanade – Morrison Street intersection.

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Suggestion / Question Summary Point: Asks if the Salamanca Place / Gladstone Street roundabout can be linked to the new two-way section in front of the Parliamentary Lawns, and asks if the proposed intersections (at Salamanca Place / Morrison Street and Castray Esplanade Morrison Street) will flow well.

Response: Unfortunately the geometry makes it difficult to link the new two way section of Morrison Street with the roundabout at Gladstone Street. The 'T-intersections' at Salamanca Place – Morrison Street and at Castray Esplanade – Morrison Street have both been modelled under existing traffic volumes and the volume of traffic expected in 2026, and both are expected to operate satisfactorily.

Verbatim Feedback: I think MORE consideration should be made to pedestrian improvement. Bike lanes should be included, and there should be more people space, less car spaces!

Suggestion / Question Summary Point: Suggests that the concept is too car-centric and that through vehicle traffic and car parking should be removed to prioritise pedestrians.

Response: The maintenance of car parking spaces is strongly supported by local businesses in the precinct, who are concerned about any further reductions in the available supply of parking spaces. The design of the space has however been done in such a way that the part used for car parking can be closed and used for pedestrians or event usage as required. The design has been prepared to prioritise the movement of pedestrians, but does not restrict the movement of vehicles through the space, with both cyclists and motor vehicles able to continue to access the area.

Verbatim Feedback: I don't think there should be car parking in the centre section, next to the fountain. It would be much safer and pedestrian friendly to make that whole area a car-free zone. More trees along the road by *PW1*.

Suggestion / Question Summary Point: Suggests that the concept is too car-centric and that through vehicle traffic and car parking should be removed to prioritise pedestrians.

Response: The maintenance of car parking spaces is strongly supported by local businesses in the precinct, who are concerned about any further reductions in the available supply of parking spaces. The design of the space has however been done in such a way that the part used for car parking can be closed and used for pedestrians or event usage as required. The design has been prepared to prioritise the movement of pedestrians, but does not restrict the movement of vehicles through the space, with both cyclists and motor vehicles able to continue to access the area.

Suggestion / Question Summary Point: Suggests that more street trees be provided along the Castray Esplanade frontage of PW1.

Response: This is outside the scope of the current project.

Verbatim Feedback: Pleased that vehicular Access will be maintained so older people and those with mobility issues can still enjoy this space. Metering to 8pm is a deterrent to socialising in this area.

Suggestion / Question Summary Point: Suggests that having parking meters operate until 8pm is a deterrent to people using the area.

Response: Noted. The hours of operation of the parking meters in the area is outside of the scope of this project.

Verbatim Feedback: I am all for improving the pedestrian experience, and it looks like the concept plan goes some way towards fixing the current complicated series of intersections. I like the proposed 'evening out' of level changes, to aid mobility and reduce accidents. I think the plan doesn't resolve the frequent issues with cars entering/exiting/looking for parking spots along Salamanca Place, which is alarming both as a pedestrian and as a driver. I am concerned that cyclists appear to have been forgotten, and the already poorly understood shared path along Morrison St then ends with no clear direction for where cyclists should go to access Salamanca.

AP14 - Salamanca Pedestrian Works

'Your Say' Comment Feedback Summary

Suggestion / Question Summary Point: Suggests that the circulation of drivers circulating and moving into and out of parking spaces on Salamanca Place are alarming for drivers and pedestrians.

Response: Noted. The maintenance of car parking spaces is strongly supported by local businesses in the precinct, who are concerned about any further reductions in the available supply of parking spaces.

Suggestion / Question Summary Point: Suggests that cyclists appear to have been forgotten, and it is not clear how cyclists would move from the shared path along Castray Esplanade to Salamanca Place.

Response: Noted. The needs of cyclists were considered during the preparation of the concept design. Currently the precinct operates with an off-road shared footpath on the 'river' side of Morrison Street -Castray Esplanade, that link is not impacted by the proposal. Otherwise the focus of the proposal is providing a pedestrian friendly environment with slow moving vehicular traffic. This is a suitable environment for cyclists to share traffic lanes with other vehicles. Cyclist who did not wish to ride on the footpath or shared path would be able to ride on the road. Like other vehicles, they would need to give way to pedestrians at the zebra crossings (but would otherwise then not be in potential conflict with pedestrians).

Verbatim Feedback: Glad to hear that something is planned. It looks good. Well done. Can you sort out the pinch point on the cycling/walking track outside CSIRO in Castray Esplanade?

Suggestion / Question Summary Point: Suggests that a 'pinch point' on the shared cycle / walking path on Castray Esplanade in front of CSIRO be rectified.

Response: This is outside the scope of this project. There is however a separate project to upgrade the shared path underway.

Verbatim Feedback: I think the plan has merit and has been well-considered. Although I think the carpark by Tasman Fountain should go completely to make maximise the public space. It's weird having a carpark "islanded" like that, and it's hardly going to uphold/improve the car parking situation in Salamanca Pl. (I think the area needs a multi-storey car park next to the RBF building, but that's a discussion for another time.)

Suggestion / Question Summary Point: Suggests that it is a missed opportunity to retain the 24 space car park in the Salamanca Lawns, and that it would be better for civic / pedestrian amenity if this parking area were removed.

Response: The maintenance of car parking spaces is strongly supported by local businesses in the precinct, who are concerned about any further reductions in the available supply of parking spaces. The design of the space has however been done in such a way that the part used for car parking can be closed and used for pedestrians or event usage as required.

Verbatim Feedback: Seems sensible, would improve the situation for pedestrians and cyclists. Probably doesn't go far enough - would prefer to see vehicular traffic entirely eliminated from the area (except for service vehicles, taxis, buses).

Suggestion / Question Summary Point: Suggests that the concept is too car-centric and that through vehicle traffic and car parking should be removed to prioritise pedestrians.

Response: The maintenance of car parking spaces is strongly supported by local businesses in the precinct, who are concerned about any further reductions in the available supply of parking spaces. The design of the space has however been done in such a way that the part used for car parking can be closed and used for pedestrians or event usage as required. The design has been prepared to prioritise the movement of pedestrians, but does not restrict the movement of vehicles through the space, with both cyclists and motor vehicles able to continue to access the area.

