



CITY OF HOBART

# **AGENDA**

## **City Infrastructure Committee Meeting**

### **Open Portion**

**Wednesday, 23 October 2019**

**at 4:00 pm**

**Lady Osborne Room, Town Hall**

## THE MISSION

**Working together to make Hobart a better place for the community.**

## THE VALUES

**The Council is:**

<b>People</b>	We value people – our community, our customers and colleagues.
<b>Teamwork</b>	We collaborate both within the organisation and with external stakeholders drawing on skills and expertise for the benefit of our community.
<b>Focus and Direction</b>	We have clear goals and plans to achieve sustainable social, environmental and economic outcomes for the Hobart community.
<b>Creativity and Innovation</b>	We embrace new approaches and continuously improve to achieve better outcomes for our community.
<b>Accountability</b>	We work to high ethical and professional standards and are accountable for delivering outcomes for our community.

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## **ORDER OF BUSINESS**

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**Business listed on the agenda is to be conducted in the order in which it is set out, unless the committee by simple majority determines otherwise.**

### **APOLOGIES AND LEAVE OF ABSENCE**

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**City Infrastructure Committee Meeting (Open Portion) held Wednesday,  
23 October 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:**

Alderman M Zucco.  
Alderman J R Briscoe.

**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**

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**2. CONFIRMATION OF MINUTES**

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The minutes of the Open Portion of the City Infrastructure Committee meeting held on [Wednesday, 25 September 2019](#), are submitted for confirming as an accurate record.

**3. CONSIDERATION OF SUPPLEMENTARY ITEMS**

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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**

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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**

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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**

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### **6.1 454-462 Churchill Avenue, Sandy Bay - Shared Access File Ref: F19/133657**

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Report of the Manager Roads and Environmental Engineering and the  
Director City Amenity of 17 October 2019.

Delegation: Council

**REPORT TITLE: 454-462 CHURCHILL AVENUE, SANDY BAY - SHARED ACCESS**

**REPORT PROVIDED BY:** Manager Roads and Environmental Engineering  
Director City Amenity

## **1. Report Purpose and Community Benefit**

1.1. The purpose of the report is to:

- 1.1.1. Present a proposal to undertake minor road improvement works to the shared vehicle access that serves the properties identified as 454-462 Churchill Avenue, Sandy Bay.
- 1.1.2. Provide information and comment on the residents' feedback to the proposed road improvement works.
- 1.1.3. Present recommendations as the basis upon which to resolve this long standing issue.

1.2. The proposed road improvement works will provide the following community benefits:

- 1.2.1. Road and pedestrian safety improvements for the abutting residents' of 454-462 Churchill Avenue, Sandy Bay including visitors to these properties
- 1.2.2. Improved ingress, egress and assist with the turning manoeuvres for property owners and visitors that utilise this section of Churchill Avenue.

## **2. Report Summary**

2.1. In 2012/13 City Officers undertook investigations to improve the shared access that serves 454-462 Churchill Avenue, Sandy Bay. The conclusions from this exhaustive design work found it was not feasible to undertake any significant level modifications to the shared access due to the fixed level constraints at the top and bottom of the shared access

2.2. However, following significant engagement with the property owners, there are now works that can be carried out to improve the shared access. These works include:

- 2.2.1. Application of a skid resistance product (calcined bauxite) on the steep section of the shared access to improve grip for both vehicles and pedestrians.

- 2.2.2. Construction of small concrete hardstand area within the City's highway reservation and adjacent to 462 Churchill Avenue to provide additional manoeuvring space at the top of the shared access for vehicle movements.
- 2.2.3. The concrete hard stand area will also allow for the placement of rubbish bins for collection. This will replace the grassed area where the bins have always been placed.
- 2.2.4. Installation of some flexible bollards and a small 200mm high retaining wall near the access to 454 Churchill Avenue to assist drivers to locate the inside edge of this very steep driveway, and also improve the cross fall of the driveway into 454 Churchill Avenue.
- 2.3. Consultation with the abutting residents who use the shared access found that the majority (3 of the 4 residents) support the City's proposal to construct a concrete hardstand for vehicle manoeuvring adjacent to 462 Churchill Avenue.
- 2.4. The owners of 462 Churchill Avenue have contested this proposal on the basis that it will be an encroachment upon an area they consider should be available for their use as a "backyard" and will have a negative impact upon their family.
- 2.5. The owners of 462 Churchill Avenue engaged local consultant Pitt & Sherry, to provide alternative proposal for additional turning hardstand space at the top of the shared access.
- 2.6. Alternatives proposed by Pitt & Sherry with the latest plan includes:
  - 2.6.1. Relocation of the existing driveway and a new hardstand area adjacent to 462 Churchill Avenue.
  - 2.6.2. The granting of occupation license on public highway to allow the extension of the property boundary and installation of fencing and gate over this land.
- 2.7. City Officers hold concerns with Pitt & Sherry's alternative proposal.



### **3. Recommendation**

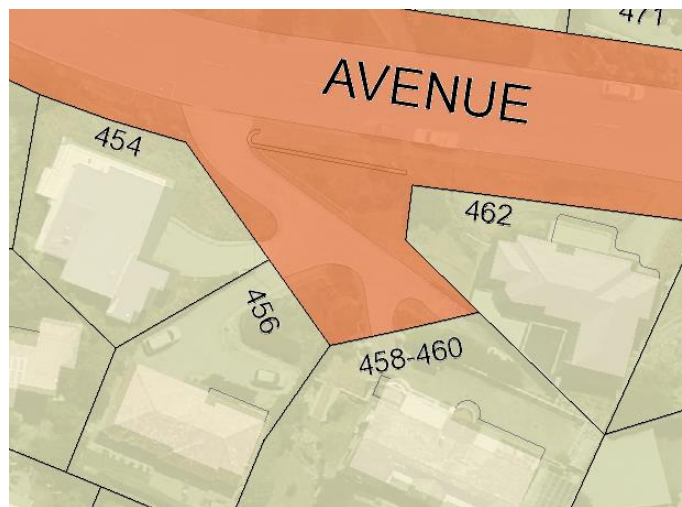
#### ***That:***

- 1. The report titled '454-462 Churchill Avenue, Sandy Bay - Shared Access' be received and noted.***
- 2. The following works be implemented on the shared access servicing 454 to 462 Churchill Avenue, Sandy Bay:***
  - (i) Installation of a skid/slip resistant surface on the shared access;***
  - (ii) Construction of a small (~16m<sup>2</sup>) area of concrete hardstand within the road reservation opposite the driveways to 454 and 456 Churchill Avenue to provide extra turning/manoeuvring area for vehicles at the top of the shared access;***
  - (iii) Removal of steps leading into 462 located within the highway reservation;***
  - (iv) Installation of traffic markers (flexible bollards) near the driveway entrance to 454 Churchill Avenue to assist drivers when manoeuvring in and out of this driveway; and***
  - (v) Installation of a small 200mm high retaining structure at the edge of driveway and minor regrading of the driveway entrance to 454 Churchill Avenue to provide some improvement to the cross fall of the driveway.***
- 3. Further detailed design to be carried out for construction documentation.***
- 4. No fencing or gate to be approved within the road reservation at rear of 462 Churchill Avenue.***
- 5. The costs associated with the proposal, estimated at \$90,000 be funded from the City's Road Strategy and Projects Budget Function within the 2019-20 Annual Plan.***
- 6. The owners of 454, 456, 458-460, and 462 to be notified of Council resolution.***

### **4. Background**

- 4.1.** The shared access that services properties 454-462 Churchill Avenue, Sandy Bay is designated on the Council's Statutory Map as a public highway maintainable by the City.

As such, the City has a level of responsibility for the on-going maintenance of its public highway, although its function is essentially a shared driveway serving the four properties in question.



- 4.2. It is noted that there are at least two other similar shared road accesses (spurs) on the top side of Churchill Avenue that are also designated as public highway.

These shared accesses were created and dedicated as public highway as part of the land sub-division process undertaken in the early 1970's.

- 4.3. The issues relating to the access serving 454-462 Churchill Avenue were first identified in 2012/13.
- 4.4. In particular the owner of 454 Churchill Avenue presented her concerns about the difficulty in not being able to manoeuvre her car in and out of their driveway. The driveway to 454 Churchill Avenue branches off the shared access.
- 4.5. In 2012/13, in response to the resident's request, City design officers undertook extensive investigation and design work to determine whether it would be possible and practicable to change the gradient of the shared access through reconstruction and thus improve vehicular access to 454 Churchill Avenue.

This work included a field survey, development of a 3D surface model and use of specialised 3D design software to model vehicles undertaking driveway manoeuvres.

The conclusions from this exhaustive design work found it was not feasible to undertake any significant level modifications to the existing shared access due to the fixed level constraints at the top and bottom of the shared access

- 4.6. It was concluded that the vehicle manoeuvring problems experienced by the owner of 454 Churchill Avenue were primarily caused by a combination of steep longitudinal gradient on the shared access road, the excessive cross fall on the shared access and the sharp change in gradient (no grade transition) between the driveway to 454 Churchill Avenue and the shared access. Moreover in wet or icy conditions the

