



CITY OF HOBART

AGENDA

City Infrastructure Committee Meeting

Open Portion

Wednesday, 19 June 2019

at 4:00 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.

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**City Infrastructure Committee Meeting (Open Portion) held Wednesday,
19 June 2019 at 4:00 pm in the Lady Osborne Room, Town Hall.**

COMMITTEE MEMBERS

Denison (Chairman)
Lord Mayor Reynolds
Zucco
Briscoe
Behrakis

Apologies:

Leave of Absence: Nil.

NON-MEMBERS

Deputy Lord Mayor Burnet
Sexton
Thomas
Harvey
Dutta
Ewin
Sherlock

**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 [Wednesday, 22 May 2019](#), 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*.

Members of the Committee 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 Elizabeth Street Precinct Upgrade File Ref: F19/52220

Report of the Advisor - City Place Making and the Executive Manager
City Place Making of 14 June 2019 and attachments.

The following members of the Project Action Team will address the
Committee in relation to item 6.1:

- Ms Sue Stagg (The Stagg Cafe)
- Mr Benjamin Wells (Grinners Dive Bar)
- Ms Marina Knezevic (Island Espresso)

Delegation: Council

REPORT TITLE: ELIZABETH STREET PRECINCT UPGRADE

REPORT PROVIDED BY: Advisor - City Place Making
Executive Manager City Place Making

1. Report Purpose and Community Benefit

- 1.1. The purpose of this report is to present a set of recommendations relating to the Elizabeth Street Retail Precinct streetscape upgrade that have been developed by a community-based Project Action Team (PAT).
- 1.2. The recommendations (provided in **Attachment A**) outline the PAT's preferred design direction in respect of the Elizabeth Street streetscape upgrade which is scheduled to commence in 2020-21.
- 1.3. Designing the streetscape in consideration of the PAT's recommendations would deliver enhanced public realm quality in this busy pedestrian area, with more space allocated to walking, cycling and spending time in the precinct, and amenity improvements such as greening and public art.
- 1.4. Beyond the physical improvements that would be delivered by the streetscape upgrade, the methods of engagement being place-based and collaborative, assist individual stakeholders to come together with others to develop a shared vision for their place which builds connections and capacity within neighbourhood communities.

2. Report Summary

- 2.1. The Project Action Team has provided recommendations to the Council that represent the community's desired design direction for the Elizabeth Street Retail Precinct. The recommendations are provided in **Attachment A**.
- 2.2. It is proposed that Council staff now prepare streetscape concept designs, in consideration of the PAT's recommendations.
- 2.3. There are no impacts on the operating budget as funds are allocated for the project's planning in the 2019-20 capital works budget.
- 2.4. Extensive community and stakeholder engagement has been undertaken, the results of the previous stages being considered by the Project Action Team in its deliberations.
- 2.5. Continuing engagement with directly impacted stakeholders is proposed – particularly for those who may not have been involved in the process to date.

3. Recommendation***That:***

- 1. The recommendations of the Elizabeth Street Project Action Team be received and noted.***
- 2. A draft concept design for the Elizabeth Street Precinct upgrade be developed with consideration of the Project Action Team's principles, desired outcomes and recommendations, outlined in attachment A.***
- 3. The draft Elizabeth Street Precinct upgrade concept design be communicated to Elected Members by way of a briefing, prior to further targeted consultation with key stakeholders.***
- 4. A further report be provided to the Council outlining a revised draft concept design for the Elizabeth Street Precinct upgrade, following key stakeholder engagement and prior to broader community consultation.***

4. Background – Local Retail Precincts Plan

- 4.1. The City has been investing in programmed capital upgrades in local neighbourhood main streets in recent years.
- 4.2. Since the endorsement of the 'Plan for Hobart's Local Retail Precincts' in 2015, the City has completed streetscape improvements in Sandy Bay and Lenah Valley, and construction is substantively commenced in the New Town precinct.
- 4.3. The overarching objective of the Retail Precincts projects is to create people-focused main street environments that support local neighbourhoods and encourage visitors to stay for extended periods of time. Key desired outcomes are walkable and accessible streets that encourage social interaction and vibrancy at the street level.

5. Background – Elizabeth Street Retail Precinct

- 5.1. Planning is well advanced in Elizabeth Street 'Midtown' and Elected Members will recall a memorandum and briefing received from staff in March 2019, outlining the context for the project and the community engagement program that was planned to strongly inform the design direction for the project.
- 5.2. Since then, staff have conducted extensive and targeted engagement, culminating in a deliberative place-making process working with the Project Action Team comprised of local stakeholders.
- 5.3. The PAT has provided recommendations to the Council that represent the community's desired approach and outcome for the Elizabeth Street Retail Precinct. (**Attachment A**).

- 5.4. The PAT is comprised of 28 stakeholders from Midtown, and includes traders, local property owners and developers, university students and staff, people who live locally and those who work locally. PAT participants were volunteers.
- 5.5. To come to their recommendations, the PAT worked together in a series of facilitated workshops in April and May 2019, to consider and deliberate on a range of background analysis, expert inputs and community engagement results, as well as their own individual experiences, aspirations and knowledge of the place. The background information considered by the PAT is included in **Attachment B**.
- 5.6. Each of the recommendations needed to receive a minimum of 80% support of the PAT in order to be included.

6. Proposal and Implementation

- 6.1. It is proposed that Council staff now prepare streetscape concept designs, in consideration of the PAT's recommendations.
- 6.2. Not all stakeholders have participated in the engagement program to date and therefore additional consultation with directly impacted stakeholders would be undertaken as part of the concept design process.
- 6.3. The concept designs would include streetscape improvements within the project area of Elizabeth Street between Melville and Warwick Streets, and include:
 - 6.3.1. Wider footpaths.
 - 6.3.2. Midblock crossing facility.
 - 6.3.3. New footpath surfaces.
 - 6.3.4. Street trees and planting.
 - 6.3.5. A bus shelter.
 - 6.3.6. Street furniture including seating, bicycle parking, water bubbler.
 - 6.3.7. An uphill bicycle lane.
 - 6.3.8. On street car parking reduced in order to provide the improvements.
- 6.4. There are a number of recommendations made by the PAT that won't be captured by the concept designs, however it is proposed that they be furthered separately to the design and responded to in an accompanying report.
- 6.5. These include recommendations for public art, design guidelines for private development, electric buses and traffic speed limits.

7. Strategic Planning and Policy Considerations

- 7.1. There is alignment between the PAT's recommendations for the streetscape upgrade and a number of the Council's strategies and plans including:
 - 7.1.1. Capital City Strategic Plan 2015-2025
 - 1.3.2 Develop and implement a program of city improvements supporting the major retail, commercial and hospitality precincts and small businesses
 - 1.3.3 Develop and implement local retail precinct plans
 - 7.1.2. Hobart: A community vision for our island capital (2018)
 - Pillar 1 Sense of place
 - Pillar 5 Movement and connectivity
 - Pillar 7 Built environment
 - 7.1.3. City of Hobart Transport Strategy (2018)
 - Theme 3 Recognise walking as the most fundamental mode of transport
 - Theme 4 Support more people to ride bicycles
 - Theme 5 Increase participation in great public transport
 - 7.1.4. Plan for Hobart's Local Retail Precincts (2015)

8. Financial Implications

- 8.1. Funding Source and Impact on Current Year Operating Result
 - 8.1.1. Planning costs are funded by an allocation in the 2019-20 capital works budget.
- 8.2. Impact on Future Years' Financial Result
 - 8.2.1. The streetscape upgrade is budgeted for in the ten year capital works program (version February 2019). Works are to be completed over the 2020-21 and 2021-22 financial years.
- 8.3. Asset Related Implications
 - 8.3.1. Asset write offs associated with renewing and upgrading kerb and channel and footpath surfaces will be identified and reported once the project is designed.

9. Legal, Risk and Legislative Considerations

- 9.1. No specific legal, risk or legislative considerations are apparent at this stage however risks will be captured as part of project management procedures as the project progresses.

10. Environmental Considerations

- 10.1. There are no specific environmental considerations involved in this stage of the project.
- 10.2. A number of the PAT's recommendations are consistent with sustainable urban design, including support for low emissions transport choices and increasing urban tree canopy.

11. Social and Customer Considerations

- 11.1. The project provides a number of opportunities for positive social outcomes including:
 - 11.1.1. Streetscape improvements would improve accessibility for groups who may find the city's streets difficult to navigate such as people with a disability. An access audit with staff and members of the Hobart Access Advisory Committee was conducted as part of the preparation of site analysis – and the outcomes shared with the Project Action Team (a summary is included in **Attachment B**).
 - 11.1.2. There is an opportunity to work closely with the Tasmanian Aboriginal Centre – a key stakeholder within the precinct. The project may provide a vehicle for cultural expression in the streetscape for the Aboriginal community.
 - 11.1.3. Elizabeth Street is an important walking corridor for commuters. Improving pedestrian amenity to encourage more people to walk is consistent with providing a healthy and active city environment with benefits for public health.
 - 11.1.4. The precinct is a place for young people – including university students, high school and college students. Young people have participated in engagement activities including a dedicated youth workshop and student members were included on the PAT to ensure that this important stakeholder group was represented.

12. Marketing and Media

- 12.1. An information sheet (**Attachment C**) outlining the planning and engagement of the project was distributed by mail and by hand to owners and occupiers between Liverpool, Burnett, Murray and Argyle Streets.
- 12.2. Engagement opportunities were promoted in the Capital City News, on the City's social media, amongst professional and student networks and through the Hello Hobart network.
- 12.3. Radio interviews with ABC Hobart promoted the engagement opportunities.
- 12.4. Media opportunities will be sought to promote the project exhibition of draft concept designs.

13. Community and Stakeholder Engagement

- 13.1. Extensive community and stakeholder engagement has been undertaken across two stages.
- 13.2. The first stage - 'Issues and Vision' - was conducted during March 2019 and was designed to engage diverse stakeholder types and provide insight into the range of perspectives and issues and to identify common ground.
- 13.3. Key methods in stage one included four themed public workshops (for traders, residents / community sector, active commuters, youth / students), an access audit of the street conducted with members of the Access Advisory Committee who have disabilities, a trader-led street activation aimed at visitors to the precinct and a public on-line survey open for the month of March.
- 13.4. The results of stage one engagement were provided to the Project Action Team for its consideration (along with other background information) in stage 2 (Directions and Options, April-May 2019).
- 13.5. The PAT's recommendations are generally consistent with the themes that have emerged during each engagement stage and activity.
- 13.6. In addition to community stakeholders, a range of key organisational stakeholders have also been engaged in the planning to date including:
 - Department of State Growth staff (Network Management, Passenger Transport, Traffic Signals).
 - Utilities - Tas Gas, Tas Water, Tas Networks, Telstra, NBNCo.
 - University of Tasmania (including Office of the Vice Chancellor, Student Living, Peter Underwood Centre, students of planning and architecture).
 - Elizabeth College, St Marys.
 - Bicycle Network Tasmania, Cycling South.
 - Hobart Access Advisory Committee.
 - Tasmanian Active Living Coalition.
 - The Heart Foundation.
 - Council of the Ageing.
 - The Salvation Army.
 - Tasmanian Aboriginal Centre.
 - Internal Council stakeholders from the divisions City Planning, City Amenity, Community Life, City Innovation.

- 13.7. Should the Council be supportive, the next steps are:
- 13.7.1. An update will be provided to all stakeholders to inform them of progress and next steps.
 - 13.7.2. Concept designs will be drafted in consideration of the PAT's recommendations, and a briefing will be provided for Elected Members prior to further targeted consultation with directly impacted stakeholders.
- 13.8. Then revised draft concept designs will be reported to the Council prior to an exhibition of the plans in an 'open house' venue in the precinct, and online. This will give the broader community the opportunity to provide feedback.
- 13.9. It's anticipated that proposed concept design and results of the community consultation will be reported to the Council in late in 2019, with detailed design and construction commencement planned for 2020.

14. Delegation

- 14.1. 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.



Sarah Bendeich
ADVISOR - CITY PLACE MAKING



Philip Holliday
EXECUTIVE MANAGER CITY PLACE MAKING

Date: 14 June 2019
File Reference: F19/52220

Attachment A: Report of the Project Action Team ↓
Attachment B: Project Information Pack (Background Material Provided to PAT) ↓
Attachment C: Information Sheet ↓



Elizabeth Street Retail Precinct Streetscape Upgrade Project



Recommendations of the Project Action Team

30 May 2019

1 Introduction

In April and May 2019, the City of Hobart engaged with a group of 28 stakeholders in the Elizabeth Street Retail Precinct in a collaborative, facilitated process to assist with planning and prioritizing the streetscape upgrade.

The Project Action Team worked together to develop a set of shared principles and recommendations that they hope will guide the Council's work in the streetscape upgrade.

The PAT was informed by a range of inputs including site and context analysis, data from previous community engagement and their own knowledge and experience of the street.

The process has been supported by independent facilitators Kimbra White (Mosaic Lab) and John Hepper (Inspiring Place) and a team of Council staff including:

- Advisor City Place making, Sarah Bendeich (project manager)
- Senior Transport Engineer, Stuart Baird
- Executive Manager City Place making, Philp Holliday
- Senior Community Engagement Advisor – Operational, Carmen Salter
- Manager Traffic Engineering, Angela Moore
- Director City Planning, Neil Noye

2 Timeline

The key phases of the engagement process are outlined below. The Project Action Team's report was developed in the third stage 'Directions and Options'.

Dates	Stage	Purpose	Methods and activities
November 2018	Postcards	To introduce the project and invite local stakeholder to share top of mind thoughts about the opportunity.	Hand delivered postcards to businesses and residents in the precinct. Mailed to property owners based outside of the precinct.
March 2019	Issues and Vision	To learn about community place values, issues and ideas. To gather data for the PAT to consider in its deliberative work.	Online survey (open 1 month) Four workshops: <ul style="list-style-type: none"> • Business • Community • Active commuters • Youth Street activation (trader-led)
April – May 2019	Directions and Options	To assist stakeholders to develop shared recommendations for the direction of the project.	Facilitated, co-design process where the group was provided background and context information, and worked together to develop principles and recommendations.

3 The Project Action Team

The PAT included local retailers, business owners and restaurateurs, property owners and developers, inner city residents, local and international students, teachers and UTAS staff, people who work and do business in the city, commute through and visit the street by night and day. PAT members included a wheelchair user, a skateboarder, bike riders, bus commuters and drivers, as well as those who live in Elizabeth Street describe themselves as walking everywhere. This diversity was invaluable - discussions were broad and inclusive of many perspectives.

The group was mindful that some voices and perspectives were not part of the group including children, Tasmanian Aborigines and elderly people.



	PAT participant (alphabetical)	Business or stake holding
1.	Ahmet Bektas	Teros
2.	Mary Brownell	Roxborough House and The Rox Apartments
3.	David Cawthorn	Hobart Access Advisory Committee
4.	Katinka Challen	Lily and Dot
5.	Debbie Claridge	teacher - St Marys
6.	Louise Cowell	The Salvation Army
7.	Jyoti Herzogin	Midtown resident
8.	Di Ellife	Local resident and bicycle rider
9.	Judy Frederiks	Easy Sew
10.	Dougal McLachlan	Active commuter, city worker
11.	Mary McNeill	Gourmania Tours, and UTAS student
12.	Rohan Massi	Rude Boy
13.	Jools Morgan	Hobart Youth Advisory Squad
14.	Idoia Mosterin	Midtown resident
15.	Elisa Knezevic	Island Espresso
16.	Marina Knezevic	Island Espresso
17.	Carol Nichols	Resident
18.	Lynn Parlett	The Page and Cup
19.	Corey Peterson	UTAS – Manager Sustainability
20.	Sussan Riley	Ken Self Bicycles
21.	Fred Serhal	Developer and city worker
22.	John Mark Snead	The Salvation Army
23.	Sue Small	Sue Small Landscape Architects
24.	Sue Stagg	The Stagg
25.	Zhen Wang	Student – UTAS Planning
26.	Benjamin Wells	Grinners Dive Bar
27.	Katie White	Student - UTAS Architecture
28.	Dennis Zheng	Student – UTAS Planning

4 Report of the Project Action Team

The following report including the principles, desired outcomes and recommendations has been written by the Project Action Team.

4.1 Introduction and principles

We are a group of collective people who have voluntarily come together to be part of the Project Action Team for the Elizabeth Street Retail Precinct Streetscape Upgrade Project.



Over a period of 4 evening meetings and a Saturday workshop we have developed 5 key principles from which our recommendations have flowed. The principles that have guided the recommendations are:

1. *Inclusivity – the street should be welcoming to everyone*
2. *Walking and cycling priority – an active movement corridor*
3. *Green public space*
4. *A nice place to be*
5. *Sharing positive & meaningful experiences*

4.2 Desired outcomes

Theme	The outcome we are seeking is:
Movement	A pedestrian-friendly, bike friendly and all-access Elizabeth Street with consistent infrastructure such as lighting, surfaces and signage
Place	We desire a greener street that encourages people to visit and for local businesses to also contribute, following the Council's lead
Use	Attract more people to the area and encourage them to stay by creating a unique identify for the street that is artistic and fun



4.3 Recommendations

The PAT has written 19 recommendations, arranged under the three themes of 'movement', 'place' and 'use'. They are written in the PAT's own words and each recommendation includes the level of support it received by the group. It was agreed by the group that recommendations were required to achieve at least 80% support in order to be included in the report.

Theme 1: Movement



1 A great place for walking

Recommendation:

Make pedestrians a priority

- Ensure all current and new crossings are disability compliant and safe
- Create mid-block pedestrian crossings for each block
- Each crossing to have a creative element / different themes

Rationale:

This recommendation is important because:

- It maximises pedestrian safety
- Prioritises pedestrians who are the main user group
- Traffic calming
- It will encourage and promote safe and enjoyable use by all

Location:

Assess the need throughout Midtown. Between Warwick and Brisbane there is no controlled crossing so this may be a higher need.

Level of support: 100% of PAT supported this recommendation

2 Reduce on street car parking

Recommendation:

Reduce the amount of on street car parking spaces and review time limits, whilst maintaining integral car park accessibility for people with a disability, and maintaining loading space

Rationale:

Removal of parking will enable the space to be used for wider footpaths, a separated bike lane and will create a safer environment

Level of support: 100% of PAT supported this recommendation

3 Electric buses

Recommendation:

Encourage Metro and the State Government to implement electric buses

Rationale:

It is important to reduce fumes, noise and carbon dioxide. As technology advances, autonomous buses could be part of the solution
Level of support: 100% of PAT supported this recommendation

4 Lower speeds
Recommendation: Reduce the speed limit to 30km/hr
Rationale: It will make the street safer, more pedestrian friendly, with calm traffic. This will encourage more people to walk and will discourage through traffic, diverting non-essential traffic to the alternative routes.
Location: All of project area
Level of support: 88% of PAT supported this recommendation

5 Bicycle infrastructure
Recommendation: Provide protected and separated uphill (northerly direction) cycle lane. Provide bicycle parking facilities Provide advance stop line (bike boxes) for bicycles at approaches to all intersection areas, spanning both lanes of traffic (This coincides with recommendation 2 – removal of parking on north bound side of road)
Rationale: <ul style="list-style-type: none"> - To support bicycle riders and cycling safety - Safer for cyclists, pedestrians and other road users - Welcomes and encourages more cyclists to enter the City of Hobart - Moves traffic further from potential street-side dining places
Location: Whole project zone, particularly on north bound side of road
Level of support: 100% of PAT supported this recommendation

6 Footpath surfaces
Recommendation: Provide level and directional footpath surfaces which consider the ease of movement for residents, business owners and visitors of all ages and abilities and parents with prams
Rationale: <ul style="list-style-type: none"> - It provides welcoming, quality and useable surfaces that support people of all ages and abilities to move with ease - The surfaces are inclusive and consider people of all abilities
Location: Whole street
Level of support: 100% of PAT supported this recommendation

7 Lighting

Recommendation:

Provide attractive and consistent illumination of the footpaths throughout the street that is safe and pedestrian-friendly. Include feature and ambient lighting eg in seats, art, planters and bollards. Improve lighting under awnings and ensure lighting is in keeping with the character of the street. Integrate creative and innovative smart lighting into the design fabric that provides the responsive lighting solutions.

Rationale:

Appropriate lighting is important for:

Safety, aesthetic appeal and ease of navigation – it will assist people to get to North Hobart and enhance use in the evenings.

- Promotes a sense of safety in a creative and friendly way
- Creative light draws people into the area as it can double as art
- Highlight features of our heritage past to enhance the ambience of the area
- Ability to theme different areas
- Enhance experience of the area

Location: Consistency throughout the precinct

Level of support: 100% of PAT supported this recommendation

8 Wayfinding

Recommendation:

To create a consistent language for wayfinding and signage that incorporates innovative forms of physical and digital experiences to assist residents, business owners and visitors

Rationale:

This recommendation is important because it:

- Allows people to access information and find their way around Hobart (Elizabeth Street)
- Creates a sense of place and belonging
- Allows businesses who would otherwise be hidden to be surfaced on the street level
- Allows engagement for all ages across different media / mediums

Location: The location this recommendation relates to is the whole city

Level of support: 94% of PAT supported this recommendation

Theme 2: Place



9 Planting

Recommendation:

Include diverse vegetation in streetscape planting. A variety of colours, textures, scents and food plants. Include native vegetation.

Rationale:

This recommendation is important because of the joy that nature brings, allowing people to slow down and linger.

Planting can create a sense of place, connect us to the seasons, to nature and to individual trees. Planting can create meeting places and location markers

Location:

All of Midtown

Level of support:

100% of PAT supported this recommendation

10 Public space

Recommendation:

Create visually attractive public open space within the existing street, for example:

- Parklets
- Public lane ways (e.g. wall art)
- Pop-up spaces for visual arts, trade and community information
- Sitting nodes
- Green spaces
- Play spaces

Rationale:

This recommendation is important because open spaces encourage people to get out of buildings and interact. They provide places of rest for people moving through the city and improve the atmosphere of the street.

Level of support:

100% of PAT supported this recommendation

11 Bus stops
Recommendation: Provide covered, all-weather bus stops that are visually appealing and functional
Rationale: This recommendation is important because Hobart has variable and inclement weather. Quality bus shelter makes public transport commuters feel valued and welcomed.
Location: Current and future bus shelters
Level of support: 100% of PAT supported this recommendation
12 Street furniture
Recommendation: Have functional furniture that is <ul style="list-style-type: none"> • artistic and aesthetically pleasing • ergonomically-sound seating • near green spaces for shade and comfort • or in areas of high pedestrian use (e.g. mid-block crossings) • include water fountains for filling bottles and also welcoming dogs • include bike parking and a compressed air bike pump • include dog parking • use a variety of designs and styles – make it Tasmanian
Rationale: This recommendation is important because it will meet the needs of the street – there is a current lack of seating. It will encourage walking, rest and socialisation in the street.
Location: Consider everywhere, evenly spaced for every midblock and junction
Level of support: 100% of PAT supported this recommendation
13 Private spaces
Recommendation: Engage with private landowners / developers regarding integrating their land/spaces into the streetscape and to enhance its character. For example: art, laneways, gardens/planting, remove fencing
Rationale: This recommendation is important because it allows us to make the most of good qualities of private properties and encourage improvements to enhance the character of the street and private properties. Adding value to the streetscape and community ownership and investment in the project.
Location: (not specified)
Level of support: 100% of PAT supported this recommendation

Theme 3: Use



14 Midtown marker

Recommendation:

Design a big and bold place-marker installation for Midtown with line of sight from the city, incorporating greenery, using local artists and lighting that is future proofed and stylistically consistent with other Midtown elements.

Rationale:

This recommendation is important because:

- It helps define the area and draw people up Elizabeth Street with an enticing visual landmark
- It is an additional way of making the street green (e.g. growing vines over an archway)
- It will enable Midtown to be activated for year-round events such as Dark MOFO, Christmas, and Festival of Voices etc. via using existing, multipurpose civic infrastructure.
- It will embrace a distinctive Midtown brand identity, clearly defining Midtown's location, and use of consistent style (e.g. Font, look and feel, colours)

Location:

Melville and Elizabeth Street intersection where the place marker / arch would sit and then same design concept to apply to the whole street (lighting, etc.)

Level of support:

87.5% of PAT supported this recommendation

15 Public art
<p>Recommendation: Utilise existing spaces that are currently 'boring' to create new opportunities for the display of cultural indigenous artworks in the public space – both permanent and temporary – by local artists.</p>
<p>Rationale: This recommendation is important because it:</p> <ul style="list-style-type: none"> • creates a sense of identity that reflects the character of Midtown • promotes local artists, materials and cultural elements of Hobart and Tasmania including Aboriginal artwork • creates a destination that is continually evolving and changing • creates vibrancy and an attraction for residents, businesses and visitors to benefit from
<p>Location: Between Melville and Patrick Street</p>
<p>Level of support: 100% of PAT supported this recommendation</p>
16 A street for events and activation
<p>Recommendation: Create a space that is flexible and amenable to support a range of activations on the street including festivals, events, pop up spaces for public art (physical and digital), food and beverage, cultural installations or entertainment. This can be a permanent space or temporary space achieved by closing the street.</p>
<p>Rationale: This recommendation is important because it will:</p> <ul style="list-style-type: none"> • Bring people to the city, • Re-energise the CBD for residents, visitors and business owners • Create a sense of community pride and an identity for midtown • Give the community purpose to create new experiences
<p>Location: Waterfront to North Hobart</p>
<p>Level of support: 100% of PAT supported this recommendation</p>
17 Design guidelines
<p>Recommendation: Create a design guide for future development</p>
<p>Rationale: To maintain the heritage character of the streetscape To ensure private developers contribute to the unique identity of the street</p>
<p>Level of support: 100% of PAT supported this recommendation</p>

18 Outdoor dining
Recommendation: Create space for outdoor dining, food trading, selling and consumption activities
Rationale: This recommendation is important because it will activate the space temporally and seasonally, supporting economic activity and community building
Location: Melville to Warwick Street, focus on the UTAS building or the park, and outside food businesses
Level of support: 100% of PAT supported this recommendation

19 Opportunities for interaction for all ages
Recommendation: Create opportunities for dedicated areas along the street that promote playful engaging activities and opportunities for creative and musical arts for all ages.
Rationale: This recommendation is important because it can create a more vibrant area that can enhance physical and mental wellbeing through playful activities. It also draws attention to low traffic points and activates underutilised spaces.
Location: Areas that have a low 'sticking point' or low 'dwell times' for pedestrians. For example outside the Red Cross building, UTAS courtyard and the UTAS plaza, outside Salvation Army
Level of support: 100% of PAT supported this recommendation

ELIZABETH STREET RETAIL PRECINCT

Streetscape Upgrade Project



Information pack for the Project Action Team
APRIL 2019

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Message from the Lord Mayor

Welcome and thank you for nominating to be part of the Project Action team for the Elizabeth Street Retail Precinct upgrade project. This is your chance to get involved and really influence the way Hobart's Midtown and the main street of Elizabeth Street is improved.

A streetscape upgrade for Elizabeth Street is programmed for construction in 2020 – this will be the fourth of Hobart's local retail precincts to be upgraded in as many years. Sandy Bay was completed in 2017, Lenah Valley in 2018 and is New Town is well underway and expected to be completed in 2019.

Our local main streets belong to the people who live, work, study and move through them and we know that thriving local centres are important to community wellbeing. Putting local people at the centre of our decision making is the best way to ensure that local priorities are captured and the resulting improvements are welcomed and enjoyed by the community.

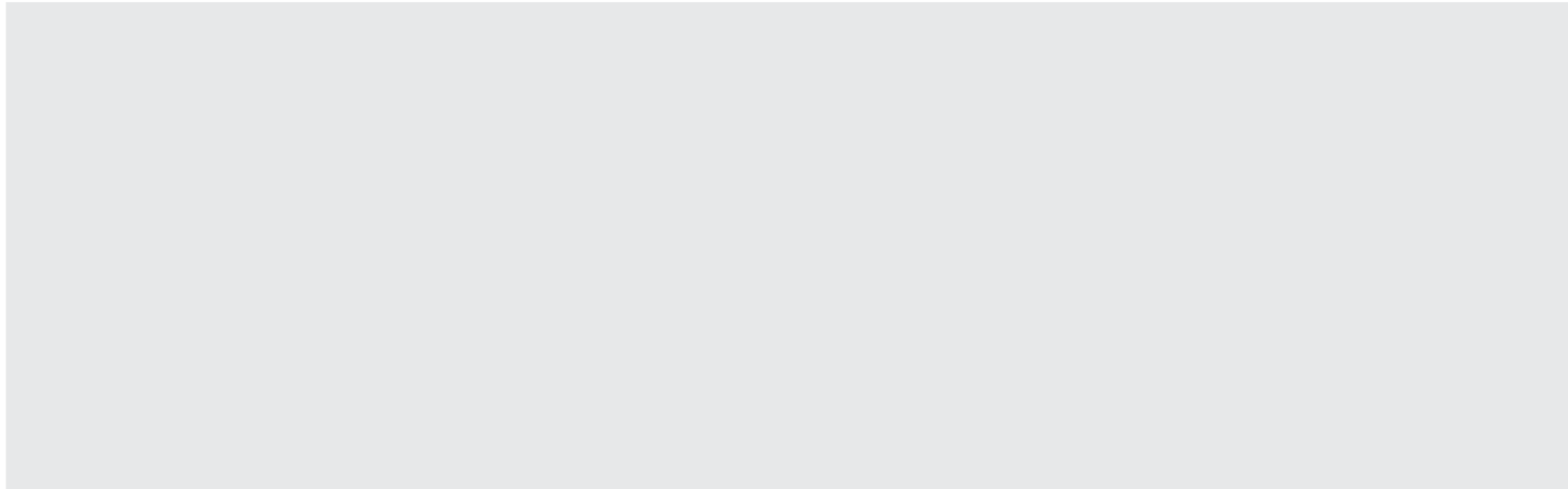
As Midtown community representatives you will play a key role in this process, working with your action team colleagues to understand what the broader community has already told us. This includes understanding what is most valued about the precinct, what outcomes the community expects from the project and engaging with the issues that have been raised in the feedback. Like all projects, there are also some 'non-negotiables' which will be clearly communicated to you. These will place some boundaries around what we can achieve – however we have a budget to spend and we are flexible within those constraints.

This handbook provides information on the purpose of the PAT, an outline of the process and your role as a member.

This is your chance to shape this great part of Hobart. We look forward to receiving the PAT's recommendations for a re-imagined Elizabeth Street.



Anna Reynolds.



The process:
how we will work together to plan the streetscape upgrade

Community input to the project

The Project Action Team will not be ‘starting from scratch’ in its task. The broader Midtown community, including residents, traders, businesses, organisations, students, pedestrians and cyclists, have participated in a range of activities to have their say, including:

Spring 2015 - A plan for Hobart’s Local Retail Precincts

In spring 2015, the City appointed a consultant team led by MRCagney, to develop master plans for a number of Hobart’s local retail precincts. It was a multi-disciplinary team including traffic engineering, landscape architecture, place making, retail economics and communications. The team engaged Midtown traders in workshops to identify major issues and opportunities for the precinct, and together they developed a concept improve pedestrian amenity and public space. A street party was planned to test the concept, and a dedicated group of community members hosted ‘Paws and Feet on Elizabeth Street’. It was well attended and the ideas were generally embraced by those who attended.

Four other local precincts also held successful events on the same week-end. All five precincts will receive upgrades - Midtown is the third of this

group after Lenah Valley and New Town.

November 2018 - January 2019 - Midtown Postcard Campaign

Postcards were delivered to owners and occupiers by hand in November to launch the project. We met lots of local business people, and the postcard asked two questions to get people thinking. The results began to build a picture of what was on people’s minds and would help us develop the engagement approach. We asked you:

- 1 What do you like about the place right now?
- 2 What would improve Elizabeth Street as a place for people?

March 2018

Stage 1 Issues and Vision

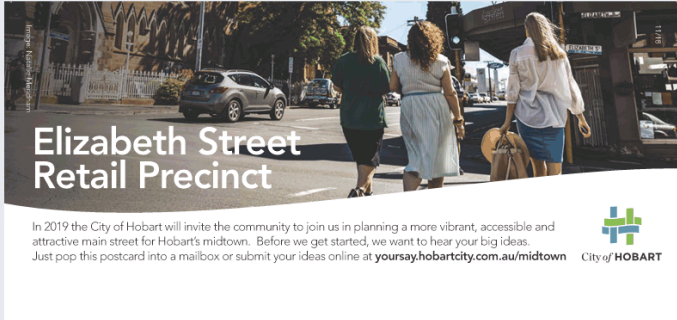
It was recognised that for the streetscape upgrade to provide maximum benefit to the community, we needed to know more about how people currently use the street and what the main issues and priorities were.