AP14 - Salamanca Pedestrian Works

'Your Say' Comment Feedback Summary

Verbatim Feedback: Love your work! Would be better still if you could tighten the kerb radius on both sides of Castray Esplanade at it's southern end as much as Australian Standards allow. Pedestrians will love you for it. Oh, and 3 years? What's that about? Can it be in by Christmas, please! Oh, and am I allowed to mention all the various shades of concrete grey?

Suggestion / Question Summary Point: Suggests that the kerb radius on both sides of Castray Esplanade where it meets Morrison Street be tightened to provide more space for pedestrians.

Response: It is necessary to maintain the ability for trucks to be able to access Princes Wharf and the CSIRO, and the kerblines have been designed to allow this to happen.

Suggestion / Question Summary Point: Questions why it would take three years to build, and asks if it can be done sooner.

Response: Noted. Construction would be able to commence in early 2019, and would be built in two separate construction periods, one in 2019, and one in 2020. This is primarily a matter of available funding (with the budget for the project available over three financial years), and a desire to ensure works do not occur during the prime summer tourist season.

Very Satisfied (9 Responses - 15.8%)

Verbatim Feedback: The whole wharf area eventually needs to be Hobart's "city park" and anything to even remove one small part of one road is to be welcomed as a small step in the right direction.

Suggestion / Question Summary Point: No suggestion.

Response: Noted.

Verbatim Feedback: I think it is a great solution to improving pedestrian access, whilst maintaining parking. Having pedestrian crossing is also very important and it's great that there will be so many of them. This has probably already been taken into consideration for disability access, but it can sometimes be difficult crossing the streets with a pram, when there is only a narrow slope to the road at crossing points and people bunch up there.

Suggestion / Question Summary Point: Suggests that wider kerb ramps be provided at pedestrian crossing points to make it easier for people with prams (and people with disabilities) to cross when the pedestrian volumes are high.

Response: Agreed. The pedestrian crossovers will be wider than the existing crossovers, and will be trip free. This should make them much easier for people with prams or mobility restrictions to navigate.

Action: Ensure that detailed design provides wider than normal pedestrian kerb ramps (where applicable) due to the higher pedestrian volumes in this area.

Verbatim Feedback: Just want it to be done now.

Suggestion / Question Summary Point: No suggestion.

Response: Noted.

Verbatim Feedback: The provision for a legible and safe way for pedestrians to cross to the warehouse side of Salamanca Place has been provided for in this plan - this has been the major issue for the Montpelier / Salamanca / Castray intersections. It is acknowledged that an ideal world looks different to different people, and the many uses and functions of the area, including for car parking, have been considered, so that it could be seen that the plan achieves a compromise that doesn't impact any group negatively, and definitely improves pedestrian amenity for the thousands of tourists and the locals who walk this area. It is of great interest how then this project informs further work up Montpelier Retreat to Battery Point, as well as the treatment of the Northern edge of the

AP14 - Salamanca Pedestrian Works

'Your Say' Comment Feedback Summary

Salamanca stretch from Montpelier to the Silo's. This area requires an improvement in provision for pedestrian and parking uses, currently awkward for both around the parking meters etc., and the greater provision of seating particularly for al fresco lunchtimes. It could be considered that not all seating need be permanent, and seasonal demand may reflect this. Bench seating parallel to Salamanca on The Lawns on the park side of the established plane trees could also be used for both events and general public space amenity. The Lawns area could also be the site for activation with more regular small scale public events. Inspiration can be found here: http://bryantpark.org/the-park.

Suggestion / Question Summary Point: Suggests that further work could be undertaken outside the project area improving the footpaths along Montpelier Retreat to Battery Point, and in improving the northern side of Salamanca Place where it meets the Salamanca Lawns between Montpelier Retreat and the 'Silos' to improve the space for pedestrians and for patrons in the park.

Response: Noted. These are outside the current project scope, but are likely to be considered as potential future stages.

Verbatim Feedback: We need to prioritize pedestrians over cars.

Suggestion / Question Summary Point: No suggestion.

Response: Noted.

Verbatim Feedback: It's a much needed improvement to pedestrian amenity in Salamanca.

Suggestion / Question Summary Point: No suggestion.

Response: Noted.

Verbatim Feedback: Less complicated & confusing for pedestrians and less traffic in Salamanca.

Suggestion / Question Summary Point: No suggestion.

Response: Noted.

Verbatim Feedback: No written feedback provided.

Suggestion / Question Summary Point: No suggestion.

Response: Noted.

Verbatim Feedback: Anything that improves pedestrian and cycling (and makes more space for it) is a step in the right direction! Linking up to other popular cycling routes through the city would be fantastic. The inner city has really made no progress for cycling and it's a big barrier for less confident cyclists in taking up cycle commuting (and easing congestion).

Suggestion / Question Summary Point: Suggests the area should be linked to other popular cycling routes in the city.

Response: Noted. The City of Hobart planned Principle Bicycle Network includes linking arterial bicycle routes such as the South Hobart Rivulet Track, Sandy Bay Road, and Argyle Street – Campbell Street to Inter City Cycleway, and the main connection of the Inter City Cycleway to Sandy Bay Road would be via Morrison Street and Battery Point past the project area. This principle bicycle network continues to be progressed.

AP14 - Salamanca Pedestrian Works

'Your Say' Comment Feedback Summary

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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: Open Status Report

	CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT					
	OPEN PORTION OF THE MEETING					
		November 2014 to 31 May 2	2018			
Ref	Title	Report / Action	Action Officer	Comments		
1	1 221A LENAH VALLEY ROAD, 2-16 That the of the L CREEK ROAD, LENAH VALLEY – subdivision (86 RESIDENTIAL with pa of traffi LOTS, 8 ROAD LOTS, 7 PUBLIC of traffi	That the Council undertake an urgent review of the Lenah Valley Traffic Management Plan with particular reference to the management of traffic in Augusta, Creek, Alwyn and	Director City Infrastructure	The draft Transport Strategy addresses this matter and a report is attached to this agenda for consideration (refer action 8.3 in the draft Strategy).		
	00584-01 Council 22/9/2014, item 9.2	Chaucer Roads and Monash Ave.		The Draft Transport Strategy is subject to community engagement in July 2018 before consideration of the final document by the Council.		
2	INNER CITY ACTION PLAN AP01 – FINAL DESIGN – TENDER PROCESS COMMENCEMENT – RECONSTRUCTION OF	IER CITY ACTION PLAN AP01 INAL DESIGN – TENDER OCESS COMMENCEMENT – CONSTRUCTION OF CERPOOL STREET, BETWEEN ZABETH STREET AND RRAY STREET uncil 10/2/2015, item 16The Council endorse the commencement of a detailed network operation study to evaluate other traffic network efficiencies, to overcome any potential future capacity constraints caused by the reduction of Liverpool Street to a single lane, at an expected cost of \$60,000, to be funded from the Public Infrastructure Fund.	Director City Infrastructure	The draft Transport Strategy addresses this matter and a report is attached to this agenda for consideration (refer action 8.1 in the draft Strategy).		
	LIVERPOOL STREET, BETWEEN ELIZABETH STREET AND MURRAY STREET Council 10/2/2015, item 16			The Draft Transport Strategy is subject to community engagement in July 2018 before consideration of the final document by the Council.		
3	NOM – IMPROVEMENTS TO PEDESTRIAN CROSSINGS Council 13/4/2015, item 10	A report be prepared looking at other opportunities for improvements to pedestrian crossings on key pedestrian routes in the City, including consideration of zebra crossings.	Director City Infrastructure	Consideration will be given to pedestrian crossings in the Local Retail Precincts Plan, the Salamanca upgrade and in the development of the Transport Strategy. The draft Transport Strategy addresses this matter and a report is attached to this agenda for consideration (refer action 3.3 in the draft Strategy). The Draft Transport Strategy is subject to community engagement in July 2018 before consideration of the final document by the Council.		

Ref	Title	Report / Action	Action Officer	Comments
4	SANDY BAY RETAIL PRECINCT – STREETSCAPE REVITALISATION Council 7/9/2015, item 10	 The amended conceptual streetscape design for the Sandy Bay Retail Precinct be approved with work to be scheduled for completion in 2016/2017, acknowledging that some works may commence earlier in 2016. The traffic issues raised during the community engagement process that relate to the intersection of King Street and Sandy Bay Road, Sandy Bay, be considered in consultation with representatives from the Department of State Growth. The speed limit on Sandy Bay Road between Osborne Street and Ashfield Street, Sandy Bay, be reviewed following completion of the works and the Lord Mayor be requested to write to the Minister for State Growth regarding any planned speed limit changes for the main retail precinct on Sandy Bay Road. Opportunities for increased bike parking be investigated as part of the detailed design for the Sandy Bay Retail Precinct streetscape revitalisation. 	Director City Infrastructure	 Complete. Correspondence from the Department of State Growth has been received indicating that they would consider reducing speed limits if the streetscape works moderated the speed of vehicles. Officers obtained vehicle speed data prior to the completion of construction and will obtain further speed data prior to progressing this matter. Complete.

Ref	Title	Report / Action	Action Officer	Comments
5	ICAP – HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT – ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT – DISCUSSIONS WITH METRO TASMANIA AND ONE- WAY BUS MALL Council 12/10/2015, item 12	 The Council approve the assessment and documentation of the three options for the Elizabeth Street Bus Mall. The Council continue to work with the Hobart Central Bus Interchange Planning Project partners (Metro Tasmania, the Department of State Growth and TasBus) to progress the assessment of the options. A further report be provided on the issues and design implications of pursuing an alternative option for the Elizabeth Street Bus Mall Improvement Project. 	Director City Infrastructure	Design work to implement the Council's resolution has commenced. A report was considered by the Committee in December 2015. See item 6 for continuation.
6	ICAP – HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT – ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT – ALTERNATIVE OPTION TO CURRENT ARRANGEMENT Council 21/12/2015, item 16	 The Council give in principle support to the further development of a one-way Elizabeth Street Bus Mall, with displaced bus stops relocated to Collins Street (Option 3). The General Manager be authorised to undertake further discussions with Metro Tasmania and the Department of State Growth to resolve residual issues and concerns. The General Manager be authorised to undertake community engagement for Option 3 once the substantial concerns of Metro Tasmania and the Department of State Growth have been appropriately addressed, with the results of the engagement to be the subject of a further report prior to any final decision on the improvement project. A detailed design, cost estimate with identified funding sources be developed for the relocation of the Campbell Street bus stop (opposite City Hall) into Macquarie Street, which would be the subject of a future report. 	Director City Infrastructure	Work to implement the Council's resolution is underway, with a risk assessment of the preferred options being received from the City's consultant for consideration by the project partners. Further discussions with Metro Tasmania and the Department of State Growth have occurred to resolve residual issues and concerns. Temporary bus stops have been installed outside the Franklin Square side of Elizabeth Streets Mall, outside the Town Hall in Elizabeth Street and in Macquarie Street to facilitate construction of the Palace Hotel In Elizabeth Street - refer to item 7 below for continuation.

Ref	Title	Report / Action	Action Officer	Comments
		 5. The Council approve the reallocation of \$330,000 from the Public Infrastructure Fund 2015/2016 allocation for the Elizabeth Street Bus Mall Improvement Project, for the purposes of installing the new bus shelters on Macquarie Street adjacent to Franklin Square. 6. A further report be provided on the implications, operation, cost and funding possibilities for an intrastate bus departure facility incorporating the underutilised area within the Franklin Square amenities building. 		5. Complete.
7	HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT - ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT COUNCIL 9/4/2018, ITEM 13	 The Council receive and note the Department of State Growth's proposal to reconfigure the Elizabeth Street Bus interchange as generally shown in Attachment B to item 6.5 of the Open City Infrastructure Committee agenda of 21 March 2018. The General Manager be authorised to undertake further discussions with the Department of State Growth, Metro Tasmania and private bus operators to resolve any residual issues and concerns, including the removal of the 'saw tooth' road and footpath alignment on the Post Office side of the bus mall in order to widen the footpath. That the Council and State Government undertake discussions at the conclusion of the hotel construction in relation to the permanent configuration of the bus mall. 	Director City Infrastructure	1. Complete. 2 & 3. Being progressed.