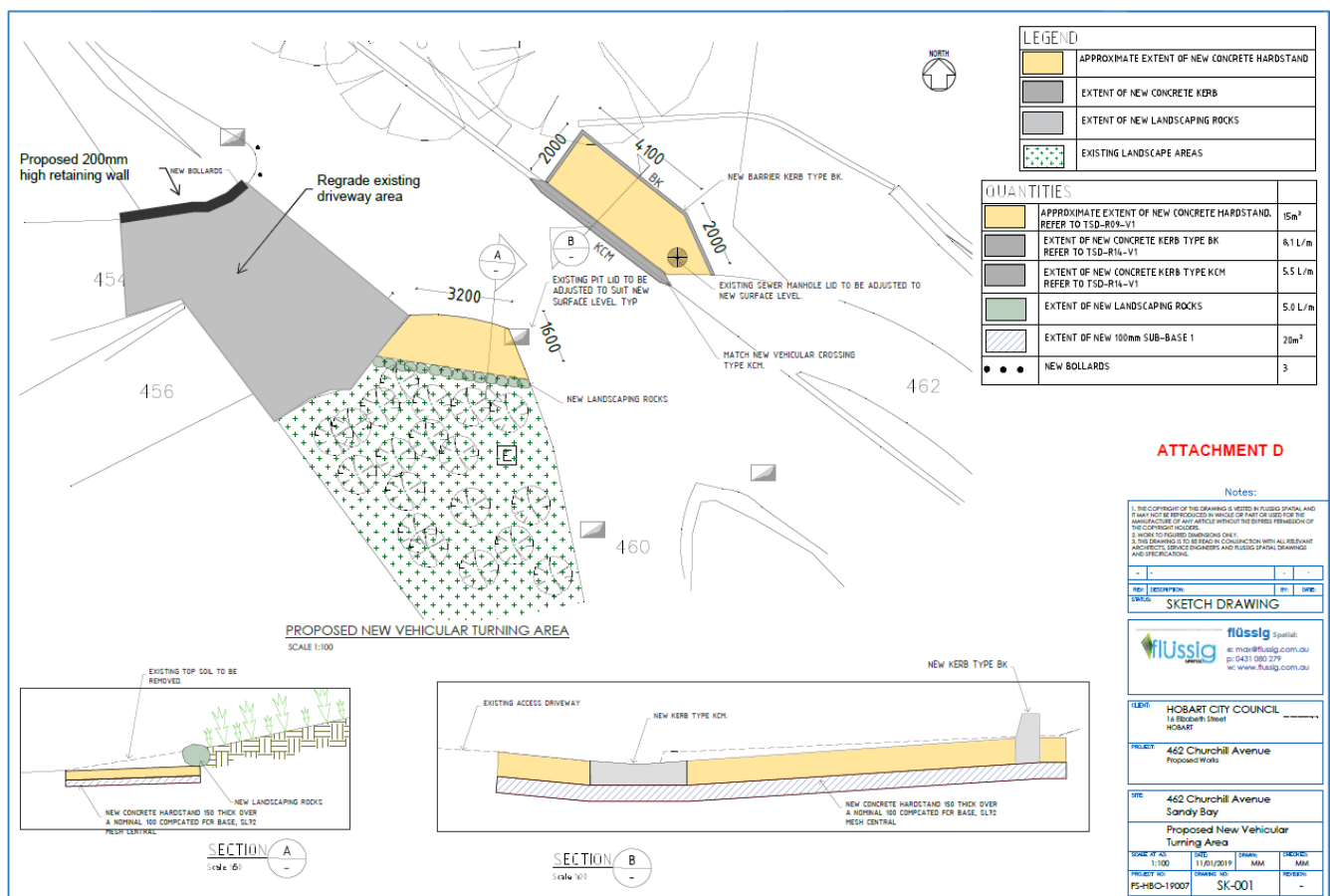
steep shared access is more hazardous for both vehicles and pedestrians.

- 4.6.1. The City's design investigation work in 2012/13 was submitted for independent peer design review, undertaken by a local engineering consultant. The review also concluded that reconstruction of the shared access was not possible or practicable within the fixed level constraints at the top and bottom of the road.
- 4.7. Following the work undertaken in 2012/13 it was concluded that some improvements to the shared access may be achieved through implementing the following minor works:
  - 4.7.1. Installation of a skid/slip resistant surface on the shared access;
  - 4.7.2. Construction of a small (~16m<sup>2</sup>) area of concrete hardstand within the road reservation opposite the driveways to 454 and 456 Churchill Avenue to provide extra turning/manoeuvring area for vehicles at the top of the shared access; and
  - 4.7.3. Installation of traffic markers (flexible bollards) near the driveway entrance to 454 Churchill Avenue to assist drivers when manoeuvring in and out of this driveway.
- 4.8. Regrettably the works were not undertaken and in early 2017, new owners moved into the property at 462 Churchill Avenue who were not party to the previous consultation and design work that had occurred in 2012/13.
- 4.9. The new owners were advised by City Officers of the proposed works to be undertaken on the shared access, however they conveyed their concerns and dissatisfaction with the current proposal for improvements to the shared access, and in particular the construction of the hardstand area within the road reservation to provide additional manoeuvring space.
- 4.10. The new owners of 462 Churchill Avenue engaged local consulting engineers Pitt & Sherry to investigate alternative proposals with various options subsequently proposed to the City's Officers.
- 4.11. The first two options proposed by owners of 462 Churchill Avenue were investigated further by the City's Officers and were determined to be unaffordable as they were in excess of \$100,000.

Further, the neighbouring properties were not supportive of these options.
- 4.12. In early 2019, the City's Officers entered into another round of consultation with the neighbouring properties as there were some concerns that some of the neighbours may not have been thoroughly consulted.

- 4.12.1. Noting this, and recognising the divergent views, the City engaged an independent mediator who undertook numerous meetings over recent months with affected stakeholders and officer in an attempt to reach a mutually feasible and agreeable outcome.
- 4.13. This time the owner of 454 Churchill Avenue raised concerns that the 2012/13 proposal may not resolve their driveway issue.
- 4.14. From this discussion, the City engaged a local engineering consultant GHD to undertake another investigation whom recommended that the following additional work be carried out to improve the driveway access into 454 Churchill Avenue:
- 4.14.1. Installation of a small 200mm high retaining structure at the edge of driveway and minor regrading of the driveway entrance to 454 Churchill Avenue to provide some improvement to the cross fall of the driveway.
- 4.15. In October 2019, after an extensive consultation process and detailed design investigation works, the City's Officers provided the City's proposal to all the neighbours for consultation.

This proposal is shown below:





- 4.20. One of the major concerns of 462 Churchill Avenue is to ensure the safety and wellbeing of their children, therefore the request for installation of a fence and gate in their backyard.

This is shown in the alternative plan above.

- 4.21. The extension of the proposed hard stand area (as proposed) would also reduce the risk of vehicle manoeuvring into the backyard.

This area would provide a safe area for vehicles to turn at the top access road which is not available at present.

- 4.22. City Officers do not support the alternative proposal due to:

4.22.1. Further alienation of the public highway due to the limited space available at the top of the driveway to allow for safe manoeuvring space for vehicles.

4.22.2. The proposed driveway location is currently public space used by adjoining properties for placing their bins for collection. Converting this area to a driveway will prevent any resident from placing their bins at this location. An alternative location for placement of bins will be Churchill Avenue. Majority of the residents have expressed their objection to this.

- 4.23. The recent alternative proposal as presented by the owners of 462 Churchill Avenue was also distributed to the residents of 454, 456 and 458-460 Churchill Avenue for their perusal and feedback.

There was no support from any of the other three residents towards the alternative proposal.

## **5. Proposal and Implementation**

- 5.1. The City's Officers have undertaken investigation regarding a suitable surface treatment that could be applied to the concrete surface on the shared access to improve the skid/slip resistance of the surface.

It was concluded that a calcined bauxite treatment offers the best solution in this regard. This investigation work included some independent engineering review/advice on the proposed product.

- 5.2. It is proposed that the City proceed with undertaking the installation of the skid resistance surface treatment in conjunction with the other minor works as outlined in the recommendation of the report.

5.2.1. It is noted that the skid resistance treatment and the other minor hardstand works etc. have been scoped and are estimated to cost:

5.2.1.1. \$30,000 for the skid resistance treatment.

5.2.1.2. \$15,000 for the extra hardstand areas and installation of bollards

5.2.1.3. \$30,000 for regrading of driveway entrance into 454 Churchill Ave and installation of 200mm high retaining wall.

- 5.3. Vehicle turning assessment carried out shows that the proposed works will provide some improvement for the vehicle manoeuvring at the top of the shared access road.
- 5.4. Further detailed design needs to be carried out for the regrading of the driveway entrance into 454 Churchill Avenue. The estimated cost of this is \$15,000.
- 5.5. The City's recommended option has not received unanimous support from all the residents who use the shared access. Noting this situation City Officers have presented this report to the Council for its consideration and resolution.

## 6. Strategic Planning and Policy Considerations

- 6.1. The proposal is compatible with the Capital City Strategic Plan 2019-2029:

Strategic Outcome 7.3	Infrastructure and services are planned, managed and maintained to provide community wellbeing.
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## 7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
  - 7.1.1. Adequate funding is available in the current financial year in the Road Strategy and Projects Budget Function (BF 540) to undertake the proposed works.
- 7.2. Impact on Future Years' Financial Result
  - 7.2.1. There would be a minor impact on future years' budgets in that replacement of the skid resistance surface is likely to be required approximately on a 10 year cycle, at an estimated cost of \$30,000 plus the cost of inflation.

## 8. Legal, Risk and Legislative Considerations

- 8.1. Under the *Local Government Highways Act 1982*, the Council has a legal obligation to maintain its local highways. Specific reference is made to Part III, Section 21 of the Act which states:

21. *General responsibility of corporations*

- (1) *Subject to this Act, the corporation of a municipality is charged with the duty of maintaining the local highways in the municipality that are maintainable by the corporation as shown on its municipal map, and, in any particular case, it shall discharge that duty in such manner as, having regard to all the circumstances of the case, it considers practicable and appropriate.*

- 8.2. Under Section 42(1) of the *Civil Liability Act 2002*, a Council may be liable in negligence for failing to carry out works on a road for which it was responsible, where it had actual knowledge of the facts creating the particular risk the materialisation of which resulted in the harm.
- 8.3. The owner of 454 Churchill Avenue advised that there has been instances of pedestrian slipping on the steep driveway. Failure to undertake any slip resistant treatment work may result in future medical claim.
- 8.4. Legal advice obtained suggests that the failure to properly design the driveway to 454 Churchill Avenue is not the responsibility of the Council, however given the significant work undertaken by the City over many years and the resulting expectation created, it is proposed that the City proceed with corrective works.

## 9. Environmental Considerations

- 9.1. Appropriate environmental controls will be put in place by the contractor during the application of the skid resistant product to minimise the risk of over spill or encroachment upon other infrastructure or private properties

## 10. Community and Stakeholder Engagement

- 10.1. Extensive consultation has been undertaken over a considerable time with the residents who utilise the shared access and are affected by the proposed works.

## 11. Delegation

- 11.1. 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: 17 October 2019  
File Reference: F19/133657



**6.2 City of Hobart Waste Management Strategy 2015-2030 - Year 3  
(2018/19) Progress Report  
File Ref: F19/135120**

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Report of the Cleansing & Solid Waste Policy Coordinator, the Manager  
Cleansing and Solid Waste and the Director City Amenity of 18 October  
2019 and attachment.

Delegation: Committee

**REPORT TITLE: CITY OF HOBART WASTE MANAGEMENT  
STRATEGY 2015-2030 - YEAR 3 (2018/19)  
PROGRESS REPORT**

**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 present progress on Year 3 of the implementation of the City of Hobart Waste Management Strategy 2015-2030: a strategy to achieve zero waste to landfill by 2030.

**2. Report Summary**

- 2.1. At its meeting of 9 May 2016 the Council resolved that:

*"The City of Hobart Waste Management Strategy 2015-2030, be endorsed"*

At the conclusion of the third year, implementation of the actions has resulted in 48 actions being adequately addressed (some finalised but remain ongoing), and a further 22 actions nearing completion, as follows:

- 27 Actions are complete with no further significant works required.
  - 21 Actions have been addressed and remain ongoing, for the term of the strategy.
  - 22 Actions progressing towards completion.
  - 21 Actions are yet to have significant works undertaken.
- 2.2. As at the end of Year 3 (2018/19) the City recorded a waste diversion rate at McRobies Gully Waste Management Centre of **43%** of material diverted from landfill through re-use and recycling programs.
- 2.3. 2018/19 saw a second consecutive year of less than 20,000 tonnes being disposed of to the McRobies Gully Landfill. This demonstrates the City is maintaining the gains in the waste reduction field.