Activities in this stage included:

- project information mailed out to approximately 2000 households and businesses
- an online survey
- four visioning workshops with traders, students, active commuters and community
- site walk and access audit with people with disabilities
- a trader-led street party.

April 2019 - Directions and Options

This is the current stage. You, as a member of the Project Action Team, are a central participant in defining the project direction. The PAT workshop program has been designed to involve community members closely in the planning stage of the project.



Postcards were hand delivered to people in Midtown in November 2018

Name*
Email address*
Address*
.....
Thinking about Elizabeth Street (between Melville and Warwick Streets),
1. What do you like about this place right now?
.....
.....
.....
2. What would improve Elizabeth Street as a place for people?
.....
.....
.....
We'll be planning a streetscape upgrade together with the community in 2019.
Would you like to be involved or keep in touch with the project?
Please visit us online and register for updates: yoursay.hobartcity.com.au/midtown
Comments close 1 February 2019.

Delivery Address:
GPO Box 503
HOBART TAS 7001

No stamp required
if posted in Australia

City of Hobart
Reply Paid 503
HOBART TAS 7001

Objectives of the project



The objective of the Retail Precincts upgrades is to:

“Create people - focused main street environments that encourage visitors to stay for extended periods of time”

The outcomes are:

Streetscapes will be walkable and accessible

Measure: Increased foot traffic past shop fronts

Precincts will be social and vibrant

Measure: Increased pedestrian interaction at street level

The Project Action Team

The PAT will work in a collaborative process with the City of Hobart’s project team to identify the objectives for the project and to recommend a preferred direction for concept design. The project and concept direction will be informed, as much as practicable, by the outcomes of the previous community consultation. There will be a range of site and context issues that will need to be considered and the City is seeking input from community members in this task.

The specific objectives of the Project Action Team are:

- To provide a formal mechanism for community members to work closely with the City’s officers in the planning of the Elizabeth Street Retail Precinct Streetscape Upgrade
- To provide a forum where business representatives and interested community members can discuss project-related issues and opportunities with Council officers
- To work as a team to develop objectives for the project, taking into account the results of wider community engagement and other relevant information
- To consider concept options and recommend a concept proposal for the consideration of the Council and the community

The PAT is an advisory body and the City will take notice of all matters raised by its members, however it is not obliged - and it may not be possible - to act on them. The PAT will not be involved directly in the management of the project.

Roles and responsibilities of individual members

As a member of the Project Action Team, you will be expected to:

- actively work in partnership with project officers and other PAT members throughout the concept development process
- participate in discussions and consider all relevant information when making recommendations
- ensure that conduct and interactions are respectful of others at all times
- ensure that concerns and aspirations are consistently raised and understood
- attend the scheduled project meetings

Road-map for the PAT

The road-map below outlines the journey the Project Action Team will take in considering what the streetscape upgrade will look like. This process is similar to that undertaken in Lenah Valley and New Town in previous retail precinct upgrades.

After the PAT

Project officers will report back to the PAT after the Council has discussed the recommendations and given approval to proceed with preparing concept design drawings for the purpose of consulting with the broader community. If any changes are made to the recommendation, clear reasons will be given. Once approval has been granted, the City’s design team will then develop the concept plan based on the recommendations, and release it for broad community consultation. This consultation is anticipated to occur in September or October 2019.



About the Workshops

As the PAT process comprises a whole program of information and discussions, each workshop is important and it feeds into the next. It is therefore important that participants attend all of the workshops.

The aims of the workshops are to:

- explore the issues and data from the community feedback
- hear from key staff about what the project needs to achieve, and what the constraints are
- work with one another to develop and test a series of options and recommendations to assist the Council with developing a design for the upgrade of the Elizabeth Street Retail Precinct streetscape

Workshop dates and times

- Workshop 1:** Tuesday 2 April 2019 - 5.30pm to 8.30pm
Workshop 2: Tuesday 9 April 2019 - 5.30pm to 8.30pm
Workshop 3: Tuesday 30 April 2019 - 5.30pm to 8.30pm
Workshop 4: Saturday 4 May 2019 - 10am - 4pm

Venue

Workshops will be held at:

Peter Underwood Centre (UTAS accommodation)
157 Elizabeth Street, Hobart (Entrance is to the left of the Open Standard Cafe)

Catering

Catering will be provided at all workshops. Dietary requirements will be catered for - please let us know if have special requirements. Water, tea and coffee will also be provided.

Media, social media and photography

The City of Hobart will document and photograph the process and may share aspects with the broader community via social media channels and the Your Say Hobart site. Please complete, sign and return the permission form attached.

If you use social media (Facebook, Instagram, Twitter, etc.) to post about your experiences during the process, please limit your commentary to your own views and opinions. Please do not pre-empt or forecast decisions made by the group. Please be polite and respectful of others and their opinions and please refrain from posting photographs of others without their permission.

Online Portal

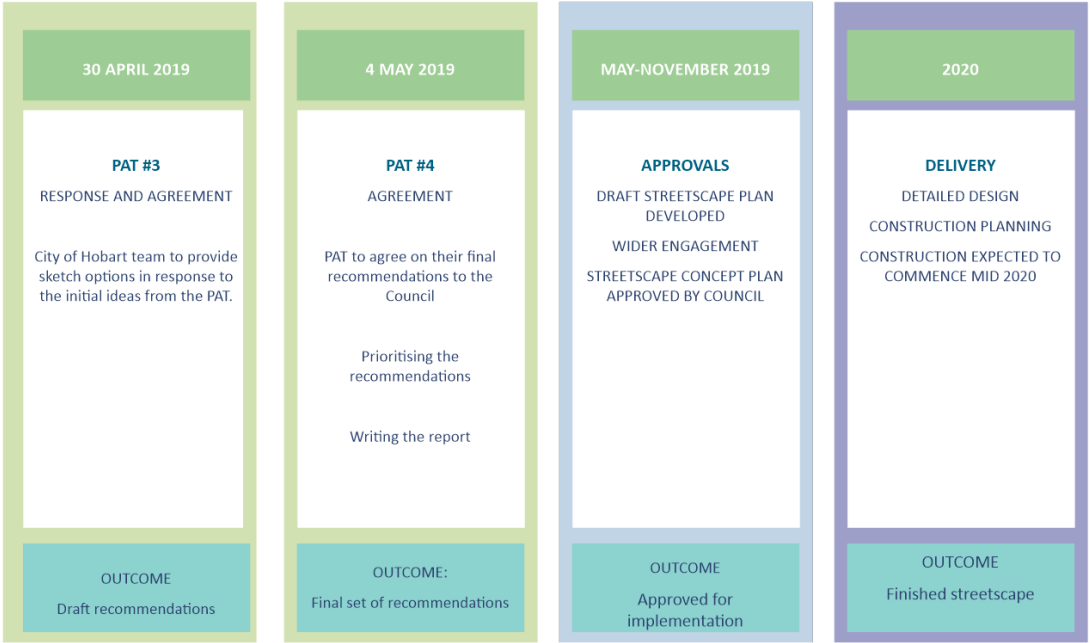
The workshops will be supported by an on-line portal that will only be visible to PAT members and the Council's project team. This portal will contain a library of information, links to reference reports, relevant Council strategies and the like.

The portal is a dynamic space that we can add to over time as we continue to collect and generate information.

There will also be a group chat function so that you can keep the conversations going, ask questions and keep in touch in between meetings.

For those participants who do not have access to the internet or do not feel comfortable using websites, alternative arrangements will be made. Please inform the facilitators or one of the Council team if you have any special requirements.

You will receive a link to the portal in an email prior to the first workshop.



Key people

The Facilitators

Expert facilitation will ensure that vibrant and open dialogue is fostered throughout the workshops. The facilitators will work to create a safe environment for all participants to express themselves freely and to avoid domination of the group by any one individual. The facilitators will ensure that PAT participants move through the discussions at an adequate pace to deliver their recommendations during the time allocated, providing support as needed.



Kimbra White, of MosaicLab, is a Melbourne based facilitator who spent her first 22 years in Tasmania (including in her first professional role as an urban planner at Hobart City Council). Kimbra is an experienced, highly regarded, award-winning facilitator who has planned and delivered a wide range of participation processes: large and small, easy and hard, and at times with high levels of outrage and emotion. Kimbra specialises in assisting government agencies and other organisations to involve people and communities in their planning and decision making processes. Kimbra will lead the process.



Assisting Kimbra is **John Hepper of Inspiring Place**. John is a Tasmanian with a passion for an active life and a deep respect for communities and their interests. John is a planner and co-founder of local consulting firm Inspiring Place, and has worked in tourism, recreation and environmental planning involving all levels of government and the private sector for over 30 years. He believes that great place-making, whether in nature or our communities, is something that goes beyond the physical setting, to include engagement and respect for those who own, manage or enjoy the place.

City of Hobart team

There will be a number of Council staff involved in the project. Different officers may attend PAT workshops to provide information, observe and support the PAT as required.

The key project team in the planning phase includes:

Neil Noye Director City Planning	Philip Holliday Exec Manager City Placemaking	Angela Moore Manager Traffic Engineering
Sarah Bendeich Advisor City Placemaking	Stuart Baird Senior Transport Engineer	Carmen Salter Community Engagement Advisor

KEY PROJECT TEAM

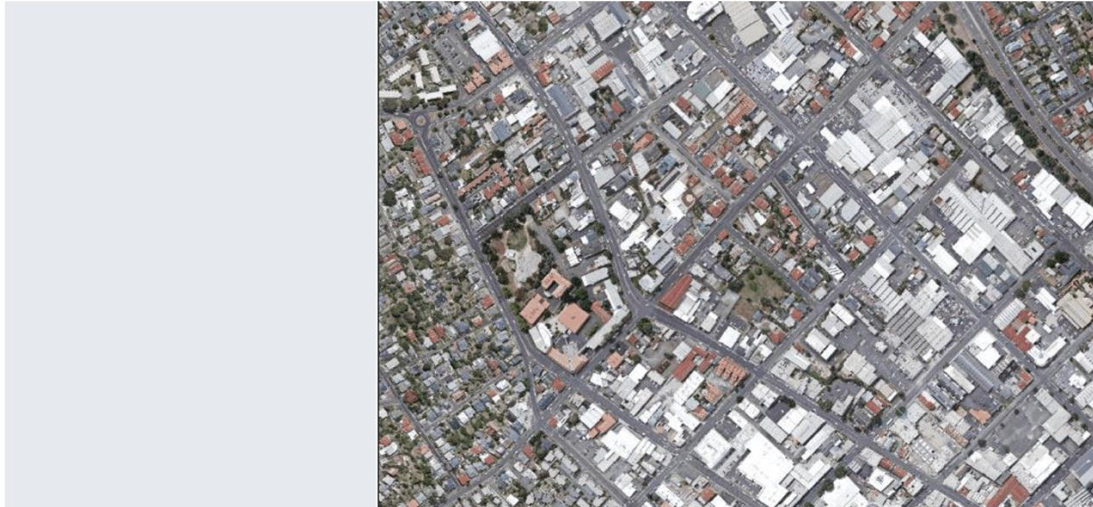
Key Contacts

Your key contacts at City of Hobart during the planning phase are:

Sarah Bendeich, project manager
bendeichs@hobartcity.com.au
0408 318 165

Carmen Salter, community engagement officer
salterc@hobartcity.com.au
0439 308 908

Please feel free to contact us at any time, with queries in relation to the project.

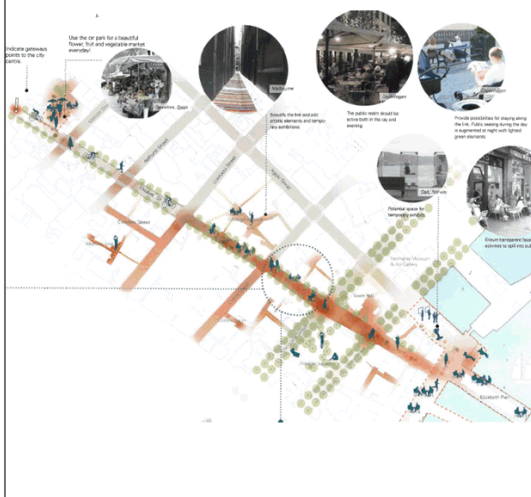


Strategic Background

Gehl report 2010

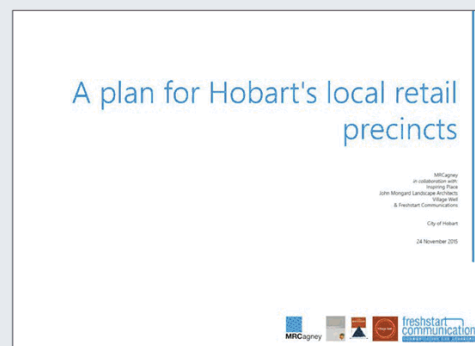


"Ensure a good city for walking and cycling with beautiful and surprising environments and high quality streetscapes! Create a more diverse city centre with invitations for all"



10

Local Retail Precincts Plan 2015



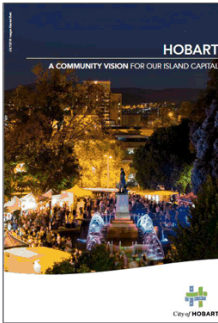
Local Retail Precincts Plan 2016



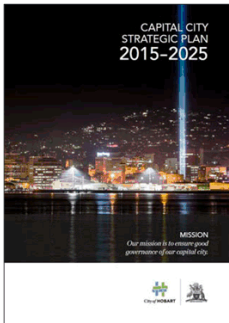
Local Retail Precincts Plan - progress



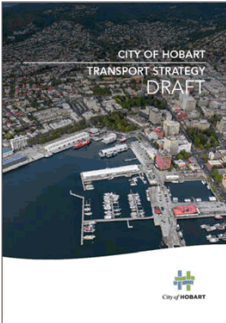
Strategic context - City of Hobart



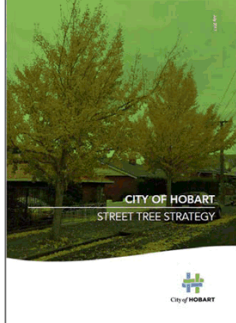
Community Vision 2018



Strategic Plan



Draft Transport Strategy 2018



Street Tree Strategy 2017



Draft Connected Hobart 2019 (smart city strategy)

City of Hobart’s strategic context

Delivering liveability improvements to our streets and public realm is consistently included in the City’s strategic plans and documents, from the recent community-authored Vision, through to the Strategic Plan, Transport Strategy, Street Tree Strategy and others such as the Equal Access Strategy and forthcoming Public Art Framework.

Elizabeth Street was identified as a priority walking corridor in the 2010 Gehl Report, and Midtown was included as a neighbourhood precinct under the 2016 Local Retail Precincts Plan.

Together, these plans provide the basis for doing the project, and also provide guidance around what is important. A streetscape upgrade is a holistic project and needs to include many considerations.

Community Vision (2018)

“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.”

Hobart 2010 Public spaces and public life (Gehl Report)

Strategic context - State Government

2018 State Government's Hobart Transport Vision

In 2018 Infrastructure Tasmania released its vision for transport in Hobart. the focus of this vision is to reduce peak hour congestion and improve Hobart's liveability.

Key recommendations are made public transport, cycling and walking which will improve health, environmental and economic outcomes - all of which are currently impacted by our reliance on motor vehicles.

Elizabeth Street has a key role to play in public transport provision between the city centre and the northern suburbs. Other related strategic documents support increasing the residential density in the city and along the transit corridors to the north, ensuring that as the city grows, residents are connected and proximate to services, jobs and amenity.

The entire report is available on the portal, or online here:

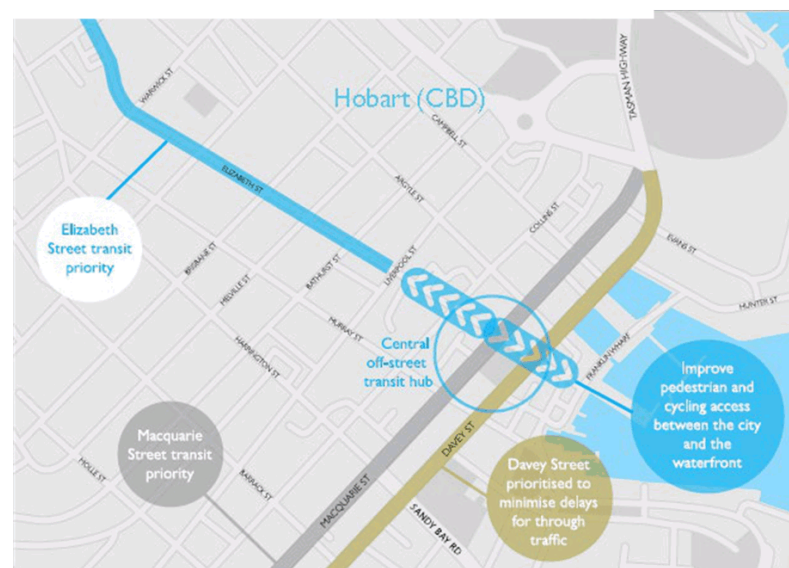
https://www.stategrowth.tas.gov.au/__data/assets/pdf_file/0011/166079/Hobart_Transport_Vision_small_20180117.pdf

A related strategic document is the State Government's infill development report, available on the portal or online here:

https://www.stategrowth.tas.gov.au/policies_and_strategies/framework/infill-development



Retaining buses on Elizabeth Street is a non-negotiable outcome of the project.



Excerpt from the State Government's Hobart Transport Vision (2018 - Infrastructure Tasmania)

The project area



Elizabeth Street is an important spine linking the waterfront with North Hobart



The project area

Selecting the project area

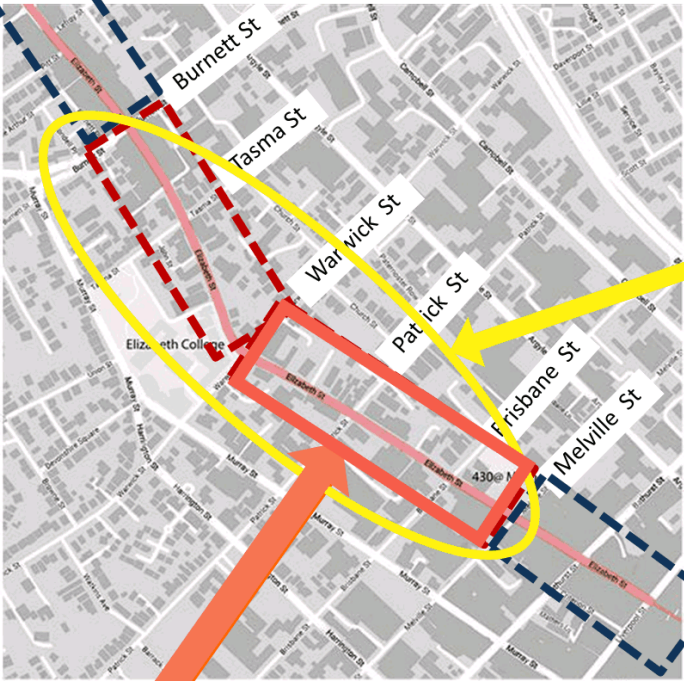
The streetscape upgrade will be on Elizabeth Street in the blocks between Melville Street and Warwick Street (UTAS to Elizabeth College).

Although the entire corridor from Elizabeth Mall to Burnett Street will be studied for longer-term planning, the capital budget that is available currently will not extend that far. Therefore a priority has been identified to improve the three blocks between Melville and Warwick Streets in the first instance.

This is not to say that some interventions couldn't occur outside of the main project area. For example opportunities may be identified by the PAT and Council during the process, that would align well with the main project.



North Hobart
(UPGRADED 2000s)



proposed upgrade area

proposed study area

Elizabeth Mall (UPGRADED 1990s)

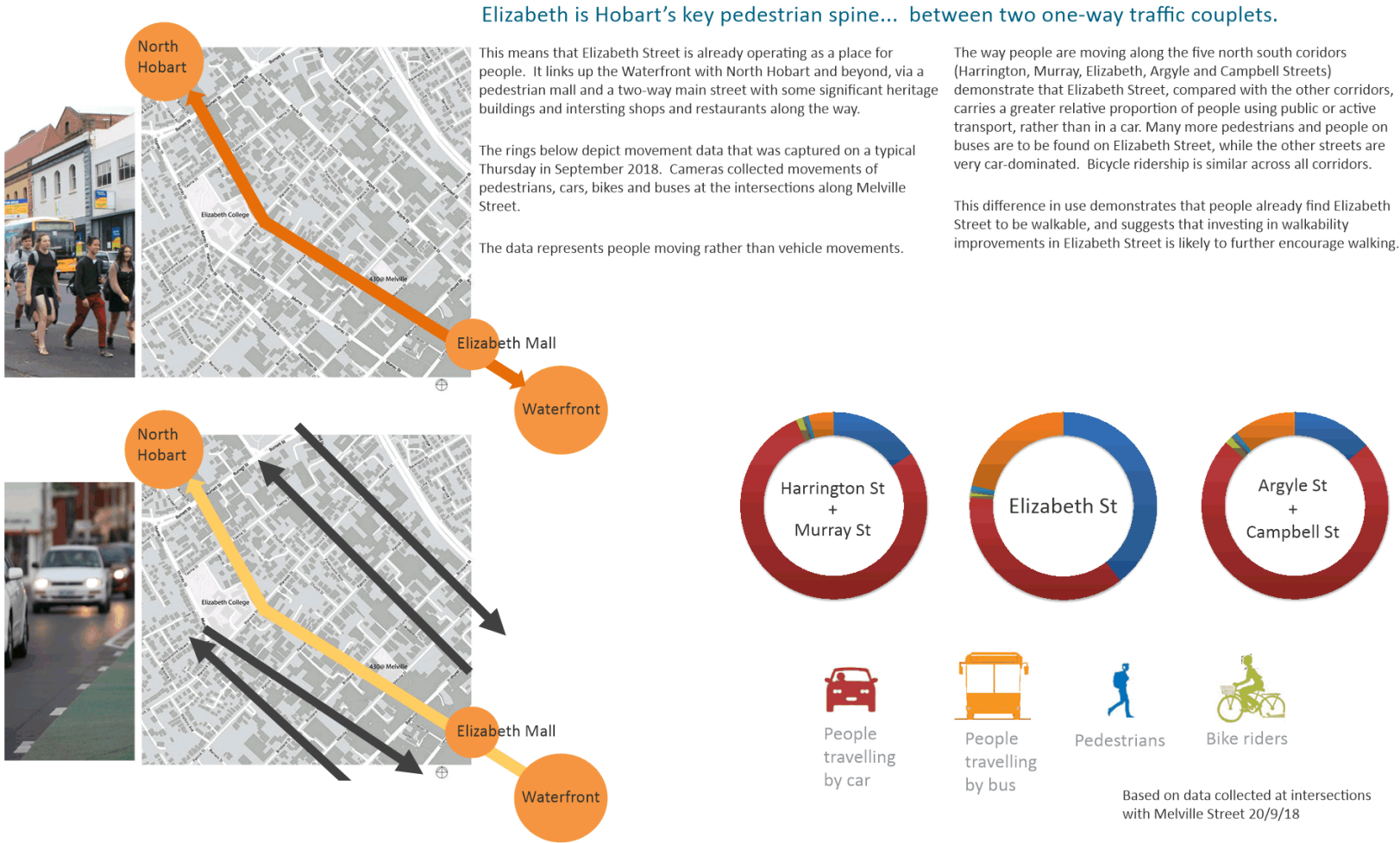


Your notes, questions?



How are people moving in Midtown?

Movement patterns



This map shows existing Metro bus routes in the city, and bus stops.

Buses that travel on the Main Road corridor (including Elizabeth Street) from Liverpool Street right through to Glenorchy are part of the Metro 'Turn up and go' priority route, which means that the longest a passenger would need to wait for a bus along this route is ten minutes.

The Department of State Growth is responsible for public transport in Tasmania, however it is important that the City of Hobart works closely with the State Government to deliver the services and conditions required to encourage public transport usage.

The Main Road Transit Corridor Plan (developed by the Department of State Growth) outlines a host of bus priority measures, which have been identified to improve the travel time reliability of buses along the corridor between Glenorchy and Hobart CBD.

Included in the measures is a recommendation to consolidate two bus stops either side of Elizabeth College, in both the inbound and outbound directions, to create a pair of new bus stops closer to the College - which is a major destination and departure point for many students who use public transport. The redistribution of these stops will result in a more optimal spacing between bus stops, and will improve the conditions both for people waiting for a bus, and for pedestrians moving through the corridor - especially at busy times.

METRO bus routes



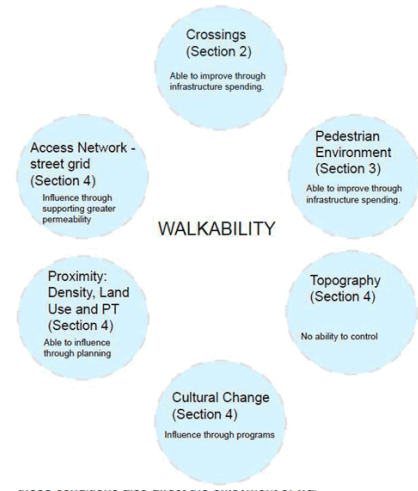
Walkability

In 2017 a study was undertaken to examine the factors affecting pedestrian walkability in Hobart, using the Elizabeth Street corridor as a case study. The study looked at various aspects of walkability from a broad, urban design perspective, drawing on literature and examples from other cities in Australia and internationally. The study ultimately proposes a walkability framework that could be used to assess various factors of walkable places, including:

- Footpath condition and width (map below shows footpath condition along the corridor)
- Qualities of intersection crossings
- Mid block crossings
- Urban interface - active frontages
- Greenery
- Gradient
- Awnings
- Sitting opportunities
- Lighting
- Traffic speed and volume

The entire study is available on the portal.

The walkability study addresses all of these aspects of walkability



Legend
Footpath Condition

- Great
- Good
- Moderate
- Poor
- Very Poor



Elizabeth Street, being central to the CBD grid, having a gentle grade (by Hobart standards) and also being connected to a decent catchment of people who ride to work, is a relatively popular cycling route. Data shows that it carries similar volumes of bicycles compared with Argyle/Campbell (with bicycle lanes) and Harrington/Murray (without bicycle lanes).

The map below shows the Principal Urban Cycling Network in orange. This is the current approach to providing a network of cycling infrastructure in Hobart, however is currently under review.

The local retail precinct plan, which last assessed Elizabeth Street for dedicated bicycle infrastructure provision, remarked:

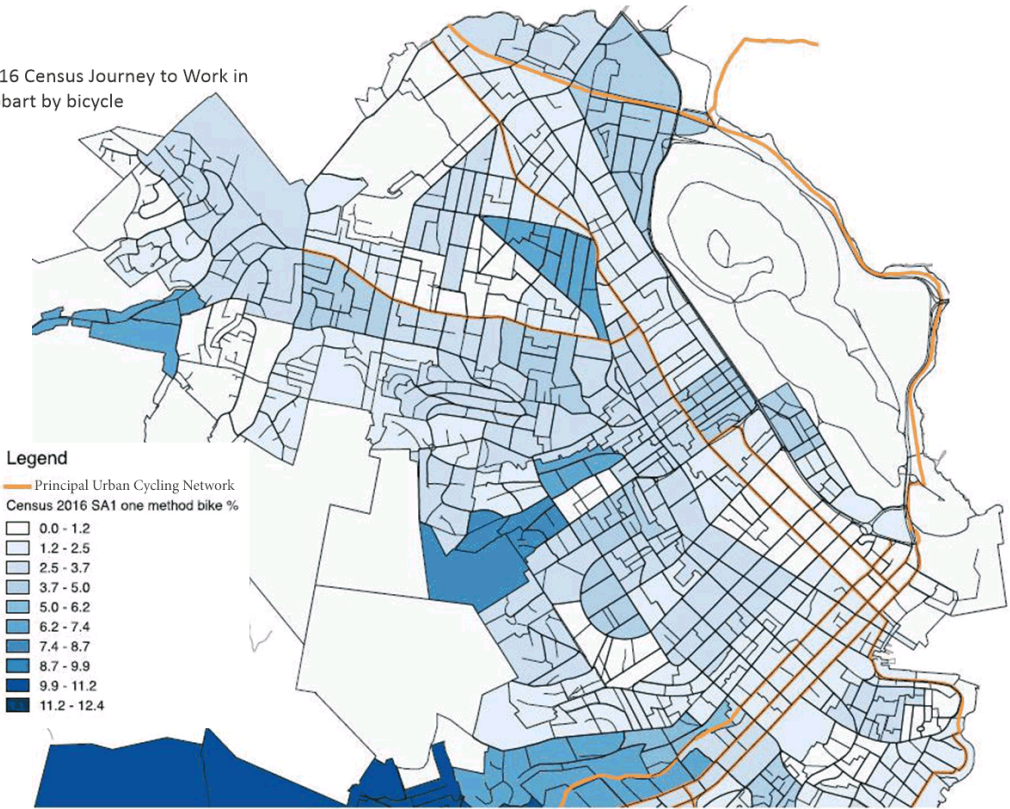
Bike riding

“As the streetscape is improved at either end of the study area, the slower speed environments created will support bike riders integrating with motorised traffic. Council should however investigate bike lanes between Brisbane and Burnett or Tasma Streets (where activation and streetscape improvements will likely occur over a longer timeframe) in order to connect the North Hobart precinct and the CBD, particularly considering the impending completion of the UTAS accommodation development. Supporting bike traffic in this way would likely aid activation of these blocks and assist local retail prosperity.”