Ref	Title	Report / Action	Action Officer	Comments
8	PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS Council 12/10/2015, item 14	 Following the development and implementation of a suitable engagement strategy, the current Highways By-law (3 of 2008) be enforced with particular emphasis on the Elizabeth Mall, Wellington Court and Salamanca Square (including Woobys Lane and Kennedy Lane). The General Manager be authorised to modify the management of commercial furniture and infrastructure on public footpaths towards a best practice model approach, where such furniture and signage is only permitted if it does not interfere with the safe and equitable movement of pedestrians along that public footpath. A further report be prepared that identifies how the Council may achieve a clear building line with minimum footpath widths in the future, in order to best satisfy the provision of an accessible path as required by the Disability Discrimination Act 1992. During the review and renewal of the current Highways By-law, appropriate amendments be made to ensure that signboards are prohibited from being placed immediately adjacent to buildings. As part of the review of signage, alternative options to sandwich boards, such as sign posts be investigated. Officer hold discussions with relevant stakeholders in relation to the hazards potentially created through application of the Disability Discrimination Act 1992 with regard to the setbacks required from building frontages. 	Director City Infrastructure	Work to implement the Council's resolution with regard to the reconstructed sections of Liverpool Street, Morrison Street, Salamanca Place and Sandy Bay shopping centre is complete. Planning is underway for implementing the other elements. A further report addressing clause 3 will be provided in 2018.

Ref	Title	Report / Action	Action Officer	Comments
9	HOBART BICYCLE ADVISORY COMMITTEE – CYCLING LINK – MARIEVILLE ESPLANADE CIC 9/12/2015, item 14	The options for a cycling link on Marieville Esplanade be reviewed when the future of the Battery Point foreshore walk is determined.	Director City Infrastructure	The options will be reviewed when the future of the Battery Point foreshore walk is determined.
10	WEST HOBART LOCAL AREA TRAFFIC INVESTIGATION Council 7/3/2016, item 13	 The recommendations of the consultant report titled West Hobart Local Area Traffic Investigation – Final Report, be supported in-principle and the following actions be undertaken: A workshop be convened with stakeholders in relation to the West Hobart pedestrian environment. The Department of State Growth be requested to establish Statewide warrants for the installation of pedestrian crossings within Tasmania. The Council write to the Department of State Growth requesting that consideration be given to the installation of an unsupervised children's crossing in Hill Street in the 40km/h zone near Caldew Park. Median lanes and median islands be installed in Hill Street between Allison Street and Patrick Street and between Hamilton Street and Warwick Street, in 2016/2017 following the development of concept designs and community engagement. A review be undertaken following the installation of the median islands and pedestrian crossings in Hill Street. 	Director City Infrastructure	 Work to progress the Council's resolution is underway. (i) Complete. (ii) The Department of State Growth has responded and provided advice that the installation of a children's crossing must be in accordance with the Transport Commissioners Direction 2014/2 and the Australian Standards. (iv) Works have commenced to install the Median island. (v) Once installed in 2018 a review will occur. (vi) Complete. 3. The Council endorsed the recommendation on 2 October 2017, that traffic signals not be installed at this location at this time. 4. Black Spot funding application was unsuccessful.

Ref	Title	Report / Action	Action Officer	Comments
		 (vi) Concept design development and consultation be undertaken with directly affected residents in 2016/2017 to provide more generous pedestrian crossings in Hill Street where refuge islands are already provided. 2. A temporary treatment to the median islands and pedestrian crossings be considered, in an effort to gauge their impact. 3. The Council approach the State Government regarding the installation of traffic signals at the intersection of Arthur and Hill Streets. 4. Consideration be given to the submission of an application for the 2016 round of Blackspot Program Funding, to support the installation of signals at this location. 		
11	ICAP AP07 – BROOKER AVENUE SHARED BRIDGE Council 7/3/2016, item 14	 The Brooker Avenue Shared Bridge be developed at an estimated value of \$4 million to be funded from an allocation provided in the Public Infrastructure Fund in the 2016/2017 Annual Plan. Landlord consent be given for the Brooker Avenue Shared Bridge to be lodged as a planning application. The Council initiate formal negotiations with: The State Government to enable the Council to acquire land for the purposes of future road widening over part of 19 Bathurst Street. 	Director City Planning	A contract has been signed consistent with the Council's October 2017 resolution and onsite construction has commenced.

Ref	Title	Report / Action	Action Officer	Comments
		 (ii) The University of Tasmania for public access rights over the new footpaths and bridge structure proposed to be located on the Domain House Campus site. 4. A further report be provided to the City Infrastructure Committee outlining progress on the negotiations, prior to finalising any tender for the construction of the bridge. 5. A media release be issued. 		
12	ESTABLISHMENT OF AN ADVISORY COMMITTEE FOR THE IMPLEMENTATION OF A SULLIVANS COVE WATERFRONT PRECINCT PLAN Council 6/6/2016, item 13	 A Waterfront Precinct Plan be developed as part of the Hobart Transport Strategy and an Advisory Committee be established to assist in the development of the plan. The Sullivans Cove Tripartite Steering Committee and the Waterfront Business Community to consider increasing their membership in order to increase communication. 	Director City Infrastructure	The draft Transport Strategy addresses this matter and a report is attached to this agenda for consideration. The Draft Transport Strategy is subject to community engagement in July 2018 before consideration of the final document by the Council. The Sullivans Cove Tripartite Steering Committee invited representatives of the Waterfront Business Community to attend future meetings.
13	HOBART BICYCLE ADVISORY COMMITTEE – NOTES FROM MEETING OF 18 MAY 2016 CIC 22/6/2016, item 6 Council 2/10/2017, item 23	 A report be prepared on the implementation of the projects outlined in the City of Hobart Active Travel Report, and the establishment of an Active Routes to School Program to enable officers to work with Hobart area schools on the implementation of initiatives. (i) The Council promote the report and encourage the State Government to support Active Routes to School Programs in the greater Hobart area. 	Director City Infrastructure	 A report will be provided to the Committee in July 2018. 1(i) Complete. Letter sent to Transport Commissioner asking to help promote program. Complete. Letters have been sent from the Lord Mayor's office.

