



CITY OF HOBART

# **AGENDA**

## **City Infrastructure Committee Meeting**

### **Open Portion**

**Wednesday, 23 September 2020**

**at 5:15 pm**

## THE MISSION

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

## THE VALUES

**The Council is:**

<b>People</b>	We care about 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 are transparent, 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 September 2020 at 5:15 pm.**

**This meeting of the City Infrastructure Committee is held in accordance with a Notice issued by the Premier on 3 April 2020 under section 18 of the *COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020*.**

**COMMITTEE MEMBERS**

Harvey (Chairman)  
Lord Mayor Reynolds  
Deputy Lord Mayor Burnet  
Behrakis  
Ewin

**Apologies:**

**Leave of Absence:** Nil.

**NON-MEMBERS**

Zucco  
Briscoe  
Sexton  
Thomas  
Dutta  
Sherlock  
Coats

**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, 26 August 2020](#), 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 Asset Management Policy and Strategy - Updates** **File Ref: F20/91508; 15/127-026-07; 16/335**

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Report of the Acting Manager Strategic Asset Management and the Director of City Innovation of 18 September 2020 and attachments.

Delegation: Council

**REPORT TITLE: ASSET MANAGEMENT POLICY AND STRATEGY -  
UPDATES****REPORT PROVIDED BY:** Acting Manager Strategic Asset Management  
Director City Innovation**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to provide an update to the Council on the City's Asset Management Policy and Strategy related to the asset management specific provisions under sections, 70C and 70D of the *Local Government Act 1993*.

**2. Report Summary**

- 2.1. The Asset Management Policy as shown in revisions format attached to this report (refer **Attachment A**), focuses on the following:
- (i) Goals for adopting Asset Management Principles with agreed service levels;
  - (ii) Commitment with the community to ensure that Asset Management systems and associated practices are compliant with legislative requirements and are implemented to the best appropriate standard; and
  - (iii) Ensuring assets support the provision of community service, following the City's Strategic Plan.
- 2.2. The Policy was due to be reviewed in March 2020, but due to unforeseen circumstances such as COVID-19, the policy has only now been reviewed, and minor updates have been made to allow the following:
- (i) Addition of two new Asset groups; Smart City and Lighting Assets; and
  - (ii) New ICONs for Asset groups.
- 2.3. The Asset Management Strategy (refer **Attachment B**) has been updated and documents asset management practices, plans and processes in line with the Asset Management Policy.
- 2.4. The Strategy describes the current state of asset management practices, where we want to be, and an implementation plan. It also provides a governance model integrating City of Hobart systems, processes, corporate governance and alignment with the Strategic Plan.

### 3. **Recommendation**

***That the updated Asset Management Policy and Strategy, referred to as Attachment A and B to this report, be approved.***

### 4. **Background**

- 4.1. Under Section 70E of the *Local Government Act 1993* the Council must review its Asset Management Policy (refer Section 70C) and its Asset Management Strategy (refer section 70D) at least once every four years.
- 4.2. The Asset Management Policy was last adopted by the Council at its meeting held on 23 September 2019, to be reviewed and updated in March 2020.
  - (i) The Asset Management Policy has been reviewed and updated (**Attachment A**). Updates focus on the addition of asset categories including Lighting and Smart City and the policy is updated with reference to the City's Strategic Plan. The policy was also updated to address the project and program management aspects of Asset Management.
- 4.3. An updated Asset Management Strategy (draft) is under development and includes the following:
  - (i) Establishing a Strategic Asset Management process identifying the responsibilities of key stakeholders and specifying the necessary asset management information system capability to support decision-making and meet service standards.
  - (ii) A Strategic Asset Management Governance Model defining a hierarchy of authority in regards to asset management and planning. The model will also illustrate the foundation upon which decision-making and planning will rely.

### 5. **Proposal and Implementation**

- 5.1. In line with the updated Asset Management Policy and Strategy, officers are preparing updated asset management plans for the City's major asset groups.
- 5.2. Asset plans for the City's major asset groups are scheduled to be completed in April 2021.