(LRPP p83)



2016 Census Journey to Work in Hobart by bicycle



Parking - on street



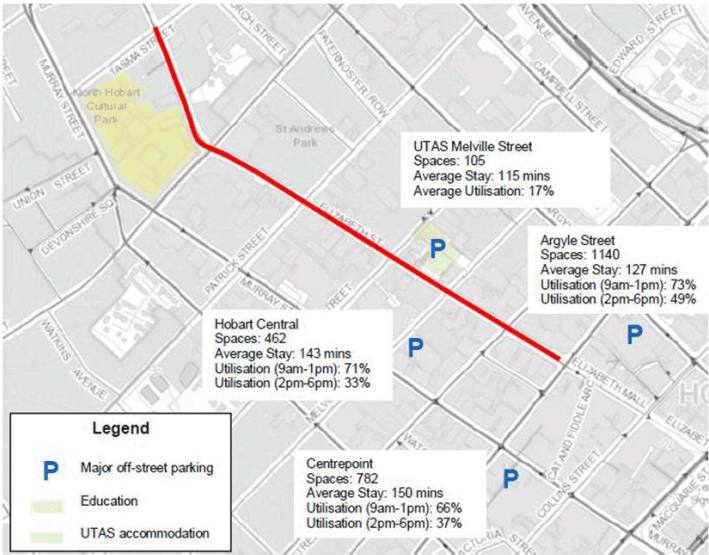
The data shown is from Thursday 20 September 2018 - a 'typical' day

Parking - on street (side streets)

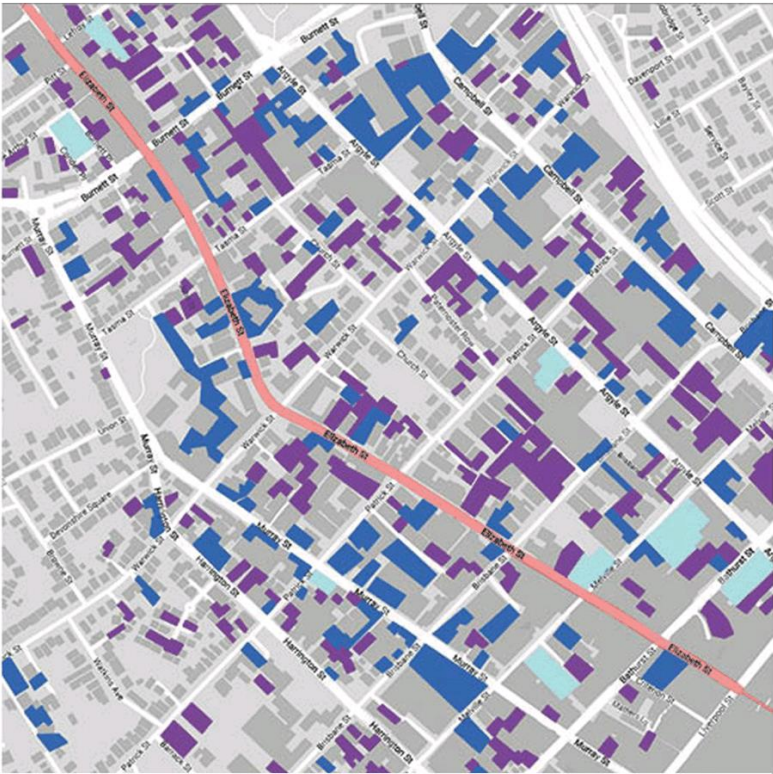


The data shown is from Thursday 20 September 2018 - a 'typical' day

Parking - off street (public)



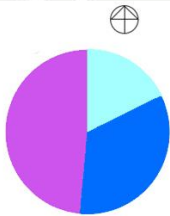
The data shown is from Thursday 20 September 2018 - a 'typical' day



Public Parking - 1145 parks
Customer Parking - 1998 parks
Private Parking - 2920 parks

TOTAL PARKS= 6074

This is an estimate of visible surface parking

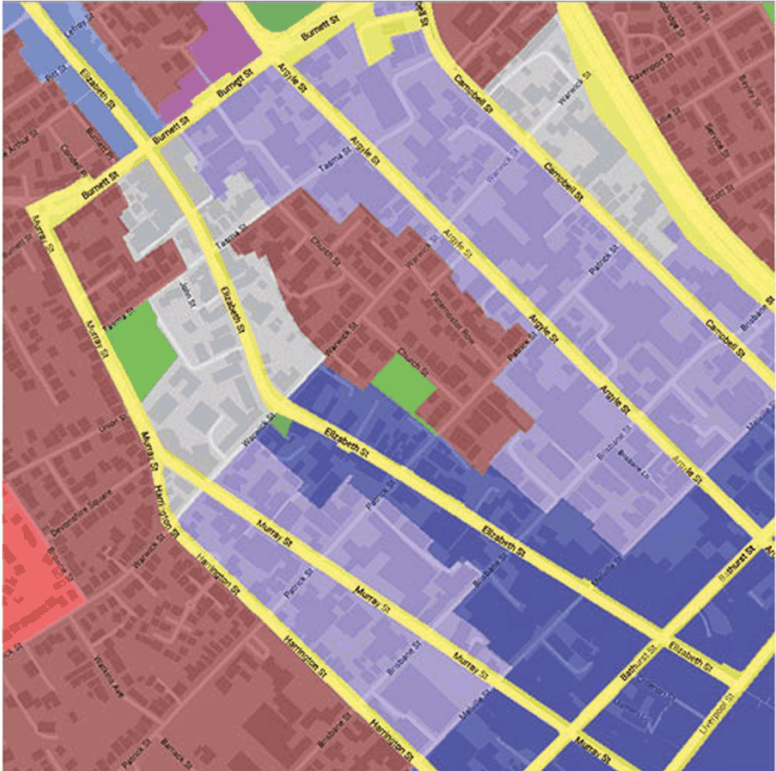




Land use in Midtown

Land Use Planning

Zoning (Hobart Interim Planning Scheme 2015)



- | | | | |
|--------------------------|------------------------|-----------------------|-----------------|
| 10.0 General Residential | 11.0 Inner Residential | 15.0 Urban Mixed Use | 18.0 Recreation |
| 19.0 Open Space | 21.0 General Business | 22.0 Central Business | 23.0 Commercial |
| 24.0 Light Industrial | 28.0 Utilities | | |



Actual uses

Elizabeth Street has a range of uses with a strong character of independent, local, owner-operated retail and services. Education, health and professional services are also present in the area. Residential development, particularly higher density apartment complexes, including student housing, are emerging in the area. Having more people living within the precinct will increasingly support a diverse mix of commercial uses and a vibrant city that is open day and night.

As residential land uses increase in the area, consideration will need to be given to other uses that support livability, such as open space and recreation, and availability of groceries and fresh food.

Heritage

Heritage listed places



from Hobart Interim Planning Scheme (2015)



Heritage precincts



Education



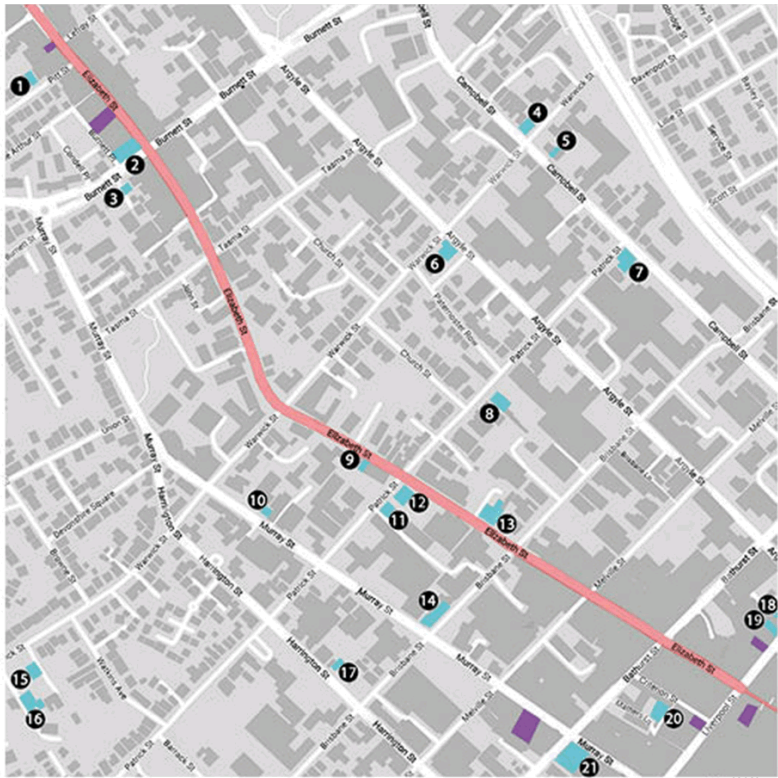
Midtown is already well-endowed with educational facilities including childcare, primary and secondary, through to college and university.

The University of Tasmania is increasing its presence in this part of the city with over 600 students currently living between Melville Street Apartments and MidCity apartments, and another 400+ due to be living in the soon to be built apartment complex on the old Red Cross site.

As well as student accommodation, future uses may well include academic and teaching facilities (STEM) with significant day time use on the corner of Melville and Argyle Streets, teaching facilities in the former Forestry Tasmania building in Melville Street, and student services on Elizabeth Street.

The university may change the face of this part of the city, drawing greatly increased people activities, day and night.

Health and aged care



- | Health & Aged Care Facilities | Chemist or Pharmacy | |
|-------------------------------|---|------------------------------------|
| 1 - Dentist | 8 - TAHPC | 15 - Wellness Medical Centre |
| 2 - Osteopath & Optometrist | 9 - Podiatrist | 16 - Osteopath |
| 3 - General Practitioner | 10 - Physiotherapist | 17 - Chiropractor |
| 4 - Psychologist | 11 - Tasmanian Aboriginal Health Centre | 18 - Headspace |
| 5 - General Practitioner | 12 - Sonic HealthPlus | 19 - The Link Youth Health Service |
| 6 - Hobart Cataract Clinic | 13 - COTA Tasmania | 20 - Mathers Place |
| 7 - Chiropractor | 14 - Heart Foundation | 21 - The Guardian Network |

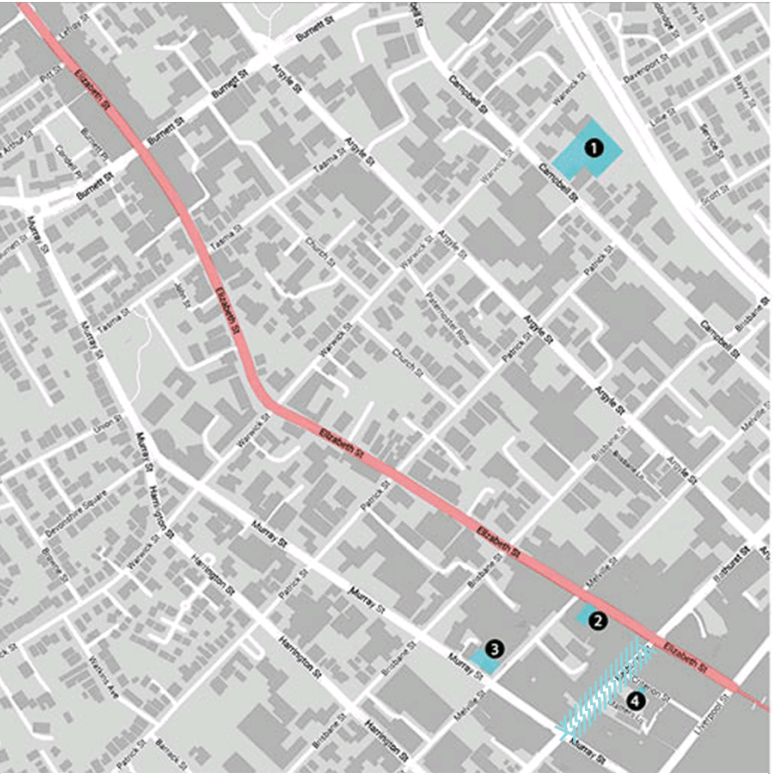
Food

Eateries



Eateries (as of 2018 - changing)

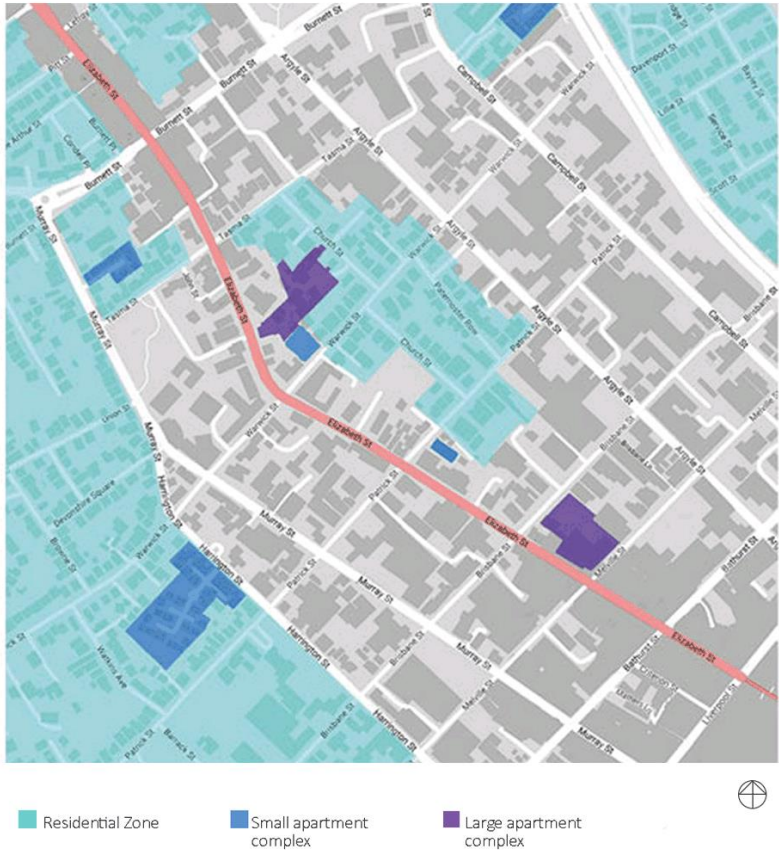
Grocery and fresh food retail



Grocery Stores
1 - Woolworths
2 - PinGu Aisian Grocery
3 - Italian Pantry
4 - City Organics

Farm gate market (Sundays)

Residential - existing



66 Burnett St
89 apartments
approved

Baptist Church
Fragrance 16 apartments
214 rm hotel 91 apartments
construction

The Rox 16 apartments
not approved
approved

Elizabeth College

Ingomar
18 apartments

UTAS
40 Melville
189 apartments
construction

Midcity hotel
170 beds
construction

125 Bathurst
34 apartments
approved

The Commons
30 apartments
construction

209-213 Harrington St
39 apartments
exhibition

23-25 Goulburn
25 apartments
approved

Underutilised sites - speculative research

In the summer of 2017-18, City of Hobart staff worked with UTAS architecture and planning interns to develop research around identifying underutilised sites in the city, particularly key sites that had the potential for 'city shaping' impacts - for better or worse.

A range of methods were employed to identify these sites, from a visual assessment, to a ratio of land vs improved capital value. Heritage sites were removed.

As the mapping below shows, there is a clear pattern of large, underutilised sites along two development corridors centred around Murray Street and Argyle Street. Elizabeth Street is centred between these with its own (not quite as substantial) underutilised sites.

potential key development sites

observations

- + Underutilised sites are located in two potential development spines.
- + The majority of the underutilised sites identified are in the commercial zone
- + There are a number of large sites that have the potential of "city shaping" impacts (for better or worse). Consideration of these sites as key future development opportunities is important to examining potential future use and character.
- + Opportunities to subdivide large blocks or amalgamate smaller blocks and create new relationships has the potential to impact of built form on pedestrian access and amenity.

recommendations

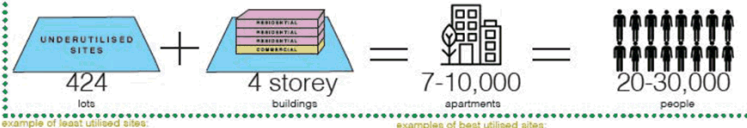
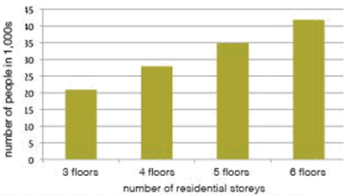
- + Reconsider the planning provisions in the Commercial Zone to ensure desirable development occurs in our expanding city.
- + Encourage master-planning of large sites to ensure an appropriate response to urban texture and scale.
- + Identify opportunities to insert a fine grain network that allows pedestrian routes and cross-block connections.
- + Consider a precinctual approach to allow more nuanced provisions within and overlapping zones.
- + Where possible, encourage public engagement and connectivity.



The potential development of underutilised sites is calculated through analysis of best practice examples to determine development density. A selection of best practice examples are illustrated in the appendix.

+ 424 identified sites 350,000 m² land (approximately)
assumed Floor Space Ratio (FSR) of 4 - building height 12-15 metres
+ 1 floor commercial + 3 floors residential
Gross Floor Area (GFA) TOTAL 1,400,000 m²
Residential GFA (3/4) 1,050,000 m²
less 30% circulation + amenities 735,000 m² residential space
Average 3 bed apartment 100m² 7,350 apartments (3 bed)
Average 1 bed apartment 60 m² 12,250 apartments (studio)
+ 424 underutilised sites housing 20,000-30,000 people

NSW Government Apartment Design Guide (SEPP 65) minimum sizes
studio 35 m² 1 bedroom 60 m²
2 bedroom 70 m² 3 bedroom 90 m²

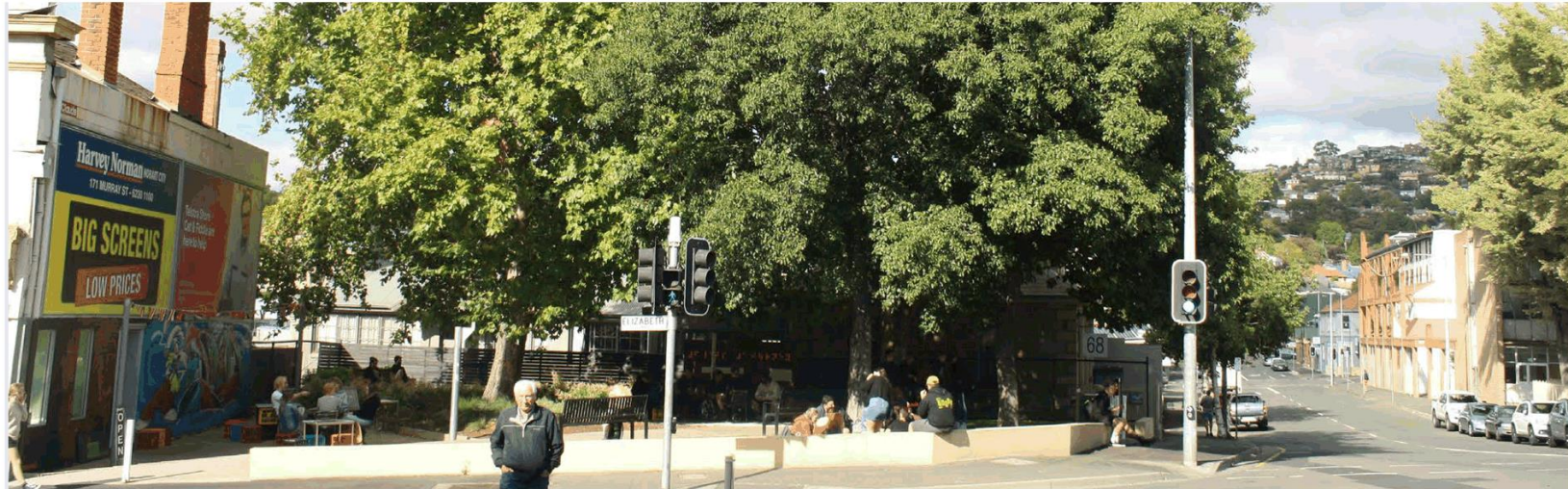


268 Argyle Street
Land to capital value: 100%



157 Elizabeth Street (UTAS student housing)
Land to Capital Value: 5.05%

Your notes, questions?



Street infrastructure and amenity in Midtown

Green infrastructure

Public open space



- Public open space
- 1 - Sandy Park
 - 2 - North Hobart Cultural Park
 - 3 - St Andrews Park
 - 4 - Garden of Memories
 - 5 - 430@Melville
 - 6 - Mathers Place

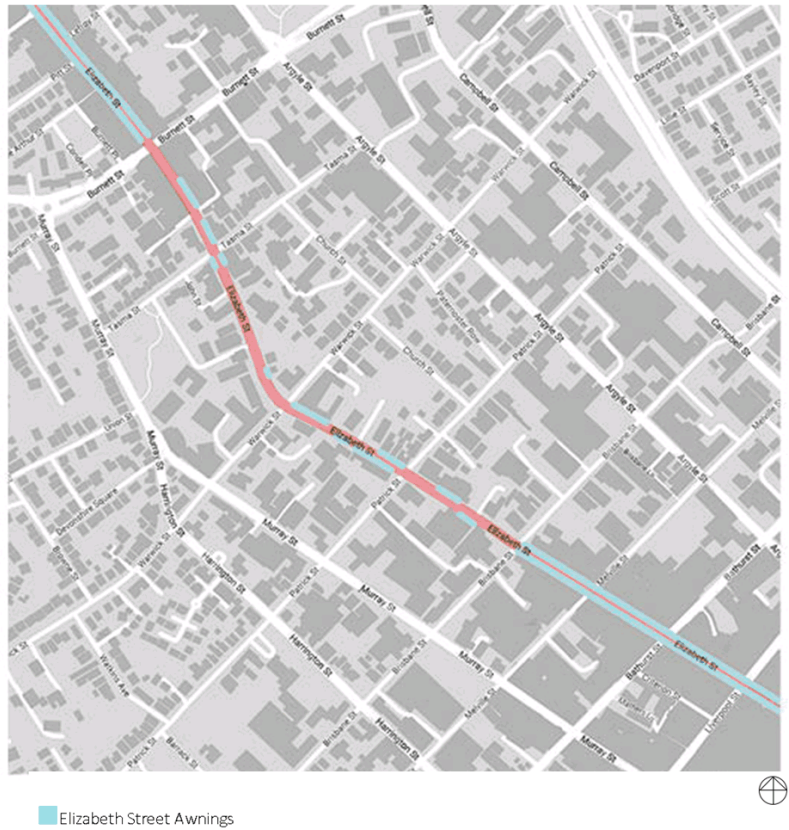
Urban trees



- Street Tree Park Tree

Shelter

Awnings



Shelter is important for places to feel comfortable for staying, and also provides pedestrian amenity - shade and shelter from the rain. Midtown has intermittent shelter along the route from North Hobart to the CBD. It is fair to say that the places that do have awnings (or trees) are easier to activate and make appealing for people, than the stretches where there is no shelter over the street.

Lighting

Digital technology

This assessment of quality of night lighting was undertaken as part of the walkability assessment of Elizabeth Street in 2017. The full report is available on the portal.

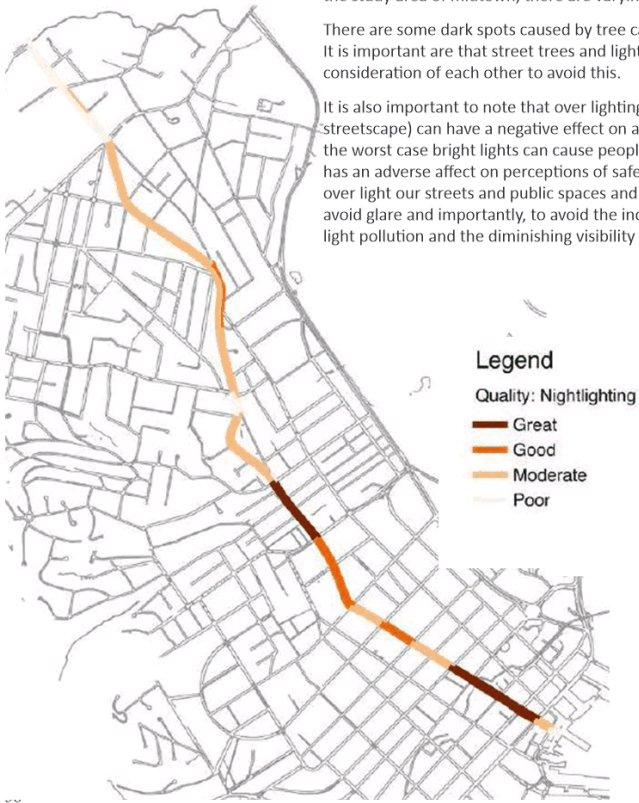
Lighting at night time is vital for both the safety and comfort of pedestrians. The assessment was made at the block level on the following scale:

Lighting is great in the CBD and North Hobart where additional light sources such as street lamps and illuminated buildings are frequent. In the study area of midtown, there are varying qualities along the strip.

There are some dark spots caused by tree canopies blocking the light. It is important are that street trees and lighting are planned with consideration of each other to avoid this.

It is also important to note that over lighting a public space (including a streetscape) can have a negative effect on ambiance and comfort, and in the worst case bright lights can cause people to avoid the area - which has an adverse affect on perceptions of safety. It is also important not to over light our streets and public spaces and to avoid spill light, in order avoid glare and importantly, to avoid the increasing global problem of light pollution and the diminishing visibility of the night sky.

Lighting in the precinct



From the Draft Connected Hobart (Smart Cities) Strategy

The City of Hobart is currently consulting on its draft Smart Cities Strategy, to inform future investment and priorities with regard to technology, data and digital connectivity. Within the document are a number of actions which may be relevant for retail precinct upgrade projects, and to work that we undertake when renewing street infrastructure.

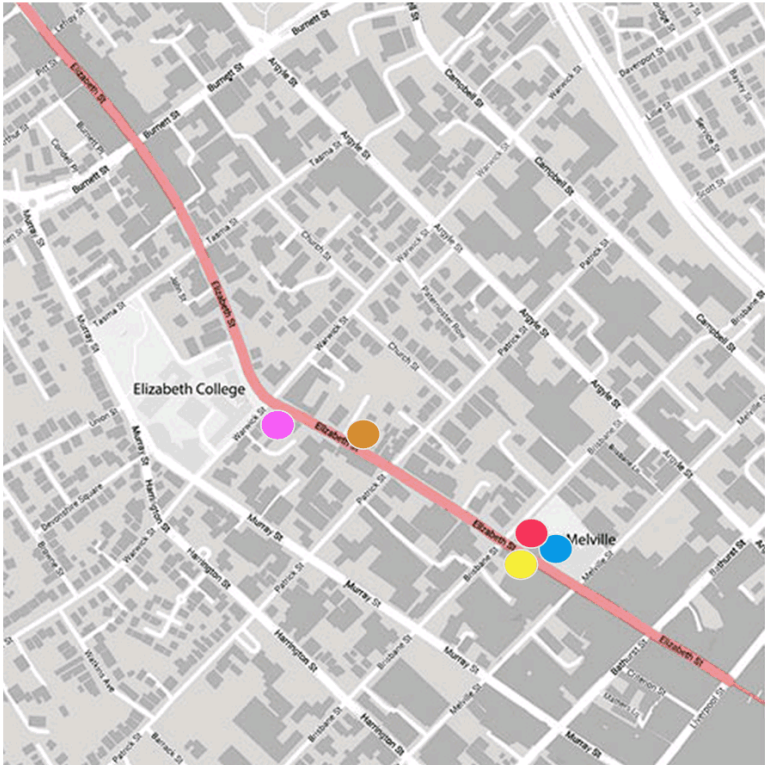
A relevant action is shown below, and the entire document is available at the following link. It is also included in your library portal.

http://hobart.infocouncil.biz/Open/2019/03/EDC_21032019_AGN_1081_AT_files/EDC_21032019_AGN_1081_AT_Attachment_6034_2.PDF

PILLAR 1: SENSE OF PLACE
CONNECTED PLACES & SAFETY

INITIATIVE	DESCRIPTION	OBJECTIVES
Connected Retail and Suburban Precincts	Hobart's communities are as diverse as they are unified and have undergone beautiful urban design upgrades in recent years. But they still tell us little about the communities using them. Regardless of their differences, every precinct contains a mixture of roads, streets and bridges, intersections and traffic islands, street lights and banner poles, cameras, bus stops, seats and shelters, bins, parking, loading zones, regulatory and wayfinding signs, parks and car parks that will benefit from an improved operational understanding.	To digitally connect Hobart's retail and suburban precincts through the installation of power, network and sensor technologies, enhancing our unique suburban beauty with modern technologies.

Public art



EXISTING PUBLIC ART IN MIDTOWN



There are a number of public art installations in the precinct, both on public and private property. These add life and interest to the area.

The City of Hobart recently installed The Loop project in the UTAS courtyard. The Loop is a large-scale outdoor public screen, showing a daily cultural program throughout the year.

Programming is managed by the City's public art team. Community members, artists, curators and organisations are encouraged to contribute work via an online platform. The Loop is a dedicated arts platform and as such will not display advertising or other commercially focused content.

"The Loop is designed to enrich the daily lives of those who work and live in the Midtown area by connecting them with new artists and ideas. It's a source of stimulation and inspiration. Sometimes it will be a respite from the mundane. Sometimes it will reflect the world around it back to the viewer."

Street life



The way a street feels - whether it's welcoming and vibrant or a place to just move through to get somewhere else - depends very much on the signs of life and human activity that are present. Scale, colour, visual interest, softness and vegetation can also play a big part. An invitation to sit. Something interesting to look at. Views and vistas that change with the seasons or surprise us with glimpses into the past.

Midtown has an authentic, humming sense of life that is sometimes just below the surface, and sometimes in full view. People have described it as gritty, real and quirky. These are the qualities that we must hang on to and take with us as we improve the street infrastructure.

The map to the left describes areas where there is footpath occupation - meaning outdoor dining, signage or merchandise on the footpath. It does not capture the whole story of engagement and activation of a street, for some of these things happen spontaneously, or are here now and then gone. But it is a reasonable proxy for signs of street life.

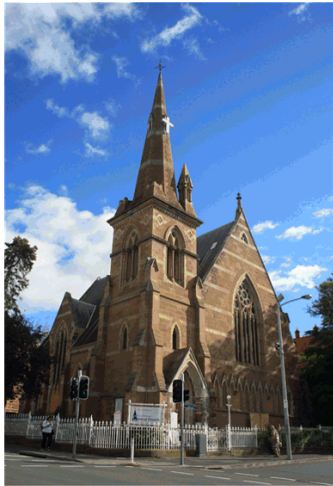
There is an important balance to be struck however, as the access audit shows that footpath occupation can make using the street difficult for people with vision loss, physical disabilities, or people with prams, children and the aged.

Landmarks, vistas, vantage points

A memorable building, a venerable old tree, a glimpse of the mountain or river, your favourite place to sit and watch the world go by...

These are all features that we experience as we move through the street, making up a neighbourhood's unique sense of place. They are like the punctuation marks (!?&...) of a street, provoking interest and curiosity about the past as we read the environment. They remind us that we are here, in Midtown, and nowhere else. They can prompt us to wonder about what is missing, what used to be here.

These things are sometimes obvious and recognised in a heritage listing (for example). But sometimes they are personal, fleeting or difficult to define. Here are some glimpses of what we think are signatures of Midtown's sense of place. You will have your own.



Built form

The following pages show analysis of the vertical dimension - of built form along the streetscape.

The built form environment is not really part of the scope of our capital upgrade, however it is undeniably linked to the experience in the street.

The vertical mappings begin to show some of the features of urban form that help or hinder walkability and sense of place. From these images, we can analyse scale, consistency (or 'grain size'), colour, levels of transparency, and how penetrable the built form is - ie how frequently are the buildings accessible through doorways.

By comparing these images to our own lived experience of the street, we can begin to articulate the kinds of qualities that contribute to a great street. How would future development deliver more of what is good about Midtown, or avoid replicating the features that detract from the streetscape?

WARWICK TO PATRICK
grain size | entry + glazing



PATRICK TO BRISBANE

grain size | entry + glazing

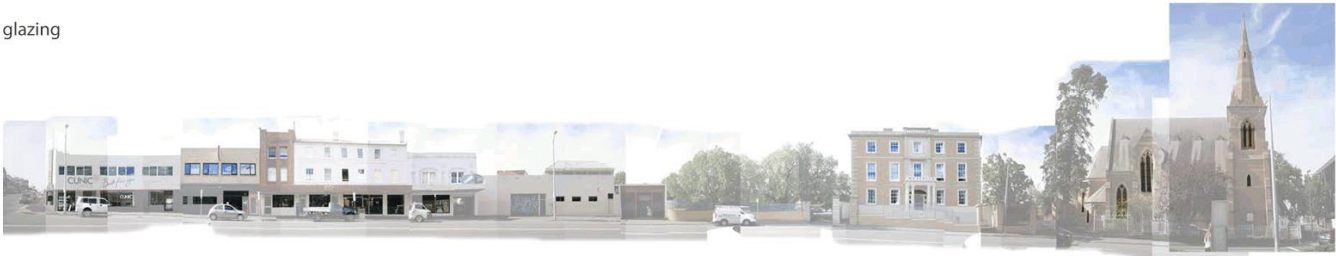
grain size



entry



glazing



BRISBANE TO MELVILLE
grain size | entry + glazing

grain size



entry



glazing



MELVILLE TO BRISBANE

grain size | entry + glazing

grain size



entry



glazing



BRISBANE TO PATRICK
grain size | entry + glazing

grain size



entry



glazing



PATRICK TO WARWICK

grain size | entry + glazing

grain size



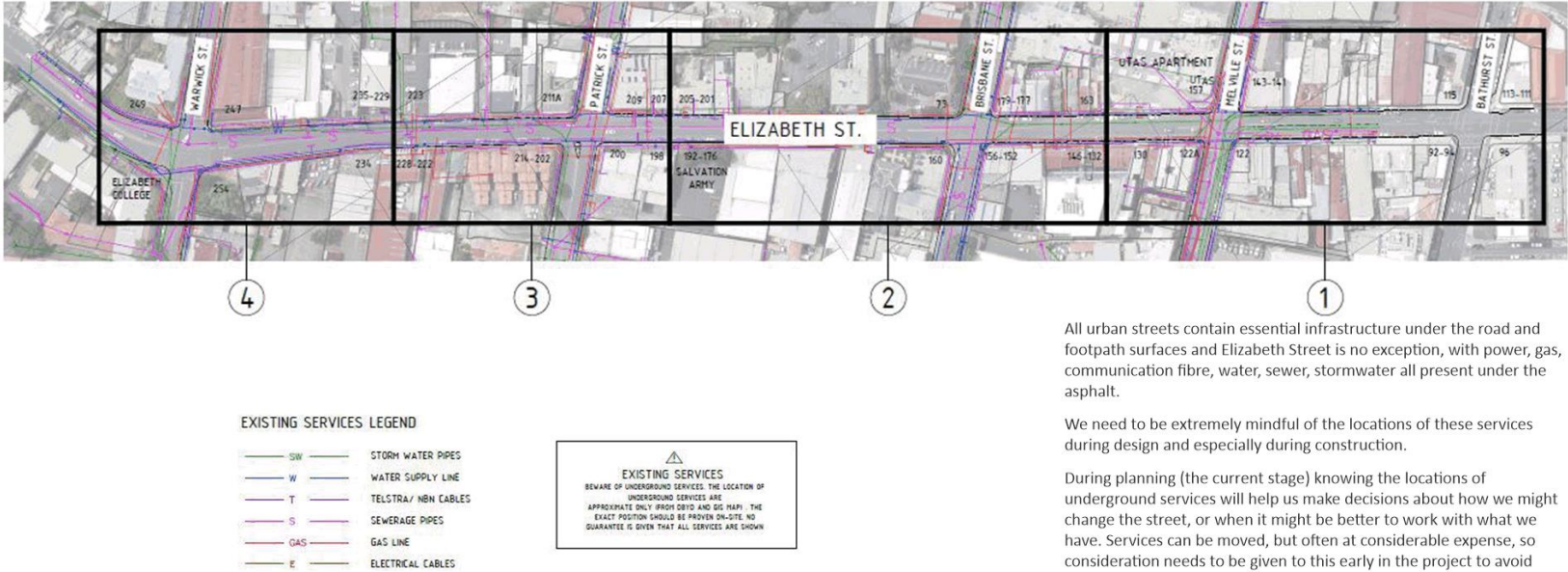
entry



glazing



Underground services

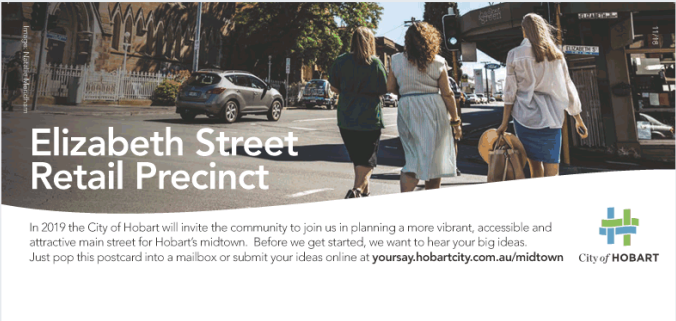


All urban streets contain essential infrastructure under the road and footpath surfaces and Elizabeth Street is no exception, with power, gas, communication fibre, water, sewer, stormwater all present under the asphalt.