**3. Recommendation**

***That the report outlining the City's progress in the implementation of the 'City of Hobart Waste Management Strategy 2015-2030: a strategy to achieve zero waste to landfill by 2030' be received and noted.***

#### 4. Background

4.1. The Waste Management Strategy 2015-2030 (the Strategy) was approved by Council on 9 May 2016.

4.2. In 2018/19, a total of **19,757** tonnes of waste was buried at the McRobies Gully Landfill.

This builds on last financial year's inaugural result of less than 20,000 tonnes of waste to landfill, and demonstrates that waste avoidance, recovery, and recycling is being sustained in Hobart.

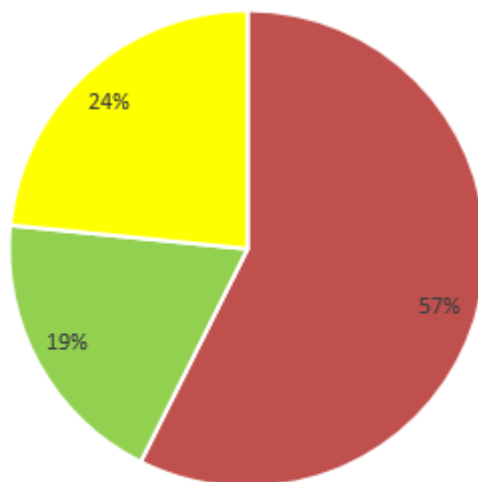
4.3. The waste diversion rate at McRobies Gully Landfill for 2018/19 was **43%**.

This waste diversion rate is calculated based on the total of all material handled through kerbside services, at the waste transfer station, and to landfill (a total of just over 40,000 tonnes) then identifying how much material avoided being landfilled.

4.4. Some kerbside waste is delivered to the Southern Waste Solutions site in Derwent Park. While this material did not go into the City's landfill, the material needs to be included as 'waste' when reporting waste diversion rates.

4.5. The breakdown of all materials was as follows:

- **Landfilled (total) 23,109 t (57%)**  
*(both McRobies and Southern Waste Solutions sites)*
- **Recycled 9,428 t (24%)**
- **Composted 7,721 t (19%)**



■ Landfilled ■ Composted ■ Recycled

- 4.6. The report to the City Infrastructure Committee (21/11/2018) on the Year 2 progress of the Strategy detailed the following Key Actions to be addressed in 2018/19 as priorities:
- Finalise preparations for the kerbside collection of food waste;
  - Reducing single use plastics including water bottles;
  - Extending the number of facilities for the recycling of difficult items such as, light globes, batteries, and dental products;
  - Establishing recycling facilities for items such as corflute, soft plastics, pallet wrap, solar panels;
  - Implementation of the Cleary's Gates waste minimisation plan;
  - Improving events recycling (Council and external);
  - Continuing to build the 'Towards Zero Waste' brand, and;
  - Incorporating recycled products into City design processes and projects;
- 4.7. Significant works have been undertaken on all but the last of these priorities listed to be progressed in year 3.

*Fig 1 - New centralised bin storage facilities at Cleary's Gates including FOGO*



- 4.8. There have been 70 actions worked on during the first 3 years of the Strategy's implementation (up from 55 actions during the first 2 years). Actions have been undertaken across all of the 8 Key Focus Areas, a list of all Actions progressed is included as **Attachment A**.
- 4.9. Year 3 of the strategy saw a significant amount of planning, research, lobbying and input into regional and state reviews, education and activations, and a focus on improving waste management and reduction within City operated areas and programs.
- 4.10. 2018/19 also saw much advocacy and lobbying both by the City and in partnership with the Local Government Association of Tasmania on a

range of state-wide priorities, resulting in the State Government's release of a Draft Waste Action Plan in June 2019. The action plan includes several items the City has been lobbying for, including:

- A Container Deposit Refund Scheme.
- A state wide waste levy.
- Establishment of a state waste management body.

4.11. Other key works undertaken in 2018/19 included:

- Finalising FOGO to a stage where contractual, economic, and environmental factors are all addressed allowing a service to be introduced.
- Salamanca Market waste reduction improvements.
- Development of the Single Use Plastic By-Law Regulatory Impact Statement (RIS) required for the Director of Local Government.
- Inclusion of a waste reduction clause in future Council leases.
- Implementation of the Cleary's Gates waste minimisation plan.
- Refinement of the Doone Kennedy Hobart Aquatic Centre waste minimisation plan.
- Delivery of additional Recycling Units for hard to recycle items in other (non-City) locations.
- Development of a 3 year public drinking water installation program.
- Pursuit of a Cooperative Research Centre focussing on waste and plastic pollution, with LGAT and UTAS.
- Website upgrades including a resources page with a range of education tools, and a detailed A-Z list identifying reuse, recycling, and disposal options for over 200 items.
- Coordination of a Schools War on Waste forum held at the Hobart Town Hall involving 80 student representatives sharing strategies and experiences in reducing waste.
- Significant engagement with schools, including one on one workshops, assistance with waste audits, and ongoing mentoring from the City's Waste team.
- Internal workshops for the City's staff such as bag making and beeswax wraps, recycling info sessions.

- An increased range of community activations, education, and re-use programs (32 in total), including clothing swap meets, home composting workshops, representation at festivals such as AFLOAT, Art from Trash educational display, zero waste cooking classes, workshops with 100 student leaders as a part of a waste conference, a presence at events like the Hobart International Tennis Tournament, and a public information session at local café Sweet Sassafras.

*Fig 2 – The City's Waste Education Officer, Sophia Newman MCs the Schools war on waste Forum in Town Hall*



- 4.12. The City continues to be a leader in the field, and is regularly contacted by other councils (and other organisations) both within Tasmania and interstate, to provide information and advice on developing policy and implementing waste minimisation programs.
- 4.13. It should also be noted that the City is partnering with other impacted southern Tasmanian Councils in responding to SKM Recycling being placed in administration, ensuring that the collection and sorting of recyclables has been able to continue.

## **5. Proposal and Implementation**

- 5.1. Implementation of the Strategy is undertaken through the development of an annual plan that identifies priority actions to undertake each year. Action areas for the 2019/2020 implementation plan (Year 4) will include:
  - A mattress recycling program.
  - Implementation of the FOGO service.
  - Implementation of the 3 year drinking water program.



- Involvement and education of businesses in readiness for the single use plastics by-law.
  - Tyre recycling programs and litter prevention.
  - Further development and refinement of internal operations and waste minimisation (Town Hall, TTIC, etc).
  - A regional tender for Recycling processing services.
  - A regional tender for a long term organics treatment facility.
  - Continuing to build the 'Towards Zero Waste' brand.
- 5.2. The Strategy is due for review after its first 5 years of implementation. When it is reviewed, City Officers will consider emerging issues such as the circular economy for inclusion in the revised strategy.
- 5.3. The measurement systems used to track performance will also be reviewed at the 5 year stage. At present, the landfill receives waste from a variety of sources external of the Hobart area.

*Fig 3 – A Schools waste Audit being undertaken at New Town Primary School*



## **6. Strategic Planning and Policy Considerations**

- 6.1. The implementation of the Waste Management Strategy 2015-2030 is identified in the City's Strategic Plan.

## **7. Financial Implications**

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

- 7.1.1. A budget of \$170,000 has been allocated for the delivery of actions within the Waste Management Strategy, from budget function 240 within the Cleansing and Waste Unit, for 2019/20.

## 7.2. Impact on Future Years' Financial Result

- 7.2.1. Future financial implications will be formalised during the annual budget estimates processes each year.

## 8. Environmental Considerations

- 8.1. The Strategy is delivering environmental benefits across the region from reduced waste to landfill, reduced greenhouse gas emissions, reduced use of natural resources, and informing the community on the importance of waste avoidance and patronage of reuse and recycling programs.

## 9. Marketing and Media

- 9.1. There has been significant marketing and media associated with many of the programs implemented as a result of the Waste Management strategy 2015-2030 and its aim of zero waste to landfill by 2030.

## 10. Delegation

- 10.1. This matter is delegated to the Committee to receive and note.

*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: 18 October 2019  
File Reference: F19/135120

Attachment A: Progress as at Year 3 (2018/19) ↓



**WASTE STRATEGY ACTIONS PROGRESS AS AT YEAR 3**

ID	WASTE STRATEGY ACTION	STATUS
1.1	Advocate to the State Government for a state based waste levy	<b>COMPLETE</b>
1.5	Advocate to State Government to support a state wide Container Deposit System	<b>COMPLETE</b>
1.6	Support the establishment of, and be represented on an adequately resourced Regional Waste Authority	<b>COMPLETE</b>
1.9	Evaluate the costs and benefits of joining existing or new Waste Authorities	<b>COMPLETE</b>
1.10	Optimise the use of the Derwent Park site, for regional waste infrastructure provision	<b>COMPLETE</b>
1.11	Advocate to the State Government for the establishment of state waste reduction targets.	<b>COMPLETE</b>
1.16	Adequately Plan and fund post closure requirements, and work in accordance with the Landfill Sustainability Guidelines, the sites Environmental Management Plan. Ensure all reasonable efforts are made to protect the ecology of the area surrounding the landfill	<b>COMPLETE</b>
2.2	Conduct a full cost accounting study of the landfill to review the pricing for current operations and long-term financial liabilities, including post closure requirements	<b>COMPLETE</b>
2.4	Investigate the use of external facilities for landfilling operations	<b>COMPLETE</b>
2.5	Conduct a review into the pricing and the business model for green waste processing at the landfill	<b>COMPLETE</b>
3.4	Appoint a Waste Education Officer	<b>COMPLETE</b>
3.11	Progressively report to Council to seek funds to implement the strategy	<b>COMPLETE</b>
3.12	Develop a Good Neighbour Agreement with the South Hobart Community	<b>COMPLETE</b>
3.13	Undertake community engagement and education on the closure of McRobies Gully Landfill, and the potential post closure uses for the site	<b>COMPLETE</b>
4.1	Implement a fortnightly garden waste kerbside collection service, to appropriate tenements ( <i>funded through rates</i> )	<b>COMPLETE</b>