- 5.3. Officers will be reviewing and updating the Strategic Asset Management Plan (based on completion of) Individual Asset Plans in April – May 2021.

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

- 6.1. The Asset Management Policy and Strategy are prepared in context of:
- (i) City of Hobart - Capital City Strategic Plan 2019-29.
  - (ii) City of Hobart Climate Change Adaption Policy.
  - (iii) City of Hobart Sustainable Hobart Action Plan (draft).
  - (iv) City of Hobart Asset Accounting Policy (under revision).
  - (v) City of Hobart Connected Hobart Strategy and Action Plan.
  - (vi) City of Hobart Risk Management Strategy and Action Plan.
  - (vii) Council endorsed service and strategies.

## **7. Financial Implications**

- 7.1. Funding Source and Impact on Current Year Operating Result
- (i) Not Applicable.
- 7.2. Impact on Future Years' Financial Result
- (i) Not Applicable.
- 7.3. Asset Related Implications
- (i) Not Applicable.

## **8. Legal, Risk and Legislative Considerations**

- 8.1. There is a specific requirement the City must meet in regards to asset management as detailed in section 70C and 70D of the *Local Government Act 1993*, and the *Local Government (Content of Plans and Strategies) Order 2014*.


## **9. Environmental Considerations**

- 9.1. The Asset Management Policy and Strategy are prepared in context of the City of Hobart Climate Change Adaptation Policy.
- 9.2. Individual Asset Plans prepared in alignment with IPWEA NAMS+ guidelines support climate resilient asset management.

**10. Delegation**

10.1. At determination of 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.*



Ali Rizvi  
**ACTING MANAGER STRATEGIC  
ASSET MANAGEMENT**



Peter Carr  
**DIRECTOR CITY INNOVATION**

Date: 18 September 2020  
File Reference: F20/91508; 15/127-026-07; 16/335

Attachment A: Updated Asset Management Policy ↓  
Attachment B: Updated Asset Management Strategy ↓



City of Hobart

## Policy

**Title:** Asset Management**Category:** Corporate Governance**Date Last Adopted:** 23 September 2019

### 1. Objectives

To broadly outline why asset management is relevant to Council to ensure:

- (i) consistency with Council's Strategic Plan;
- (ii) management of infrastructure and other Council assets across the City's asset portfolios is undertaken in a structured and coordinated way in support of sustainable service delivery;
- (iii) corporate responsibilities are identified, and appropriate and adequate resources allocated;
- (iv) risk management is integrated into transparent decision making;
- (v) continuous improvement is maintained;
- (vi) legislative and regulatory requirements are achieved; and
- (vii) good decision making around planning to spend the right money, at the right time, on the right assets to ensure the City of Hobart can sustainably provide the required services for current and future generations.

### 2. Background

The policy has been developed with reference to the requirements of the ISO55000 series for Asset Management, the International Infrastructure Management Manual, [International Infrastructure Financial Management Manual](#), the *Local Government Act 1993*, and the *Local Government (Content of Plans and Strategies) Order 2014*.

### 3. Policy

That the Council:

1. Acknowledges that the goal of adopting asset management principles across the organisation is to achieve agreed levels of service in the most effective way through the [creation](#), acquisition, maintenance, operation, renewal and disposal of assets for current and future generations.
2. As custodians of community infrastructure assets is committed to ensuring that its asset management system (AMS), and associated asset management information system (AMIS) and associated practices are compliant with legislative requirements and is implemented to the best appropriate standard.
3. Will ensure it provides assets to support the provision of community services which have been established in accordance with the City's [Corporate Strategic Plan](#).
4. Recognises change in community expectations and [corresponding](#) increasing financial demands and ensures decision making is made with the objective of providing services at a sustainable level for the benefit of current and future generations.
5. Embraces strategic asset management planning for all asset portfolios, and recognises that a cross-functional approach to the management of these assets is required through adequate resourcing and integration with the corporate, financial and budgetary planning processes [and systems](#).
6. Will develop a Strategic Asset Management Plan (SAMP) every 4 years, reflecting the financial outcomes of asset management strategic planning and expenditure forecasting, which is linked to the City's Long Term Financial Management Plan (LTFMP) for all Council asset classes.
7. Acknowledges that assets need to be managed to facilitate sustainable service delivery by ensuring:
  - i. ~~the city asset register~~[collection and ongoing maintenance of a high-quality \(complete and accurate\) by continuously collecting, maintaining and managing the asset data](#) ~~in the City's asset register to support sound and well informed decision making;~~
  - ii. ~~the city's asset information is readily available and provides relevant information to support sound and well informed decision making~~
  - iii. assets continue to meet the [agreed level of service](#) ~~needs~~ of users and the community;
  - iv. long-term planning for asset [acquisition, maintenance, operation, renewal](#) ~~renewal and disposal and expansion~~ shall consider climate change adaptation and mitigation issues;