Ref	Title	Report / Action	Action Officer	Comments
		 The Council write to the Minister for Infrastructure and the Kingborough Council requesting that the southern side of the Channel Highway be designated as "No Parking" from the end of the City of Hobart bicycle lane through to Kingston. (i) The 'bike lane end' sign be removed from the Hobart boundary. 		
14	TRANSPORT STRATEGY Council 8/8/2016, item 14	 A Transport Strategy be developed. Further Aldermanic Workshops be held prior to the commencement of community engagement for each of the Transport Strategy consultation modules. The Transport Strategy community consultation and stakeholder Engagement commence in August/September 2016, with the first consultation module to address Freight, Port and Air. The General Manager write to major stakeholders and neighbouring councils, advising of the Council's intention to commence the development of a Transport Strategy for the City of Hobart. 	Director City Infrastructure	Community consultation and stakeholder engagement on the four consultation modules is now complete. A report on the draft Transport Strategy is attached to this agenda. The Draft Transport Strategy is subject to community engagement in July 2018 before consideration of the final document by the Council.
15	SALAMANCA PEDESTRIAN WORKS - CONCEPT DESIGN FOR STAKEHOLDER ENGAGEMENT Council 10/10/2016, item 11 Council 9/4/2018, item 11	 The concept plans for Stages 2 and 3 of the Salamanca Pedestrian Works Project, generally shown on the Figure 'Concept Plan' dated 6 March 2018 and marked as Attachment A to item 6.3 of the Open City Infrastructure Committee agenda, presented to the 21 March 2018 City Infrastructure Committee meeting, be used for community engagement. 	Director City Infrastructure	A report addressing this matter is attached to this agenda.

Ref	Title	Report / Action	Action Officer	Comments
		 A further report describing the results of the public consultation and making recommendations for future staging and implementation of the Salamanca Pedestrian Works Project, be prepared and presented to the City Infrastructure Committee. 		
16	ICAP AP14 - SALAMANCA PLACE BETWEEN KENNEDY LANE AND WOOBY'S LANE - FOOTPATH REVIEW Council 3/4/2017, item 26	 Consideration of the future management of the section of the Salamanca Place southern footpath between Kennedy Lane and Wooby's Lane, occur once the 'Stage 1' footpath widening works have been completed and in operation for a minimum of six months. The General Manager develop and implement a suitable guide for the style and placement of outdoor dining barriers and umbrellas to be utilised on Salamanca Place and Hunter Street. A concept design addressing the pedestrian issue occurring on the northern side of Salamanca Place during periods when the footpaths on Castray Esplanade are inaccessible due to special events be developed and included for consideration in future budget preparations. 	Director City Infrastructure	 Report to July 2018 Committee meeting. A Style Guide for outdoor dining barriers and umbrellas is being developed. A temporary footpath was trialled during the Taste Festival. A concept design will now be prepared based on this.
17	NOM - PARKLET POLICY Council 24/10/2016, item 10 Council 5/6/2007, item 13 Committee 21/6/2017, item 6.4	That the matter be deferred to a subsequent City Infrastructure Committee meeting to enable further public consultation.	Director City Infrastructure	A report will be presented to the July 2018 Committee meeting.

Ref	Title	Report / Action	Action Officer	Comments
18	GREENHOUSE GAS EMISSIONS AND ENERGY USE - 2015-2016 ANNUAL REPORT Committee 26/10/2016, item 6.5 Council 2/10/2017, item 17	 A further report be provided in 12 months on the City's corporate greenhouse gas emissions and energy use. Opportunities for positive media about the City's achievements in regard to greenhouse gas emissions and energy use be sought. The Energy Savings Action Plan 2018 – 2020 be endorsed. 	Director City Infrastructure	A further report will be provided to the September 2018 Committee meeting.
19	REQUEST FOR LANDOWNER CONSENT TO LODGE A PLANNING PERMIT APPLICATION AT 28-30 DAVEY STREET, HOBART FOR ASSOCIATED WORKS ON COUNCIL LAND Council 5/12/2016, item 1	Further discussions take place with the developer following the Council's consideration of the report from Terroir in relation to City-Cove connectivity.	Director City Infrastructure	The matter is yet to be completed.
20	SANDY BAY ROAD WALKING AND CYCLING PROJECT - REQUEST TO MODIFY DESIGN TO REMOVE PEDESTRIAN CROSSING Council 3/4/2017, item 29	That the matter be deferred to a subsequent City Infrastructure meeting to enable the proprietors of the Riverview Inn to seek their own engineering advice.	Director City Infrastructure	A report addressing this matter will be provided to a Committee meeting in 2018.
21	PEDESTRIAN CROSSINGS IN HILL STREET, WEST HOBART - CONCEPT DESIGN Council 3/4/2017, item 27	 Community engagement be undertaken based on the concept design marked as Attachment A to item 6.3 of the Open City Infrastructure Committee agenda of 29 March 2017. The General Manager work with the schools and interested businesses to lobby the Transport Commissioner for the provision of adult crossing guards at the Hill Street / Lansdowne Crescent / Patrick Street and the Hill Street / Lansdowne Crescent / Pine Street intersections. 	Director City Infrastructure	 Complete. Being progressed. Complete. Complete Planning works have commenced on the community event for end June 2018. Complete.

Page **11** of **24**
Ref	Title	Report / Action	Action Officer	Comments
		3. Further investigation, including advice from the Transport Commissioner be undertaken to install improved pedestrian crossings at the Hill Street / Lansdowne Crescent / Patrick Street and Hill Street / Lansdowne Crescent / Pine Street intersections taking into consideration sight distance, bus turning and property constraints and in accordance with the Australian Standard.		
		Options to be investigated include:		
		 (i) Wombat crossings at the above roundabouts; and/or (ii) Replacing the Hill Street / Lansdowne Crescent / Patrick Street roundabout with traffic signals. (iii) Lobbying DIER for a 40 km per hour speed limit from the Hill Street/Arthur Street intersection, through to Patrick Street. (iv) Taking note of the need for implementing safe bicycle infrastructure. 4. A further report be provided, detailing the results of the community engagement and recommending a design to be implemented in Hill Street, incorporating consideration of the consultation and the feedback from MRCagney and Victoria Walks. 5. A further report be provided to the Council's Community, Culture and Events Committee in relation to a possible event and community art project for West Hobart. 6. The line markings at the Hill Street roundabout be pinted as a matter of 		