We need to be extremely mindful of the locations of these services during design and especially during construction.

During planning (the current stage) knowing the locations of underground services will help us make decisions about how we might change the street, or when it might be better to work with what we have. Services can be moved, but often at considerable expense, so consideration needs to be given to this early in the project to avoid expensive blow-outs.

We will bring hard copies of underground services plans when we are working spatially in the sessions, to give all PAT members an understanding of the underground conditions.



Postcards were hand delivered to people in Midtown in November 2018

Name*:	Delivery Address: GPO Box 503 HOBART TAS 7001	No stamp required if posted in Australia
Email address*:	Ph*:	
Address*: <small>*optional</small>		
Thinking about Elizabeth Street (between Melville and Warwick Streets), 1. What do you like about this place right now?		
2. What would improve Elizabeth Street as a place for people?		
We'll be planning a streetscape upgrade together with the community in 2019. Would you like to be involved or keep in touch with the project? Please visit us online and register for updates: yoursay.hobartcity.com.au/midtown Comments close 1 February 2019.		
City of Hobart Reply Paid 503 HOBART TAS 7001		

What did the people of Midtown say?

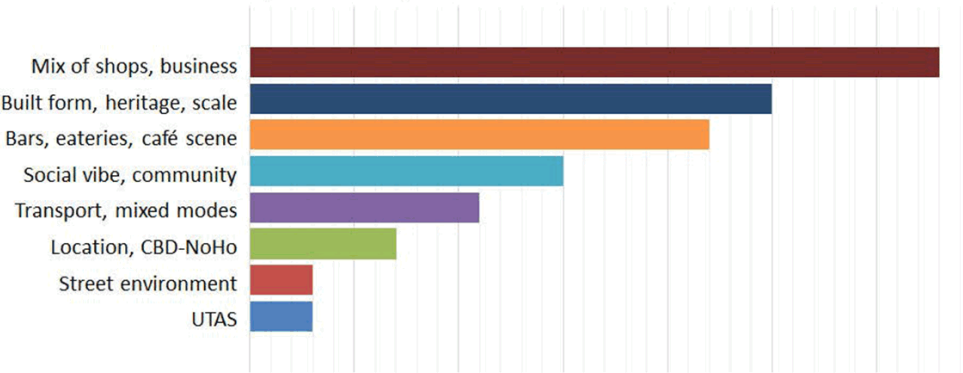
Postcard survey

Postcards were delivered to people in the precinct during November and December 2018, and the simple 2 question survey was open until end of February 2019.

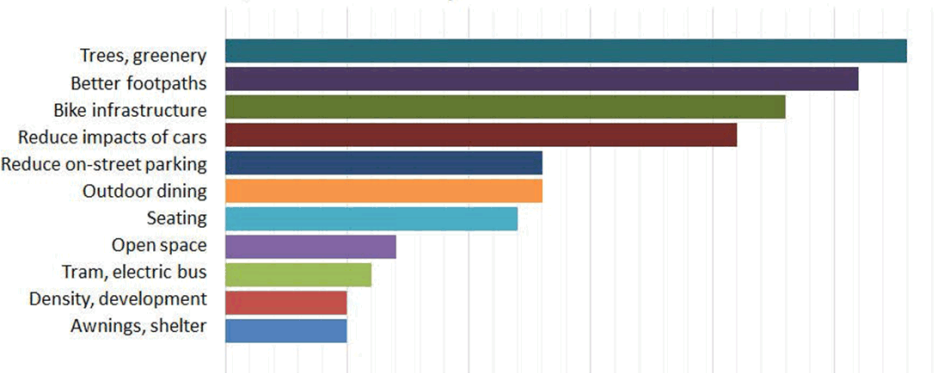
Postcards could be returned (reply paid) or filled out online.

75 responses were received. The results are summarised into the themes, shown in order of frequency, on the right.

Q1 What do you like about Midtown now?



Q2 What would improve Elizabeth St?



Vision workshops

Four visioning workshops were held in the precinct in March 2019.

13 March (am) Youth and students

13 March (pm) Traders and business operators

14 March (am) Breakfast with active commuters

14 March (pm) Community

The full capture of the workshops can be found on the portal.

“The best features about Elizabeth Street are...”



Vision workshops



“ideas for Elizabeth St...”

*frequently recurring themes from workshops

IMPROVE ACCESS AND CONNECTIONS

Connect CBD with North Hobart, trams / shuttle buses, way-finding, bike infrastructure, pedestrian crossings

PLACES FOR PEOPLE

Wider footpaths and ‘pause points’, small places for people to sit, open spaces, parklets, seating

GREEN INFRASTRUCTURE

Street trees, grasses, rooftop gardens, garden walls, planters

SURPRISE AND DELIGHT

Colour, public art, interpretation of heritage, activate existing spaces, events, add playful elements

BALANCE OF SPACE

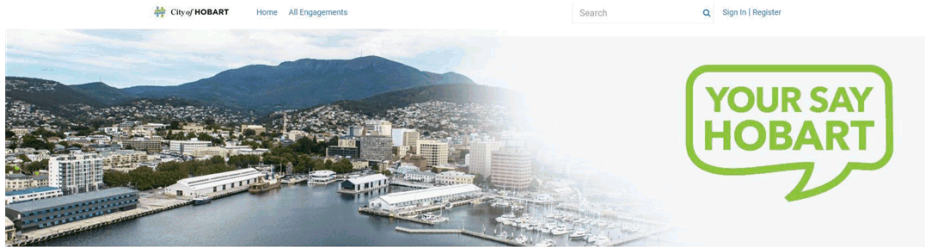
Shift space from cars to people, reduce on street parking

FUTURE BUILT FORM AND DEVELOPMENT

Replicate the charm and fine-grain quality of the built form between Melville-Brisbane. Avoid more inactive, large frontages.



Issues and Vision survey



Your Say Hobart

This is a space for you to contribute your ideas and provide feedback on a range of Council projects and activities.
To participate, you will need to register.
As a registered member, you will receive regular updates about new engagements and ways to get involved.
Non-registered users can still read about engagement projects. Each project details alternative methods for participation.
Take the opportunity to get involved, be informed and have **Your Say Hobart!**

Midtown Issues and Vision Survey

The City of Hobart is planning to improve the Elizabeth Street local retail precinct to make it a more vibrant, inviting and accessible place for everyone to enjoy and take pride in.

The first step is to understand the aspirations and priorities of the community. To help us with this, we'd like to hear from people who live, work, study, run a business, visit or shop in the precinct.

Please take the time to complete the Issues and Vision Survey by 31 March 2019.

If you are having any issues completing this survey online please call 6238 2564 to request a [Continue reading](#)

[Complete Form](#)

Results to come PAT 2

A survey of community issues and vision was conducted throughout the month of March 2019. The results are currently being collated and documented, and the report will be provided at the second PAT session.

Street party (by traders)

The “Street Party at Mid-Town” saw the activation of the streetscape through the alteration in the use of space outside a group of four businesses in Elizabeth Street. The creation of the event space involved the repurposing of five car-parking spaces for pedestrian use, the decoration of the space and provision of additional street furniture along the footpath. Event based food and beverage offerings, expanded business activities and street music comprised the event.

The event was a good test of the impact of a change in the use of space outside the four participating businesses, although it may not have had a strategic intent per se. The space created sociable distances between attendees and enabled a conversational atmosphere throughout the afternoon. There was enough shared activity occurring so that it could also be enjoyed as a solo participant.

From observation the majority of the crowd appeared to be of the business owners/staff cohort, estimated at around 25-35 years of age. A few older people, young children and babies were present, and a number of dog owners brought their pets along.

Attendance was strong and steadily built up from mid-afternoon to early-evening with approximately 40-70 people enjoying the outside space. According to a trader, the event peaked at around 120 people around 9pm.

The activity occurred in and around the event space with little flow-on effect to the surrounding area. The majority of the surrounding businesses were closed by early afternoon and so were not in a position take advantage of the increased numbers of people drawn to the street by the event.

The public response to the event was mostly very positive with the rare exception of those who felt it was not properly advertised and therefore perhaps targeted to a specific audience, or not the “street party” they had expected - with a blocked off street and greater participation from a greater number of businesses. In general, members of the public who attended the event were enthusiastic about all aspects of the event and future opportunities for streetscape improvements and activation in Midtown.

There is a report on the observations from the day, on the Portal.

“Elizabeth Street is the heart of the city. this stuff is gold for Hobart. we’re all looking for little events” (participant feedback)



Activity centred at the event 5.10pm



Constant activity 6.29pm



Dog enjoying the hay bale seating 2.11pm



Constant activity 5.45pm

Accessibility Audit

A site visit and access audit was conducted along Elizabeth Street from Melville Street to Warwick Street on Tuesday 19th March 2019, to identify access issues and problems to be fixed in the Midtown streetscape project.

Members of the Hobart Access Advisory Committee were invited to participate in the audit. Participants included individuals with lived experience, people who use motorised and non-motorised wheelchairs, representatives from MS Tasmania, Stroke Foundation, VisAbility (formerly Guide Dogs of Tasmania) and Expressions Australia (formerly TasDeaf). In addition, Council staff representing urban and civil design, placemaking and engineering were present to assist and capture the findings.

The purpose of the audit was to identify accessibility issues and opportunities for improvement as part of the Elizabeth Street Retail Precinct project. The results of the audit will be shared with the Project Action Team who will provide recommendations for the future design of the streetscape, and will also be provided to the design team as part of the project brief for the streetscape upgrade.

General observations were that there were problems at intersections, the footpath surfaces posed problems with uneven areas and poorly fitting pit lids, and often furniture and signage in the footpath can make it difficult for wheelchairs and people with vision impairments and mobility challenges to move freely through the precinct.

Many problems that are experienced by people who use wheelchairs, will also be experienced by carers with prams, older people and the very young. That is why, it is important that design of our busy pedestrian areas is inclusive and accessible for all. An environment that is able to be used and enjoyed by someone in a wheelchair, will generally be great for everyone.

The summary report is available on the portal.



Inspecting the footpath surface. If pit lids are not maintained they can become hazards for wheels and heels alike.



Pedestrian crossing points are particularly important as they can be dangerous for pedestrians, and the dangers can increase for people with limited mobility, including those in wheelchairs, children and older people.

The opportunity... (as described by Steven Burgess of Complete Streets)



What do our
favourite places
look like?

- Vital
- Organic
- 'Sticky'
- Authentic

Worrying about
what you want
often leads to
creating
something you
don't like!?



**Complete
Streets**

- Don't worry so much about a street the car likes, make a street you like, and people will come and enjoy it.



The opportunity...



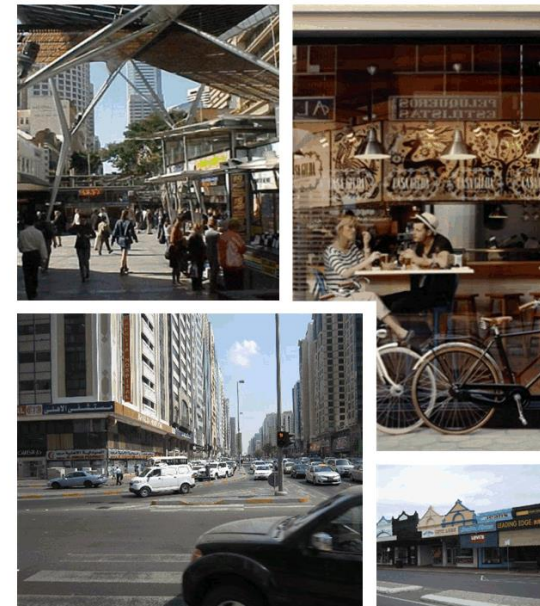
Heart
Accommodates
all uses
Day and into
the night
Amenity with
vibrancy and



**Complete
Streets**

Traffic, Parking, Moving, Spending

- People traffic and car traffic are diametrically opposed in their needs and requirements;
- People meet, socialise, exercise a spend money, only once they get out of their car;



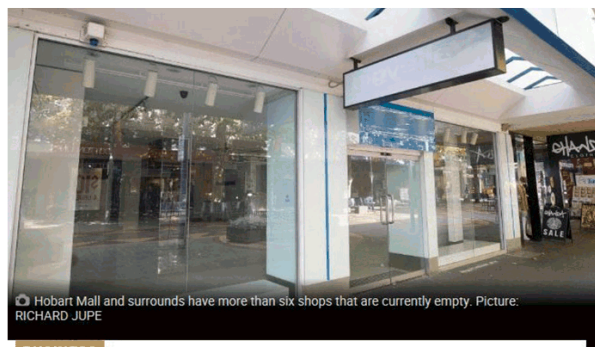
The opportunity...



What makes people stick,
stop and spend?



**Complete
Streets**



BUSINESS

Online shopping and a changing market are impacting retail sector

JIM ALOUAT, Mercury

April 1, 2019 8:11am

Subscriber only



HOBART CBD retailers battling to survive a shift to online shopping and fickle consumer demand need a business commissioner or government minister to help keep their doors open, says Hobart's Lord Mayor.

Once thriving shopping districts along Elizabeth St Mall and Liverpool St are showing signs of malaise, with empty shopfronts littered throughout the CBD.

It has led to Lord Mayor Anna Reynolds calling on the State Government to form a small business commission or create a small business minister role within the Government.

"We don't have a small business commissioner in Tasmania or a small business minister, which is unusual," she said.

"I would call on the State Government to invest a bit more in the establishment of some of the small business organisations that exist in other states.

"It's certainly sad to see that businesses aren't able to trade in those locations at Elizabeth St Mall but other areas are thriving."

60

But State Growth Minister Peter Gutwein said the Government was doing all it could to support businesses.

"Tasmania has had a Small Business Advocate since late last year who has been actively dealing with a number of businesses and industry organisations since then," he said.

The role of the Small Business Advocate is to create a more level playing field and help small businesses deal with larger businesses, State Government bodies and local councils including resolving disputes.

Last year, Cr Reynolds brought together a number of small, inner-city businesses to consider forming a group similar to Launceston's Cityprom.

Cityprom brings together 350 city retailers, professional offices and civic authorities in Launceston.

Cityprom director Andrew Pitt, who is also a director of Launceston Chamber of Commerce, said Hobart's lack of a collaborative group was hurting the city.

"There is a lot of value in having formal or informal, collaborations with other small businesses," he said.

"Retailers who find their own niche, develop a strong customer base and collaborate with other retailers are going to do better.

With the University of Tasmania spending nearly \$80 million on several properties in the Hobart CBD in the past four years alone, the make-up of stores in the city will change to suit demand, Mr Pitt says.

Lily & Dot owner Katinka Challen says empty shopfronts sent a negative message.

"If you're getting off a cruise ship and wandering through the CBD it doesn't say much for business confidence," she said.

"There needs to be a body that represents small businesses and traders."

The situation at Elizabeth St Mall contrasts with what is happening in midtown.

"The stores that are flourishing in our midtown strip are all independent, local retailers," Ms Challen said.

Alderman Simon Behrakis said the council could do a lot more to consult with small businesses in Hobart's CBD.



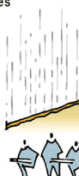

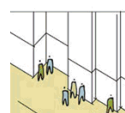







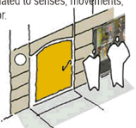
"I think it's time a group was formed to act as a conduit between the Hobart business community and the council," he said.

jim.alouat@news.com.au

In the news...

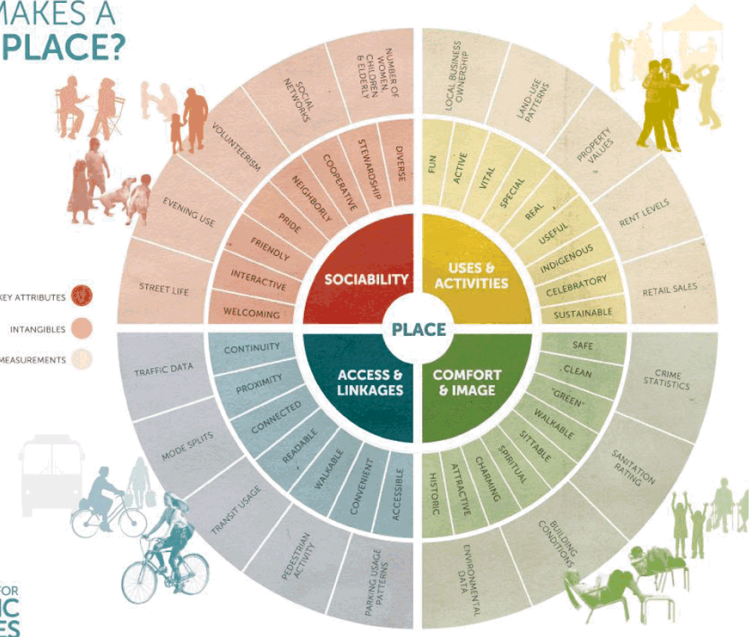


THE QUALITIES OF THE PEDESTRIAN ENVIRONMENT
KEYWORDLIST

P R O T E C T I O N	Protection against Vehicular Traffic <ul style="list-style-type: none">-Traffic accidents-Pollution, fumes, noise-Visibility 	Protection against Crime & violence (perceived safety) <ul style="list-style-type: none">- Lively / Active- Street life- Passive Surveillance- Overlapping functions in space and time 	Protection against unpleasant sensory experiences <ul style="list-style-type: none">- Wind / Draft- Rain / Snow- Cold / Heat- Pollution- Dust, Glare, Noise 
	Possibilities for WALKING <ul style="list-style-type: none">- Room for walking- Accessibility to key areas- Interesting facades- No obstacles- Quality surfaces 	Possibilities for Standing / Staying <ul style="list-style-type: none">- Attractive edges - "Edge effect"- Defined spots for staying- Objects to lean against or stand next to 	Possibilities for Sitting <ul style="list-style-type: none">- Zones for sitting- Maximize advantages - pleasant views, people watching- Benches for resting 
	Possibilities to See <ul style="list-style-type: none">- Distance to objects- Unhindered views- Interesting views- Lighting (when dark) 	Possibilities for Play / Recreation / Interaction <ul style="list-style-type: none">- Allowing for physical activity, play, interaction and entertainment- Temporary activities (markets, festivals, exhibitions etc.)- Optional activities (resting, meeting, social interaction) 	Day & Night Activity <ul style="list-style-type: none">- 24 hour city- Variety of functions throughout the day- Light in the windows (residences)- Mixed-use- Lighting in human scale 
C O M F O R T	Possibilities for HEARING / TALKING <ul style="list-style-type: none">- Low ambient noise level- Sitting arrangements conducive to communicating 	Possibilities for enjoying positive aspects of climate <ul style="list-style-type: none">- Sun / shade- Warmth / coolness- Breeze / ventilation 	Aesthetic quality / positive sensory experiences <ul style="list-style-type: none">- Quality design & fine detailing- Views / vistas- Trees, plants, water 
	Scale <ul style="list-style-type: none">- Dimensioning of buildings & spaces in observance of the important human dimensions related to senses, movements, size & behavior. 		
E N J O Y M E N T			

Ways to think - making good places

WHAT MAKES A GREAT PLACE?



Keywordlist concerning the quality of the pedestrian environment. If an analysis of a public space ends up with an yes to the 12 questions above - you have created a 100%s space.

ELIZABETH STREET RETAIL PRECINCT

Streetscape Upgrade Project

The City of Hobart is planning to improve the streetscape in Hobart's Midtown, which is the section of Elizabeth Street between the city centre and North Hobart.

It will be the fourth Hobart's local retail precinct to be rejuvenated. The Sandy Bay and Lenah Valley upgrades are complete and construction is now underway in New Town.

Elizabeth Street is an important walking and public transport corridor, a vibrant shopping precinct and increasingly, a home to students and others living in the city.

This project aims to make the street more inviting and accessible for everyone to enjoy and take pride in.



Photo: Natalie Mendham



Map of project area

PROJECT BACKGROUND

In spring 2015, the City of Hobart worked with consultants to identify and prioritise streetscape upgrades for five retail precincts across Hobart. Local traders staged pop-up events in main streets to trial traffic interventions and streetscape improvements. The communities had a lot of fun in the process.

In Midtown a concept plan was developed which recommended a range of different improvements to enhance the look and feel of the area.

The precinct has evolved since the 2015 concept. The area has transformed from a commercial precinct to a place where people live. Hundreds of

UTAS students live in the precinct and this number will grow in coming years. New shops, cafes and restaurants have appeared and the street is vibrant with nightlife in the evenings.

The 2015 plan will be updated in collaboration with stakeholders to ensure it meets the needs of the community.

In the project planning stage we will consider the possible futures of Elizabeth Street between Liverpool and Burnett Streets, however the budget allocation for the streetscape improvements will extend for around three blocks, likely to be between Melville and Warwick Streets.

TRANSFORMING
HOBART

For more information: yoursay.hobartcity.com.au/midtown



City of **HOBART**

PROJECT STAGES

The following stages will provide opportunities for everyone to get involved and stay informed.

STAGE 1: ISSUES AND VISION (March 2019)

Our focus is on listening and recording everyone's views. At the end of this stage we will have a thorough understanding of the range of issues and aspirations to be considered.

To help us understand the aspirations and priorities of all stakeholders and prepare a plan, we'd like to hear from people of all ages and life stages who live, work, study, operate a business or visit the local shops and services in the precinct.

HOW TO GET INVOLVED?

Community survey – Issues and Vision

Please complete a survey at yoursay.hobartcity.com.au/midtown.

Or, we can complete the survey for you over the phone **03 6238 2551**.

You can also request a printed copy and a reply paid envelope by calling **03 6238 2551** or complete a survey in person at the Customer Service Centre at 16 Elizabeth Street.

The survey will be open until 31 March.

Attend a vision workshop

Help determine the community's vision for the precinct.

- Wednesday 13 March, 6 – 9 pm, for traders and commercial operators
- Thursday 14 March, 6 – 9 pm, a community workshop open to everyone.

Venue: 157 Elizabeth Street, at the Open Standard café located on ground level of UTAS Melville Street apartments. Supper provided.

RSVP at yoursay.hobartcity.com.au/midtown or contact Carmen Salter at salterc@hobartcity.com.au or **03 6238 2564** by Friday 8 March 2019. Please let us know if you have any special dietary or access requirements. Wheelchair access is available from the western entrance.



We value everyone's opinion Photo: Natalie Mendham

PROJECT STAGES

STAGE 2: DIRECTIONS AND OPTIONS (April – May 2019)

In this stage council staff will work closely with a Project Action Team (PAT) made up of community stakeholders to develop a concept plan.

Join the Project Action Team

If you are passionate about Midtown and would like to help the City plan the upgrade, join the Project Action Team.

We are looking for community representatives of different ages and backgrounds, including people who work and live here.

The PAT will play a significant role in shaping the direction of the project. Participants will collaborate during a series of facilitated workshops to evaluate options and make recommendations to the Council for consideration.

The PAT will meet on 3 evenings and a Saturday, 2 April, 9 April, 30 April and 11 May. Meetings will not be scheduled during school or public holidays.

Food and refreshments will be provided. The City can cover some costs that may be a barrier to participation, such as taxi fares and childcare. Contact us to discuss any special needs you may have.

Interested?

Find out more and express your interest at:
yoursay.hobartcity.com.au/midtown
or call Project Manager Sarah Bendeich
on **03 6238 2551**.

STAGE 3: DRAFT CONCEPT (June – September 2019)

During this stage, subject to Council approval, a new draft streetscape concept design will be prepared.

The draft streetscape concept design will be presented to the community for comment in August 2019 and then refined in response to feedback and will be reported to the Council for approval (around September 2019).

STAGE 4: FINAL DESIGN AND PREPARATION FOR CONSTRUCTION (October 2019 – April 2020)

Once approvals have been granted, design will be finalised in preparation for construction commencing in 2020.



Photo: Natalie Mendham

SNAPSHOT OF PEOPLE MOVEMENT IN ELIZABETH STREET IN SEPTEMBER 2018*



6,403
PEDESTRIANS



139
BICYCLES



4,955 CARS
CARRYING

5,946 ↓ 
PEOPLE



LOTS OF
DOGS

136 TRUCKS



59 MOTORCYCLES



305 BUSES



CARRYING ↓
3,477
PEOPLE 

*The movement survey was conducted by Austraffic on Thursday 20 September, 6am-10pm
Calculations of people on buses based on estimates provided by Metro Tasmania, based on boarding data
Calculations of people in cars are based on a standard estimate of 1.2 people per car, rather than actual numbers

CONTACTS

To register your interest and find out more, visit yoursay.hobartcity.com.au/midtown.

Contact Project Manager Sarah Bendeich

Email: coh@hobartcity.com.au

Phone: 03 6238 2551

**6.2 Proposal for a Cooperative Research Centre - Waste and Plastic
Pollution**
File Ref: F18/86128; 2016-0192

Report of the Cleansing & Solid Waste Policy Coordinator, the Manager
Cleansing and Solid Waste and the Director City Amenity of 14 June
2019 and attachment.

Delegation: Council

REPORT TITLE: PROPOSAL FOR A COOPERATIVE RESEARCH CENTRE - WASTE AND PLASTIC POLLUTION

REPORT PROVIDED BY: Cleansing & Solid Waste Policy Coordinator
Manager Cleansing and Solid Waste
Director City Amenity

1. Report Purpose and Community Benefit

- 1.1. The purpose of this report is to detail how the Council could support the establishment of a Waste and Plastic Pollution, Cooperative Research Centre (CRC) in Hobart, as resolved by the Council at its meeting held on 4 June 2018.
- 1.2. There is currently no Cooperative Research Centre in Australian focussing on waste and plastic pollution.

This area is becoming an increasing global concern, particularly the impacts of micro-plastics on marine ecosystems and the uncertainty of flow on effects to human health.

2. Report Summary

- 2.1. The Australian Government Cooperative Research Centre (CRC) Program supports industry-led collaborations between industry, researchers and the community to improve the competitiveness, productivity and sustainability of Australian industries, and foster high quality research to solve industry-identified problems through collaborative research partnerships.
- 2.2. There are two grant programs offered, CRC grants with no funding limit and running for up to 10 years, while the CRC Projects (CRC-P) grants run up to 3 years with a maximum funding of \$3m.
- 2.3. The proposal to establish a waste and plastic pollution CRC in Hobart has received a positive response from other regional local government bodies of Tasmania, with the University of Tasmania and the CSIRO, also seeing merit in pursuing this further.
- 2.4. The City is communicating with the University of Tasmania, and other stakeholders including the CSIRO and IMAS to progress the submission of a CRC-P grant application for a Waste and Plastic Pollution CRC within Hobart.
- 2.5. It is proposed that the City continue to liaise with the University of Tasmania to progress an application for a Waste and Plastic Pollution Cooperative Research Centre (CRC) and contact the Local Government of Tasmania to encourage them to take a lead role together with UTAS and other stakeholders.

3. **Recommendation**

That the City continue to liaise with the University of Tasmania to progress an application for a Waste and Plastic Pollution Cooperative Research Centre (CRC) under the CRC-P Project Grant Program, funded by the Federal Department of Industry, Innovation and Science, and contact the Local Government of Tasmania to encourage them to take a lead role with this initiative.

4. **Background**

4.1. At the Council meeting of 4 June 2018, it was resolved that:

- 4.1.1. *A report be prepared detailing how the Council can support the establishment of a Waste and Plastic Pollution, Cooperative Research Centre (CRC) in Hobart, under the auspices of the University of Tasmania, IMAS or CSIRO;*
- 4.1.2. *The Council engage with the Vice Chancellor urging his support to fund a bid for a CRC focussing on solutions to the waste and plastic pollution crisis effecting local governments, industry, communities and marine environment, and;*
- 4.1.3. *The Council write to the three Tasmanian regional Local Government bodies and the State Government to ascertain interest in participating in a Cooperative Research Centre.*

4.2. The Department of Industry, Innovation and Science coordinates the national Cooperative Research Centre (CRC) Program, which supports collaborations between industry, researchers and the community. The program aims to:

- improve the competitiveness, productivity and sustainability of Australian industries, especially where Australia has a competitive strength and in line with government priorities
- foster high quality research to solve industry-identified problems through industry-led and outcome-focused collaborative research partnerships between industry entities and research organisations
- encourage and facilitate small and medium enterprise (SME) participation in collaborative research.

4.3. There are 2 levels of grant funding provided under the program

4.3.1. CRC grants

Providing access to unlimited grant funds for up to 10 years for collaborations to solve industry problems and improve the competitiveness, productivity and sustainability of Australian Industries.

4.3.2. CRC Project (CRC-P) grants

Providing access to up to \$3M in grant funds for collaborations to develop important new technologies, products and services.

- 4.4. Initial discussions with the University of Tasmania (UTAS) has indicated a willingness to further consider a collaboration for a waste and plastic pollution CRC.
- 4.5. UTAS has also contacted the CSIRO & IMAS, who are also supportive of progressing discussions, and a meeting of UTAS, CSIRO and the City will be held later this year.
- 4.6. UTAS has recently been involved in the successful submission of a CRC grant under the most recent round of funding - a \$70m CRC in aquaculture, marine renewable energy and marine engineering.
- 4.7. UTAS is a collaborator in the successful Round 6 CRC-P *Seaweed solutions for sustainable aquaculture* in collaboration with Tassal Group Limited, Deakin University, and Spring Bay Seafood Pty Ltd.

The project will develop a sustainable model that supports commercial seaweed production, including research to identify species, growing techniques, and bring together producers to ensure economic, environmental and societal benefits.

- 4.8. Advice from UTAS is that the CRC-P program offers an attractive way to access Commonwealth support to advance a program in line with Council's interests.

UTAS has had recent experience in both CRC and CRC-P bids, as such they are well placed to understand the time, effort, industry support, and complexity required in preparing bids under this commonwealth program, and identifying the right program to target, also noting that the CRC-P grants have received dedicated funding of \$20M for the next round in 2020.