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- iv-v. asset management decisions are informed by evaluating the range of service provision alternatives in accordance with whole-of-life costing considerations and best overall value, including community, social, environmental, cultural heritage and other relevant factors;
- v-vi. short-term works programs and long-term expenditure forecasts are established based on [capital evaluation project and program management](#) processes which include risk management considerations; and
- vi-vii. the design, construction, maintenance and renewal of assets reflect current standards and regulatory requirements.
8. Will continue to seek innovative and cost effective ways of using technology and improved work practices and processes to ensure all of its assets are managed in an efficient and effective manner, and that asset data (technical, financial and GIS location information) is readily accessible.
  9. In considering any new assets, will fully account for the ongoing costs of operation, maintenance and renewal of that asset over its effective life to ensure that the overall life-cycle cost is optimised.
  10. Will monitor key performance asset management indicators against target outcomes.
  11. Take into account and report on the financial implications of its investment decisions including the expenditure categories of Maintenance, Operational, Renewal, Upgrade and New, and account for these in the City's Long Term Financial Management Plan.
  12. Will ensure service and asset management skills and competencies of responsible positions within the organisation be achieved and maintained for best appropriate practice standards.
  13. Ensure the City has relevant asset classes and asset portfolios defined, with specified asset managers and service custodians assigned to every asset.

#### 4. Legislation, Terminology and References

##### Legislation:

- Local Government (Content of Plans and Strategies) Order 2014

##### Terminology:

AMIS	Asset Management Information System i.e. the City's asset register
AMS	Asset Management System i.e. the City's asset management framework and policies
CoH	City of Hobart



City of HOBART

GIS	Geographical Information Systems
ISO55000 series	International Standards Organisation Asset Management standards – ISO55001, 55002 and 55003
LTFMP	Long Term Financial Management Plan
SAMP	Strategic Asset Management Plan

## CoH Definitions:

Asset classes	<del>f</del> Financial asset classes, used for reporting to meet accounting standards, and the CoH Asset Accounting Policy
Major asset class	Roads and Bridges, Stormwater, Buildings (classes <del>that are that make up</del> >5% of total asset <del>basevalue</del> )
Asset portfolios	CoH asset groups based on management and use of Council assets, <del>currently</del>

~~Roads~~currently: Roads, Stormwater, Buildings, Parks, Buildings, Bushland, Sporting Facilities, ~~Miscellaneous, ICT, Solid Waste,~~



~~ICT, Fleet, Smart City, and Lighting assets, Fleet, and Miscellaneous assets~~



## References:

- CoH Asset Accounting Policy – currently under revision
- CoH Climate Change Adaptation Policy
- CoH Risk Management Strategy and Action Plan
- CoH Sustainable Hobart Strategy and Action Plan – ~~currently under development(draft)~~
- CoH Connected Hobart Strategy and Action Plan – ~~2020-2025~~
- ~~currently under development~~
- International Infrastructure Management Manual (IIMM)
- ~~International Infrastructure financial Management Manual (IIFMM)~~
- ~~ISO 55000 series for Asset Management~~