4.4	Investigate commercial food organics diversion, and identify alternative sites and technologies for organics processing (either regional or stand-alone City facility)	<b>COMPLETE</b>
4.6	Review the costs and benefits of providing home composting kits and education	<b>COMPLETE</b>
5.2	Continue to refine the public bin program, including locations, sizes, and collection frequencies, and increasing the number of recycling bins	<b>COMPLETE</b>
6.3	Implement programs to increase concrete recycling	<b>COMPLETE</b>
7.1	Secure approvals to operate a general waste landfill to 2030	<b>COMPLETE</b>
7.5	Investigate disposal to alternative facilities for City generated wastes	<b>COMPLETE</b>
8.16	Review the frequency of the free entry weekends program	<b>COMPLETE</b>
8.17	Review e-waste recycling options and continue to implement the most environmental and economic program available	<b>COMPLETE</b>
8.19	Continue to separate steel from the waste stream for recycling	<b>COMPLETE</b>
8.21	Review opening days & hours of the Waste Management Centre to suit the needs of the community & site operations	<b>COMPLETE</b>
8.22	Improve tyre recycling programs and work to identify viable recycling options.	<b>COMPLETE</b>
3.5	Identify and provide viable recycling systems for difficult wastes such as polystyrene, batteries, oils, fluorescent light globes, paint, and effectively promote facilities and services to the community	<b>COMPLETE</b>
1.12	Provide assistance and advice to others looking to establish transfer stations and resource recovery facilities	COMPLETE - ONGOING
2.1	Set fees & charges (annually) to encourage waste avoidance and investment in commercial recycling programs	COMPLETE - ONGOING
3.6	Make available to residents an App that provides a range of information on Council services and facilities for recyclable products, & upgrade the City's internet pages	COMPLETE - ONGOING
3.16	Conduct regular contamination audits of kerbside recycling	COMPLETE - ONGOING
8.1	Implement effective cardboard and paper recycling programs at the Waste Management Centre	COMPLETE - ONGOING
8.2	Continue to provide kerbside recycling services and explore additional materials for inclusion when economically viable	COMPLETE - ONGOING

8.3	Provide an annual Waste Reduction Grants Program, to fund public waste reduction initiatives and projects	COMPLETE - ONGOING
8.6	Identify solutions and costs for residential services for the drop off and recycling of household hazardous waste, including oils, grease, paints, pesticides and medicines	COMPLETE - ONGOING
8.12	Research, Identify & commission feasibility studies into Alternative Waste Treatment and Energy from Waste facilities	COMPLETE - ONGOING
8.13	Support regional, state, and national waste reduction and education programs such as the garage sale trail	COMPLETE - ONGOING
8.20	Conduct regular audits of waste to landfill, and kerbside waste and recycling composition	COMPLETE - ONGOING
8.23	Investigate and conduct cost modelling for alternative treatment options for timber waste, such as pyrolysis	COMPLETE - ONGOING
1.18	Promote existing take back schemes (tyres, ewaste, fluorescent globes) & lobby for the development of further schemes (mattresses, pallets, plastics)	COMPLETE - ONGOING
3.15	Promote achievements in relation to waste minimisation programs implemented	COMPLETE - ONGOING
3.17	Ensure open and transparent communication with industry and residents through ongoing education and engagement programs	COMPLETE - ONGOING
3.18	Provide details on the end markets for recyclables to the community	COMPLETE - ONGOING
3.7	Encourage and support School recycling and waste diversion programs and projects	COMPLETE - ONGOING
3.8	Promote and support community reuse programs such as the Art From Trash Annual exhibition	COMPLETE - ONGOING
4.3	Encourage and support existing and new community gardens and at home composting programs	COMPLETE - ONGOING
5.6	Monitor the quality and appearance of waterways through regular testing and litter reduction measures	COMPLETE - ONGOING
8.7	Improve signage at McRobies Gully to ensure diversion of waste to the Resource Recovery Centre	COMPLETE - ONGOING
1.3	Increase the capacity of the Resource Recovery Centre to divert waste from landfill. Provide assistance, facilities, and work together with the site operator to recover as much material as possible, including C&D wastes	PROGRESSING TOWARD COMPLETION

1.4	Investigate the use of planning processes to improve source separation and recycling programs	PROGRESSING TOWARD COMPLETION
1.8	Work with the EPA and other facilities to establish common definitions for waste	PROGRESSING TOWARD COMPLETION
1.14	Monitor National Policy movements such as National Packaging Covenant developments and advocate for change when required	PROGRESSING TOWARD COMPLETION (ONGOING)
3.9	Work to develop a regional kerbside recycling contamination reduction education program	PROGRESSING TOWARD COMPLETION (ONGOING)
3.14	Implement branding across the City's waste services & infrastructure	PROGRESSING TOWARD COMPLETION (ONGOING)
4.2	Implement a food waste kerbside collection service, after the successful introduction of the garden waste kerbside collection service and appropriate receive infrastructure & facilities identified ( <i>funded through rates</i> )	PROGRESSING TOWARD COMPLETION
5.5	Refine public waste & recycling bin infrastructure, with bin level sensors, solar powered compaction units and route optimisation	PROGRESSING TOWARD COMPLETION
7.2	Improve source separation of City generated waste	PROGRESSING TOWARD COMPLETION
7.4	Conduct an audit of all City generated waste, and develop a waste minimisation plan with programs to increase recycling and reduce waste generation	PROGRESSING TOWARD COMPLETION (ONGOING)
7.6	Implement office recycling programs in all City work areas	PROGRESSING TOWARD COMPLETION
8.4	Establish a regional long-term solution for glass recycling, including market options	PROGRESSING TOWARD COMPLETION
8.10	Increase the use of recycled products within City projects	PROGRESSING TOWARD COMPLETION

8.11	Implement effective plastics recycling programs at the Waste Management Centre	PROGRESSING TOWARD COMPLETION
8.14	Establish a mattress recycling program, locally or regionally	PROGRESSING TOWARD COMPLETION
8.15	Review collection fleet to ensure optimum compaction, capacity, configuration and functionality	PROGRESSING TOWARD COMPLETION (ONGOING)
1.17	Work with other facilities to rationalise regional waste infrastructure, and investigate shared infrastructure and services	PROGRESSING TOWARD COMPLETION (ONGOING)
2.3	Work with others towards joint procurement and purchasing, resulting in savings from greater economies of scale.	PROGRESSING TOWARD COMPLETION (ONGOING)
3.1	Implement mandatory recycling and waste diversion requirements on all City coordinated events	PROGRESSING TOWARD COMPLETION
3.2	Support the development of regional recycling education strategies and programs	PROGRESSING TOWARD COMPLETION (ONGOING)
3.3	Support and encourage organisers to implement recycling and waste diversion programs for events, including food waste	PROGRESSING TOWARD COMPLETION
8.24	Develop improved systems for multi-tenement waste and recycling services	PROGRESSING TOWARD COMPLETION

**6.3 Cycling South - Meeting Minutes**  
**File Ref: F19/135240**

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Memorandum of the Acting Director City Planning of 17 October 2019  
and attachment.

Delegation: Committee



City of **HOBART**

**MEMORANDUM: CITY INFRASTRUCTURE COMMITTEE**

**Cycling South - Meeting Minutes**

Referred for information is the following paper:

- Cycling South Management Committee meeting – Minutes – 19 August 2019

**RECOMMENDATION**

***That the information contained in the memorandum of the Acting Director City Planning in relation to the following papers:***

- ***Cycling South Management Committee meeting – Minutes – 19 August 2019***  
***be received and noted.***

*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.*

James McIlhenny  
**ACTING DIRECTOR CITY PLANNING**

Date: 17 October 2019  
File Reference: F19/135240

Attachment A: Cycling South Management Committee Meeting – Minutes  
19 August 2019 ↓

**MINUTES FOR MANAGEMENT COMMITTEE MEETING**

**Meeting held on Tuesday 27 August 2019 starting at 4.00pm**  
**Dame Mabel Miller Room, Hobart Town Hall**

1. **Attendance** – Ald Bill Harvey, Ross Graham, Angela Moore, Cr Flora Fox, Alison Hetherington, Mary McParland
2. **Apologies** – Frank Chen, Richard Atkinson, Su Sprott, Ald Simon Fraser, Ald Dean Ewington, Ald Jeff Briscoe, Ald Simon Fraser, David Reeve, Frank Chen
3. **Acceptance of previous minutes** – 25 June 2019  
MOVED: Ross Graham    SECONDED: Alison Hetherington
4. **Business Arising**
  - 4.1. Strategic Planning meeting – Draft strategic plan to be circulated prior to planning meeting
  - 4.2. Executive committee vacancies – Deputy Chair and Secretary. These will be appointed at the AGM in October.
5. **Correspondence**
  - 5.1. INCOMING  
Rod Hartridge – Thank you letter for work Cycling South does  
Bicycle Network - Super Sunday Recreational Counts Program on 10 November. A discussion was held around data collection and the types of cycling data that is useful. Technology is allowing for digital recognition at intersections which may include people cycling (Mary to follow up with Luke Middleton) and car parking sensors provide data on parking demand and may help make the case for removing on-street car parking to create space for cycling. It was decided that the recreational counts were not required or budgeted for this financial year.  
*ACTION: Peter Carr, Director of Smart Cities at City of Hobart to be invited to a future meeting to present on data collection.*
6. **Reports**
  - 6.1 **Executive Officer**
    - Organised a site visit with staff from State Growth to look at the Tasman Highway corridor and opportunities for a cycleway as part of the Sorell to Hobart corridor study.
    - Public Transport – Provided information to a consultant looking at bike and ride for ferries and transport hubs.
    - Met with Parks staff at Hobart City Council in August to discuss Hobart Rivulet Track, Intercity Cycleway, New Town Rivulet Track and Maypole Creek Track. Met with a community member to look at some of the issues along the New Town Rivulet.



- Rokeby Road corridor – made a submission to State Growth outlining options for a cycleway as part of the planning to upgrade the roadway.
- Met with the Project Manager at Kingborough Council for the Channel Hwy upgrade through the CBD to discuss opportunities for separated cycleways.
- In July met with new staff at Glenorchy Council working on a trails plan to provide background information and an update on work done to date including Humphreys Rivulet Feasibility study and previous trails planning.
- Bicycle Advisory Committee meetings – Attended meetings with Hobart, Kingborough and Clarence committees
- Attended the Bike Futures Forums in Launceston and Hobart (see Bicycle Network Tasmania report for details).

## 6.2 Glenorchy

- Intercity Cycleway extension, Bilton St to Main Road - The project is to link the existing intercity cycleway currently terminated at Bilton Street and the recently constructed on-road cycle lane along Main Road, Austins Ferry. GCC has allocated funding to reinstate the project in its FY19/20 budget. GCC is exploring the options and external funding opportunity for the project and liaise with external stakeholders (e.g. DSG, TasRail and Cycling South).
- Howard Road Shared Pathway - The project is to create a shared pathway to link Giblin Reserve, which is going to have a major revamp, and nearby pedestrian generation zones (e.g. schools, shopping centre, and residential areas).
- GCC has included questions specific to the provision and maintenance of cycle paths in its 2019 LGAT Community Satisfaction Survey.

## 6.3 Clarence

- Clarence Foreshore Trail, Lindisfarne – Funding is committed in the 2019/20 capital budget for the next stage towards the Lindisfarne Yacht Club and design is underway.
- Clarence Foreshore Trail, Montagu Bay – A section by Montagu Bay Primary School is on hold while the school completes a new classroom which will require access for construction along the existing path alignment. Remaining funds will be redirected to the section of path south of Montagu Bay towards Rosny Point. A consultancy document is being prepared to engage a designer.
- Rosny Hill Road Path – Additional funding has been allocated in the 2019/20 capital budget and design is in progress.
- Tasman Hwy Path from Clarence Pool to Church on Montagu Bay Road – A maintenance agreement is being arranged between Council and Dept of State Growth for the State Road Reserve. The design is being finalised for construction.
- Cambridge Bypass – discussion with Dept of State Growth has resulted in a design that will accommodate the Barilla Rivulet Track to pass underneath the bypass bridge. A planning permit has been issued for the works and DSG expect to commence construction later in the financial year.