- 4.9. The Waste and Plastic Pollution CRC-P project would be seeking support for a program of up to 3 years and \$3M.

Approved CRC-P projects must have at least two Australian industry organisation and one Australian research organisation.

Potential collaborators include, but would not be limited to, the City of Hobart, UTAS, IMAS, CSIRO, Veolia, SKM Recycling, Waste Management Association of Australia, Cleanaway, Visy Recycling, other local government organisations, the Local Government Association of Tasmania, and the State Government.

- 4.10. Human health factors such as bacteria and heavy metals are commonly reported and conveyed to the public through avenues such as the Derwent Estuary Program coordinated Beach Watch program, and public health alerts issued by DPIPWE such as the standing warning not to eat wild shellfish in Tasmania. There are no such systems in place for impacts of waste and plastic pollution.

- 4.11. The impacts of ingested plastics on fauna has been widely reported, however there is less knowledge in the field regarding the impacts on human health from consuming animals that have consumed micro-plastic.
- 4.12. The recent Senate Report into Waste and Recycling in Australia identified a need for more research and funding on issues such as sources and impacts of plastic pollution on the marine environment, and reform of the plastic waste industry to maximise resource recovery and minimise litter. However there is currently no Cooperative Research Centre for waste and plastic pollution.

Applications for the next round of CRC-P funding is scheduled for early 2020.

- 4.13. This proposal would also help address the current recycling crisis following global policy changes in recycling acceptance criteria, and progress circular economy processes to manage and reduce waste and pollution.

5. Proposal and Implementation

- 5.1. It is intended to encourage the preparation of a submission for a Waste and Plastic Pollution Cooperative Research Centre during next round of the CRC-P Program.
- 5.2. The City will contact the Local Government of Tasmania and encourage them to take a lead role in the progression of discussions with UTAS and other stakeholders.
- 5.3. As per part 3 of the Council resolution of 4 June 2018, the City wrote to the three regional Local Government Bodies and the State Government to ascertain their interest in and support for a Cooperative Research Centre, based in Hobart.

Positive responses were received from the Cradle Coast Authority and the Southern regional group, and the Northern group provided advice and comment on CRC's.

- 5.4. A written response is yet to be received from the State Government however informal feedback at a meeting with the Minister for Environment was that the Minister is generally supportive of the establishment of a CRC in Hobart.
- 5.5. The City has written to the Vice Chancellor of the University of Tasmania, urging his support for the development and funding of a bid for a CRC program.

UTAS has responded positively, and coordinated a group of collaborators to meet further to discuss progressing this matter.

- 5.6. UTAS has provided a preliminary paper prepared by a group of staff across UTAS and CSIRO, on the establishment of a plastic pollution and resource recovery CRC, provided to summarise some earlier thinking about the rationale for a CRC, included as **Attachment A**.
- 5.7. The aims of the CRC would be to:
- 5.7.1. Monitor the health of oceans by investigating the health of invertebrates, fish, birds and marine mammals as sentinels of oceanic plastic pollution.
 - 5.7.2. Measure the levels of contaminants in marine life, including micro plastics, pesticides, industrial chemicals, pharmaceuticals, hydrocarbons and heavy metals in invertebrates, fish, marine mammals and their habitat; and potential impacts on human health.
 - 5.7.3. Design and conduct research projects that broaden our concepts of ocean health, conservation science, and understanding of human impacts.
 - 5.7.4. Establish a network of collaborators to leverage capacity through existing ocean science research platforms in Australia and internationally (e.g. ships, field stations and specialised laboratories).
 - 5.7.5. Provide science content to educators, conservation managers and policy makers.
 - 5.7.6. Lead Australia's collaborative research efforts into building true 'circular economy'.
- This includes research, technology and project development to improve recycling and on shore reprocessing so waste materials are transformed into valuable new products, and working with industry to rethink and redesign towards waste free consumption and create alternatives to plastics.
- 5.8. The City will continue to discuss a collaboration with UTAS, CSIRO, and others to progress a submission for funding under the CRC-P program.

6. Strategic Planning and Policy Considerations

- 6.1. The creation of a Waste and Plastic Pollution Cooperative Research Centre aligns with the Cities Waste Management Strategy 2015-2030 and its aim of zero waste to landfill by 2030.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
- 7.1.1. No Impact.

7.2. Impact on Future Years' Financial Result

- 7.2.1. It is anticipated that there will be financial impacts associated with being a partner in a successful Cooperative Research Centre Project, that may include cash or in kind contributions.

8. Environmental Considerations

- 8.1. The establishment of a Waste and Plastic Pollution Cooperative Research Centre could impact positively on the environment, particularly the development of circular economy models leading to on-shore processing and re-use of resources.

The adverse impacts of plastics (& other waste) on marine life is significant, and a collaborative approach across industry, research and government sectors would provide benefits on a global scale.

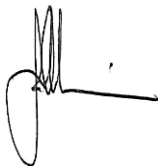
9. Marketing and Media

- 9.1. There is likely to be significant media interest should a Waste and Plastic Pollution CRC-P be established in Hobart.

10. Delegation

- 10.1. The matter is delegated to the Council.

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



Jeff Holmes
**CLEANSING & SOLID WASTE POLICY
COORDINATOR**



David Beard
**MANAGER CLEANSING AND SOLID
WASTE**



Glenn Doyle
DIRECTOR CITY AMENITY

Date: 14 June 2019
File Reference: F18/86128; 2016-0192

Attachment A: Preliminary Discussion Paper on a Waste and Plastic Pollution
CRC ↓

Establishing a Plastic Pollution and Resource Recovery CRC centred at the University of Tasmania

Background

One of the emerging global challenges of our time is oceanic plastic pollution. One of the key solutions to this problem is creating a 'circular economy' model of production and consumption to help mitigate the creation of this pollution. This was the key recommendation of the recent World Economic Forum report on the plastic economy.¹ This solution has also been identified in responses to the current 'recycling crisis' in Australia.

Recent inquiries undertaken by the Australian Senate have highlighted the need for more research and funding on: the sources and impacts of plastic pollution on the marine environment; and reform of plastic waste collection, sorting and reprocessing in Australia so as to reduce littering and improve resource recovery.² Submissions from industry, government, universities and civil society have highlighted the need for government to lead a collaborative approach to researching and implementing more sustainable management of plastic through the material economy.

Momentum and Timing: No better time than now to invest in a collaborative approach

The National Marine Science Plan³ identifies the impact of plastics and other contaminants as a significant challenge to the maintenance of biodiversity, conservation and ecosystem health. The Commonwealth Department of Environment and Energy is currently consulting on its threat abatement plan for marine debris and its recognised impact on threatened species.

In the broader political and socio-economic context, China's policy changes regarding imported waste material has thrown the Australian recycling industry into disarray. A cross-section of stakeholders are urging the Commonwealth Government to show leadership in establishing incentives for research and development on circular economy approaches to resource recovery, particularly in regards to plastic.

Given the unprecedented public interest in waste management and marine plastic pollution, contributed to by the ABC's *War on Waste* and David Attenborough's *Blue Planet* series, decision makers in government's are now more likely to prioritise problem solving and funding for solutions.

A Plastic Pollution and Resource Recovery CRC at the University of Tasmania

A number of researchers at IMAS are currently working on the impact of plastics and other contaminants on the marine environment. At various levels, they maintain close working relationships with peers in CSIRO, government and other research institutions nationally and internationally.

This CRC proposal would build off existing expertise and networks to facilitate and fund a national collaborative approach to plastic waste and pollution through. The aim of this CRC would be to:

- 1) Monitor the health of oceans by investigating the health of invertebrates, fish, birds and marine mammals as sentinels of oceanic plastic pollution.
- 2) Measure the levels of contaminants in marine life, including micro plastics, pesticides, industrial chemicals, flame retardants, pharmaceuticals, hydrocarbons and heavy metals in invertebrates, fish, marine mammals and their habitat; and potential impacts on human health
- 3) Design and conduct research projects that broaden our concepts of ocean health, conservation science, and understanding of human impacts
- 4) Establish a network of collaborators to leverage capacity through existing ocean science research platforms in Australia and internationally (e.g. ships, field stations and specialised laboratories).
- 5) Provide science content to educators, conservation managers and policy makers.
- 6) Lead Australia's collaborative research efforts into building true 'circular economy'. This includes research, technology and project development to improve recycling and on shore reprocessing so waste materials are transformed into valuable new products, and working with industry to rethink and redesign towards waste free consumption and create alternatives to plastics.

¹ World Economic Forum, *The New Plastics Economy: Rethinking the future of plastics*, January 2016

² See Senate Standing Committee on Environment and Communications: *The threat of marine plastic pollution in Australia*, April 2016; and *Waste and recycling industry in Australia*, current.

³ National Marine Science Committee, *National Marine Science Plan 2015-2025*, August 2015

6.3 Roads to Recovery (R2R) Forward Program - July 2019 to June 2024
File Ref: F19/68492; 16/293

Report of the Senior Road Asset Engineer, the Manager Roads and Environmental Engineering and the Director City Amenity of 13 June 2019 and attachments.

Delegation: Committee

**REPORT TITLE: ROADS TO RECOVERY (R2R) FORWARD PROGRAM
- JULY 2019 TO JUNE 2024****REPORT PROVIDED BY:** Senior Road Asset Engineer
Manager Roads and Environmental Engineering
Director City Amenity**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to provide the Council with a strategic overview of the Roads to Recovery Program, including its current and future programs.

2. Report Summary**Brief overview of the Roads to Recover Program**

- 2.1. The Roads to Recovery Program is an Australian Government initiative that has been in operation since December 2000.
- 2.2. The Program has been continually extended over the years, generally comprising of 3-5 year cyclic agreements. Funding amounts are allocated by the Australian Government across the States, then further distributed to Local road authorities.
- 2.3. The focus of the Program is both asset renewal of road infrastructure to ensure sustainability of the road network and improvements to road user safety.

Current Roads to Recovery Program

- 2.4. The current Roads to Recovery Program commenced in 2014, and will end 30 June 2019.
- 2.5. Program funding to the value of \$4,706,486 has been provided to the City over this five year period.
- 2.6. The Program's expenditure has successfully been utilised to both solely and jointly fund 13 major road renewal and safety upgrade related projects throughout the City.
- 2.7. A few key projects of the Program are outlined below:
- 2.7.1. Upgrade of Morrison Street between Elizabeth Street and Castray Esplanade, completed in 2014.

Largely based on improvements for pedestrian / cyclist access and safety; as well as streetscape amenity and asset replacement of the road surface.

- 2.7.2. Construction of the Sandy Bay Road cycleway between Marieville Esplanade and Channel Highway, completed in 2016.

This project included major resurfacing and other asset replacement components for footpaths and drainage; but primarily that of the dedicated bike lane and shared space delineation for cyclists through to the Channel Highway.

- 2.7.3. Improvements to Olinda Grove between Nelson Road and Onslow Place, completed in 2018.

The project included improvements to pedestrian safety through formalising new footpaths, bus stops and crossing points. Rehabilitation of the road pavement and drainage upgrades.

- 2.8. A further full listing of projects is marked as **Attachment A**.

Upcoming Roads to Recovery Program

- 2.9. The new five-year Roads to Recover Program will commence 1 July 2019, through to 30 June 2024.

- 2.10. The funding amount for this period is \$3,425,654, that includes \$685,131 of additional funding committed as part of the Australian Government's Road Safety Package, that relates to an initiative focusing on reducing the burden of road related trauma upon the community.

- 2.11. Current planned expenditure for the 2019-20 financial year is \$750,000, to be allocated to the Pinnacle Road guardrail upgrade, which will be jointly funded with the Council's road renewal budget.

This project will see replacement of the existing current poor condition wire rope barrier with a new compliant barrier system. The detailed design of the project is still currently being finalised, with construction planned to commence late 2019.

- 2.12. At this stage the 2020-21 road renewal program has not yet been finalised, as such the selection of valid roads to recovery project(s) for the Program has yet to occur.

It is expected that a draft 2020-21 road capital works program will be completed late 2019, with confirmation on the Roads to Recovery project occurring at that time.

3. **Recommendation**

That the report 'Roads to Recovery (R2R) Forward Program - July 2019 to June 2024' dated 11 June 2019, be received and noted.

4. **Background**

Overview of Roads to Recovery

- 4.1. The Roads to Recovery Program has been in operation since December 2000. This Program has provided an additional \$1.2B over the proceeding five year period through to 2005, for local government agencies across Australia to spend upon road infrastructure.
- 4.2. The Roads to Recovery Program has been continually extended since 2005, with varying Programs of both cost and duration pending the Government's commitment.
- 4.3. The funding allocation portion of the Program for Tasmania is 3.3%, distributed based on historical results using the Financial Assistance Grants (FAGs) identified for local roads and population and length of road under the control of the local authority, with each of these two statistics weighted equally.
- 4.4. The primary focus of the Program is to provide assistance to local government agencies in sustainably maintaining their road network to an acceptable level of service for the community.
- 4.5. The secondary focus of the funding is that of safety improvements for road users, generally implemented as part of the road renewal works.
- 4.6. Projects are selected by the Roads Asset Management Portfolio. Selection must ensure compliance with guideline eligibility criteria and in many cases coordinate funding with the road capital renewal budget of Council.

Project drawings / scopes are submitted to the Government for confirmation that the eligibility criteria has been met.

Historic Roads to Recover Programs

- 4.7. Year 2000 to 2005, total expenditure: \$1,708,429.
- 4.8. Year 2005 to 2009, total expenditure: \$2,398,986, expended across 21 various road infrastructure projects.

- 4.9. Year 2009 to 2014, total expenditure: \$2,811,924, expended across 18 various road infrastructure projects.
- 4.10. Note that the general trend of project expenditure has tracked towards larger scale road renewal projects with a safety improvement aspect as opposed to isolated standard resurfacing / pavement rehabilitation projects.

5. Strategic Planning and Policy Considerations

- 5.1. The Roads to Recovery Program relates to three strategic objectives of the Capital City Strategic Plan, as outlined below:

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

A key focus of the Program is to improve road user safety, which has been further reinforced by the recent additional funding injection to the Program by the Government, aimed at reducing road trauma effects upon the community.

This had led to numerous road safety improvement projects across Hobart's municipal area being completed over the lifespan of the Program(s); which will be continued as part of the upcoming Program.

- 5.1.2. Strategic Objective 2.1.6: Implement the Principal Bicycle Network

The Roads to Recover Program has provided crucial funding over the years for the implementation of the Hobart Regional Arterial Bicycle Network Plan, interlinked with road asset renewal projects that has laid the foundation for the current Principle Bicycle Network.

It is expected that the Program will continue to provide additional support to the implementation of the bicycle network for Hobart, where road asset renewal opportunities overlap.

- 5.1.3. Strategic Objective 2.2.2: Develop, manage and maintain the City's urban spaces and infrastructure.

The Program provides additional funding primarily aimed at ensuring the road authority is able to sustainably maintain their road infrastructure, and provide a level of service to the community that achieves the desired levels of both safety and accessibility.

6. Financial Implications

6.1. Funding Source and Impact on Current Year Operating Result.

6.1.1. No impact to the current financial year operating budget.

6.2. Impact on Future Years' Financial Result

6.2.1. At this stage the Roads to Recovery Program funding has been included in the upcoming 5 year capital works program funding projections.

6.2.2. The Program has also been included as part of the 20 year Long Term Financial Management Plan.

6.3. Asset Related Implications

6.3.1. Due to the projects associated with the Program generally involving some form of upgrade or new infrastructure, primarily to facilitate improvements to road user safety, there are some impacts to depreciation.

The Program is estimated to contribute an additional \$16,000 to annual depreciation, based on historic Program estimates.

7. Legal, Risk and Legislative Considerations

7.1. Program expenditure is reported quarterly to the Australian Government, to track progress against the Program, along with annual reporting, through their online infrastructure management system.

7.2. Signage audits are periodically undertaken by the Australian Government to confirm compliance with the eligibility criteria.

These are specific project based Roads to Recovery signage which must be displayed prior to the commencement of works, and for a minimum of one year following the completion of the project.

7.3. Expenditure relating to the Program is also audited annually by the Tasmanian Audit Office, to ensure it is in accordance with the expenditure criteria of the Roads to Recovery Program.

7.3.1. One of the key focuses of the Audit is to assess Council's total expenditure on road pavement infrastructure in comparison to a minimum threshold figure that would be expected for the network, based on its scale. This assessment is to demonstrate that the road authority is appropriately funding 'asset renewals' of road pavements and not substituting roads to recovery for their baseline renewal expenditure.

It should be noted that in recent years the baseline renewal expenditure has been close to this minimum threshold figure, and poses a risk to potentially losing the Program funding should additional cuts to the renewal budget for road infrastructure occur in the future.

- 7.3.2. The latest Audit was conducted during the 2017-18 financial year when the City was found to be acquitting the funds in accordance with the Program criteria.

8. Social and Customer Considerations

- 8.1. The Roads to Recover Program, aside from its safety improvements, has also led to enhancements to road user access and streetscape amenity.

Some prime example projects from the Program where positive feedback was obtained from the community as part of the current Program are listed below:

- 8.1.1. Morrison Street, access and amenity improvements for Hobart's waterfront area.
- 8.1.2. Implementation of the Sandy Bay Cycleway, relating to Hobart's Principle Bicycle Network.
- 8.1.3. Weerona Avenue, pedestrian access improvements, in close proximity to Mt Stuart Primary School.

It is expected that as the upcoming Program is further developed it will continue to provide these social benefits to the community.

9. Marketing and Media

- 9.1. Historically as part of the Roads to Recovery Program, projects have had marketing and media included, pending their scale and community benefit.
 - 9.1.1. It is expected that there will be media opportunities as part of the current financial year Program, relating to the upgrade of the Pinnacle Road Guardrail. The project team will remain in close contact with Council's Communications & Marketing team, as the project progresses, in order to confirm any marketing / media opportunities.
 - 9.1.2. The Government has raised interest in attending any planned official openings of Road to Recovery projects, as they may wish to be represented at these events.

10. Delegation

10.1. The matter is delegated to the Committee

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.



Robert Clifford
SENIOR ROAD ASSET ENGINEER



Mao Cheng
**MANAGER ROADS AND
ENVIRONMENTAL ENGINEERING**



Glenn Doyle
DIRECTOR CITY AMENITY

Date: 13 June 2019
File Reference: F19/68492; 16/293

Attachment A: Expenditure Report - Current Program (2018-19) ↓
Attachment B: Letter from Ministers - Roads to Recovery Allocation for 2019-20 to 2023-24 ↓
Attachment C: Australian Government's 2019-20 Budget Road Safety Announcement ↓



Australian Government
Department of Infrastructure,
Regional Development and Cities

Standard Expenditure Report for period to 31 Mar 2019 - Payment Approved
Last Update: 15 May 2019 by INTERNAL\OHolm
Hobart City Council

Sched ID	Work Location	Cost to RTR	Complete	Start Works	Complete Works	Funding Type	Cum Exp to Date	Forecast Exp Next Period
1	Sandy Bay Road, Sandy Bay - between Marieville Esplanade and Derwent Water - Sandy Bay Road, Sandy B	\$435,539	Yes	Jul 2014	Nov 2014		\$435,539	\$0
2	Strickland Avenue, South Hobart - between Huon Road and Inglewood Road (Other)	\$29,114	Yes	Jul 2014	Dec 2014		\$29,114	\$0
3	Morrison Street, Hobart City - Morrison Street - between Elizabeth Street and Brooke Street	\$104,796	Yes	Apr 2015	Jul 2015	JF	\$104,796	\$0
4	Sandy Bay Road, Sandy Bay - Sandy Bay Rd south of Wayne Ave extending south for approximately 2 kilo	\$801,000	Yes	Feb 2016	Nov 2016	JF	\$801,000	\$0
5	Sandy Bay Road, Sandy Bay - Sandy Bay Road between Quayle St and Princes St	\$175,904	Yes	Apr 2016	Jun 2017	JF	\$175,904	\$0
6	Morrison Street, Hobart City - from Brooke St extending approximately 160 metres south	\$497,000	Yes	Apr 2016	Nov 2016	JF	\$497,000	\$0
7	Lenah Valley Road, Lenah Valley - Lenah Valley Rd (bridge over New Town Rivulet) located between Ran	\$617,495	Yes	Jul 2016	Dec 2017		\$617,495	\$0
8	Olinda Grove, Mount Nelson - between Nelson Road and Onslow Place, Mount Nelson	\$562,859	Yes	Sep 2016	Aug 2018	JF	\$562,859	\$0
9	Weerona Ave, Mount Stuart - between Gillon Crescent and the Weerona Avenue cul-de-sac head.	\$255,051	Yes	Dec 2017	Mar 2018		\$255,051	\$0
10	Nelson Road, Mount Nelson - between chainage 270m to 730m measured from Richmond Parade	\$228,842	Yes	Dec 2017	May 2018		\$228,842	\$0
12	Mellifont Street, West Hobart - between Mount Stuart Road to Cato Avenue	\$550,465	Yes	Jan 2018	Apr 2018	JF	\$550,465	\$0
13	Newdegate Street, West Hobart - Mellifont Street to Lochner Street including Lochner Street junction	\$448,421	No	Mar 2019	May 2019	JF	\$448,421	\$0
Total All Projects:							\$4,706,486	\$0

Comment: Project No.13 - Newdegate Street (18/19) - Contract has been awarded, works will



Australian Government
Department of Infrastructure,
Regional Development and Cities

commence directly after the Easter period, April, 2019. Works are expected to be completed early in the near financial year, RTR funded portion will be completed within the current financial year (18/19).

Approved Payment

Date: **15 May 2019**

Amount Approved: **\$0**

Reason:



The Hon Michael McCormack MP

Deputy Prime Minister
Minister for Infrastructure, Transport and
Regional Development

The Hon Scott Buchholz MP

Assistant Minister for Roads and Transport
Federal Member for Wright

Ref: MS18-002602

Lord Mayor Ron Christie
Lord Mayor
Hobart City Council
GPO Box 503
HOBART TAS 7001

Dear Lord Mayor

We are writing to advise you of your Council's funding allocation under the Roads to Recovery Program from 1 July 2019 to 30 June 2024.

The Australian Government demonstrated its ongoing commitment to this important partnership with local government by removing the sunset clause for the Roads to Recovery program in the *National Land Transport Act 2014*; meaning no new legislation will be required for the continuation of the program.

In addition to our commitment to maintain Roads to Recovery funding at the current level of \$350 million per annum, the 2016 Budget announced that a further \$50 million per year will be provided ongoing. This brings total funding for the program to \$2 billion over the five years to 2023-24.

A total of \$65.1 million has been allocated to Tasmania, which has been divided between the councils in the State on the basis of the 2018-19 recommendations of the Local Government Grants Commission for the roads component of the Financial Assistance Grants. This methodology is consistent with the allocation of Roads to Recovery funding for previous programs.

Your Council's life of program allocation for the period 1 July 2019 to 30 June 2024 will be \$2,740,523. Councils will be able to enter projects for the new period of Roads to Recovery funding from 1 July 2019 and the first payment of the new program will be made in August 2019.

The program will continue to run under simple administrative arrangements with councils free to decide the projects to be funded. As per the current arrangements, projects funded under Roads to Recovery can be delivered as early as needed in the 5-year program life, subject to councils proactively identifying projects in line with their local priorities. You should contact the Department of Infrastructure, Transport, Regional Development and Cities as early as possible in the new financial year should you wish to accelerate your Roads to Recovery spending.

The Department will advise you of the formal funding conditions prior to the commencement of the new program life.

This funding will help councils target genuine road investments that will stimulate local employment and help get people home safer and sooner. Consistent with the Roads to Recovery Statement of Expectations launched last year, we would like to urge councils to focus their funding on projects that improve the safety and quality of their local road networks.

The Government is committed to using Federal funding to improve employment opportunities for Indigenous Australians and we ask for this consideration to be applied to projects using Roads to Recovery funding.

We would also like to take this opportunity to remind councils to allocate all 2018-19 Roads to Recovery funds to projects. You should also ensure that these projects are sufficiently advanced by the April 2019 quarterly reporting period so that all available 2018-19 funding can be paid out.

We look forward to continuing the successful relationship between the Australian Government and your council over the coming years.

Yours sincerely



Michael McCormack



Scott Buchholz



The Hon Michael McCormack MP

Deputy Prime Minister
Minister for Infrastructure, Transport and
Regional Development

The Hon Scott Buchholz MP

Assistant Minister for Roads and Transport
Federal Member for Wright

Lord Mayor Anna Reynolds
Hobart City Council
GPO Box 503
HOBART TAS 7001

Dear Mayor

**AUSTRALIAN GOVERNMENT'S 2019-20 BUDGET ROAD SAFETY
ANNOUNCEMENT**

We are writing to you in relation to the recently announced Local and State Government Road Safety Package and the Australian Government's focus on reducing the burden of road trauma on the community.

Road safety is everyone's responsibility and all levels of Government have a key role to play in delivering safer roads and vehicles. That is why the Australian Government will deliver an additional \$2.2 billion in road safety funding from 2019-20 through the Local and State Government Road Safety Package.

Local governments are the primary beneficiaries of this initiative, with \$1.1 billion of the additional funding being provided directly to councils under the Roads to Recovery Program. Councils were advised of their original Roads to Recovery allocation for the 2019-20 to 2023-24 period in December 2018 and the additional funding means that your council's allocation for this period will increase by \$685,131 to \$3,425,654.

The Government's Statement of Expectations for the Roads to Recovery Program, which was released by the then Minister for Infrastructure and Transport, the Hon Darren Chester MP, urged local councils to focus on improving road safety outcomes when undertaking local road upgrades, whilst maintaining each council's discretion to select projects according to local priorities. We take this opportunity to reiterate the Government's strong desire that, when selecting projects, councils consider the likelihood they will reduce fatalities and serious injuries. A copy of the Statement of Expectations, a Fact Sheet on the Government's road safety initiatives and of the recently determined Funding Conditions for the 2019-20 to 2023-24 period are attached.

The Government's Road Safety Package also includes an additional \$550 million for the Black Spot Program, \$275 million for the Heavy Vehicle Safety and Productivity Program, \$275 million for the Bridges Renewal Program and new funding under the Heavy Vehicle Safety Initiative. Local government has already benefitted significantly from funding under these programs and we look forward to continuing to work together with councils to improve road safety through these successful existing programs.

The Government is also taking action to deliver safer roads through a variety of other initiatives, including establishing a new Office of Road Safety, which will work closely with states, territories, local government, and road safety stakeholders on key road safety priorities.

There is a continuing commitment to improving the safety of new drivers through the Keys2drive program, continuing funding to the Australasian New Car Assessment Program to encourage the purchase of safer vehicles and an ongoing commitment to safer vehicle design through rigorous and globally harmonised Australian Design Rules.

In the 2019-20 Budget, the Australian Government is providing \$2.6 million to the Australian Road Research Board (ARRB) and \$8 million over two years to the National Heavy Vehicle Regulator, to make professional expertise more readily available to local governments, helping them better understand and assess their road assets. Specific guidance material will be provided to local governments free of charge, and specialist tools will be made available for road assessments. This will support local governments to improve overall road asset management, predictive maintenance and network planning, leading to improved safety and productivity outcomes.

In addition, to provide broader support for the important work councils do, the 2019-20 Budget also allocates \$2.6 billion to local councils through the Financial Assistance Grant program. The Government's Budget proposes to bring forward fifty per cent of this funding for early payment in the 2018-19 financial year. This cash injection of \$1.3 billion will give councils immediate use of these funds in the 2018-19 financial year.

Should you require any further information, the relevant contact officers in my Department are Ms Nicole Spencer (nicole.spencer@infrastructure.gov.au) in relation to AARB and the National Heavy Vehicle Regulator or Mr Greg Moxon (greg.moxon@infrastructure.gov.au) in relation to the Local and State Government Road Safety Package.

By partnering with local councils we are harnessing the best available local knowledge to fix the local roads which need it and help people get home sooner and safer

Yours sincerely


Michael McCormack


Scott Buchholz

Enc



Australian Government

National Land Transport Act 2014

ROADS TO RECOVERY FUNDING CONDITIONS 2019

I, **MICHAEL MCCORMACK**, Minister for Infrastructure, Transport and Regional Development, determine the following conditions under section 90(1) of the *National Land Transport Act 2014*.

Dated: 19 March 2019

Michael McCormack
Minister for Infrastructure, Transport and Regional Development

Part 1:Preliminary**Name of Determination**

- 1.1 This Determination is the *Roads to Recovery Funding Conditions 2019*.

Commencement

- 1.2 This Determination commences on the day after registration.

Application

- 1.3 The conditions in this Determination apply to payments under Part 8 of the Act for the Roads to Recovery funding period.

Note: The term 'Roads to Recovery funding period' in this Determination refers to the period commencing on 1 July 2019 and ending on 30 June 2024.

Definitions

- 1.4 In this Determination, unless the contrary intention appears:

Chief Executive Officer, in relation to a funding recipient, means the Chief Executive Officer or equivalent office holder of the funding recipient;

funded project means a project in respect of which a Roads to Recovery payment has been received;

funding recipient means a person or body that is to receive or has received a Roads to Recovery payment;

old conditions means the conditions determined under section 90(1) of the Act that apply to payments under Part 8 of the Act for the funding period starting on 1 July 2014 and ending on 30 June 2019;

own source funds, in respect of a funding recipient, means funds available to the funding recipient other than funds provided by the Commonwealth, a State or Territory government or by the private sector for specific projects;

own source expenditure means the amount spent from a funding recipient's own source funds;

relevant documents means, in relation to a funding recipient, documents relating to Roads to Recovery payments received by the funding recipient, including documents relating to projects in respect of which Roads to Recovery payments were spent and documents relating to expenditure by the funding recipient on the construction and/or maintenance of roads, whether out of Roads to Recovery payments or otherwise;

reference amount applicable to a funding recipient means the reference amount applicable to the funding recipient on 30 June 2019 under the old conditions;

Roads to Recovery funding period means the Roads to Recovery funding period specified in the *Roads to Recovery List 2019*;

Note: The Roads to Recovery funding period specified in the *Roads to Recovery List 2019* is the period commencing on 1 July 2019 and ending on 30 June 2024.

Roads to Recovery List means the *Roads to Recovery List 2019* determined under subsection 87(1) of the Act on 31 October 2018;

Roads to Recovery payment means a payment of Commonwealth funds provided under Part 8 of the Act for the Roads to Recovery funding period;

Signage Guidelines means the document entitled 'Signage Guidelines', which has been made available to funding recipients by the Department, and any later amendment or replacement of that document by the Department;

small funded project means a project relating to the construction and/or maintenance of roads, the total cost of which is, or is expected to be, less than \$10,000;

the Act means the *National Land Transport Act 2014*.

- 1.5 Terms that are defined in the Act have the same meaning in this Determination.

Part 2: Conditions relating to expenditure of payments

- 2.1 A funding recipient must ensure that Roads to Recovery payments are:
- (a) spent only on the construction and/or maintenance of roads; and
 - (b) spent only on projects which are identified in the works schedule submitted by the funding recipient in accordance with Part 5; and
 - (c) spent only on work on projects which are in progress on or after 1 July 2019 and for which payment is required on or after 1 July 2019; and
 - (d) not spent on meeting any part of a price paid by the funding recipient for a supply acquired by the funding recipient where:
 - (i) the supply is a supply within the meaning of the *A New Tax System (Goods and Services Tax) Act 1999*; and
 - (ii) the part of the price represents the amount of GST payable on the supply by the entity which is making or which made, the supply.

Note: The terms 'road', 'construction' and 'maintenance' are defined in section 4 of the Act. The Department has issued Guidelines which give a more detailed explanation of these terms.

- 2.2 If:
- (a) the Commonwealth has specified that a Roads to Recovery payment is to be spent in relation to:
 - (i) a particular project in Western Australia involving the construction and/or maintenance of bridges; or
 - (ii) a particular project in Western Australia involving the construction and/or maintenance of Aboriginal access roads; and
 - (b) the project does not proceed or the project costs the funding recipient less than the amount of the Roads to Recovery payment; and
 - (c) the funding recipient wishes to spend the unspent amount of the Roads to Recovery payment on another project relating to the construction and/or maintenance of roads;

then the funding recipient must first obtain the approval of the Department for the expenditure of the unspent amount on the other project, and the other project must be included in the funding recipient's works schedule.

- 2.3 A funding recipient must ensure that each Roads to Recovery payment is spent within six months of receipt of the payment.