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<b>Responsible Officers:</b>	Director City Innovation Director City Governance
<b>Policy first adopted by the Council:</b>	10/6/2003
<b>History</b>	
Amended by Council	9/6/2009
Amended by Council	7/3/2016
Amended by Council	23/09/2019
<b>Next Review Date:</b>	<del>March 2020</del> <a href="#">July 2021</a>
<b>File Reference:</b>	F16/65282

City of Hobart

## (Draft) Asset Management Strategy

The Asset Management Strategy is a strategy for the implementation and documentation of Asset Management practices, plans, processes and procedures within City of Hobart (CoH). It provides a better understanding of how to align Council's overall asset portfolio so that it best meets the service delivery needs of the community, both now and in the future. It also enables Council to implement the asset management policy and support the delivery of Council's Strategic Plan.

### Background

The Strategy has been developed with reference to the requirements of the ISO55000 series for Asset Management, the International Infrastructure Management Manual, International Infrastructure Financial Management Manual, the Local Government Act 1993, and the Local Government (Content of Plans and Strategies) Order 2014

### Asset Portfolio

The City of Hobart has twelve strategic asset portfolio groups:



The total value of Council assets is \$ 2,038,615,598 across the following portfolios:

- |                        |                     |
|------------------------|---------------------|
| 1. Roads               | 10. Fleet           |
| 2. Storm water         | 11. Smart City      |
| 3. Parks               | 12. Lighting Assets |
| 4. Buildings           |                     |
| 5. Bushland            |                     |
| 6. Sporting facilities |                     |
| 7. Miscellaneous       |                     |
| 8. ICT                 |                     |
| 9. Solid Waste         |                     |

### Current State

The current state of the City of Hobart's asset management systems is structured to achieve the best long-term outcomes for the local community, while meeting the operational challenges of the day.

To deliver agreed service levels against assets within the City of Hobart LGA, the Council has endeavored to achieve high confidence in its asset data to support improved analysis and better forecast future capital and operational expenditure.

To assist Asset Managers in preparing their long term asset management plans, City of Hobart has implemented an asset lifecycle analysis system supported by the Institute of Public Works Engineering Australasia (IPWEA) called "NAMS Plus". This assists in determining the long-term expenditure commitments for the operation, maintenance and renewal of the City's assets.

The City's asset register is currently managed in Conquest with an in-progress transfer of the asset register to a platform called "Asset Master". The new platform will provide a foundation of information upon which to continuously improve the management of asset and financial data towards best practices for asset management information systems (AMIS). This migration will, amongst other things, enhance the City's ability to spatially map assets on Council's Geographical information system (GIS) and provide deep integration with the Navision financial platform.

This strategy is also being supported by the development of improved project and program management systems and processes through the implementation of a new Project Management system called PMO 365. This system assists in determining the criticality of projects using a project prioritisation model aligned to the "Pillars" of the Capital City Strategic Plan.

#### **Where we want to be**

The target of these revisions to the systems supporting the City of Hobart's asset management processes, is to increase the quality of asset information in developing the Long Term Financial Management Plan.

The key objectives are:

- Increased confidence in budget forecasting using asset lifecycle expenditure analysis;
- Validated funding ratios using asset lifecycles;
- Accurate asset conditions and serviceability life;
- Project prioritisation and critical renewals scheduling;
- Long term operations and maintenance strategies that are compiled utilising asset lifecycle cost analysis;
- Standardised reporting for asset management plans, budget forecasting and risk analysis; and
- Robust revaluation processes leading to accurate asset valuations.

## Implementation Plan

The City of Hobart's Strategic Asset Management Governance Model, in union with the Strategic Asset Management Process, provides the fundamentals for implementing this progressive approach to the City's Asset Management Strategy.

The Strategic Asset Management Process [refer Figure 1 below] identifies the responsibilities of key stakeholders, such as Asset Managers, Project Managers and Financial Analysts, and specifies the AMIS's role and capability in supporting decision making and service standards.