Ref	Title	Report / Action	Action Officer	Comments
22	HILL STREET PEDESTRIAN IMPROVEMENT PROJECT Council 2/10/2017, item 20	 The revised concept design for pedestrian crossing points, median lane and bicycle lanes be implemented. The Transport Commissioner be requested to consider a 40 km/h speed limit for Hill Street (between Molle Street and Arthur Street) following the implementation of this project. The findings of the Midson Traffic Report (marked as Attachment C to item 6.6 of the Open City Infrastructure Committee agenda of 20 September 2017) be endorsed and the following recommendations be adopted: (i) A trial implementation of a wombat crossing across Hill Street (on the northern side of the Pine Street roundabout) be undertaken, subject to further consultation with directly impacted property owners, residents and businesses and all statutory advertising and approvals. (ii) Results of the trial, including recommendations on the installation of two additional wombat crossing in Hill Street (at both Warwick Street and Patrick Street), be the subject of a further report. (iii) Further surveys of pedestrians and pedestrian types over a longer period (i.e. one school week) be done at the Patrick Street roundabout and the results forwarded to the Transport Commissioner for consideration of a children's crossing and adult crossing guard. 	Director City Infrastructure	 Work is underway. Underway. A report was presented to the March 2018 Committee meeting and then 9 April Council, and subsequently resolved to implement the trial – refer to item 23 below. A report will be prepared for a Committee meeting once the trial is complete. (iii). Complete. To be placed in next budget. Underway. Complete. A media release will be issued in July 2018.

Ref	Title	Report / Action	Action Officer	Comments
		 (iv) Traffic signals not be implemented at the Arthur Street / Hill Street or Patrick Street / Lansdowne Crescent / Hill Street intersections at this time. 4. The required funding for the installation of wombat crossings at Warwick Street and Patrick Street (if not trialled) be listed for consideration in the 2018-19 Annual Plan, with installation contingent on a successful trial and future resolution of Council. 5. The Transport Commissioner be requested to provide assistance as may be required with the implementation of an awareness and education campaign regarding the use of wombat crossings. 6. Midson Traffic be requested to provide a briefing to the community on the outcomes of its report. 7. A media release be issued by the Lord Mayor and the Chairman of the City Infrastructure Committee. 		
23	HILL STREET, WEST HOBART - CONSIDERATION OF REPRESENTATIONS REGARDING THE PROPOSED ROAD HUMP Council 9/4/2018, item 12	 An application be made to the Transport Commission requesting approval for the installation of one road hump in Hill Street on the northern side of the Pine Street roundabout, as part of the trial of a new pedestrian (wombat) crossing. Subject to receiving permission from the Transport Commission to install a road hump, the pedestrian (wombat) crossing trial proceed in the 2017-2018 financial year. Those people who made representations in relation to the proposed road hump be advised of the Council's decision. 	Director City Infrastructure	Officers are progressing the matter of the trial road hump in Hill Street.

Ref	Title	Report / Action	Action Officer	Comments
24	LENAH VALLEY RETAIL PRECINCT STREETSCAPE UPGRADE Council 8/5/2017, item12	 The Lenah Valley Retail Precinct streetscape be upgraded, generally in accordance with the concept plans shown in Attachment A to item 6.2 of the Open City Infrastructure agenda of 26 April 2017, at an approximate cost of \$2 million, as allocated in the 2017-2018 capital works program, subject to approval of the funding in the 2017-2018 budget. Stakeholders be advised of the Council's decision. 	Director City Infrastructure	 Works commenced on 17 October 2017 and are still progressing. Stakeholders have been advised.
25	SOUTH HOBART PEDESTRIAN IMPROVEMENTS Council 8/5/2017, item 13 Council 2/10/2017, item 21	 That the Council resolve to proceed with the staged installation of pedestrian traffic lights, and a sum of \$180,000 be listed for consideration in the 2018/2019 Annual Plan and officers work with residents, businesses and representatives of the greater South Hobart community to minimise the potential loss of on-street parking availability. The original pedestrian improvements on the southern side of Macquarie Street be implemented in a staged approach, in accordance with the Council's resolution of 8 May 2017. The Council seek approval for the installation of a level road treatment in Elboden Street, South Hobart where Elboden joins Macquarie Street to enable a continuous grade for pedestrian use, and in addition a 40km/h speed zone in Macquarie Street from the Southern Outlet upwards. The proposed Blackspot project to upgrade the pedestrian refuge near BUPA proceed as planned. 	Director City Infrastructure	Stage 1 works on Macquarie Street including the pedestrian refuge outside BUPA and kerb bulbing between the Chemist shop and the South Hobart Butchery is complete. Stage 2 will involve installation of pedestrian traffic signals and this will occur towards the end of the year.

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Ref	Title	Report / Action	Action Officer	Comments
26	INSTALLATION OF FORMAL PEDESTRIAN-PRIORITY CROSSINGS Council 5/6/2017, item 11	The Council requests a report to identify the city-wide opportunities for the installation of formal pedestrian-priority crossings, to improve both the safety and walkability' of our streets, drawing the most recent Austroads Best Practice Guides for pedestrian infrastructure, Australian Road Research Board research and advice from pedestrian organisations.	Director City Infrastructure	The draft Transport Strategy addresses this matter and a report is attached to this agenda for consideration (refer action 3.3 in the draft Strategy). The Draft Transport Strategy is subject to community engagement in July 2018 before consideration of the final document by the Council. Investigation into Main Road / Elizabeth Street route was undertaken in early 2018.
27	COLLINS COURT REDEVELOPMENT - STAGE TWO Council 3/7/2017, item 17	 The Council endorse the design shown on Attachment A to item 6.1 of the Open City Infrastructure Committee agenda of the 21 June 2017 for the purpose of stakeholder and wider public engagement. The outcomes of the stakeholder and wider public engagement in 1 above be the subject of a further report to the Council. 	Director City Planning	Design options for Stage 2 were endorsed by the Council at its meeting held on 3 July 2017 for public consultation. Consultation has commenced and the results will be reported to the Council in late 2018.
28	CITY TO COVE CONNECTIONS Council 3/7/2017, item 18	 That widening the footpaths in Elizabeth Street, from Collins Street, to Franklin Wharf be considered as an integral component of the Elizabeth Street Bus Mall Improvement project. That community engagement be conducted on the proposed Brooke Street to Franklin Square link. The outcomes of the community consultation in 2 above be the subject of a further report to the Council. 	Director City Planning	This project needs to be considered in light of the recent State Government announcement concerning the major upgrade of the bus mall and the Council's recent resolution concerning the consideration of a master plan for the blocks bordered by Murray, Macquarie, Campbell and Davey Streets.