Note: The Minister has the power under section 91 of the Act to exempt a funding recipient from a condition.

- 2.4 A funding recipient must spend all Roads to Recovery payments it receives by 31 December 2024.
- 2.5 If a funding recipient receives an amount as interest in respect of a Roads to Recovery payment in one financial year, the recipient must spend an amount equal to that amount on the construction and/or maintenance of

roads in the next financial year and must be able to demonstrate that it has done so. This condition does not apply to funding recipients which are to receive total funding of less than \$1.25 million according to the Roads to Recovery List.

Note: Interest earned in respect of a Roads to Recovery payment is own source funds for the purposes of Part 3.

- 2.6 If a funding recipient distributes Roads to Recovery payments which it receives to local government authorities for expenditure by those authorities on the construction and/or maintenance of roads, the funding recipient must ensure that the authorities are subject to the same obligations in respect of those payments as those to which the funding recipient is subject under clause 5.8 and Part 6.

Part 3: Own source roads expenditure obligation

- 3.1 Subject to clause 3.2, for each financial year in which a funding recipient receives, spends or retains any amount of a Roads to Recovery payment, the funding recipient must spend on the construction and/or maintenance of roads an amount of own source funds equal to or greater than the reference amount applicable to the funding recipient.
- 3.2 If a funding recipient does not fulfil the condition in clause 3.1 for a financial year, but the average expenditure of its own source funds in that year and the previous financial year, or in that year and the two previous financial years, exceeds the reference amount applicable to the funding recipient, the funding recipient is taken to have fulfilled the condition in clause 3.1 in respect of the first-mentioned financial year.

Part 4: Public information conditions

- 4.1 In all formal public statements, media releases or statements, displays, publications and advertising generated by a funding recipient relating to a funded project, the funding recipient must acknowledge and give appropriate recognition to the contribution of the Australian Government to that project.
- 4.2 If a funding recipient proposes to issue any media release relating to a funded project, the funding recipient must consult with and obtain approval of the proposed release from the Department.
- 4.3 Subject to clause 4.4, a funding recipient must ensure that signs are erected for each funded project, other than small funded projects, at the time work on the project commences, as follows:
- (a) except where the funded project relates to a cul-de-sac or a one-way road, one sign must be erected at the place where the funded project starts, and one sign must be erected at the place where the funded project ends. Where the funded project relates to a cul-de-sac, one sign must be erected at the entrance to the cul-de-sac. Where the funded project relates to a one-way road, one sign must be erected at the place where the project begins.
 - (b) all signs must be erected in a prominent but safe position facing oncoming traffic, in any event so that they are plainly visible to passing motorists;

- (c) signs erected as required by this clause must have greater prominence, in size and frequency and visibility, than any other signs which relate to the funded project or which are erected in the immediate vicinity of the funded project.
- 4.4 The signs erected for a funded project must be in the form (including size and content) specified in the Signage Guidelines.
- 4.5 A funding recipient must ensure that all signs erected as required by these conditions remain in place for the duration of the project to which they relate and for a minimum period of one year commencing on the day on which the project is completed.
- 4.6 If a funding recipient proposes to hold an opening ceremony in relation to a funded project, the funding recipient must inform the Department of the proposed ceremony at least two weeks before the proposed ceremony is to be held, and provide details of the proposed ceremony, including proposed invitees and order of proceedings. If requested by the Department, the funding recipient must arrange a joint Australian Government/funding recipient opening ceremony.
- 4.7 If requested by the Minister, a member of the Minister's staff or the Department, a funding recipient must invite and, if the invitation is accepted, arrange for an Australian Government representative (nominated by the Minister or a member of the Minister's staff) to participate in any opening ceremony which the funding recipient proposes to hold in relation to a funded project.

Part 5: Conditions relating to planning and reporting**Works schedule**

- 5.1 A funding recipient must prepare and submit, as soon as practical after 1 July 2019, but in any event prior to the time the recipient submits its first quarterly report under clause 5.7 or clause 5.8, a works schedule to the Department in the manner and form specified by the Department.
- 5.2 Subject to clause 5.3, a funding recipient must ensure that its works schedule:
 - (a) specifies each project on which the funding recipient proposes to spend, on or after 1 July 2019, Roads to Recovery payments received by the funding recipient;
 - (b) specifies each project which has been completed and for which Roads to Recovery payments were received;
 - (c) specifies the location of each project (other than small funded projects) specified in the works schedule by means including data for use in a Geographical Information System in the manner and form required by the Department;
 - (d) includes a description of each project specified in the works schedule and the funding recipient's reason for undertaking the project;
 - (e) specifies the estimated start and completion date for each project specified in the works schedule;
 - (f) specifies the estimated total amount of Roads to Recovery payments to be spent on each project specified in the works schedule;

- (g) in relation to projects specified in the works schedule not funded wholly from Roads to Recovery payments or other Australian Government payments, specifies the estimated total cost of the project, excluding GST;
 - (h) specifies the main expected outcome from each project; and
 - (i) for a completed project, specifies whether or not the expected outcome was achieved.
- 5.3 Funding recipients may group a series of small funded projects of the same or similar nature in their works schedules as one 'group project'. In these circumstances, the funding recipient must ensure that its works schedule includes the following details:
 - (a) a general description of each group project;
 - (b) the location and cost (excluding GST) of each small funded project in each group;
 - (c) the amount of Roads to Recovery payments to be expended on each group project;
 - (d) in relation to each group project, the estimated start date of the first of the small funded projects in the group project to begin and the scheduled completion date of the small funded project in the group expected to be completed last;
 - (e) specifies the main expected outcome from each group project; and
 - (f) for a completed group project, specifies whether or not the expected outcome was achieved.
- 5.4 Only projects in respect of which the funding recipient proposes to expend Roads to Recovery payments on or after 1 July 2019 may be included in the works schedule.
- 5.5 If the Department provides details of, and access to, the Department's secure Roads to Recovery website, a funding recipient must submit its works schedule to the Department electronically by using that website. However, if a funding recipient is not able to access the website, it may submit its works schedule in some other form agreed by the Department.
- 5.6 A funding recipient must keep its works schedule current and submit an updated works schedule to the Department immediately prior to preparing each quarterly report.

Quarterly reports

- 5.7 A funding recipient may, for each project in its works schedule, submit a report by 31 July 2019, in the form specified by the Department, which specifies the amount of Roads to Recovery payments which the funding recipient intends to spend on the project in the quarter 1 July 2019 to 30 September 2019.
- 5.8 Where a funding recipient wishes to receive a Roads to Recovery payment in a particular quarter (other than the first quarter in the Roads to Recovery funding period), it must submit a quarterly report in the form specified by the Department:
 - (a) in respect of the quarter 1 January to 31 March: by the following 30 April;

- (b) in respect of the quarter 1 April to 30 June: by the following 31 July;
- (c) in respect of the quarter 1 July to 30 September: by the following 31 October;
- (d) in respect of the quarter 1 October to 31 December : by the following 15 February.

Example: Where a funding recipient wants to receive a Roads to Recovery payment in the quarter 1 October to 31 December 2019, it must submit a quarterly report in respect of the previous quarter (1 July to 30 September 2019) and that report must be submitted by 31 October 2019.

Note: Where a funding recipient does not wish to receive a Roads to Recovery payment during a particular quarter, it is not required to provide a quarterly report in respect of the previous quarter. However, it is strongly encouraged to do so, to enable the Department to monitor progress on individual projects.

- 5.9 The funding recipient must in each quarterly report submitted specify in respect of each project:
- (a) the amount of Roads to Recovery payments spent during the period commencing on 1 July 2019 and ending on the last day of the quarter to which the quarterly report relates; and
 - (b) the amount of Roads to Recovery payments which the funding recipient intends to spend on that project in the following quarter.
- Note: The figures in the quarterly reports should be prepared on an accrual basis.

Part 6: Accountability

- 6.1 A funding recipient must properly account for Roads to Recovery payments.

Annual report

- 6.2 For each financial year in the Roads to Recovery funding period, the Chief Executive Officer of the funding recipient must give to the Department by 31 October after the end of the financial year:
- (a) a written financial statement of the Chief Executive Officer in the form specified by the Department as to:
 - (i) the amount of Roads to Recovery payments which remained unspent from the previous financial year;

Note: This amount is to be shown in column 1 of the Chief Executive Officer's financial statement as 'Amount brought forward from previous financial year'.

 - (ii) the amount of Roads to Recovery payments received by the funding recipient in the financial year to which the statement relates;
 - (iii) the amount of Roads to Recovery payments available for expenditure by the funding recipient on the construction and/or maintenance of roads in that year;

- (iv) the amount spent by the funding recipient during that year out of Roads to Recovery payments available for expenditure by the funding recipient during that year;
- (v) the amount (if any) retained at the end of that year by the funding recipient out of Roads to Recovery payments available for expenditure by the funding recipient during that year and which remained unspent at the end of that year; and

Note: This amount is to be shown in column 5 of the Chief Executive Officer's financial statement as 'Amount carried forward to next financial year'.

- (vi) the amount of own source expenditure on roads expended by the funding recipient during the year to which the statement relates.

Note: The figures in the Chief Executive Officer's financial statement should be calculated on an accrual basis.

- (b) a report in writing and signed by an appropriate auditor stating whether, in the auditor's opinion:
 - (i) the Chief Executive Officer's financial statement is based on proper accounts and records; and
 - (ii) the Chief Executive Officer's financial statement is in agreement with the accounts and records; and
 - (iii) the expenditure referred to in subparagraph (a)(iv) has been on the construction and/or maintenance of roads; and
 - (iv) the amount certified by the Chief Executive Officer in the Chief Executive Officer's financial statement as the funding recipient's own source expenditure is based on, and in agreement with, proper accounts and records.

Note: The term 'appropriate auditor' is defined in the Act.

Other annual report requirements

- 6.3 For each financial year in which a funding recipient receives, spends or retains any Roads to Recovery payment, the Chief Executive Officer of the funding recipient must give to the Department by 31 October after the end of the financial year a report in the form specified by the Department which includes a statement as to whether:
- (a) Roads to Recovery payments received during the financial year which have been spent by the funding recipient have been spent on the construction and/or maintenance of roads;
 - (b) the funding recipient has fulfilled its obligation under Part 3 for the financial year (the own source roads expenditure obligation);
 - (c) the funding recipient has fulfilled its obligations under Part 4 during the financial year (the public information conditions);
 - (d) the funding recipient has otherwise fulfilled the conditions in this Determination during the financial year; and
 - (e) summarises and describes the outcomes achieved during the financial year with those Roads to Recovery payments received during the financial year.

Note: Where a funding recipient does not receive, spend or retain any Roads to Recovery payments in a financial year, the funding recipient must still provide a report in the form set out in Part 1 of the annual report.

- 6.4 Despite paragraphs (b), (c) and (d) of clause 6.3, the report referred to in that clause is not required to state whether the funding recipient complied with a condition in this Determination from which the funding recipient was exempt during the financial year.

Note: The Minister has the power under section 91 of the Act to exempt a funding recipient from a condition and, if considered appropriate, to impose a replacement condition on the funding recipient.

- 6.5 If the funding recipient was exempt from a condition in this Determination during the financial year, the report referred to in clause 6.3 must:
- (a) identify the condition from which the funding recipient was exempt;
 - (b) set out any replacement condition that the funding recipient was required to fulfil during the financial year; and
 - (c) state whether the funding recipient fulfilled the replacement condition.

Part 7: Other accountability requirements

- 7.1 A funding recipient must create and keep accurate and comprehensive records relating to Roads to Recovery payments it has received after 1 July 2019 and retain those records for a minimum of seven years.
- 7.2 A funding recipient must allow Australian Public Service employees or persons nominated by the Commonwealth to inspect, on request:
- (a) work on projects being undertaken by the funding recipient which are funded by Roads to Recovery payments; and
 - (b) any or all of the records referred to in clause 7.1.
- 7.3 A funding recipient must, when requested to do so by the Department, provide, in the manner and form requested by the Department:
- (a) copies of any or all of the records referred to in clause 7.1; and
 - (b) photographs of projects completed using Roads to Recovery payments.

Part 8: Non-compliance with conditions

- 8.1 If the Secretary or a delegate of the Secretary notifies a funding recipient in writing that the Secretary is satisfied that the funding recipient has, in relation to a Roads to Recovery payment, failed to comply with the Act or to fulfil any of the conditions in this Determination, the funding recipient must repay to the Commonwealth an amount equal to so much of the payment as the Secretary or delegate specifies in the notice.
- 8.2 Clause 8.1 does not apply in relation to a failure to fulfil a condition during a period when the funding recipient was exempt from the condition.
- Note: The Minister has the power under section 91 of the Act to exempt a funding recipient from a condition and, if considered appropriate, to impose a replacement condition on the funding recipient.
- 8.3 If the Secretary or a delegate of the Secretary notifies a funding recipient in writing that the Secretary is satisfied that the funding recipient has, in

relation to a Roads to Recovery payment, failed to fulfil any replacement condition that the funding recipient was required to fulfil, the funding recipient must repay to the Commonwealth an amount equal to so much of the payment as the Secretary or delegate specifies in the notice.

Part 9: Compliance with other laws

Building Code

- 9.1 A funding recipient that spends a Roads to Recovery Payment on building work described in Schedule 1 to the Building Code must:
- (a) if the building work is carried out by the funding recipient—comply with the Building Code to the extent that the Building Code binds the funding recipient; and
 - (b) if the building work is carried out by a building contractor—take all reasonable measures to ensure that the building contractor complies with the Building Code.

- 9.2 In clause 9.1:

Building Code means the *Code for the Tendering and Performance of Building Work 2016*, as in force from time to time;

building contractor has the same meaning as in the *Building Code*;

building work has the meaning given by section 6 of the *Building and Construction Industry (Improving Productivity) Act 2016*.

Note: The Building Code applies to construction projects indirectly funded by the Australian Government through grant or other programs where:

- the Australian Government funding contribution to the project is at least \$5 million and represents at least 50 per cent of the total construction project value; or
- the Australian Government funding contribution to the project is \$10 million or more.

For further information on the Building Code, refer to:
<https://www.abcc.gov.au/building-code> or contact the Building Code Hotline on 1800 003 338.

Australian Government Building and Construction OHS Accreditation Scheme

- 9.3 A funding recipient that spends a Roads to Recovery Payment on building work to which subsection 43(4) of the *Building and Construction Industry (Improving Productivity) Act 2016* applies must not enter into a contract for the building work with a builder who is not an accredited person.

- 9.4 In clause 9.3:

accredited person has the meaning given by section 5 of the *Building and Construction Industry (Improving Productivity) Act 2016*;

builder has the meaning given by subsection 43(8) of the *Building and Construction Industry (Improving Productivity) Act 2016*;

building work has the meaning given by section 6 of the *Building and Construction Industry (Improving Productivity) Act 2016*;

Note: Under the *Building and Construction Industry (Improving Productivity) Act 2016* and the *Building and Construction Industry (Consequential and Transitional Provisions) Act 2016*, Australian Government agencies can only fund building work when, subject to certain value thresholds, an accredited builder is engaged as the head contractor. This scheme, known as the Australian Government Building and Construction OHS Accreditation Scheme (the Scheme), extends to building work that is indirectly funded by the Australian Government.

For further information on the Scheme, refer to:
<http://www.fsc.gov.au/sites/fsc/needaccredited/accreditationscheme/pages/theaccreditationscheme> or contact the Federal Safety Commissioner Assist Line on 1800 652 500.

9.5 Funding recipients are required to comply with all other relevant laws.

Note: For example, projects on which Roads to Recovery payments are spent must adhere to Australian Government environment and heritage legislation including the *Environment Protection and Biodiversity Conservation Act 1999*. Construction cannot start unless the relevant obligations are met.

The Department strongly recommends that, before starting an environmental study for a project, proponents contact the Australian Government Department of the Environment (<http://www.environment.gov.au/epbc/index.html>). They can provide advice about Australian Government requirements and ensure that the Australian Government's legislative requirements are properly addressed by the study. This will reduce the likelihood of cost and time delays before construction can commence.

Funding recipients must also meet other statutory requirements where relevant. These may include, but are not limited to:

- Native title legislation;
- State government legislation - for example, environment and heritage; and
- Local government planning approvals.

Part 10: Transitional provisions

- 10.1 A funding recipient that received a payment under Part 8 of the Act for the funding period starting on 1 July 2014 and ending on 30 June 2019 is not eligible to receive any Roads to Recovery payment after 31 October 2019 if the funding recipient has not given to the Department all of the annual reports that the funding recipient is required to give under the old conditions.



The Hon Darren Chester MP
Minister for Infrastructure and Transport
A/g Minister for Regional Development
A/g Minister for Local Government and Territories
Deputy Leader of the House
Member for Gippsland

ROADS TO RECOVERY STATEMENT OF EXPECTATIONS

The Roads to Recovery (R2R) Program makes a valuable contribution to safety, economic and social outcomes in communities through supporting maintenance of the nation's local roads.

In the 2016-17 Budget, the Australian Government took a decision to provide an additional \$50 million on an ongoing basis to the R2R Program from 2019-20, to bring the annual allocation to \$400 million across all councils in Australia.

The Government also ensured that the R2R Program did not contain a sunset clause under the *National Land Transport Act 2014*, safeguarding the continuation of this important program.

1,300 people died on Australian roads last year and the Australian Government has been working closely with all levels of government to develop a strategy to reduce fatalities and serious injuries on our roads.

The current National Road Safety Strategy 2011-2020 sets out a plan using the safe system approach, safer vehicles, safer speeds, safer people and safer roads to reduce fatal and serious injury crashes by at least 30 per cent. This approach calls for a holistic view of the road transport system and the interactions among roads and roadsides, travel speeds, vehicles and road users.

Unfortunately, after a decade of good results, the trend over the last two years has been going in the wrong direction.

In reviewing the outcomes of the R2R Program, I am pleased to see that 27 per cent of funding received by councils has been spent on road safety across the life of the current program. A further 34 per cent of spending has been to maintain the road asset, which also has safety benefits.

There is a considerable body of knowledge that indicates that well-designed road improvements reduce the rate of road crashes and serious injuries.

A study of the Australian Government's Black Spot Program in 2012 examined the crash reduction benefits of a variety of road treatments based on a sample of 1,599 projects across the country.

The Bureau of Infrastructure, Transport and Regional Economics estimated that the Black Spot Program is reducing fatal and casualty crashes in total at treated sites by 30 per cent.

The study found that roundabouts are the most effective treatment, reducing casualty crashes by over 70 per cent. Providing new traffic signals and altering the traffic flow direction are the next most highly effective treatments for most severity levels, reducing crashes by more than 50 per cent.

We do not have the same level of information to be able to assess the benefits of the R2R Program.

I would like to work with local councils to ensure that the R2R Program is delivering the best possible outcomes in the area of road safety. When selecting projects, I would urge councils to consider the likelihood that the selected project will reduce fatalities and serious injuries in crashes.

It may be that projects that may not have been able to be funded under State or Federal Black Spot programs could be delivered under the R2R Program.

In terms of road maintenance projects, improving the quality of the road asset through re-sheeting and resealing will have stronger safety outcomes than simply maintaining the quality through routine road maintenance.

I note that pedestrian and cycling facilities associated with a road can be funded under R2R. I do not propose to change the eligibility criteria, but ask that such projects are only prioritised if their specific aim is to improve safety for vulnerable road users.

Councils could consider pooling R2R funding or Financial Assistance Grants to prioritise and jointly improve the quality of roads in a region with a known crash record. Similar to the greater adoption of asset management plans, councils could draw up road safety plans on a network basis in conjunction with neighbouring councils.

I have asked my Department to improve the reporting of safety and other outcomes from the R2R Program and I would like councils to provide additional information on the benefits and outcomes of each project. I encourage you to evaluate the projects completed and how they have benefitted the local network and community (for example, crash reductions or travel efficiencies), to assist us to better monitor and evaluate the program. I ask that this information be provided as part of the annual reporting from councils. My Department will inform councils of new reporting templates that will need to be completed as a condition of funding release for future years.

I am also requesting councils provide the Department with more regular updates on the status of projects which are receiving funding under R2R. I know previously some councils have informed us once works have been completed rather than before they have begun. I would like councils to inform us of every project which will receive R2R funding before they commence work on them and update us on their progress each quarter. A higher level of

engagement than we have previously requested will allow both of us to benefit by keeping the local community informed of works underway.

The Commonwealth Government is committed to using Federal funding to improve employment opportunities for Indigenous Australians and I ask for this consideration to be applied to projects using R2R funding.

Lastly, I invite councils to write to me with ideas of how all levels of government could be improving road safety and the outcomes from the considerable investment we all make in the country's roads.

DARREN CHESTER

7 November 2017



Australian Government

Department of Infrastructure, Regional Development and Cities

BUDGET 2019: Factsheet

FACTSHEET

Road Safety Package

The Australian Government is determined to improve the safety of people on our roads by introducing new national initiatives and investing an additional \$2.2 billion through a package of road safety measures:

- establishing an Office of Road Safety to provide a national point of leadership on key road safety priorities and deliver new programs such as a \$12 million Road Safety Innovation Fund and \$4 million Road Safety Awareness and Enablers Fund providing grants for road safety awareness, education and collaboration initiatives;
- a Local and State Government Road Safety Package, including:
 - an additional \$1.1 billion for the Roads to Recovery Program, which supports investment in road maintenance and safety
 - an additional \$550 million for the Black Spot Program, which targets known high-risk locations and reduces on average serious crashes by 30 per cent
 - an additional \$275 million for the Heavy Vehicle Safety and Productivity Program to improve the safety and efficiency of heavy vehicle operations
 - an additional \$275 million for the Bridges Renewal Program to fund the replacement of bridges to make roads safer by reducing travel times
- \$2.6 million to support local governments to better manage the safety and maintenance of their road infrastructure networks;
- an additional \$6 million for National Heavy Vehicle Safety Initiatives, funding more projects to improve the safety of heavy vehicles on our roads; and
- an additional \$8 million to the successful Keys2drive program, which provides a free theory and practical lesson to learner drivers and their supervisors.

Why is this important?

- Road crashes cost the national economy about \$30 billion a year, but this is nothing compared to the immeasurable impact on families, friends, first responders and the wider community.

Who will benefit?

- The package will deliver significant benefits to the Australian community through reducing road trauma and serious injury. The Government is continuing its support for councils to invest in the safety and quality of local roads, especially in regional areas.

How much will this cost?

- With this additional investment, the Australian Government will spend \$3.1 billion per year on safety related infrastructure investments and other initiatives over the next four years.

For more information contact:

Sophie Beeton – 0439 448 321

6.4 Response to a Petition - Pura Milk Factory, Lenah Valley - Heavy Vehicles
File Ref: F19/74680

Report of the Manager Roads and Environmental Engineering and the Director City Amenity of 13 June 2019 and attachments.

Delegation: Council

**REPORT TITLE: RESPONSE TO A PETITION - PURA MILK FACTORY,
 LENAH VALLEY - HEAVY VEHICLES****REPORT PROVIDED BY:** Manager Roads and Environmental Engineering
Director City Amenity**1. Report Purpose and Community Benefit**

- 1.1. The purposed of this report is to respond to a petition tabled at the Council meeting of 15 April 2019, objecting to the permitted operation of B-double trucks servicing the Pura Milk factory located in Lenah Valley.
- 1.2. The petition further requested the following:
 - 1.2.1. Immediate cessation of Pura truck movement between the hours of 7pm and 7am in the Augusta Road/Giblin St corridor.
 - 1.2.2. Immediate introduction of a 5-ton heavy vehicle weight limit in the Augusta Road/Giblin Street corridor.
 - 1.2.3. Immediate resurfacing of Augusta Road with noise abating bitumen between Edge Avenue and Giblin Street.

2. Report Summary

- 2.1. The Council received a petition, tabled its meeting of 15 April 2019, objecting to the permitted operation of B-double trucks servicing the Pura Milk factory located in Lenah Valley.
- 2.2. The Factory has been operating in its current location for over 50 years and has been serviced by heavy vehicles during that period. The roads to the site have been designed and constructed to suit this type of traffic, in particular the concrete pavement of Augusta Road is capable of catering for large and heavy vehicles.
- 2.3. The factory requires heavy vehicles to transport raw materials and inputs to the site and for freighting of finished products to other locations. Given the perishable nature of milk products and location of the sites that need to be supplied, the truck movements have largely been dictated based on the operational requirements.
- 2.4. Pura Milk uses B-doubles to transport its materials and finished products to and from its factory daily, with approximately 10 truck movements on the weekdays and 6 truck movements on weekends spread throughout the day and night.
- 2.5. Under the NHVR and legislation, the City can refuse, accept, or accept with condition the NHVR permit issued by the NHVR Regulator.
 - 2.5.1. The B-Double permit along Augusta Road to Pura Milk has been accepted by the City, with conditions.

- 2.6. The City has undertaken extensive research into potential solutions in order to provide an acceptable outcome to both the petitioner and Pura Milk Factory and have been in regular communication with the lead petitioner, Ms Dawkins with all outcomes of the investigations shared with her.
- 2.7. The report outlines the various grounds on which it is proposed the Council decline the requests outlined in the petition, however it is proposed that the City continue to work with Pura Milk to mitigate the effects of noise generated from the operation of the heavy vehicles.

3. Recommendation

That:

1. ***The information contained in the report 'Response to a Petition – Pura Milk Factory, Lenah Valley - Heavy Vehicle' of 11 June 2019, be received and noted.***
2. ***The Council decline the following requests of the petitioners, on the grounds outlined in the report:***
 - (i) ***The immediate cessation of Pura truck movement between the hours of 7pm and 7am in the Augusta Road/Giblin Street corridor.***
 - (ii) ***The immediate introduction of a 5-tonne heavy vehicle weight limit in the Augusta Road/Giblin Street corridor.***
 - (iii) ***The immediate resurfacing of Augusta Road with noise abating bitumen between Edge Avenue and Giblin Street.***
3. ***The City continue to work with Pura Milk in respect to mitigating the effects of noise from heavy vehicle movements within the Augusta Road/Giblin Street corridor, with a further report to be provided to the Council.***
4. ***The petitioners be advised of the Council decision.***

4. Background

- 4.1. A group of Lenah Valley residents (via Hilary Dawkins) recently raised issues around the issuing of the permit, time and weight restriction, and the road surface condition on Augusta Road between Giblin and Pottery Road.
- 4.2. The group's primary concern are summarised and listed below:
 - 4.2.1. Issue of National Heavy Vehicle Permit (NHVR) to Pura Milk to use B-double trucks along Augusta Road and Giblin Street at all times of the day and night.
 - 4.2.2. Impact of the heavy vehicles to the public road infrastructure.

- 4.2.3. Wellbeing of residents, cyclists, foot traffic and pedestrians on the popular residential streets of Augusta Road and Giblin Street.
- 4.2.4. Truck traffic noise problem.
- 4.3. A petition was ultimately submitted by the residents of Lenah Valley and New Town to the Elected Members and the General Manager dated 11 April 2019 and tabled at the Council meeting of 15 April 2019, to object the exceptional permission given by Hobart City Council to the Pura Factory to operate B-double trucks on their residential streets.
- 4.4. The group also requested the following:
 - 4.4.1. Immediate cessation of Pura truck movement between the hours of 7pm and 7am in the Augusta Road/Giblin St corridor.
 - 4.4.2. Immediate introduction of a 5-ton heavy vehicle weight limit in the Augusta Road/Giblin Street corridor.
 - 4.4.3. Immediate resurfacing of Augusta Road with noise abating bitumen between Edge Avenue and Giblin Street.
- 4.5. A total of 54 signatures were submitted in the petition.

Pura Milk

- 4.6. The Pura Milk Factory has been operating in its current location for well over 50 years and has been serviced by heavy vehicles during that period. The roads to the site have been designed and constructed to suit this type of traffic. In particular the concrete pavement of Augusta Road is capable of catering for large and heavy vehicles.
- 4.7. The milk factory requires heavy vehicles to transport raw materials and inputs to the site and for freighting of finished products to other locations. Given the perishable nature of milk products and location of the sites that need to be supplied, the truck movements has largely been dictated based on the operational requirements in regards to timing of the transport of those products.
- 4.8. Pura milk uses B-doubles to transport the materials, and finished product to and from its factory daily. There are approximately 10 truck movements on the weekdays and 6 truck movements on weekends. The hours of travel are spread throughout the day and night.
- 4.9. Under the NHVR and Legislations, the City can refuse, accept, or accept with condition the NHVR permit issued by the NHVR Regulator.

The B-Double permit along Augusta Road to Pura Milk has been accepted with conditions as it is an existing business. The conditions on the permit by the City are:

- 4.9.1. Interactive warning sign positioned on Lenah Valley Road adjacent to Pura Milk truck entrance to warn east bound traffic, must be activated on entry to and when exiting Pura Milk factory on Lenah Valley Road.
- 4.9.2. The vehicle is limited to 20km/hr when turning at intersections.
- 4.9.3. At regular intervals the permit vehicle is to let banked up traffic past when road conditions allow.
- 4.9.4. No convoy travel.
- 4.10. There are currently three long term NHVR being issued to the heavy vehicle operators to access Augusta Road and Giblin Street. The expiry date on the permits being:
 - 4.10.1. STR Logistics
 - B Double Higher Mass Limit (68t) 3 year permit, due to be renewed October 2020.
 - 4.10.2. Hingston Transport
 - B Double (60t) 3 year permit, due to be renewed June 2020.
 - 4.10.3. Booth Transport Pty Ltd
 - B Double Higher Mass Limit (68t), expiry April 2020.

Response to Key Concerns Raised in the Past

- 4.11. The City's Officers have carried out extensive research into potential solutions in order to provide an acceptable outcome to both the petitioner and Pura Milk Factory.
- 4.12. Officers have been in regular communication with the lead petitioner, Hilary Dawkins. All outcomes of the investigations have been provided to Ms Dawkins.
- 4.13. Options considered include the following:
 - 4.13.1. Diversion of the heavy vehicle through Creek Road
 - 4.13.1.1. This option was assessed to include the condition of the bridge over the Maypole Rivulet at Main Road and the ability of large trucks to negotiate the turns along this route.
 - 4.13.1.2. The bridge over the Maypole Rivulet has recently been assessed by external consulting engineers, along with a number of the City's other bridges.

The engineering advice is that the bridge at Main Road is in a condition that necessitates its replacements.

Given the condition report and potential of further deterioration that may be caused by heavy vehicles, there are considered to be significant risks if vehicles such as B-Doubles were to traverse this portion of road.

This bridge is planned to be replaced within the next few years.

- 4.13.1.3. An engineering analysis has been undertaken of the capacity for B-Doubles to manoeuvre through the Creek Road route.

The analysis shows that it is not physically possible for such trucks to safely make a left turn from Main Road into Creek Road (In-bound) or the left hand turn from Main Road into Risdon Road (Out-bound).

- 4.13.1.4. The reason for this is that the front of the truck needs to swing in a wide arc to enable the rear wheels to remain on the road surface which is not possible at the two junctions noted above.

It is also considered that the trucks could well need to cross the centre line on some of the bend in Creek Road due the narrow width of the road.

This poses a significant traffic hazard to the road users travelling on the road.

- 4.13.1.5. The turning movement of a B-Doubles is provided at the intersection of Creek Road/Main Road, and Risdon Road/Main Road intersections, shown in **Attachment A**.

- 4.13.2. Replacement of the concrete road on Augusta Road between Edge Avenue and Giblin Street.

- 4.13.2.1. The replacement of the concrete portion of Augusta Road between Creek Road and Giblin Street has been estimated indicatively at being between \$300,000 and \$400,000 with an ongoing increase in annual maintenance and renewal costs of about \$20,000 per year compared to the concrete surface.

Where this treatment has been applied in the past, the benefits reduce over time as traffic use compresses the asphalt and typically noise abating effects will diminish significantly within a period of 3 to 5 years.

4.13.2.2. In order to obtain the full benefit of an asphalt surface the concrete would need to be removed and the road reconstructed, which would cost several times the amount noted above.

4.13.3. Investigation of the concrete road surface on Augusta Road between Edge Avenue and Giblin Street.

4.13.3.1. Concrete roads traditionally have significantly longer lifespans than an asphalt road.

The concrete road within this section has been assessed and considered to be in reasonably good condition.

The concrete road is also highly suitable for heavy vehicle traffic use due to its rigid nature with the impact of the heavy vehicle to the road infrastructure being minimal.