- A permanent counter has been installed on the Kangaroo Bay section of the Clarence Foreshore Trail. The first counts, through July 2019, show approx. 130 cyclists per day and 365 pedestrians on the path. Average cyclist speed is 20km/h.

#### 6.4 Hobart

- Elizabeth St Mid-town – A recommendation for improvements proposed by a consultative group for a streetscape upgrade for the mid-town section of Elizabeth St between Melville St and Patrick St included a separated uphill bike lane and removal of some on-street car parking. It was considered by the Infrastructure Committee on 19 June.
- Salamanca Place Precinct Upgrade – Work continues on redeveloping the Salamanca Place area to make it more people-friendly. The confusing road network will be modified and consolidated, zebra crossings will be introduced to give people better access around the area, and additional bicycle parking, landscaping and street furniture will be installed.
- A design is being prepared for the connection between the Intercity Cycleway and Macquarie Point Path. It is tricky to squeeze in between railway cutting and carpark / roadway.
- Continuing to look at options for managing the interaction between pedestrians crossing the shared pathway between the vehicle drop off and Zero Davey Hotel.
- Planning work is underway for Collins St bike lanes. The Molle St signalised intersection was considered at the Infrastructure Committee meeting but further information was requested.
- Huon Road – Uphill passing opportunities are being looked at, similar to the treatment installed on Bonnet Hill.
- Argyle St and Campbell St – planning work is being done to extend the bike lanes. The plan for the section outside the hospital was considered by the Infrastructure Committee and approved for consideration by Council.
- Rose Garden Bridge – expected to be open by October.

#### 6.5 Kingborough

- Council is submitting a grant to the Tasmanian Community Fund for a 3.0m wide DDA compliant concrete pathway around Kingston Park.
- Council has engaged Place Score to look at the central Kingston area, including Kingston Park, to help shape people spaces.

#### 6.6 Brighton

No report

#### 6.7 Department of State Growth and Australian Bicycle Council

No report

#### 6.8 Bicycle Network Tasmania

- Bike Futures held in August was well attended with inspiring speakers.

The City of Adelaide developed a Design Manual for their CBD streets that incorporated separated cycleways - [https://www.bicyclenetwork.com.au/newsroom/2019/08/13/its-not-just-about-bikes/?utm\\_medium=email&utm\\_campaign=In+the+Loop+%E2%80%93TAS+FRIENDS+15+AUG+2019&utm\\_content=bicyclenetwork.com.au%2Fnewsroom%2F2019%2F08%2F13%2Fits-not-just-about-bikes%2F&utm\\_source=www.vision6.com.au](https://www.bicyclenetwork.com.au/newsroom/2019/08/13/its-not-just-about-bikes/?utm_medium=email&utm_campaign=In+the+Loop+%E2%80%93TAS+FRIENDS+15+AUG+2019&utm_content=bicyclenetwork.com.au%2Fnewsroom%2F2019%2F08%2F13%2Fits-not-just-about-bikes%2F&utm_source=www.vision6.com.au)

[https://www.bicyclenetwork.com.au/newsroom/2019/08/12/consultation-data-key-to-cycleway-success/?utm\\_medium=email&utm\\_campaign=In+the+Loop+%E2%80%93TAS+FRIENDS+15+AUG+2019&utm\\_content=bicyclenetwork.com.au%2Fnewsroom%2F2019%2F08%2F12%2Fconsultation-data-key-to-cycleway-success%2F&utm\\_source=www.vision6.com.au](https://www.bicyclenetwork.com.au/newsroom/2019/08/12/consultation-data-key-to-cycleway-success/?utm_medium=email&utm_campaign=In+the+Loop+%E2%80%93TAS+FRIENDS+15+AUG+2019&utm_content=bicyclenetwork.com.au%2Fnewsroom%2F2019%2F08%2F12%2Fconsultation-data-key-to-cycleway-success%2F&utm_source=www.vision6.com.au)

The City of Geelong presentation focused on data collection on traffic and parking, and community consultation -

[https://www.bicyclenetwork.com.au/newsroom/2019/08/12/consultation-data-key-to-cycleway-success/?utm\\_medium=email&utm\\_campaign=In+the+Loop+%E2%80%93TAS+FRIENDS+15+AUG+2019&utm\\_content=bicyclenetwork.com.au%2Fnewsroom%2F2019%2F08%2F12%2Fconsultation-data-key-to-cycleway-success%2F&utm\\_source=www.vision6.com.au](https://www.bicyclenetwork.com.au/newsroom/2019/08/12/consultation-data-key-to-cycleway-success/?utm_medium=email&utm_campaign=In+the+Loop+%E2%80%93TAS+FRIENDS+15+AUG+2019&utm_content=bicyclenetwork.com.au%2Fnewsroom%2F2019%2F08%2F12%2Fconsultation-data-key-to-cycleway-success%2F&utm_source=www.vision6.com.au)

- National Ride2Work Day, Wednesday 16 October.
- E-bike Expo, Hobart Regatta Grounds, Sunday 24 November, 10–4 pm
- Tasmanian Bike Week, 1–8 March 2020

#### 6.9 Tasmanian Bicycle Council

- Alison and Mary met with the new Minister for Infrastructure, Michael Ferguson, on 10 July to discuss funding, separated cycleways, PUCN and State Growth policy.

#### 7. Financials

- 7.1. Changes to managing payroll. Due to ATO reporting changes Hobart City Council can no longer process the Cycling South payroll. This is being managed by a payroll company but City of Hobart will be the intermediary and continue to invoice Cycling South for payroll.

#### 8. General Business

- 8.1. Bike Futures Workshop – Bicycle Network Tasmania is seeking funding from Department of State Growth for future workshops.

**Next meeting:** Tuesday 22 October at 4pm in Elizabeth St Conference Room, Hobart Town Hall

**Close** 4.50pm

## **7. COMMITTEE ACTION STATUS REPORT**

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### **7.1 Committee Actions - Status Report**

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

***RECOMMENDATION***

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

Delegation: Committee

Attachment A: Committee Action Status Report

<p style="text-align: center;"><b>CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT</b>  <b>OPEN PORTION OF THE MEETING</b>  <b>November 2014 to September 2019</b></p>				
Ref	Title	Report / Action	Action Officer	Comments
1	<p><b>221A LENAH VALLEY ROAD, 2-16 CREEK ROAD, LENAH VALLEY – SUBDIVISION (86 RESIDENTIAL LOTS, 8 ROAD LOTS, 7 PUBLIC OPEN SPACE LOTS) – PLN-14-00584-01</b></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 late 2019.</p>
2	<p><b>IMPROVEMENTS TO PEDESTRIAN CROSSINGS</b></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>

Ref	Title	Report / Action	Action Officer	Comments
				<p>The draft Transport Strategy addressed this matter and was presented to 9 July 2018 Council meeting.</p> <p>A key action of the strategy is the development of a walking (pedestrian) plan for the City of Hobart.</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 late 2019.</p>

Ref	Title	Report / Action	Action Officer	Comments
3	<b>SANDY BAY RETAIL PRECINCT – STREETSCAPE REVITALISATION</b> Council 7/9/2015, item 10	<ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>4. Opportunities for increased bike parking be investigated as part of the detailed design for the Sandy Bay Retail Precinct streetscape revitalisation.</li> </ol>	Director City Planning	<ol style="list-style-type: none"> <li>1. Complete.</li> <li>2. Complete.</li> <li>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.</li> <li>4. Complete.</li> </ol>

Ref	Title	Report / Action	Action Officer	Comments
4	<p><b>ICAP – HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT – ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT – DISCUSSIONS WITH METRO TASMANIA AND ONE-WAY BUS MALL</b> Council 12/10/2015, item 12</p> <p><b>ICAP – HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT – ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT – ALTERNATIVE OPTION TO CURRENT ARRANGEMENT</b> Council 21/12/2015, item 16</p> <p><b>HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT - ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT</b> Council 9/4/2018, item 13</p>	<ol style="list-style-type: none"> <li>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.</li> <li>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).</li> <li>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.</li> <li>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.</li> <li>5. A further report be provided on the implications, operation, cost and funding possibilities for an intrastate bus departure facility incorporating the</li> </ol>	Director City Planning	<p>The State Government Transport Vision includes investigation and review of current public transport operations in the City.</p> <p>Design works for the GPO (eastern) side of the Elizabeth Street Bus Mall are complete and physical works commenced 8 July 2019.</p> <p>Detail planning for the other (western) side of the Elizabeth Street Bus Mall is currently being finalised.</p>



Ref	Title	Report / Action	Action Officer	Comments
	<b>ELIZABETH STREET BUS INTERCHANGE SHELTER UPGRADE</b> Council 3/12/2018, item 14	<p>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>		
5	<b>PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS</b> Council 12/10/2015, item 14	<p>1. 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).</p> <p>2. 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</p>	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 presented to an upcoming Committee meeting.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>furniture and signage is only permitted if it does not interfere with the safe and equitable movement of pedestrians along that public footpath.</p> <p>3. 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.</p> <p>4. 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.</p> <p>5. As part of the review of signage, alternative options to sandwich boards, such as sign posts be investigated.</p> <p>6. Officer hold discussions with relevant stakeholders in relation to the hazards potentially created through application of the Disability Discrimination Act 1992 with regard to the setbacks required from building frontages.</p>		

Ref	Title	Report / Action	Action Officer	Comments
6	<b>HOBART BICYCLE ADVISORY COMMITTEE – CYCLING LINK – MARIEVILLE ESPLANADE</b> 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.
7	<b>WEST HOBART LOCAL AREA TRAFFIC INVESTIGATION</b> 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"> <li>(i) A workshop be convened with stakeholders in relation to the West Hobart pedestrian environment.</li> <li>(ii) The Department of State Growth be requested to establish Statewide warrants for the installation of pedestrian crossings within Tasmania.</li> <li>(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.</li> <li>(iv) Median lanes and median islands be installed in Hill Street between Allison Street and Patrick Street and between Hamilton Street and Warwick</li> </ul>	Director City Planning	<p>Work to progress the Council's resolution is underway.</p> <ul style="list-style-type: none"> <li>(i) Complete.</li> <li>(ii) Complete.</li> <li>(iii) Complete.</li> <li>(iv) Complete.</li> <li>(v) Median island installed and a review will occur in 2019.</li> <li>(vi) Complete.</li> </ul> <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>Street, in 2016/2017 following the development of concept designs and 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>		