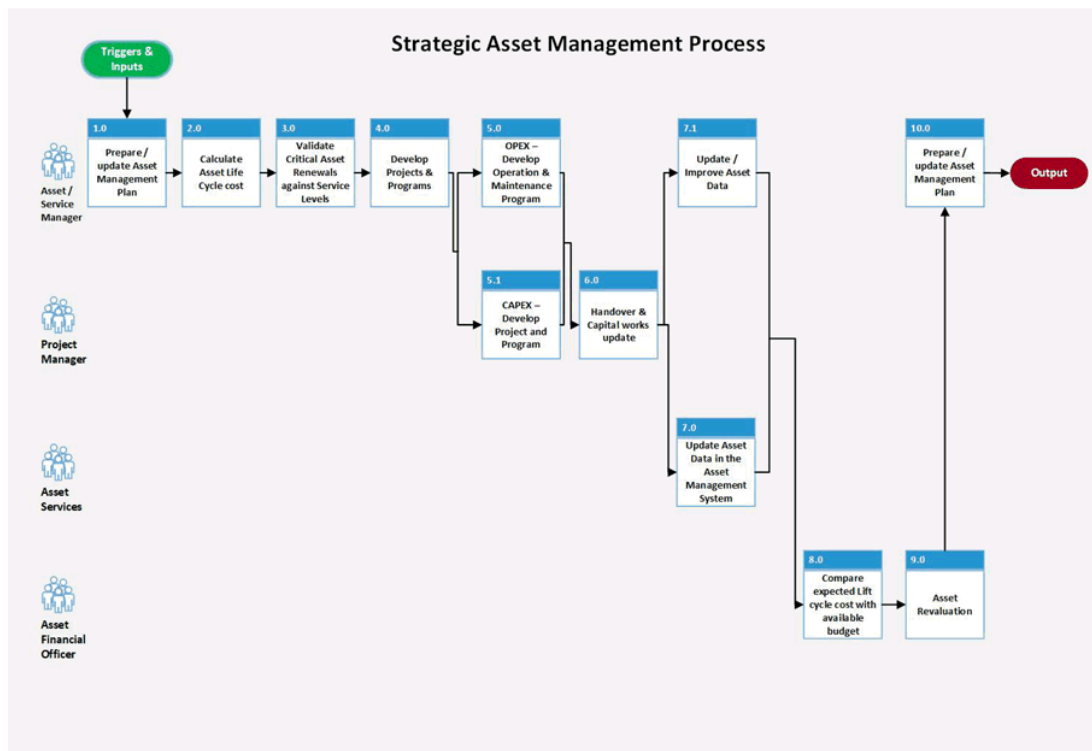


Figure 1

The Strategic Asset Management Governance Model [refer Figure 2 below] defines the hierarchy of authority in regards to asset management and planning. Alternatively, when the governance model is viewed from the bottom up, it illustrates the foundation upon which decision making and planning will rely, i.e the CoH asset portfolios, accurate asset data and asset life cycle analysis.