4.13.4. Concrete Joint Treatment

4.13.4.1. The City has assessed the existing road condition and identifies potential treatment to the concrete joints which may assist with the reduction of noise in the area.

This remediation work will involve the use of rubber joints between concrete panels of the road surface.

This was originally planned to be undertaken in future years but is to be brought forward into the 18-19 financial year.

4.13.5. Limiting heavy vehicle traveling hours

4.13.5.1. One of the options that have been suggested was the restriction of the operating hours for B-Doubles on the heavy vehicle permits.

However it must be noted restricting the movement of B-doubles may result in the materials being transported via the smaller semi-trailers.

These trucks do not need NHVR permit and as such restriction cannot be applied to these vehicles to restrict their hours of operation.

If this change was made each B-double would have to be replaced by either two or three semi-trailer trucks thus, increasing the number of trucks that would be using Augusta Road. It is envisaged that this would be a poorer outcome for residents.

4.13.6. Well-being of the residents, cyclists, pedestrian and road users

- 4.13.6.1. Augusta Road between Giblin Street and Pottery Road is reasonably wide with an uphill bike lane for cyclist.

There are dedicated footpath on both sides of the road, with safe pedestrian crossing which includes island refuge at regular intervals along Augusta Road.

- 4.13.6.2. Giblin Street is reasonably wide and also has dedicated footpath on both sides of the road. There are also trees in the road median which provides sufficient buffer between the on-coming traffic.

- 4.13.6.3. Council's Senior Engineer Roads and Traffic has also reviewed the historical crash and provided the following advice:

"The crash history for Augusta Road – Lenah Valley Road (between Giblin Street and the 'Pura Milk corner') and for Giblin Street – Forster Street (between Augusta Road and Main Road) has been reviewed. For the period from January 2000 to present (the period to which we have access to the Tasmania Police data) there have been a total of 9 recorded crashes involving heavy vehicles (a vehicle with a maximum loaded weight of greater than 4.5 tonnes).

Of these 9 crashes, 2 involved minor injuries (a visit to hospital without an overnight stay), and 7 involved property damage only.

All 9 crashes involved collisions with another motor vehicle. No crash involved a vulnerable road user (a pedestrian, a cyclist, or a motorcyclist). No crash involved a vehicle running off the road.

Only two of the nine crashes have occurred in the last ten years, and only one in the last 5 years.

None of the nine crashes are identified as involving 'B double' vehicles, however it is not known if 'B Doubles' would be clearly identified in the crash record.

There is nothing in the crash history that would suggest that heavy vehicles (and more specifically 'B Double' vehicles present a significant risk to public safety on Giblin Street, or on Augusta Road – Lenah Valley Road between Giblin Street and the 'Pura Milk' corner."

Response To Petition

4.14. Responses are provided to each items raised in the petition:

Item	Issues	Response
1	Object the exceptional permission given by Hobart City Council to the Pura Factory to operate B-double trucks on their residential streets	<p>Permission has been granted based primarily on the safety risks of the heavy vehicles operating on City streets.</p> <p>Assessment has been completed and relevant condition has been provided on the permit to ensure that all safety risks are addressed.</p> <p>As new concerns have been raised regarding the adverse effect from noise generated from the operation of the heavy vehicles, the City has commenced consultation with Pura Milk to come up with a solution to address the concern.</p> <p>One of the solutions explored are limiting the travelling speed to 20km/hr on Augusta Road between Giblin Street and Pottery Road, and a ban on use of air brake in this area.</p> <p>Pura Milk has expressed their willingness to cooperate with the City to achieve an amicable outcome.</p> <p>Pura Milk has also commenced noise testing to assess the level of noise generated due to the operation of its truck in the area.</p> <p>The City has requested that the test includes assessment of a truck travelling at 20km/hr.</p> <p>Once all assessments have been completed Council's officers will provide a response to the petitioner and the Council.</p>
2	Immediate cessation of Pura truck movement between the hours of 7pm and 7am in the Augusta Road/Giblin Street corridor	<p>Immediate cessation of heavy truck movement may result in an increased number of semi-trailers on the road.</p> <p>This will unlikely achieve the outcome that the petitioner intends and will also increase the risk to road users due to increase in number of semi-trailers.</p>

Item	Issues	Response
3	Immediate introduction of a 5-ton heavy vehicle weight limit in the Augusta Road/Giblin Street corridor	Introduction of a 5 tonne heavy vehicle weight limit on Augusta Road/Giblin Street is impractical as these two roads are currently a bus route. The introduction of the weight limit will interrupt the bus service network and may also further exacerbate the traffic situation in Hobart.
4	Immediate resurfacing of Augusta Road with noise abating bitumen between Edge Avenue and Giblin Street.	The City does not currently have the funds available in its budget to undertake such work and has many competing priorities for its capital works program. Given the current good engineering condition of the road, and that many other road assets are in a much poorer condition, it is considered that this work will not be prioritised for funding above more essential works for at least the next couple of years.

- 4.15. Pura Milk relies on the availability of this access route to deliver the materials to and from its site at 251 Lenah Valley Road.

A consultation process must be carried out to ensure that the interest of all parties are considered prior to making any decisions.

Any decision to amend the condition of the permit must consider the implication to the business operation.

- 4.16. If any amendments are required on the current permit, the City can initiate the process to amend or cancel the permit, however there must be material facts, with evidence to the findings to require an amendment on the permit.

The request to amend permit can be sent to the NHVR regulator, and once accepted the permit holder will have 28 days to appeal.

Depending on the outcome of the appeal, the permit may be upheld or amended.

- 4.17. The process is outlined in **Attachment B**.

5. Proposal and Implementation

- 5.1. It is proposed that the Council decline the following requests of the petitioners, on the grounds outlined in the report:

- 5.1.1. The immediate cessation of Pura truck movement between the hours of 7pm and 7am in the Augusta Road/Giblin Street corridor.

- 5.1.2. The immediate introduction of a 5-tonne heavy vehicle weight limit in the Augusta Road/Giblin Street corridor.
- 5.1.3. The immediate resurfacing of Augusta Road with noise abating bitumen between Edge Avenue and Giblin Street.
- 5.2. However, the City will continue to work with Pura Milk in respect to mitigating the effects of noise from heavy vehicles, with a further report to be provided to the Council.
- 5.3. It is proposed that the petitioners be advised of the Council decision.

6. Financial Implications

- 6.1. Funding Source and Impact on Current Year Operating Result
 - 6.1.1. Not applicable.
- 6.2. Impact on Future Years' Financial Result
 - 6.2.1. The report outlines the significant financial implications in seeking to undertake road works.
- 6.3. Asset Related Implications
 - 6.3.1. As detailed in the body of the report.

7. Delegation

- 7.1. The matter is delegated to the Council.

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



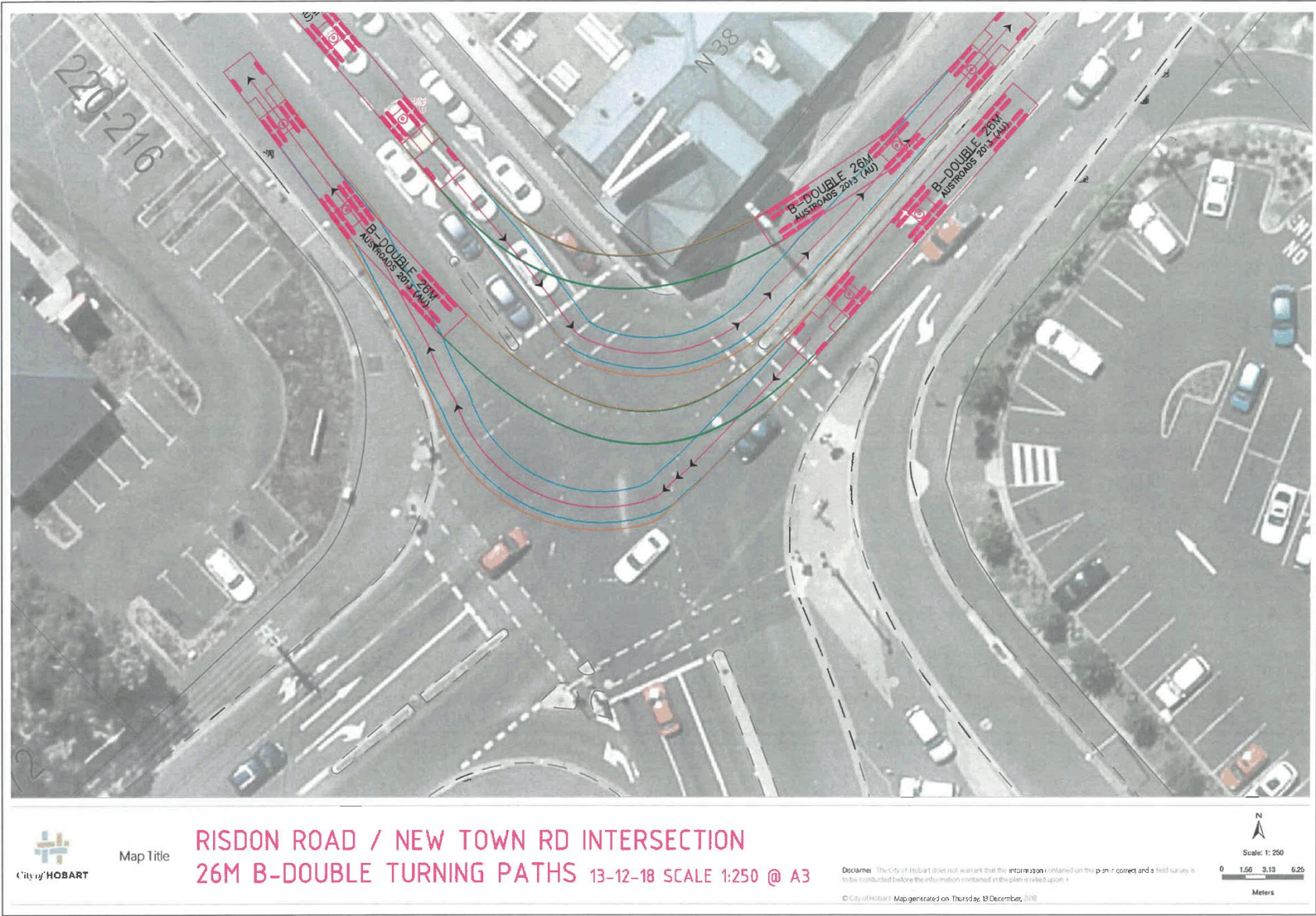
Mao Cheng
**MANAGER ROADS AND
ENVIRONMENTAL ENGINEERING**

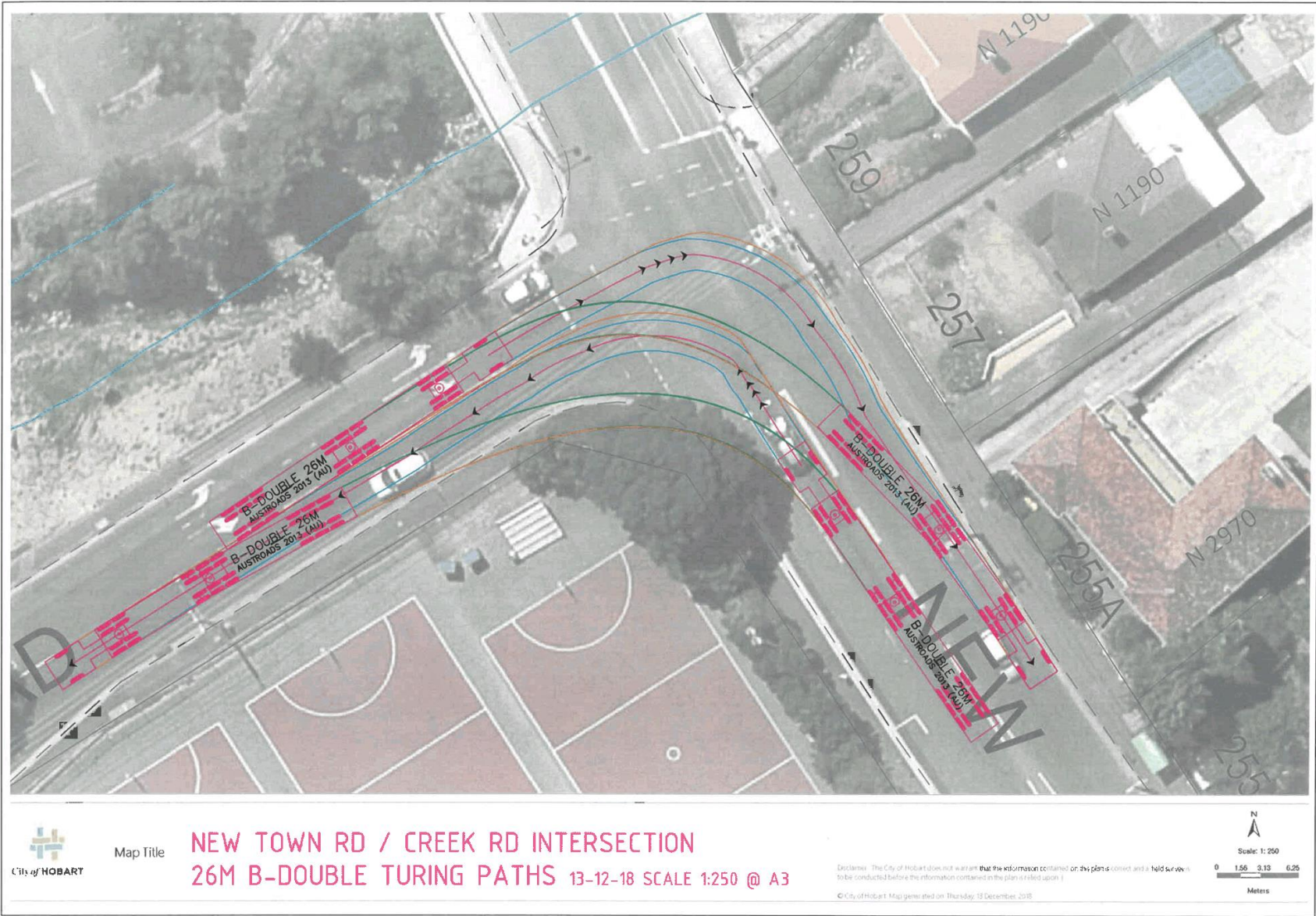


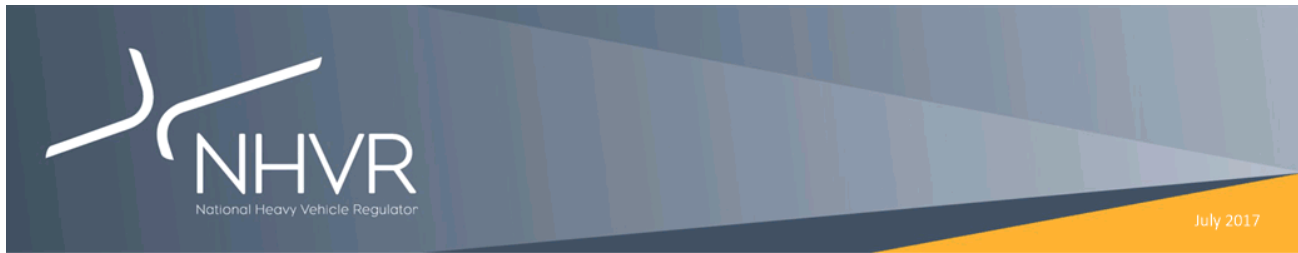
Glenn Doyle
DIRECTOR CITY AMENITY

Date: 13 June 2019
File Reference: F19/74680

Attachment A: B-Doubles Turning Template ↴
Attachment B: Amendment to NHVR Permit Process ↴







Amend or Cancel Permit - Road Manager

Amending or Cancelling an Authority (permit)

Section 178 of the HVNL describes the reasons where a road manager may amend or cancel a current permit. A road manager must be satisfied that the use of the permitted heavy vehicle –

1. has caused, or is likely to cause, damage to road infrastructure; or
2. has had, or is likely to have, an adverse effect on the community arising from noise, emissions or traffic congestion or from other matters stated in approved guidelines; or
3. has posed, or is likely to pose, a significant risk to public safety arising from heavy vehicle use that is incompatible with road infrastructure or traffic conditions.

What can be Amended and/or Cancelled?

The road manager may ask the NHVR to amend a permit, for example –

1. amending the areas or routes to which the authority applies; or
2. amending the days or hours to which the authority applies; or
3. imposing or amending road conditions or travel conditions on the authority.

The road manager may also ask the NHVR to cancel a permit however; the NHVR encourages road managers to consider mitigating risk by way of applying conditions in the first instance. Where this is demonstrated as not being a viable option, the road manager may request a cancellation.

Where an amendment or cancellation is deemed as necessary, road managers may submit a Road Manager Amend/Cancel Permit form to

RM.enquiries@nhvr.gov.au

The application must:

1. Set out findings on material questions of fact, referring to the evidence or other material on which those findings were based and giving the reasons for the road manager's decision; and
2. Identify every document or part of a document that is relevant to the road manager's decision and is in the road manager's possession; or under the road manager's control; or otherwise available to the road manager

Timeframes for Permit Amendments and Cancellation

Where an amendment has an adverse effect on the permit holder (i.e. where access is being reduced or restricted) or a cancellation has been requested, the NHVR must give the permit holder 28 days' notice before the amendment is to take effect. The notice to the permit holder must contain information detailing –

1. when the amendment or cancellation is to take effect; and
2. the reasons given by the road manager for the amendment or cancellation; and
3. the review and appeal information for the road manager's decision.

28 days' Notice to Permit Holder

During the 28 day notice period, the permit holder may appeal the road manager's decision by way of submitting an 'Internal Review' application.

Where the outcome of the Internal Review is to uphold the original decision, the NHVR will proceed with the amendment or cancellation.

Where the outcome of the Internal Review is to amend the road manager's decision, the NHVR will proceed with the revised amendment or cancellation.

Where the outcome of the Internal Review is to overturn the decision, the NHVR will cease to action the request.

Immediate Suspension of Permit

Under Section 179 of the HVNL, the NHVR may immediately suspend a permit where it is considered necessary to prevent or minimise serious harm to public safety or significant damage to road infrastructure. The NHVR may consult directly with the relevant road manager where this action is considered.

An immediate suspension is only valid until –

1. A permit amendment or cancellation takes effect; or
2. The suspension is cancelled by the NHVR; or
3. 56 days has passed after issuing the immediate suspension notice.

Frequently Asked Questions

What if an error in the consent process is identified?

The NHVR acknowledges that not all information is available when making decisions and that on occasion, information comes to light after a decision has been made that may have had a direct impact on the decision making process. Where this happens, the road manager simply has to complete the amend/cancel form detailing any changes to their decision. The NHVR will then undertake required activities to amend or cancel a permit.

What if a severe weather incident has damaged infrastructure?

The road manager should submit an amend/cancel form providing specifics for the amendment/cancellation reason. The NHVR will work directly with the road manager to understand the potential risks and work through an implementation strategy.

What if I don't know the exact permit details?

Where specific permit numbers cannot be quoted on the amend/cancel request. The road manager should provide as much information as possible so that the NVHR can undertake required searches. For example, if it has been determined that a section of Jones Road is no longer suitable for heavy vehicle access due to cyclone damage, the road manager should provide specifics of the road and the locality.

Although searches of valid permits may take some time, the NHVR will exhaust all available avenues to identify all affected permits.

What if a permit holder appeals an amendment or cancellation request?

Permit holders are entitled under the HNVL to appeal decisions made by a road manager in respect to permitting. The NHVR will initiate an Internal Review where the permit holder appeals a decision. The Internal Review is to be undertaken in the same manner as any other Internal Review case (refer to HNVL, s644). The NHVR will adjust the course of action required depending on the outcome of the review.

What if I believe the permit should be cancelled immediately?

The NHVR must work within the HNVL. Section 179 clearly states when an immediate suspension can be put in to effect. If a road manager believes there is a need for this to happen, reasoning should be provided on the "Road Manager Amend/Cancel" form, section 2, details box. The NVHR will then work with the road manager to establish a suitable course of action.

Request to Amend/Cancel Permit Forms must be completed and emailed to RM.enquiries@nhvr.gov.au

[Amend/Cancel – No Immediate Suspension flowchart](#)

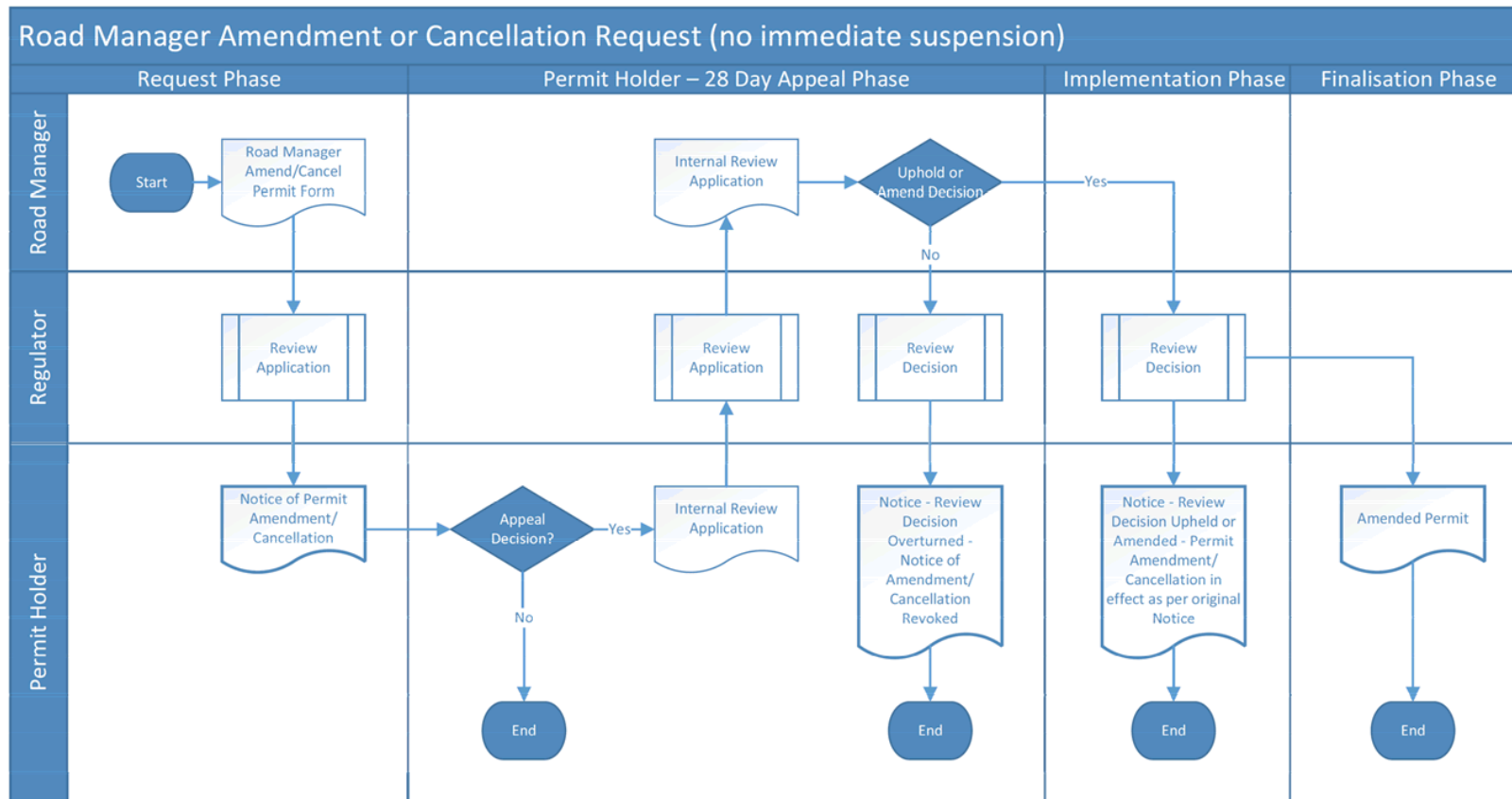
[Amend/Cancel – Immediate Suspension flowchart](#)

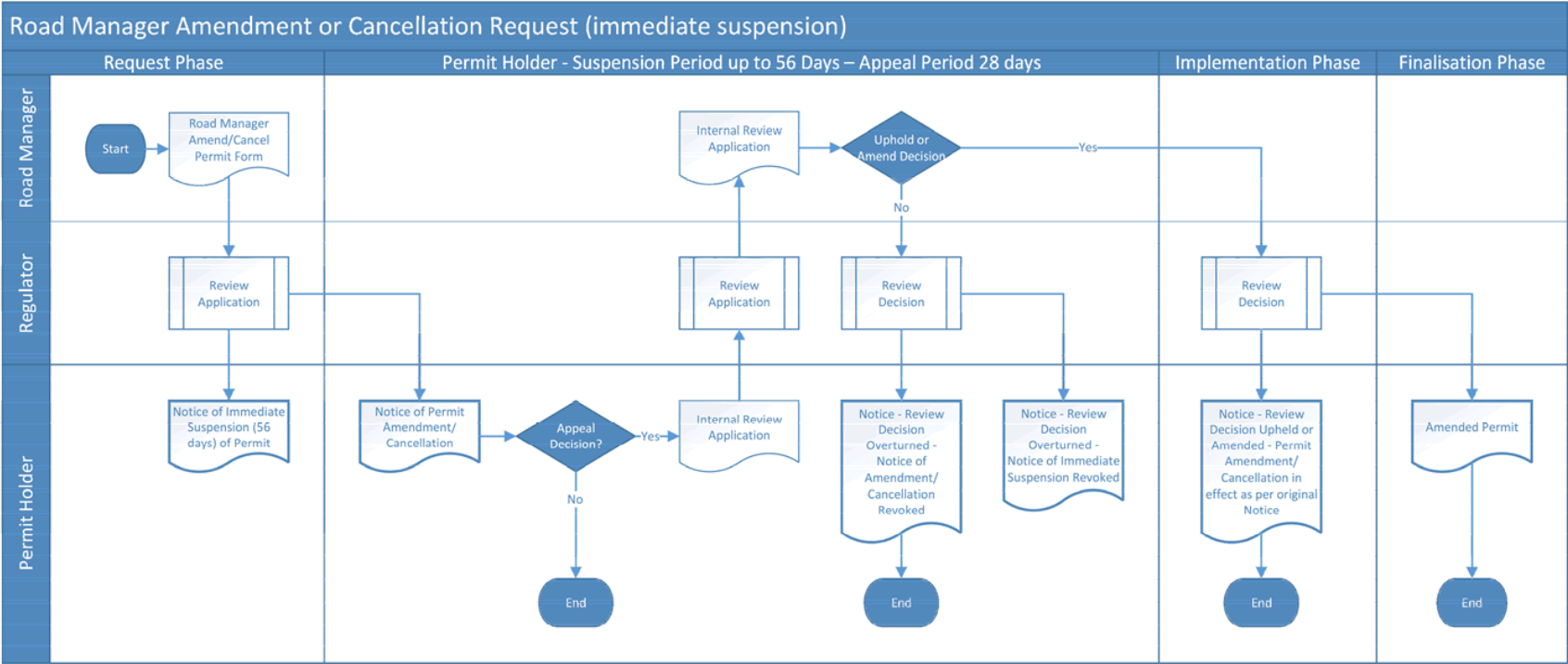
For more information:

Phone: 1300 880 493 (Road Manager Hotline)

Email: RM.enquiries@nhvr.gov.au

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Disclaimer: This fact sheet is only a guide and should not be relied upon as legal advice.
*Standard 1300 call charges apply. Please check with your phone provider.





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 the Elected Members.

RECOMMENDATION

That the information be received and noted.

Delegation: Committee

Attachment A: Committee Status Action Report

<p style="text-align: center;">CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT OPEN PORTION OF THE MEETING November 2014 to 30 April May 2019</p>				
Ref	Title	Report / Action	Action Officer	Comments
1	<p>221A LENA VALLEY ROAD, 2-16 CREEK ROAD, LENA VALLEY – SUBDIVISION (86 RESIDENTIAL LOTS, 8 ROAD LOTS, 7 PUBLIC OPEN SPACE LOTS) – PLN-14-00584-01</p> <p>Council 22/9/2014, item 9.2</p>	<p>That the Council undertake an urgent review of the Lenah Valley Traffic Management Plan with particular reference to the management of traffic in Augusta, Creek, Alwyn and Chaucer Roads and Monash Ave.</p>	Director City Planning	<p>The draft Transport Strategy addressed this matter and was presented to 9 July 2018 Council meeting.</p> <p>The Draft Transport Strategy was subject to community engagement in July/August 2018 and a report detailing the results of the community engagement was presented to 8 October 2018 Council meeting.</p> <p>At this meeting the Council adopted the 9 themes and position statements in the draft strategy.</p> <p>The Council also resolved that the actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</p> <p>A report is scheduled to be provided in mid-2019.</p>
2	<p>INNER CITY ACTION PLAN AP01 – FINAL DESIGN – TENDER PROCESS COMMENCEMENT – RECONSTRUCTION OF LIVERPOOL STREET, BETWEEN ELIZABETH STREET AND MURRAY STREET</p> <p>Council 10/2/2015, item 16</p>	<p>The Council endorse the commencement of a detailed network operation study to evaluate other traffic network efficiencies, to overcome any potential future capacity constraints caused by the reduction of Liverpool Street to a single lane, at an expected cost of \$60,000, to be funded from the Public Infrastructure Fund.</p>	Director City Planning	<p>The draft Transport Strategy addressed this matter and was presented to 9 July 2018 Council meeting.</p> <p>The Draft Transport Strategy was subject to community engagement in July/August 2018 and a report detailing the results of the community engagement was presented to 8 October 2018 Council meeting.</p> <p>At this meeting the Council adopted the 9</p>

Ref	Title	Report / Action	Action Officer	Comments
				<p>themes and position statements in the draft strategy.</p> <p>The Council also resolved that the actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</p> <p>A report is scheduled to be provided in mid-2019.</p>
3	<p>IMPROVEMENTS TO PEDESTRIAN CROSSINGS</p> <p>Council 13/4/2015, item 10</p>	<p>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.</p>	Director City Planning	<p>Consideration has been given to pedestrian crossings in the Local Retail Precincts Plan, the Salamanca upgrade and in the development of the Transport Strategy.</p> <p>The draft Transport Strategy addressed this matter and was presented to 9 July 2018 Council meeting.</p> <p>The Draft Transport Strategy was subject to community engagement in July/August 2018 and a report detailing the results of the community engagement was presented to 8 October 2018 Council meeting.</p> <p>At this meeting the Council adopted the 9 themes and position statements in the draft strategy.</p> <p>The Council also resolved that the actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</p> <p>A report is scheduled to be provided in mid-2019.</p>

Ref	Title	Report / Action	Action Officer	Comments
4	SANDY BAY RETAIL PRECINCT – STREETSCAPE REVITALISATION Council 7/9/2015, item 10	<ol style="list-style-type: none"> 1. The amended conceptual streetscape design for the Sandy Bay Retail Precinct be approved with work to be scheduled for completion in 2016/2017, acknowledging that some works may commence earlier in 2016. 2. The traffic issues raised during the community engagement process that relate to the intersection of King Street and Sandy Bay Road, Sandy Bay, be considered in consultation with representatives from the Department of State Growth. 3. The speed limit on Sandy Bay Road between Osborne Street and Ashfield Street, Sandy Bay, be reviewed following completion of the works and the Lord Mayor be requested to write to the Minister for State Growth regarding any planned speed limit changes for the main retail precinct on Sandy Bay Road. 4. Opportunities for increased bike parking be investigated as part of the detailed design for the Sandy Bay Retail Precinct streetscape revitalisation. 	Director City Planning	<ol style="list-style-type: none"> 1. Complete. 2. Complete. 3. 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. 4. Complete.
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	<ol style="list-style-type: none"> 1. A further report be provided on the issues and design implications of pursuing an alternative option for the Elizabeth Street Bus Mall Improvement Project. 2. 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). 	Director City Planning	Officers are progressing the matter with new bus shelters to be installed on the GPO side of the Bus Mall in 2019.