Ref	Title	Report / Action	Action Officer	Comments
8	<b>ESTABLISHMENT OF AN ADVISORY COMMITTEE FOR THE IMPLEMENTATION OF A SULLIVANS COVE WATERFRONT PRECINCT PLAN</b> Council 6/6/2016, item 13	<ol style="list-style-type: none"> <li>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.</li> <li>2. The Sullivans Cove Tripartite Steering Committee and the Waterfront Business Community to consider increasing their membership in order to increase communication.</li> </ol>	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>This report will be provided in late 2019.</p> <p>The Sullivans Cove Tripartite Steering Committee invited representatives of the Waterfront Business Community to attend future meetings.</p>
9	<b>TRANSPORT STRATEGY</b> Council 8/8/2016, item 14 Council 8/10/2018, item 14	<ol style="list-style-type: none"> <li>1. A Transport Strategy be developed.</li> <li>2. Further Aldermanic Workshops be held prior to the commencement of community engagement for each of the Transport Strategy consultation modules.</li> <li>3. The Transport Strategy community consultation and stakeholder Engagement commence in</li> </ol>	Director City Planning	<ol style="list-style-type: none"> <li>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 2018 and endorsed by the Council on 8 October 2018.</li> </ol>

Ref	Title	Report / Action	Action Officer	Comments
		<p>August/September 2016, with the first consultation module to address Freight, Port and Air.</p> <p>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.</p> <p>5. The Council adopt the 9 themes and position statements in the draft strategy.</p> <p>6. The actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</p>		<p>2. Complete - Aldermanic Workshops undertaken.</p> <p>3. Complete - the Draft Transport Strategy was subject to community engagement in July/August 2018.</p> <p>4. Complete.</p> <p>6. Actions within the draft strategy are being reviewed prior to final sign off of the Transport Strategy by the Council in late 2019.</p>
10	<p><b>AP14 SALAMANCA PEDESTRIAN WORKS – UPDATED CONCEPT DESIGN</b></p> <p>Council 10/10/2016, item 11 Council 9/4/2018, item 11 Council 9/7/2018, item 15</p>	<p>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.</p>	Director City Planning	Construction works are underway.

Ref	Title	Report / Action	Action Officer	Comments
		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.		
11	<b>ICAP AP14 - SALAMANCA PLACE BETWEEN KENNEDY LANE AND WOOBYS LANE - FOOTPATH REVIEW</b> Council 3/4/2017, item 26	<ol style="list-style-type: none"> <li>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.</li> <li>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 Place and Hunter Street.</li> <li>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.</li> </ol>	Director City Planning	<ol style="list-style-type: none"> <li>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 August/September 2019 with reporting to Committee to follow.</li> <li>2. A Style Guide for outdoor dining barriers and umbrellas is being developed. Funding currently being sought.</li> <li>3. The provision of a footpath using temporary materials has been undertaken successfully during the Taste and Dark Mofo events. A detailed design will now be prepared.</li> </ol>

Ref	Title	Report / Action	Action Officer	Comments
12	<b>NOM - PARKLET POLICY</b> 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.
13	<b>GREENHOUSE GAS EMISSIONS AND ENERGY USE - 2017-2018 ANNUAL REPORT</b> Committee 26/10/2016, item 6.5 Council 2/10/2017, item 17 Committee 19/9/2018, item 6.2	<ol style="list-style-type: none"> <li>1. A further report be provided in 12 months on the City's corporate greenhouse gas emissions and energy use.</li> <li>2. Opportunities for positive media about the City's achievements in regard to greenhouse gas emissions and energy use be sought.</li> </ol>	Director City Innovation	<p>A report will be provided in November 2019.</p> <p>Media opportunities will be sought.</p>
14	<b>SANDY BAY ROAD WALKING AND CYCLING PROJECT - REQUEST TO MODIFY DESIGN TO REMOVE PEDESTRIAN CROSSING</b> 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.
15	<b>HILL STREET PEDESTRIAN IMPROVEMENT PROJECT</b> Council 2/10/2017, item 20	<ol style="list-style-type: none"> <li>1. The revised concept design for pedestrian crossing points, median lane and bicycle lanes be implemented.</li> <li>2. The Transport Commissioner be requested to consider a 40 km/h speed limit for Hill Street (between Molle Street and Arthur Street)</li> </ol>	Director City Planning	<ol style="list-style-type: none"> <li>1. Complete.</li> <li>2. Surveys being undertaken in August 2019. A request to the Transport Commissioner will be made following completion of the surveys.</li> <li>3(i). The wombat crossing trial is now complete.</li> </ol>



Ref	Title	Report / Action	Action Officer	Comments
		<p>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</p>		<p>3(ii). A report on the results of the wombat crossing trial will be presented to an upcoming Committee meeting.</p> <p>3(iii). Complete.</p> <p>3(iv). Complete.</p> <p>4. To be placed in future budgets.</p> <p>5. Complete.</p> <p>6. Complete.</p> <p>7. A media release will be issued when appropriate.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>Transport Commissioner for consideration of a children's crossing and adult crossing guard.</p> <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>		

Ref	Title	Report / Action	Action Officer	Comments
16	<b>INSTALLATION OF FORMAL PEDESTRIAN-PRIORITY CROSSINGS</b> Council 5/6/2017, item 11	The Council requests a report to identify the city-wide opportunities for the installation of formal pedestrian-priority crossings, to improve both the safety and walkability' of our streets, drawing the most recent Austroads Best Practice Guides for pedestrian infrastructure, Australian Road Research Board research and advice from pedestrian organisations.	Director City 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>
17	<b>COLLINS COURT REDEVELOPMENT - STAGE TWO</b> Council 3/7/2017, item 17	<ol style="list-style-type: none"> <li>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.</li> <li>2. The outcomes of the stakeholder and wider public engagement in 1 above be the subject of a further report to the Council.</li> </ol>	Director City Planning	The final design for Stage 2 is nearing completion for consideration by the Council and implementation in 2019.

Ref	Title	Report / Action	Action Officer	Comments
18	<b>CITY TO COVE CONNECTIONS</b> Council 3/7/2017, item 18	<ol style="list-style-type: none"> <li>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.</li> <li>2. That community engagement be conducted on the proposed Brooke Street to Franklin Square link.</li> <li>3. The outcomes of the community consultation in 2 above be the subject of a further report to the Council.</li> </ol>	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. The State Government has appointed a consultant to investigate the feasibility of an underground Elizabeth Street Transit Centre.</p> <p>CoH officers have met with the consultant and provided a range of information to assist with their report.</p>
19	<b>LORD MAYOR (HICKEY)- TRANSFERRING THE CONTROL AND OWNERSHIP OF DAVEY AND MACQUARIE STREETS TO THE STATE GOVERNMENT</b> Committee 21/6/2017, item 7.2 Council 3/7/2017, item 15  <b>NOM – ALDERMAN THOMAS SHARED OWNERSHIP AND CONTROL OF DAVEY AND</b>	<ol style="list-style-type: none"> <li>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.</li> <li>2. The General Manager to consider appropriate ways to communicate the following concerns of the Council to the Department of State Growth, with the purpose of seeking clarification as to whether any of these matters will be addressed in the final Deed:</li> </ol>	Director City Amenity	<p>Letter sent to the Minister on 5 December 2018.</p> <p>Further letter sent to Commissioner of Transport in December 2018.</p> <p>Transfer of roads asset data to Department of State Growth completed.</p> <p>Transfer of street lighting in progress.</p> <p>Meetings are occurring between officers of both organisations to progress these matters.</p>

Ref	Title	Report / Action	Action Officer	Comments
	<p><b>MACQUARIE STREET</b> Committee 25/7/2018, item 7.1</p> <p><b>MACQUARIE STREET AND DAVEY STREET, HOBART - TRANSFERRING CONTROL AND OWNERSHIP TO THE STATE GOVERNMENT</b> Council 7/5/2018, item 14 Committee 20/5/2018, Supp item 11</p> <p>Committee 21/11/2018, item 6.3 Council 3/12/2018, item 13</p>	<p>(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.</p> <p>(ii) Due to the proposed clearways, whether the current pedestrian bulbing infrastructure installed by the Council will remain;</p> <p>(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</p> <p>(iv) The ingress and regress of traffic movements along both Davey and Macquarie Streets.</p>		
20	<p><b>PETITION - SANDY BAY SHOPPING PRECINCT FOOTPATHS - OPPOSING CHANGE TO OUTDOOR DINING AREAS AND BUS</b></p>	<p>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</p>	Director City Planning	<p>1. Complete – change occurred from 1 November 2017.</p> <p>2. Officers are progressing the matter.</p>

Ref	Title	Report / Action	Action Officer	Comments
	<b>STOP LOCATIONS</b> Council 7/8/2017, item 10 Council 4/9/2017, item 14	<p>signboards away from the building line in the Sandy Bay Shopping Precinct.</p> <p>2. The Council develop a new formal policy, building on the Council resolution of 12 October 2015, which provides guidance on the placement of outdoor dining in Hobart streets, taking into consideration the width of footpaths and traffic speed suitable for outdoor dining.</p> <p>(i) Further options such as parklets, be explored for outdoor dining in narrow footpath areas.</p>		2(i) A report addressing this matter will be provided in 2019.
21	<b>PETITION - UPGRADE OF THE SCHOOL CROSSING IN FORSTER STREET, NEW TOWN</b> Council 21/8/2017, item 6 Council 18/12/2017, item 6.2	<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</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. Offer extended to New Town Primary School by Bicycle Network to participate in an Active Routes to School workshop.</p> <p>3. Complete.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>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 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>		
22	<b>NEW TOWN RETAIL PRECINCT - PROPOSED STREETSCAPE CONCEPT</b> 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 results in an increase in costs, the details be advised to the Council.</p>	Director City Planning	Works are underway.
23	<b>PETITION - PEDESTRIAN (ZEBRA) CROSSING ON CREEK ROAD, LENA</b>	<p>1. The following recommendations to further improve the safety of the pedestrian (zebra crossing) on Creek Road, Lenah Valley be endorsed:</p>	Director City Planning	1(a) Funding for this project has been provided through the 2019-20 Vulnerable Road User grant program. Design work is underway.