## Strategic Asset Management

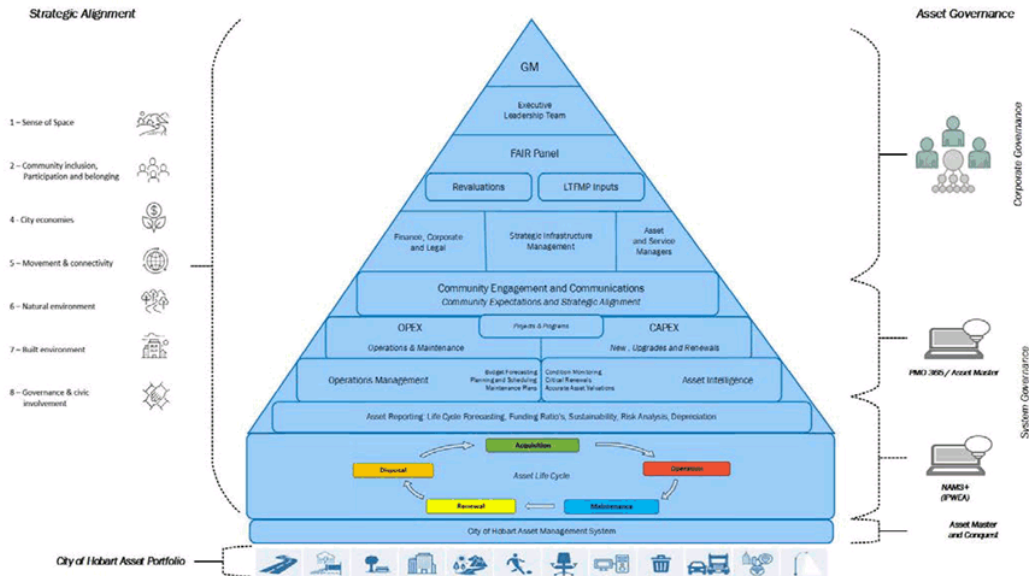


Figure 2

**Outcomes**

The City of Hobart is committed to achieving strategic asset management improvements to enable better decision-making and will evaluate its effectiveness through the following key performance indicators:

- Funding and budgeting models that support a whole-of-life cycle of assets;
- Accurate funding ratios;
- Identifying and collating project opportunities (ideas and concepts) with priority ratings;
- Optimisation of critical asset renewals;
- Benchmarking the AMS against the International Asset Management Standard (ISO55000);
- Utilising GIS to better communicate delivery of the project and program of works; and
- Keeping track of meeting strategic plan strategies.

**Legislation, Terminology and References****Legislation:**

- Local Government (Content of Plans and Strategies) Order 2014 Terminology:
 

AMIS	Asset Management Information System i.e. the City's asset register
AMS	Asset Management System i.e. the City's asset management framework and policies
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LTFMP	Long Term Financial Management Plan
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**References:**

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- CoH Climate Change Adaptation Policy
- CoH Risk Management Strategy and Action Plan
- CoH Sustainable Hobart Strategy and Action Plan (draft)
- CoH Connected Hobart Strategy and Action Plan 2020-2025
- International Infrastructure Management Manual (IIMM)
- International Infrastructure financial Management Manual (IIFMM)
- ISO 55000 series for Asset Management

<b>Responsible Officers:</b>	Director City Innovation Manager Strategic Infrastructure Management Unit
<b>Strategy first adopted by the Council:</b>	May 2010
<b>History:</b>	Draft Asset Management Strategy 2010 -2015 Draft Asset management Strategy 2018 – 2020
<b>Adopted by Council:</b>	
<b>Next Review Date:</b>	August 2021
<b>File Reference:</b>	F16/65282

**6.2 Appointment - Deputy Municipal Emergency Management  
Coordinator  
File Ref: F20/100661; 14/141**

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Memorandum of the Manager Projects & Support Services and the  
Director City Amenity of 18 September 2020.

Delegation: Council



City of **HOBART**

## MEMORANDUM: CITY INFRASTRUCTURE COMMITTEE

### Appointment - Deputy Municipal Emergency Management Coordinator

The purpose of this report is to seek the Council's endorsement of a new Deputy Municipal Coordinator following the resignation of the Deputy Coordinator.

The Municipal Emergency Management Coordinator and Deputy Municipal Emergency Management Coordinator roles are statutory positions pursuant to the provisions of the *Emergency Management Act 2006* ("the Act").

Essentially the Act specifies that the Municipal Coordinator and the Deputy Municipal Coordinator positions are:

- Nominated by the Council;
- Appointed by the Minister;
- Appointed for the period and on the terms and conditions, specified in the instrument of appointment;
- Once appointed would have the authority to make decisions relating to the coordination of emergency management in the municipal area during an emergency without first seeking the approval of the Council.

The previous Deputy Municipal Coordinator, Mr Matthew Tyrrell has resigned and therefore this position needs to be filled.

It is proposed that the new Deputy Municipal Coordinator be Mr Russell Dowd, who is currently the Manager Procurement Operations.

Mr Dowd has had extensive experience including being the Manager Emergency Operations Centre, Manager of the City's former Civil Works Unit which includes the majority of the City's external workforce, After Hours Duty Officers and the Manager of Procurement Operations which positions him well for this important statutory appointment.