Ref	Title	Report / Action	Action Officer	Comments
	<p>ICAP – HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT – ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT – ALTERNATIVE OPTION TO CURRENT ARRANGEMENT Council 21/12/2015, item 16</p> <p>HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT - ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT Council 9/4/2018, item 13</p> <p>ELIZABETH STREET BUS INTERCHANGE SHELTER UPGRADE Council 3/12/2018, item 14</p>	<p>3. The General Manager be authorised to undertake community engagement for Option 3 once the substantial concerns of Metro Tasmania and the Department of State Growth have been appropriately addressed, with the results of the engagement to be the subject of a further report prior to any final decision on the improvement project.</p> <p>4. A detailed design, cost estimate with identified funding sources be developed for the relocation of the Campbell Street bus stop (opposite City Hall) into Macquarie Street, which would be the subject of a future report.</p> <p>5. A further report be provided on the implications, operation, cost and funding possibilities for an intrastate bus departure facility incorporating the underutilised area within the Franklin Square amenities building.</p> <p>6. 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.</p> <p>7. That the upgrading of the bus passenger waiting facilities on the GPO side of the Elizabeth Street Bus Mall as detailed in the concept plans marked as Attachment F to item 6.5 of the Open City Infrastructure Committee agenda of 21 November 2018 be approved for construction, subject to the necessary statutory approvals being obtained.</p>		

Ref	Title	Report / Action	Action Officer	Comments
6	PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS Council 12/10/2015, item 14	<ol style="list-style-type: none"> 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 	Director City Planning	<p>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.</p> <p>A further report addressing clause 3 will be provided in 2019.</p>

Ref	Title	Report / Action	Action Officer	Comments
		regard to the setbacks required from building frontages.		
7	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 Amenity	The options will be reviewed when the future of the Battery Point foreshore walk is determined.
8	WEST HOBART LOCAL AREA TRAFFIC INVESTIGATION Council 7/3/2016, item 13	<p>1. The recommendations of the consultant report titled West Hobart Local Area Traffic Investigation – Final Report, be supported in-principle and the following actions be undertaken:</p> <ul style="list-style-type: none"> (i) A workshop be convened with stakeholders in relation to the West Hobart pedestrian environment. (ii) The Department of State Growth be requested to establish Statewide warrants for the installation of pedestrian crossings within Tasmania. (iii) The Council write to the Department of State Growth requesting that consideration be given to the installation of an unsupervised children's crossing in Hill Street in the 40km/h zone near Caldew Park. (iv) Median lanes and median islands be installed in Hill Street between Allison Street and Patrick Street and between Hamilton Street and Warwick Street, in 2016/2017 following the development of concept designs and 	Director City Planning	<p>Work to progress the Council's resolution is underway.</p> <ul style="list-style-type: none"> (i) Complete. (ii) Complete. (iii) Complete. (iv) Complete. (v) Median island installed and a review will occur in 2019. (vi) Complete. <p>3. The Council endorsed the recommendation on 2 October 2017, that traffic signals not be installed at this location at this time.</p> <p>4. Black Spot funding application was unsuccessful.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>community engagement.</p> <p>(v) A review be undertaken following the installation of the median islands and pedestrian crossings in Hill Street.</p> <p>(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.</p> <p>2. A temporary treatment to the median islands and pedestrian crossings be considered, in an effort to gauge their impact.</p> <p>3. The Council approach the State Government regarding the installation of traffic signals at the intersection of Arthur and Hill Streets.</p> <p>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.</p>		
9	<p>ESTABLISHMENT OF AN ADVISORY COMMITTEE FOR THE IMPLEMENTATION OF A SULLIVANS COVE WATERFRONT PRECINCT PLAN</p> <p>Council 6/6/2016, item 13</p>	<p>1. 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.</p> <p>2. The Sullivans Cove Tripartite Steering Committee and the Waterfront Business Community to consider increasing their membership in order to increase</p>	Director City Planning	<p>The draft Transport Strategy addressed this matter and was presented to 9 July 2018 Council meeting.</p> <p>The Draft Transport Strategy was subject to community engagement in July/August 2018 and a report detailing the results of the community engagement was presented to 8 October 2018 Council meeting.</p> <p>At this meeting the Council adopted the 9</p>

Ref	Title	Report / Action	Action Officer	Comments
		communication.		<p>themes and position statements in the draft strategy.</p> <p>The Council also resolved that the actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</p> <p>This report will be provided in 2019.</p> <p>The Sullivans Cove Tripartite Steering Committee invited representatives of the Waterfront Business Community to attend future meetings.</p>
10	<p>TRANSPORT STRATEGY</p> <p>Council 8/8/2016, item 14</p> <p>Council 8/10/2018, item 14</p>	<ol style="list-style-type: none"> 1. A Transport Strategy be developed. 2. Further Aldermanic Workshops be held prior to the commencement of community engagement for each of the Transport Strategy consultation modules. 3. The Transport Strategy community consultation and stakeholder Engagement commence in August/September 2016, with the first consultation module to address Freight, Port and Air. 4. 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. 5. The Council adopt the 9 themes and position statements in the draft strategy. 6. The actions contained in the draft strategy be reviewed in light of the feedback 	Director City Planning	<ol style="list-style-type: none"> 1. The draft Transport Strategy was presented to 9 July 2018 Council meeting. A report detailing the results of the community engagement on the Draft Transport Strategy was presented to the Committee on 19 September and endorsed by the Council on 8 October 2018. Actions within the draft strategy need reviewing prior to final sign off of the Strategy by the Council in March/April 2019. 2. Complete - Aldermanic Workshops undertaken. 3. Complete - the Draft Transport Strategy was subject to community engagement in July/August 2018. 4. Complete 6. The actions are being reviewed in light of the feedback received.

Ref	Title	Report / Action	Action Officer	Comments
		received and a further report be provided.		
11	AP14 SALAMANCA PEDESTRIAN WORKS – UPDATED CONCEPT DESIGN Council 10/10/2016, item 11 Council 9/4/2018, item 11 Council 9/7/2018, item 15	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 to item 6.3 of the Open City Infrastructure Committee agenda of 20 June 2018, 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.	Director City Planning	Detailed design is well advanced and construction is programmed for April/May 2019. There are no significant changes from the concept design to report on.
12	ICAP AP14 - SALAMANCA PLACE BETWEEN KENNEDY LANE AND WOOBYS LANE - FOOTPATH REVIEW Council 3/4/2017, item 26	1. Consideration of the future management of the section of the Salamanca Place southern footpath between Kennedy Lane and Woobys Lane, occur once the 'Stage 1' footpath widening works have been completed and in operation for a minimum of six months. 2. 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	Director City Planning	1. The consultation necessary to report to the Committee has been held back so as not to complicate the consultation occurring for the wider Salamanca Pedestrian works that occurred in 2018. It is expected that consultation will occur in April/May 2019 with reporting to Committee to follow. 2. A Style Guide for outdoor dining barriers and umbrellas is being developed. Funding currently being sought. 3. The provision of a footpath using temporary

Ref	Title	Report / Action	Action Officer	Comments
		Place and Hunter Street. 3. 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.		materials has been undertaken successfully during the Taste and Dark Mofo events. A detailed design will now be prepared.
13	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 Planning	A report addressing this matter is being finalised and will be presented to an upcoming Committee meeting.
14	GREENHOUSE GAS EMISSIONS AND ENERGY USE - 2017-2018 ANNUAL REPORT Committee 26/10/2016, item 6.5 Council 2/10/2017, item 17 Committee 19/9/2018, item 6.2	1. A further report be provided in 12 months on the City's corporate greenhouse gas emissions and energy use. 2. Opportunities for positive media about the City's achievements in regard to greenhouse gas emissions and energy use be sought.	Director City Innovation	A report will be provided in October 2019. Media opportunities will be sought.
15	SANDY BAY ROAD WALKING AND CYCLING PROJECT - REQUEST TO MODIFY DESIGN TO REMOVE PEDESTRIAN CROSSING Council 3/4/2017, item 29 Committee 21/11/2018, item 6.4	That the matter be deferred to a subsequent City Infrastructure Committee meeting for the purpose of attaining costings for the survey to be undertaken of the local community in relation to the installation of a pedestrian facility.	Director City Planning	Officers are progressing the matter.
16	HILL STREET PEDESTRIAN IMPROVEMENT PROJECT	1. The revised concept design for pedestrian crossing points, median lane and bicycle	Director City Planning	1. Complete. 2. Surveys being undertaken in May 2019. A

Ref	Title	Report / Action	Action Officer	Comments
	Council 2/10/2017, item 20	<p>lanes be implemented.</p> <p>2. 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.</p> <p>3. 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:</p> <p>(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.</p> <p>(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.</p> <p>(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.</p>		<p>request to the Transport Commissioner will be made following completion of the surveys in June 2019.</p> <p>3(i). A report was presented to the March 2018 Committee meeting and then 9 April Council, and subsequently resolved to implement the trial.</p> <p>3(ii). A report will be prepared for a Committee meeting once the trial is complete.</p> <p>3(iii). Complete.</p> <p>3(iv). Complete.</p> <p>4. To be placed in future budgets.</p> <p>5. Underway.</p> <p>6. Complete.</p> <p>7. A media release will be issued when appropriate.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>(iv) Traffic signals not be implemented at the Arthur Street / Hill Street or Patrick Street / Lansdowne Crescent / Hill Street intersections at this time.</p> <p>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.</p> <p>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.</p> <p>6. Midson Traffic be requested to provide a briefing to the community on the outcomes of its report.</p> <p>7. A media release be issued by the Lord Mayor and the Chairman of the City Infrastructure Committee.</p>		
17	SOUTH HOBART PEDESTRIAN IMPROVEMENTS Council 8/5/2017, item 13 Council 2/10/2017, item 21	<p>1. 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.</p> <p>2. The original pedestrian improvements on the southern side of Macquarie Street be implemented in a staged approach, in</p>	Director City Amenity	Complete

Ref	Title	Report / Action	Action Officer	Comments
		<p>accordance with the Council's resolution of 8 May 2017.</p> <p>3. 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.</p> <p>4. The proposed Blackspot project to upgrade the pedestrian refuge near BUPA proceed as planned.</p>		
18	INSTALLATION OF FORMAL PEDESTRIAN-PRIORITY CROSSINGS Council 5/6/2017, item 11	<p>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.</p>	Director City Planning	<p>The draft Transport Strategy addressed this matter and was presented to 9 July 2018 Council meeting.</p> <p>The Draft Transport Strategy was subject to community engagement in July/August 2018 and a report detailing the results of the community engagement was presented to 8 October 2018 Council meeting.</p> <p>At this meeting the Council adopted the 9 themes and position statements in the draft strategy.</p> <p>The Council also resolved that the actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</p> <p>Investigation into pedestrian improvements on the Elizabeth Street and New Town corridor was undertaken in early 2018.</p>

Ref	Title	Report / Action	Action Officer	Comments
19	COLLINS COURT REDEVELOPMENT - STAGE TWO Council 3/7/2017, item 17	<ol style="list-style-type: none"> 1. 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. 2. 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	The final design for Stage 2 is nearing completion for consideration by the Council and implementation in 2019.
20	CITY TO COVE CONNECTIONS Council 3/7/2017, item 18	<ol style="list-style-type: none"> 1. 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. 2. That community engagement be conducted on the proposed Brooke Street to Franklin Square link. 3. The outcomes of the community consultation in 2 above be the subject of a further report to the Council. 	Director City Planning	<p>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.</p> <p>City officers and the State Government have met to discuss its planning of its vision for the Elizabeth Street Transit Centre. At this stage the State Government is compiling a brief for the project that will be released as part of a consultant tender process and we hope to be in a position to comment on the brief before it is finalised.</p>
21	LORD MAYOR (HICKEY)- 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	<ol style="list-style-type: none"> 1. The Council authorise the General Manager to make any necessary minor amendments and to affix the common seal of the Hobart City Council to the Deed of Transfer – Davey Macquarie Streets Hobart. 2. The General Manager to consider appropriate ways to communicate the following concerns of the Council to the Department of State Growth, with the 	Director City Amenity	<p>Letter sent to the Minister on 5/12/2018.</p> <p>Further letter sent to Commissioner of Transport in December 2018.</p> <p>Meetings are occurring between officers of both organisations to progress these matters.</p>

Ref	Title	Report / Action	Action Officer	Comments
	<p>NOM – ALDERMAN THOMAS SHARED OWNERSHIP AND CONTROL OF DAVEY AND MACQUARIE STREET Committee 25/7/2018, item 7.1</p> <p>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 Committee 21/11/2018, item 6.3 Council 3/12/2018, item 13</p>	<p>purpose of seeking clarification as to whether any of these matters will be addressed in the final Deed:</p> <ul style="list-style-type: none"> (i) General traffic and pedestrian movements on Davey and Macquarie Streets including requesting the State Government communicate with and seek the views of all land owners and business operators affected by any changes in vehicle and pedestrian movements in the two streets and take appropriate notice thereof. (ii) Due to the proposed clearways, whether the current pedestrian bulbing infrastructure installed by the Council will remain; (iii) Clarification on whether the current bus stops installed along Davey and Macquarie Streets will remain or will passengers be required to use the Elizabeth Street Bus Mall when using the South Hobart, Tolmans Hill, Kingston etc Metro services; and (iv) The ingress and regress of traffic movements along both Davey and Macquarie Streets. 		
22	<p>PETITION - SANDY BAY SHOPPING PRECINCT FOOTPATHS - OPPOSING CHANGE TO OUTDOOR DINING AREAS AND BUS STOP LOCATIONS Council 7/8/2017, item 10</p>	<ul style="list-style-type: none"> 1. 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. 2. The Council develop a new formal 	Director City Planning	<ul style="list-style-type: none"> 1. Complete – change occurred from 1 November 2017. 2. Officers are progressing the matter. 2(i) A report addressing this matter will be provided in 2019.

Ref	Title	Report / Action	Action Officer	Comments
	Council 4/9/2017, item 14	<p>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.</p> <p>(i) Further options such as parklets, be explored for outdoor dining in narrow footpath areas.</p>		
23	<p>PETITION – UPGRADE OF THE SCHOOL CROSSING IN FORSTER STREET, NEW TOWN Council 21/8/2017, item 6 Council 18/12/2017, item 6.2</p>	<p>1. The following recommendations to further improve the safety of the children's crossing in Forster Street at New Town Primary School be endorsed:</p> <p>(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;</p> <p>(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</p> <p>(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</p>	Director City Planning	<p>1(a) Complete</p> <p>1(b)(c) Officers are progressing the other matters in liaison with the Department of State Growth.</p> <p>2. Being progressed in collaboration with the Bicycle Network.</p> <p>3. Complete.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>flashing lights as an alternative to the flags.</p> <p>2. An offer be made to New Town Primary School giving them the option of participating in an Active Routes to School workshop.</p> <p>3. The organiser of the petition be advised of the Council's decision.</p>		
24	29 MORRISON STREET, HOBART - REMOVAL OF THREE CAR PARKING SPACES Council 4/12/2017, item 6.1	<p>1. The three car parking spaces located in front of 29 Morrison Street, Hobart remain status quo.</p> <p>2. 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.</p> <p>3. 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.</p>	Director City Planning	Officers are progressing the matter.
25	NEW TOWN RETAIL PRECINCT - PROPOSED STREETSCAPE CONCEPT Council 18/12/2017, item 6.1 Council 4/6/2018, item 11	<p>1. 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.</p> <p>2. In the event the consultation process</p>	Director City Planning	Works are underway

Ref	Title	Report / Action	Action Officer	Comments
		results in an increase in costs, the details be advised to the Council.		
26	PETITION - PEDESTRIAN (ZEBRA) CROSSING ON CREEK ROAD, LENA VALLEY Council 7/5/2018, item 11	<ol style="list-style-type: none"> The following recommendations to further improve the safety of the pedestrian (zebra crossing) on Creek Road, Lenah Valley be endorsed: <ol style="list-style-type: none"> 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; 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; A wombat crossing be considered for Creek Road, after the Hill Street trial has been assessed. 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. 	Director City Planning	<ol style="list-style-type: none"> Design work is underway. Being progressing in conjunction with Bicycle Network. Awaiting results of the Hill Street trial. <ol style="list-style-type: none"> Complete. Complete.

Ref	Title	Report / Action	Action Officer	Comments
27	CITY OF HOBART TRANSPORT STRATEGY –ENGAGEMENT REPORT CIC 9/12/2015 Council 9/7/2018 item 14 Council 8/10/2018, item 14	<ol style="list-style-type: none"> 1. The report of the Manager Traffic Engineering and the Director City Infrastructure titled <i>Draft Transport Strategy - Engagement Report</i> marked as item 6.1 of the Open City Infrastructure Committee agenda of 19 September 2018 be received and noted. 2. The Council adopt the 9 themes and position statements in the draft strategy. 3. The actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided. 	Director City Planning	<p>At this meeting the Council adopted the 9 themes and position statements in the draft strategy.</p> <p>The Council also resolved that the actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</p>
28	TAP WATER REFILL PROGRAM Council 6/8/2018, item Council 6/5/2019, item 12	<ol style="list-style-type: none"> 1. That the 'Public Drinking Water Facility Upgrade' Program be implemented over a 3 year timeframe, at an estimated cost of \$30,000 per year to be funded from the Solid Waste Strategy and Project Budget Function. <ol style="list-style-type: none"> (i) The City continue to negotiate with TasWater to enter into a partnership arrangement in respect to the installation costs. 2. The Council defer consideration of joining the 'Choose Tap' public water re-fill program, at a cost of an estimated \$6,000 per annum, for the provision of a further report in relation to: <ol style="list-style-type: none"> (i) The estimation of staff costs to be incurred to promote the 'Choose Tap' public water re-fill program to businesses within the Hobart municipal area. 	Director City Amenity	The Council decision is being actioned

Ref	Title	Report / Action	Action Officer	Comments
		<p>(ii) Further evidence be provided of the success or otherwise of the other Council's participating in the program.</p> <p>3. Initiatives to reduce the use of single use plastics within the Council's operations continue to be identified and implemented, and the Council endorse a Waste Reduction Statement of Commitment marked as Attachment C to item 6.3 of the Open City Infrastructure Committee agenda of 17 April 2019.</p> <p>4. The City's playgrounds and sportsgrounds that would benefit with the installation of public drinking water facilities be identified and prioritised as part of the 'Public Drinking Water Facility Upgrade' program.</p> <p>(i) Investigations also be undertaken to implement currently available technology that can be affixed to existing public drinking water facilities to monitor water usage.</p>		
29	WATCHORN STREET - FOOTPATH CLOSURE Council 6/8/2018, item 13	That the General Manager be authorised to vary the Council position on the long term closure of footpaths to facilitate private construction, as detailed in the Council resolution of 12 October 2015, by permitting the closure of sections of the southern footpath on Watchorn Street (between Liverpool Street and Bathurst Street), and the detouring of pedestrians to the northern footpath, to facilitate excavation and construction works at 126 Bathurst Street,	Director City Planning	<p>Works have commenced on site.</p> <p>To date no application has been received from the developers to occupy the footpaths in Watchorn Street.</p>

Ref	Title	Report / Action	Action Officer	Comments
		Hobart.		
30	99 STEPS, WEST HOBART Council 8/10/2018, item 12 Council 6/5/2019, item 14	<ol style="list-style-type: none"> 1. Works be undertaken to improve the amenity and safety of the small set of steps at the top of 99 Steps, West Hobart including the installation of a seat and fence, along with a ramp and new steps on the opposite side of Liverpool Street at an estimated cost of \$25,000 in 2019-2020 to be funded from the City Laneways Access and Lighting Upgrades budget allocation. 2. Stormwater works including extension of a stormwater main along Liverpool Street and installation of drainage pits be constructed in 2020-2021 as part of a road and stormwater upgrade project to address flooding issues, subject to funding approval in the 2020-2021 budget. 3. Works to fully upgrade the 99 Steps walkway to full compliance with engineering standards and installation of bicycle channel be considered in the development of a City Laneways Strategy and Action Plan. 	Director City Amenity	The Council decision is being actioned
31	25 COPLEY ROAD, LENA VALLEY - SUBDIVISION - NEW ROAD NAME Council 17/12/2018, item 14	<ol style="list-style-type: none"> 1. The new road created by the subdivision at 25 Copley Road off 22 Cuthbertson Place, Lenah Valley be named Bluestone Rise. 2. The Nomenclature Board of Tasmania, the developer and affected residents be advised of the Council's decision. 3. The new road name be sign posted 	Director City Amenity	<ol style="list-style-type: none"> 1. Completed 2. Completed 3. This matter will be completed upon completion of the new subdivision road. <p>Complete</p>

Ref	Title	Report / Action	Action Officer	Comments
		along with an information sign for previously existing properties on the road which will retain their current Cuthbertson Place numbering.		
32	SINGLE-USE PLASTICS BY-LAW AND REGULATORY IMPACT STATEMENT Council 4/3/2019, item 12	<ol style="list-style-type: none"> 1. The Council resolve (by absolute majority) of its intention to make the Single-use Plastics By-law. 2. The Council delegate authority to the General Manager to present the Single-use Plastics By-law and Regulatory Impact Statement to the Director of Local Government for a certificate of approval, pursuant to section 156A of the Local Government Act 1993. 3. Subject to a certificate of approval from the Director of Local Government, the Council delegate authority to the General Manager to give notice of the proposed by-law in order to advertise a formal public consultation process, whereby the by-law and associated regulatory impact statement are made available to the public for inspection and comment. 4. Following the commencement of the by-law, penalties not be enforced until December 2020. 	Director City Planning	The Council decision is being actioned
33	HOBART BICYCLE ADVISORY COMMITTEE - ELECTION OF CHAIRMAN AND TERMS OF REFERENCE REVIEW Council 4/3/2019, item 13	<ol style="list-style-type: none"> 1. The draft notes of the Hobart Bicycle Advisory Committee meeting of 17 October 2018 be received and noted. 2. Councillor Ewin be appointed as Chairman of the Hobart Bicycle Advisory 	Director City Planning	<p>The newly appointed Committee met on 11 June 2019.</p> <p>Notes of that meeting, referencing its consideration of the matter will be distributed in due course.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>Committee.</p> <p>3. The Bicycle Advisory Committee be invited to give feedback on the potential referencing of pedestrians and public transport users within the Terms of Reference of the Committee.</p>		
34	<p>FOOD ORGANICS GREEN ORGANICS COLLECTION SERVICE - UPDATE AND INVITATION FROM GLENORCHY CITY COUNCIL - WORKING GROUP</p> <p>Council 6/5/2019, item 13</p>	<p>1. The information contained in the memorandum in respect to the City's progress into the introduction of a Food Organics Garden Organics Collection Service, marked as item 6.4 of the Open City Infrastructure Committee agenda of 17 April 2019 be received and noted.</p> <p>2. The Lord Mayor and the General Manager accept the invitation from Glenorchy City Council, as outlined in Attachment A to item 6.4 of the Open City Infrastructure Committee agenda of 17 April 2019, to form a working group to explore opportunities for the two Council's to work cooperatively on issues relating to a Food Organics Garden Organics Collection Service.</p>	Director City Amenity	Complete
35	<p>SOUNDYS LANE, ELIZABETH STREET MALL - ROLLER DOOR CLOSURE TIMES</p> <p>Council 6/5/2019, item 15</p>	<p>1. The opening of Soundys Lane (at the Elizabeth Mall end) during the proposed business hours of the Karaoke Bar within the basement of 59-61 Elizabeth Street, be approved on the following conditions:</p> <p>(i) An agreement be entered into with the operators of the Karaoke Bar for them to be provided with a key to the roller door for it to remain open</p>	Director City Amenity	Complete

Ref	Title	Report / Action	Action Officer	Comments
		<p>during trading hours, with any changes to its operating hours to be notified to the City and the Agreement amended accordingly.</p> <p>(ii) The operators of the Karaoke Bar be required to provide security personnel in the laneway at all times the roller is open.</p> <p>(iii) The opening hours of the laneway align with the Karaoke Bar's trading hours, subject to the approval of the General Manager, in accordance with Section 6 of the <i>Local Government (Highway) Act 1982</i>.</p> <p>(iv) The General Manager be authorised to include any further conditions necessary.</p> <p>2. The need for the installation of an additional roller door just past the door to the basement of 59-61 Elizabeth be considered following a review of an initial six months operation of the new Karaoke Bar.</p> <p>3. Affected tenancies and business owners, the Late Night Precinct Stakeholder Group and affected parties be notified of the Council's decision.</p>		
36	PROPOSAL FOR A TRAM DISPLAY AND WORKSHOP FACILITY - HOBART REGATTA GROUNDS	<p>That the concept plans for a proposed tram display and workshop facility, located at the Hobart Regatta Grounds, be endorsed.</p> <p>The provision of an additional \$10,000 to enable the design development to be</p>	Director City Amenity	The Council decision is being actioned

Ref	Title	Report / Action	Action Officer	Comments
	Open Council 3/6/2019, item 12	<p>progressed, be referred back to the City Infrastructure Committee for consideration.</p> <p>Hobart Tram Restoration and Museum Society Inc be authorised to seek funding opportunities to allow the project to proceed.</p> <p>(i) Should funding be obtained for the project, the General Manager be authorised to progress any necessary arrangements to allow a development application to be submitted, and to commence lease negotiations over the land that would be the subject of a future report to the Council.</p> <p>That a further report be provided on the concept of a men's shed being incorporated into the proposal.</p>		
37	<p>AUSTRALIAN PACKAGING COVENANT ORGANISATION - FOOD PACKAGING 'ROUND TABLE' WORKSHOP - INVITATION TO PARTICIPATE</p> <p>Open Council 3/6/2019,item 13</p>	<p>That Councillor Harvey attend the Australian Packaging Covenant Organisation – Food Packaging “Round Table” Workshop in Sydney on the 19 June 2019.</p> <p>(i) The cost of attendance, estimated at \$800 including flights, one nights accommodation, transport and incidentals, be funded from the City's Elected Members Allowances and Expenses Function within the 2018-19 Annual Plan.</p>	Director City Amenity	Complete

8. RESPONSES TO QUESTIONS WITHOUT NOTICE

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

The General Manager reports:-

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

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

8.1 Public Street Marches
File Ref: F19/51996; 13-1-10

Memorandum of the Director City Planning of 13 June 2019.

8.2 Salamanca Stormwater
File Ref: F19/54369; 13-1-10

Memorandum of the Director City Amenity of 13 June 2019.

8.3 Comparison of Fees
File Ref: F19/54373; 13-1-10

Memorandum of the Director City Amenity of 21 May 2019.

Delegation: Committee

That the information be received and noted.



City of **HOBART**

Memorandum: Lord Mayor
Deputy Lord Mayor
Elected Members

Response to Question Without Notice

PUBLIC STREET MARCHES

Meeting: City Infrastructure Committee

Meeting date: 17 April 2019

Raised by: Lord Mayor Reynolds

Question:

Could the Director please advise of the application costs and processes involved in relation to public street marches, such as that recently required to enable student participation in the Global Climate Change March held on 15 March 2019?

Response:

Section 49AB of the *Police Offences Act 1935* requires that a person must not organise or conduct a march, rally or demonstration (political or otherwise) without a permit if it is to be held wholly or partly on a public street. The City of Hobart does not issue permits for public street marches as it is the responsibility of Tasmania Police to issue these permits.

The following events occurring on public streets need a permit from Tasmania Police:

- motor vehicle race, cycling or athletic events;
- demonstrations or street processions; and
- charitable collections.

When the City of Hobart receive enquiries for these types of special events we direct them to Tasmania Police. More information on how to obtain these permit is available on the Tasmania Police website at <https://www.police.tas.gov.au/services-online/permits-for-events/>.

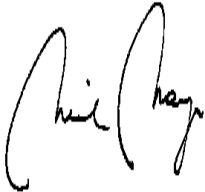
Tasmania Police generally require a letter of support from the road owner to confirm that there are no issues with the roads being utilised for such events (like road works

or other events on at the same). The City of Hobart do not charge a fee for obtaining the letter required to support an application to Tasmania Police.

As at 1 July 2019 Tasmania Police change a permit fee of \$41.08 for public event permits. This fee is revised annually.

Tasmania Police may also require that an event organiser provide a traffic management plan (from an appropriate provider) for their event. The cost of this traffic management plan, as well as costs associated with implementing the plan are also the responsibility of the event organiser.

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.

A handwritten signature in black ink, appearing to read 'Neil Noye', with a stylized, cursive script.

Neil Noye

DIRECTOR CITY PLANNING

Date: 13 June 2019
File Reference: F19/51996; 13-1-10



City of **HOBART**

Memorandum: Lord Mayor
Deputy Lord Mayor
Elected Members

Response to Question Without Notice

SALAMANCA STORMWATER

Meeting: City Infrastructure Committee

Meeting date: 17 April 2019

Raised by: Alderman Behrakis

Question:

Could the Director please provide an update in relation to the recent odour issues coming from the stormwater drainage system within Salamanca and advise of the cause?

Response:

The City has convened a small working taskforce, including representation from TasWater, to assist with the odour investigation.

This taskforce will determine the source of the intermittent odour issues experienced in Salamanca. The work will include water quality testing, condition assessment of the stormwater drain, odour logging and testing, smoke testing, community survey, and review of the Salamanca area's trade waste vent.

The taskforce is currently in the process of organising a community survey to determine the extent and location of the odour.

Further advice will be provided as the Taskforce continues its works.

In the interim, the cleansing of the stormwater drain had been stepped up to eliminate any chance of unpleasant odour build up in the stormwater system.

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.

A handwritten signature in black ink, appearing to read 'Glenn Doyle', written over a faint, large, stylized outline of a person's head and shoulders.

Glenn Doyle
DIRECTOR CITY AMENITY

Date: 13 June 2019
File Reference: F19/54369; 13-1-10



City of **HOBART**

Memorandum: Lord Mayor
Deputy Lord Mayor
Elected Members

Response to Question Without Notice

COMPARISON OF FEES

Meeting: City Infrastructure Committee

Meeting date: 17 April 2019

Raised by: Lord Mayor Reynolds

Question:

Could the Director please advise on how the City of Hobart's hoarding and scaffolding, together with public highway lane closure fees, compare with other cities of a similar size to Hobart?

Response:

Fees were sourced from the Adelaide, Perth and Newcastle Councils to compare against the City's proposed fees and charges.

To assist in the comparison, 'example applications' are listed below to indicate the total level of fees that would apply for each Council.

Example	City of Hobart Proposed 2019/20	City of Adelaide 2018/19	City of Perth 2018/19	City of Newcastle 2018/19
CBD road closure for 1 day (business hours only), impacting 10 metered parking spaces.	\$830	\$748	\$1,325	\$1,160.05
CBD road closure and long term occupation for 1 month (100 m ²), impacting 10 metered parking spaces	\$9,300	\$748	\$23,075	\$7,403.05
Hoarding permit occupying 250m ² , CBD location, 1 week. No road closure, no parking meters impacted.	\$1,125	\$500 - \$ 1,550	\$347.70	\$265

Hoarding permit occupying 250m ² , non CBD location, 1 week. No road closure, no parking meters impacted.	\$1,000	\$500 - \$ 1,550	\$347.70	\$265
Scaffolding permit occupying 250m ² , CBD location, 1 week. No road closure, no parking meters impacted.	\$1,125	\$500 - \$1,550	\$404.45	\$265
Scaffolding permit occupying 250m ² , non CBD location, 1 week. No road closure, no parking meters impacted.	\$1,000	\$500 - \$1,550	\$404.45	\$265

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.



Glenn Doyle
DIRECTOR CITY AMENITY

Date: 21 May 2019
File Reference: F19/54373; 13-1-10

9. QUESTIONS WITHOUT NOTICE

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

An Elected Member may ask a question without notice of the Chairman, another Elected Member, 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 Elected Member 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, Elected Member, 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 Elected Members, at the appropriate time.
 - (iii) upon the answer to the question being circulated to Elected Members, both the question and the answer will be listed on the agenda for the next available ordinary meeting of the Committee at which it was asked, where it will be listed for noting purposes only.

10. CLOSED PORTION OF THE MEETING

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:

- *Information provided to the Council on the basis that it is to be kept confidential; and*
- *Contract for the supply of services.*

The following items are listed for discussion:-

Item No. 1	Minutes of the last meeting of the Closed Portion of the Committee Meeting
Item No. 2	Consideration of supplementary items to the agenda
Item No. 3	Indications of pecuniary and conflicts of interest
Item No. 4	Reports
Item No. 4.1	Food Organics and Garden Organics (FOGO) Collection Service LG(MP)R 15(2)(d)
Item No. 5	Committee Action Status Report
Item No. 5.1	Committee Actions - Status Report LG(MP)R 15(2)(g)
Item No. 6	Questions Without Notice