Ref	Title	Report / Action	Action Officer	Comments
	<b>VALLEY</b> Council 7/5/2018, item 11	<p>(a) Investigate and if feasible, list for consideration in the Capital Works Program the provision of a "continuous footpath" across the Wellwood Street intersection at Creek Road to improve pedestrian access to Lenah Valley Primary School;</p> <p>(b) Officers continue to progress the City of Hobart Active Travel Report and Active Routes to School programs in the greater Hobart area (as per the Council resolution of 2 October 2017); and;</p> <p>(c) A wombat crossing be considered for Creek Road, after the Hill Street trial has been assessed.</p> <p>2. 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.</p> <p>3. The organiser of the petition be advised of the Council's decision.</p>		<p>1(b) Being progressing in conjunction with Bicycle Network.</p> <p>1(c) Awaiting results of the Hill Street wombat crossing trial.</p> <p>2. Complete.</p> <p>3. Complete.</p>



Ref	Title	Report / Action	Action Officer	Comments
24	<b>CITY OF HOBART TRANSPORT STRATEGY – ENGAGEMENT REPORT</b> CIC 9/12/2015 Council 9/7/2018 item 14 Council 8/10/2018, item 14	<ol style="list-style-type: none"> <li>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.</li> <li>2. The Council adopt the 9 themes and position statements in the draft strategy.</li> <li>3. The actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</li> </ol>	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> <p>Report being prepared for late 2019.</p>
25	<b>TAP WATER REFILL PROGRAM</b> Council 6/8/2018, item Council 6/5/2019, item 12	<ol style="list-style-type: none"> <li>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"> <li>(i) The City continue to negotiate with TasWater to enter into a partnership arrangement in respect to the installation costs.</li> </ol> </li> <li>3. Initiatives to reduce the use of single use plastics within the Council's operations continue to be identified and implemented, and the Council</li> </ol>	Director City Amenity	<p>A draft proposal to TasWater has been prepared.</p> <p>Salamanca Market has formally removed single use plastic bags from circulation at the event, which commenced June 2019.</p> <p>The City is progressing in prioritising playgrounds and sportsgrounds for drinking water facilities.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>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>		
26	<b>99 STEPS, WEST HOBART</b> Council 8/10/2018, item 12 Council 6/5/2019, item 14	<p>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.</p> <p>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</p>	Director City Amenity	<p>Design currently underway for the laneway with a planned construction in the 19/20 program</p> <p>Stormwater design to commence in 19/20 with the aim of starting the construction works in 20/21</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>a road and stormwater upgrade project to address flooding issues, subject to funding approval in the 2020-2021 budget.</p> <p>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.</p>		
27	<p><b>SINGLE-USE PLASTICS BY-LAW AND REGULATORY IMPACT STATEMENT</b></p> <p>Council 4/3/2019, item 12</p>	<p>1. The Council resolve (by absolute majority) of its intention to make the Single-use Plastics By-law.</p> <p>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.</p> <p>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.</p>	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
		4. Following the commencement of the by-law, penalties not be enforced until December 2020.		
28	<b>HOBART BICYCLE ADVISORY COMMITTEE - MEETING NOTES AND PROPOSED CHANGE OF NAME AND TERMS OF REFERENCE</b> Council 4/3/2019, item 13 Open Council 7/10/2019, item 13	That <ol style="list-style-type: none"> <li>1. That the draft minutes of the Hobart Bicycle Advisory Committee meeting of 27 August 2019 (marked as Attachment A to item 6.3 of the Open City Infrastructure Committee agenda of 25 September 2019) be received and noted.</li> <li>2. The current 'Hobart Bicycle Advisory Committee' be renamed as the 'Hobart Active Travel Committee'.</li> <li>3. The draft Terms of Reference (marked as Attachment B to item 6.3 of the Open City Infrastructure Committee agenda of 25 September 2019) for the Hobart Active Travel Committee be approved.</li> <li>4. The Hobart Active Travel Committee report to the 'relevant Council Committee', to allow for matters to be considered by other Council Committees as appropriate, with the minutes of Hobart Active Travel Committee meetings continuing to be</li> </ol>	Director City Planning	The newly appointed Committee met on 11 June 2019.  Revised Terms of Reference were considered by the Hobart Bicycle Advisory Committee on 27 August 2019 and the changes endorsed by Council on 7 October 2019.  Notes of all future meetings will continue to be included on the City Infrastructure Committee agenda for information.  Complete

Ref	Title	Report / Action	Action Officer	Comments
		provided to the City Infrastructure Committee as a matter of course.		
29	<b>PROPOSAL FOR A TRAM DISPLAY AND WORKSHOP FACILITY - HOBART REGATTA GROUNDS</b> Open Council 3/6/2019, item 12	<p>That the concept plans for a proposed tram display and workshop facility, located at the Hobart Regatta Grounds, be endorsed.</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>	Director City Amenity	The remainder of the Council resolution is being actioned.
30	<b>71 LETITIA STREET, NORTH HOBART - PARTIAL DEMOLITION, SUBDIVISION (ONE ADDITIONAL LOT) AND ALTERATIONS TO CAR PARKING</b> Open Council 17/6/2019, item	The City Infrastructure Committee be requested to address on-street parking in the area of the development.	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
31	<b>ELIZABETH STREET PRECINCT UPGRADE</b> Open Council 8/7/2019, item 12	<ol style="list-style-type: none"> <li>1. That 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, as outlined in Attachment A to item 6.1 of the Open City Infrastructure Committee agenda of 19 June 2019.</li> <li>2. The draft concept design for the Elizabeth Street Precinct upgrade be communicated to Elected Members by way of a briefing, prior to further targeted consultation with key stakeholders, landlords and property owners.</li> <li>3. A further report be provided to the Council following key stakeholder engagement and prior to broader community consultation on the draft concept design.</li> <li>4. A detailed report addressing the potential loss of car parking within the Elizabeth Street Precinct be referred to the Finance and Governance Committee at the appropriate time.</li> </ol>	Director City Planning	Concept design work has commenced.
32	<b>PROPOSAL FOR A COOPERATIVE RESEARCH CENTRE - WASTE AND PLASTIC POLLUTION</b>	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	Director City Amenity	Local Government Association of Tasmania (LGAT) has been briefed to formalise the request for them to take a lead role.

Ref	Title	Report / Action	Action Officer	Comments
	Open Council 8/7/2019, item 13	Program, funded by the Federal Department of Industry, Innovation and Science, and negotiate with the Local Government of Tasmania to take a lead role with this initiative.		A meeting has been scheduled with UTAS to progress discussions.
33	<b>RESPONSE TO A PETITION - PURA MILK FACTORY, LENA VALLEY - HEAVY VEHICLES</b> Open Council 8/7/2019, item 14 CIC 24/7/2019, item 6.5	<ol style="list-style-type: none"> <li>The Council decline the following requests of the petitioners, on the grounds outlined in the officer's report, listed as item 6.4 of the City Infrastructure Committee agenda of 19 June 2019:               <ol style="list-style-type: none"> <li>The immediate cessation of Pura truck movement between the hours of 7pm and 7am in the Augusta Road/Giblin Street corridor.</li> <li>The immediate introduction of a 5-tonne heavy vehicle weight limit in the Augusta Road/Giblin Street corridor.</li> <li>The immediate resurfacing of Augusta Road with noise abating bitumen between Edge Avenue and Giblin Street.</li> </ol> </li> <li>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</li> </ol>	Director City Amenity	The Council decision is being actioned. Meeting with Pura Milk and Council is being organised. Petitioner has been advised of the outcome of the Council resolution.

Ref	Title	Report / Action	Action Officer	Comments
		<p>further report to be provided to the Council.</p> <p>The Council note the comments of the petitioner in its dealings with Pura Milk in respect to mitigating the effects of noise from heavy vehicle movements within the Augusta Road/Giblin Street corridor.</p> <p>Council officers expedite its discussions with Pura Milk in respect to mitigating the effects of noise from heavy vehicle movements within the Augusta Road/Giblin Street corridor.</p> <p>3. The Council write to the Federal Member for Clark, Mr Andrew Wilkie, to lobby the Federal Government on behalf of the City to seek funding to resurface Augusta Road with noise abating bitumen between Edge Avenue and Giblin Street.</p> <p>4. The petitioners be advised of the Council decision.</p> <p>(i) The correspondence to include the Council's intent to write to the Federal Member for Clark seeking funding to resurface Augusta Road with noise abating bitumen between Edge Avenue and Giblin Street.</p>		



Ref	Title	Report / Action	Action Officer	Comments
34	<b>REQUEST FOR SPEED LIMIT REDUCTION IN DEGRAVES STREET AND APSLEY STREET, SOUTH HOBART</b> Open Council 5/8/2019, item 11	<ol style="list-style-type: none"> <li>That the Council write to the Transport Commissioner requesting a change to the speed limit on Degraives Street and Apsley Street, South Hobart from the current default urban speed limit of 50 km/h to 40 km/h.               <ol style="list-style-type: none"> <li>The submission to include a report detailing the characteristics of the road (as per the requirements of the Transport Commissioner).</li> </ol> </li> <li>Consideration of wider area speed limit reductions in residential areas be included as an action in the City of Hobart Transport Strategy Action Plan.</li> <li>The management and staff of Child's Play Early Learning Centre communicate to all parents and carers who are responsible for the drop-off and pick-up of children attending the Centre, that dedicated parking spaces for this purpose are available and accessible via Syme Street, South Hobart.</li> </ol>	Director City Planning	Officers are progressing the matter.
35	<b>24 ANCANTHE AVENUE LENAH VALLEY - CONSENT TO PARTIALLY BUILD OVER SERVICE EASEMENTS -</b>	<ol style="list-style-type: none"> <li>That the Council grant consent, under Section 74 of the <i>Building Act 2016</i>, to the owner of 24 Ancanthe Avenue, Lenah Valley to partially build over the 2.0m wide retaining wall maintenance easement and 3.0m wide &amp; variable</li> </ol>	Director City Amenity	Council resolution is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
	<p><b>SECTION 74 BUILDING ACT 2016</b></p> <p>Open Council 5/8/2019, item 13</p>	<p>width drainage, pipeline and services easement, as shown on Folio C.T.172457/1, marked at Attachment A to item 6.4 of the Open City Infrastructure Committee agenda of 24 July 2019.</p> <p>(i) The consent be limited to the proposed works shown on the approved plans under Planning Permit PLN-18-864, marked as Attachment B to item 6.4 of the Open City Infrastructure Committee agenda of 24 July 2019.</p> <p>(ii) The Council reserve all rights associated with the Retaining Wall Maintenance Easement, and Drainage, Pipeline and Services Easement, including the right to access the easement to maintain, install, replace, repair or remove any drainage infrastructure.</p> <p>(iii) The owner of 24 Ancanthe Avenue, Lenah Valley to remain responsible for any reasonable costs incurred by the City in exercising its lawful rights under the easement, including but not limited to the demolition or removal of any obstruction, including any building or</p>		