Ref	Title	Report / Action	Action Officer	Comments
29	NOM – LORD MAYOR - TRANSFERRING THE CONTROL AND OWNERSHIP OF DAVEY AND MACQUARIE STREETS TO THE STATE GOVERNMENT Committee 21/6/2017, item 7.2 Council 3/7/2017, item 15	 That a report be prepared that examines the advantages and disadvantages of the Council having the control and ownership of Davey and Macquarie Streets, and the report address the following issues: 1. The potential short and long term financial implications; 2. Advice on maintenance, asset renewal and depreciation issues and expenses; 3. The viability and issues associated with the implementation of trial bus / multi occupancy vehicle lanes on Davey and Macquarie Streets, including impacts on pedestrian amenity, property values and access to frontages including schools and other facilities; and 4. The implementation of transit lanes be investigated. 	Director City Infrastructure	Further investigation is required to address the many aspects that may contribute to an assessment of the advantages and disadvantages of the Council continuing to own and manage Macquarie Street and Davey Street. A report into the proposed possible changes to Davey and Macquarie Streets has been jointly commissioned by the Council and the Department of State Growth. A report in response to the Notice of Motion will be provided to the City Infrastructure Committee following receipt of the Consultant's report. Aldermen were provided with an update memo on 9 April 2018, a memo to 26 April 2018 Committee meeting and then it was referred to Council on 7 May 2018 (refer below item 30).

Ref	Title	Report / Action	Action Officer	Comments
30	MACQUARIE STREET AND DAVEY STREET, HOBART - TRANSFERRING CONTROL AND OWNERSHIP TO THE STATE GOVERNMENT Council 7/5/2018, item 14 Committee 20/5/2018, Supp item 11	 The matter be listed for consideration at the next City Infrastructure Committee meeting to enable discussion of matters of interest to the City including pedestrian safety, transit issues, on street parking, residential and business amenity, traffic movement and data collection and other relevant issues. The Council be provided with a copy of the draft Deed of Transfer for its consideration and input prior to finalisation. 	Director City Infrastructure	A memorandum addressing this matter was attached to 30 May 2018 agenda. The General Manager and the Director City Infrastructure met with the Transport Commissioner and the General Manager State Roads on Friday 26 May 2018 to discuss this matter. The Transport Commissioner has agreed to draft for discussion a list of items to be addressed in the transfer proposal. Further reports will be provided to the Committee as the need arises.
31	PETITION - SANDY BAY SHOPPING PRECINCT FOOTPATHS - OPPOSING CHANGE TO OUTDOOR DINING AREAS AND BUS STOP LOCATIONS Council 7/8/2017, item 10 Council 4/9/2017, item 14	 The General Manager proceed with the implementation of the Council resolution of 12 October 2015, by progressing the relocation of occupation licence areas and signboards away from the building line in the Sandy Bay Shopping Precinct. The Council develop a new formal policy, building on the Council resolution of 12 October 2015, which provides guidance on the placement of outdoor dining in Hobart streets, taking into consideration the width of footpaths and traffic speed suitable for outdoor dining. (i) Further options such as parklets, be explored for outdoor dining in narrow footpath areas. 	Director City Infrastructure	 Complete – change occurred from 1 November 2017. A report will be prepared for the July 2018 Committee meeting.
32	PLASTIC TAKEAWAY PACKAGING BAN Council 7/8/2017, item 12	 An amendment to the draft Environmental Health By-Law 2018 that restricts the use of single-use plastic takeaway food packaging be developed and reported to the Council. 	Director City Planning	Business and community surveys completed and results reported to Council. At its meeting held on 23 April 2018, the Council resolved to submit a motion to the July General Meeting of LGAT to lobby state government for a statewide ban.

Ref	Title	Report / Action	Action Officer	Comments
		 The report to the Council is to also outline the process for its implementation and promotion on or before 2020. Council lobby the State Government to consider amendments to the Plastic Shopping Bags Ban Act 2013 to broaden the scope of the legislation to include non-compostable single-use takeaway food packaging. In addition to the action outlined in clause 2, the City of Hobart also lobby and consult with other relevant stakeholders, including the business community. 		Letter sent to the Minister for Environment and Parks providing an update on results of the business and community surveys. By-Law draft policy position currently being finalised for review by Legal and Governance to be used for the purposes of drafting the by- law amendment and determining the implementation plan.
33	PETITION – UPGRADE OF THE SCHOOL CROSSING IN FORSTER STREET, NEW TOWN Council 21/8/2017, item 6 Council 18/12/2017, item 6.2	 The following recommendations to further improve the safety of the children's crossing in Forster Street at New Town Primary School be endorsed: (a) The Department of State Growth be requested to ensure that the renewal of the line marking in Forster Street, New Town be prioritised to be completed prior to the commencement of the 2018 school year; (b) Work with the Department of State Growth to review and revise the operating times of the variable 40 km/h school zone signage to ensure that it is consistent with the start and finish times of the school; and 	Director City Infrastructure	Linemarking in Forster Street is now complete. Officers are progressing the other matters in liaison with the Department of State Growth.

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Ref	Title	Report / Action	Action Officer	Comments
		 (c) Continue to work with the Department of State Growth's Road Safety Branch to improve the conspicuousness of the children's crossing through either improved signage or the trialling the use of flashing lights as an alternative to the flags. 3. An offer be made to New Town Primary School giving them the option of participating in an Active Routes to School workshop. 4. The organiser of the petition be advised of the Council's decision. 		
34	PETITION - TRAFFIC CONDITIONS ON LORD STREET SANDY BAY Council 4/9/2017, item 13	 Matters raised in the petition relating to excessive speeding and poor visibility on Lord Street in proximity to the Princes Street School access be received and noted. The following recommendations to further improve the safety of pedestrians at the Lord Street, Sandy Bay steps be endorsed: Investigate and if feasible, list for consideration in the Council's Capital Works Program the provision of kerb bulbing directly west of the Princes Street Primary School access, to provide protection for pedestrians crossing the eastbound lane and to deter motorists from parking illegally in this location; 	Director City Infrastructure	Officers are progressing the matter.

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Ref	Title	Report / Action	Action Officer	Comments
		 (b) Provide signage (such as hazard markers) at the entrances of the stairs to alert motorists of the presence of the stairs; (c) Investigate the provision of a formal children's crossing in Lord Street, within the proximity of the Princes Street Primary School; and (d) Investigate the possibility of planting additional street trees within Lord Street. 		
35	29 MORRISON STREET, HOBART - REMOVAL OF THREE CAR PARKING SPACES Council 4/12/2017, item 6.1	 The three car parking spaces located in front of 29 Morrison Street, Hobart remain status quo. Council officers initiate discussions with the proprietor of the Harbour Lights Café, together with surrounding businesses to investigate the possibility of increasing the current clearway hours to provide a morning clearway prior to 8.30 am in addition to the existing afternoon clearway. Officers investigate the possibility of altering the existing 15 minute time limit parking sign (Monday to Friday), associated with the three car parking spaces located in front of 29 Morrison Street to incorporate Saturday. 	Director City Infrastructure	Officers are progressing the matter.
36	NEW TOWN RETAIL PRECINCT - PROPOSED STREETSCAPE CONCEPT Council 18/12/2017, item 6.1 Council 4/6/2018, item 11	 The streetscape upgrade be implemented, based on the concept design proposal, with detailed design to be undertaken in 2018 and construction to commence in early 2019. 	Director City Infrastructure	Officers are progressing the matter.

Ref	Title	Report / Action	Action Officer	Comments
		2. In the event the consultation process results in an increase in costs, the details be advice to the Council.		
37	REQUEST FOR INSTALLATION OF BARRIER SCREEN - OUTDOOR DINING - SANDY BAY BAKERY AND CAFE - 166-168 SANDY BAY ROAD, SANDY BAY Council 5/3/2018, item 13	 The installation of a barrier screen along the back of the kerb adjacent to the Sandy Bay Bakery and Café located at 166-168 Sandy Bay Road, Sandy Bay, be supported, subject to appropriate licence conditions to be determined by the General Manager's nominee. The City fund 100 per cent of the costs for installation of a barrier screen adjacent to the Sandy Bay Bakery. The applicant be advised of the Council's decision. 	Director City Infrastructure	Officers are progressing the matter.
38	STORMWATER SYSTEM - CAPACITY AND CONDITION Committee 26/4/2018, item 6.8	That a further report be provided to the Committee in relation to how the City reduces the impact of increased stormwater flow due to property development.	Director City Infrastructure	A report will be provided to the July 2018 Committee meeting.
39	PETITION - SAFETY OF CHILDREN WALKING TO AND FROM ALBEURA STREET PRIMARY SCHOOL Council 7/8/2017, item 6.3 Council 7/5/2018, item 10	 The following recommendations to further improve the safety of children walking to and from Albeura Street be endorsed: (a) Investigate and if feasible, list for consideration in the 2018/2019 Capital Works Program the provision of a kerb bulbing in Byron Street (at the school entrance), to provide protection for pedestrians crossing the southbound lane, improve sight distance and deter motorists from parking illegally in this location; and 	Director City Infrastructure	 Being progressed. Complete. Complete.

Ref	Title	Report / Action	Action Officer	Comments
		 (b) Officers continue to work with the school in relation to on-street parking controls in Albeura Street. 2. The Council write to the Department of State Growth requesting that investigation be undertaken into the possible installation of flashing lights on the existing school crossing signs in the vicinity of the Albeura Street Primary School. 3. The organiser of the petition be advised of the Council's decision. 		
40	PETITION - PEDESTRIAN (ZEBRA) CROSSING ON CREEK ROAD, LENAH VALLEY Council 7/5/2018, item 11	 The following recommendations to further improve the safety of the pedestrian (zebra crossing) on Creek Road, Lenah Valley be endorsed: (a) Investigate and if feasible, list for consideration in the Capital Works Program the provision of a "continuous footpath" across the Wellwood Street intersection at Creek Road to improve pedestrian access to Lenah Valley Primary School; (b) Officers continue to progress the City of Hobart Active Travel Report and Active Routes to School programs in the greater Hobart area (as per the Council resolution of 2 October 2017); and; (c) A wombat crossing be considered for Creek Road, after the Hill Street trial has been assessed. 	Director City Infrastructure	 Being progressed. Complete. Complete.

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Ref	Title	Report / Action	Action Officer	Comments
		 The Council write to the Road Safety Branch of the Department of State Growth requesting that consideration be given to the allocation of a second School Crossing Patrol Officer to be in attendance and assist with pedestrians using the zebra crossing during peak times. The organiser of the petition be advised of the Council's decision. 		
41	UPPER DOMAIN ROAD – ROAD CLOSURE – REVIEW OF REPRESENTATIONS Council 7/5/2018, item 12	 An application be made to the Transport Commission seeking closure of Upper Domain Road (between the Tasman Lookout and Grassland Gully) in accordance with Section 31 of the Local Government (Highways) Act 1982. The matter be endorsed by the Council. 	Director City Infrastructure	Officers are progressing the matter.
42	RECYCLING CONTRACTOR - ACCEPTANCE OF RECYCLABLE PRODUCTS – UPDATE Council 7/5/2018, item 13	 An appropriate media and communications strategy be developed in conjunction with the Director Parks and City Amenity and the Chairman of the City Infrastructure Committee be endorsed as spokesperson, in respect to this matter. A further report be provided as negotiations with the City's recycling contractor progress. 	Director Parks and City Amenity	Contract negotiations with SKM and the southern Tasmanian councils are progressing.

8. 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.

9. CLOSED PORTION OF THE MEETING

RECOMMENDATION

That the Committee resolve by majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures) Regulations 2015* because the items included on the closed agenda contain the following matters:

- renewal of a contract including details of the terms and conditions of renewal;
- information that was provided to the Council on the basis that it be kept confidential.

The following items are listed for discussion:-

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	Committee Action Status Report
Item No. 4.1	Committee Actions - Status Report
	LG(MP)R 15(2)(b), (c)(iii) and (g)
Item No. 5	Questions Without Notice