Ref	Title	Report / Action	Action Officer	Comments
		<p>structure located over or within the easement.</p> <p>(iv) The owner indemnify the City against any costs or claims arising from building over the easements.</p> <p>2. Pursuant to Section 22 of the <i>Local Government Act 1993</i>, the Council delegate to the General Manager, the power to consent to building work over or within a service easement in favour of the City, in accordance with Section 74 of the <i>Building Act 2016</i>.</p>		
36	<p><b>CAMPBELL STREET (BETWEEN LIVERPOOL STREET AND COLLINS STREET) - TRIAL TRAFFIC MANAGEMENT ARRANGEMENTS FOR ROYAL HOBART HOSPITAL K-BLOCK</b></p> <p>Council 9/9/19, item 15</p>	<p>That a trial of the traffic and parking arrangements for Campbell Street between Liverpool Street and Collins Street be approved for an initial period of at least 12 months from the opening of the Royal Hobart Hospital K Block.</p> <p>A report on the operation of the traffic management and parking arrangement be provided following the 12 month trial to enable Council to consider a more permanent arrangement in Campbell Street.</p> <p>The Council authorise the General Manager to negotiate with the Royal Hobart Hospital administration for a contribution towards upgrading the reinstated footpath (in Campbell Street</p>	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
		adjacent to the Royal Hobart Hospital) from asphalt to unit paver materials.		
37	<b>STATE GOVERNMENT DRAFT WASTE ACTION PLAN - RELEASE FOR COMMENT</b> Council 9/9/2019, item 16	<p>That the Council endorse the Draft Waste Action Plan Actions Assessment to form the basis of the City's submission to and its discussions with the Local Government Association of Tasmania (LGAT) to inform LGAT's submission on the Draft State Government Waste Action Plan on behalf of all Councils.</p> <p>(i) A copy of the final submission lodged by the Local Government Association of Tasmania be provided to the Elected Members.</p> <p>The General Manager be authorised to negotiate the inclusion of the outcomes of the State Government Waste Action Plan into the Greater Hobart Act 2019 'Work Program'.</p>	Director City Amenity	The Council decision is being actioned
38	<b>INSTALLATION OF TRAFFIC SIGNALS - INTERSECTION OF COLLINS STREET AND MOLLE STREET</b> Council 9/9/2019, item 17	<p>That the installation of traffic signals at the intersection of Molle Street and Collins Street to improve the safety and amenity of pedestrians and cyclists be supported.</p> <p>(i) Subject to the proposed bulbing in Molle Street being reduced in length to accommodate a further two car parking spaces.</p> <p>The General Manager be authorised to negotiate with the landowner of 40 50</p>	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
		<p>Molle Street for the incorporation of the existing driveway and associated 'right of way' utilised by pedestrians and cyclists into the proposed traffic signals, including the transfer of any land necessary to facilitate that installation.</p> <p>A further report be provided on the possible use of different surface treatments to highlight the pedestrian crossings.</p>		
39	<p><b>LIVERPOOL STREET, HOBART - EMBANKMENT REMEDIATION</b></p> <p>Open Council 7/10/2019, item 11</p>	<p>Remediation works of the flood damaged section of 367-377 Liverpool Street, Hobart retaining the existing Liverpool Street road geometry, addressing drainage issues and rehabilitating the road pavement, at an estimated cost of \$370,000, be approved.</p> <p>Funding of \$92,000 be allocated from the City's Roads Strategy and Projects Budget Function in the 2019-20 Annual Plan to augment the funds to be provided by the Federal Government Natural Disaster Relief arrangement.</p>	Director City Amenity	The Council decision is being actioned.
40	<p><b>WATER BOTTLE REFILL PROGRAMS - A REVIEW OF THE CHOOSE TAP PROGRAM</b></p> <p>Open Council 7/10/2019, item 12</p>	<p>The Council adopt the 'Tap' App program to encourage the refilling of water bottles, as a means to reduce the level of use of plastic water bottles and subsequent risk of single-use water bottles becoming litter.</p>	Director City Amenity	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
		<p>(i) The initiative be promoted to the City's relevant retailers and City residents and visitors.</p> <p>(ii) The location of the City's water drinking fountains be loaded into the App.</p> <p>The cost of the program, estimated at \$1,100 per annum (noting \$0 cost of the App, an estimated cost of \$300 for the printing of promotional stickers with the balance being anticipate staff costs to support the program), be funded within the City's Cleansing and Solid Waste Budget Function in the 2019-20 Annual Plan.</p>		

**8. RESPONSES TO QUESTIONS WITHOUT NOTICE**

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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 Timing of Pedestrian Crossing Lights****File Ref: F19/70807; 13-1-10**

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Memorandum of the Acting Director City Planning of 17 October 2019.

**8.2 Pedestrian Death at Traffic Lights****File Ref: F19/129309; 13-1-10**

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Memorandum of the Acting Director City Planning of 17 October 2019.

**8.3 Pedestrian Fencing****File Ref: F19/129317; 13-1-10**

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Memorandum of the Acting Director City Planning of 17 October 2019.

**8.4 Remembrance Bridge****File Ref: F19/129352; 13-1-10**

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Memorandum of the Executive Manager City Place Making of 17 October 2019.

*That the information be received and noted.*

Delegation: Committee



City of **HOBART**

**Memorandum:** Lord Mayor  
Deputy Lord Mayor  
Elected Members

## **Response to Question Without Notice**

### **TIMING OF PEDESTRIAN CROSSING LIGHTS**

**Meeting:** City Infrastructure Committee

**Meeting date:** 22 May 2019

**Raised by:** Lord Mayor Reynolds

**Question:**

Has the State Government changed the timing of pedestrian crossing lights in the last 12 months?

What are the details of these changes?

What process does the State Government go through to consult with the Council on these changes?

**Response:**

The Department of State Growth (DSG) has been contacted in relation to this question and has provided the following information:

When the operation of a traffic signal site is reviewed or the traffic signal controller is updated then the pedestrian crossing timings are typically reviewed with reference to Austroads guidance.

The Department of State Growth generally reaches out to the road owner if changes to the signal operation settings are planned. This contact will either be directly from DSG Traffic Operations Branch or via the regular discussions between the DSG Traffic Engineering Branch and the road owner.

Generally the traffic signal controller replacements are based on a like-for-like program with operational upgrades to contemporary standards. That is to say, for most replacements there is no observable change to previous operation. Where a fundamental change to signal time setting or signal operation is identified then the DSG Traffic Operation Branch will seek agreement from the road owner prior to implementation.



*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 dark ink, appearing to read 'J McIlhenny', with a stylized, flowing script.

James McIlhenny  
**ACTING DIRECTOR CITY PLANNING**

Date: 17 October 2019  
File Reference: F19/70807; 13-1-10



City of **HOBART**

**Memorandum:** Lord Mayor  
Deputy Lord Mayor  
Elected Members

## **Response to Question Without Notice**

### **PEDESTRIAN DEATH AT TRAFFIC LIGHTS**

**Meeting:** City Infrastructure Committee

**Meeting date:** 25 September 2019

**Raised by:** Lord Mayor Reynolds

#### **Question:**

Due to the recent pedestrian death on the pedestrian crossing at the intersection of Collins and Argyle Streets, and the recent accident involving another pedestrian and a vehicle, could the Director please advise:

- (a) If the Council will be advised of the outcomes from the Coroner's report into the death of the pedestrian;
- (b) Will the Coroner make recommendations for the Council to follow and potentially develop a process to reduce the risk to pedestrians from being injured or killed on pedestrian crossings; and
- (c) Is there anything that can be implemented now that could reduce the risk of this type of accident from re-occurring.

#### **Response:**

A coronial investigation and/or inquest may result in the Coroner making recommendations aimed at preventing other deaths. If the Coroner does investigate and make recommendations that the Coroner's office believe to be the responsibility of the City of Hobart, these recommendations would be communicated in writing to the City of Hobart.

Until such time that the facts and cause of the incident are known following the coronial investigation is in not practical to implement changes to reduce the risk of this type of crash reoccurring.

*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 'J McIlhenny', with a stylized, flowing script.

James McIlhenny

**ACTING DIRECTOR CITY PLANNING**

Date: 17 October 2019  
File Reference: F19/129309; 13-1-10



City of **HOBART**

**Memorandum:** Lord Mayor  
Deputy Lord Mayor  
Elected Members

## **Response to Question Without Notice**

### **PEDESTRIAN FENCING**

**Meeting:** City Infrastructure Committee

**Meeting date:** 25 September 2019

**Raised by:** Lord Mayor Reynolds

**Question:**

Is the pedestrian fencing on Bathurst Street (in the block between Murray and Elizabeth) still a recommended and widely used traffic treatment for this kind of city street?

Has a risk assessment been done recently about if it puts people parking their cars next to the barrier at risk by having to walk along the road next to traffic in order to access the footpath?

Could there be more contemporary and safer treatment to encourage people to cross Bathurst Street at the lights?

**Response:**

The installation of fencing to contain pedestrians would still be considered a recommended and widely used traffic treatment on urban streets such as Bathurst Street.

However, it would typically only be used as a treatment of last resort in response to a demonstrated safety issue that could not reasonably be treated in another way. This may be in response to a history of pedestrian crashes, where pedestrians are choosing to cross at what is considered an inappropriate location, or where barriers and fencing are installed to separate outdoor dining area patrons from parking and moving vehicles.

No recent risk assessment has been undertaken at this location. Looking at the site, there is a minimum of 600mm clear setback of the fence from parked vehicles, and a gap is available in the fence at approximately its midpoint to enable pedestrian access between parked cars and the footpath. With 600mm minimum clearance between parked cars and the fence, pedestrians are able to walk between the parked cars and the fence rather than having to walk along the road surface to access the footpath.

A review of the crash history recorded by Tasmania Police and maintained by the Department of State Growth shows that in the period to which we have access to records (from January 2000 to present), there has been one pedestrian crash recorded on Bathurst Street between the traffic signals at Murray Street and the signalised pedestrian crossing in the vicinity of Mathers Place. This crash was recorded in 2017 and involved a pedestrian crossing from the southern (library) side of Bathurst Street towards the north, being struck by a through vehicle on Bathurst Street in the vicinity of the mid-block pedestrian crossing. This resulted in first aid being administered to the pedestrian at the scene.

The style of the fence used in Bathurst Street could be updated to a more contemporary style but there is unlikely to be any safer treatment available that would be effective in encouraging people to cross Bathurst Street at the signalised pedestrian crossings at either end of the fence structure.

If Council were of the view that the fence was not a desirable treatment, then they could resolve to have it removed.

*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.*



James McIlhenny  
**ACTING DIRECTOR CITY PLANNING**

Date: 17 October 2019  
File Reference: F19/129317; 13-1-10



City of **HOBART**

**Memorandum:** Lord Mayor  
Deputy Lord Mayor  
Elected Members

## **Response to Question Without Notice**

### **REMEMBRANCE BRIDGE**

**Meeting:** City Infrastructure Committee

**Meeting date:** 25 September 2019

**Raised by:** Alderman Briscoe

**Question:**

Could the Director please advise if the City will be investigating and/or has any plans to modify and widen the Remembrance Bridge Queens Domain access point to accommodate both bicycles and pedestrians simultaneously?

**Response:**

Officers are currently investigating the opportunity to widen the Remembrance Bridge Queens Domain access point to better accommodate the movement of both bicycles and pedestrians, where this is possible, given existing footpath provisions along Davies Avenue.

*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.*

Philip Holliday  
**EXECUTIVE MANAGER CITY PLACE  
MAKING**

Date: 17 October 2019  
File Reference: F19/129352; 13-1-10

## **9. QUESTIONS WITHOUT NOTICE**

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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 Members, 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

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### 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 that was provided to the Council on the basis that it 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   | Committee Action Status Report   |
| Item No. 4.1 | Committee Actions - Status Report<br>LG(MP)R 15(2)(g)                      |
| Item No. 5   | Questions Without Notice   |