Mr Dowd has been consulted and is happy to assume the role.

**RECOMMENDATION****That:**

- 1. The Council endorse the nomination of Mr Russell Dowd as the Deputy Municipal Emergency Management Coordinator for the City of Hobart.**
- 2. The Director State Emergency Service and the State Emergency Management Controller be so advised.**

*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.*



Geoff Lang  
**MANAGER PROJECTS & SUPPORT  
SERVICES**



Glenn Doyle  
**DIRECTOR CITY AMENITY**

Date: 18 September 2020  
File Reference: F20/100661; 14/141

**6.3 Hobart Rivulet - Potential as a Pedestrian Walkway and Cycleway**  
**File Ref: F20/58739**

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Report of the Manager Stormwater and the Director City Amenity of  
18 September 2020.

Delegation: Council

**REPORT TITLE: HOBART RIVULET - POTENTIAL AS A PEDESTRIAN WALKWAY AND CYCLEWAY****REPORT PROVIDED BY:** Manager Stormwater  
Director City Amenity**1. Report Purpose and Community Benefit**

- 1.1. The purpose of the report is to respond to a request of the Council to assess the merits of utilising the underground section of the Hobart Rivulet as a pedestrian and/or bicycle commuter route.
- 1.2. This report also details consideration of potentially working with educational institutions to develop a research project for students to address the challenges in the delivery of the above mentioned asset use.

**2. Report Summary**

- 2.1. The Council, at its meeting held on 7 October 2019 resolved the following:
  1. *That a report be prepared to consider the merits or otherwise of utilising Hobart's underground rivulet as a pedestrian and / or bicycle commuter route, or other uses, and;*
  2. *In its assessment of the concept, the Council considers the potential of working with institutions such as schools, colleges and universities to develop research projects for students to address the challenges and develop technical, innovation, social and economic models and solutions.*
- 2.2. The *Urban Drainage Act 2013* classifies the Hobart Rivulet as a waterway.

As a waterway, the function of the Rivulet's enclosed section is the transportation of stormwater flows through the Hobart CBD with minimal detrimental impact to the surrounding public and private properties.
- 2.3. The enclosed nature of this section of the waterway creates a number of hazards that include, but are not limited to the risk of:
  - 2.3.1. Engulfment by flood water and/or
  - 2.3.2. Asphyxiation by hazard airborne contaminants.
- 2.4. Further, the enclosed sections of the Rivulet are defined under Australian Standards as 'confined spaces', with significant workplace health and safety controls, including specialist training and accreditation required by those entering the enclosed sections.

- 2.5. Accordingly, the enclosed sections of the Hobart Rivulet currently remain unsuitable as a public thoroughfare.
- 2.6. However, there may be merit in seeking a theoretical investigation into the viability of retrofitting a cycleway/pedestrian way into the underground urban section of the Rivulet, by offering this subject matter as an honours project to the UTas Engineering Faculty.

### 3. **Recommendation**

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

1. ***The enclosed sections of the Hobart Rivulet not be considered for use as a public thoroughfare or commuter route, noting the significant workplace health and safety controls required to mitigate the extreme risk associated with such a stormwater facility, including the specialist training and accreditation required by those entering the enclosed sections.***
2. ***As part of the City's Honour Student Program with the Engineering Faculty of the University of Tasmania, the City seek an expression of interest from potential students on the following project:***  
***"Theoretical investigation into the viability of retrofitting a cycle/pedestrian way into the underground urban section of the Hobart Rivulet"***.

### 4. **Background**

- 4.1. The Council, at its meeting held on 7 October 2019 resolved the following:
  1. *That a report be prepared to consider the merits or otherwise of utilising Hobart's underground rivulet as a pedestrian and / or bicycle commuter route, or other uses, and;*
  2. *In its assessment of the concept, the Council considers the potential of working with institutions such as schools, colleges and universities to develop research projects for students to address the challenges and develop technical, innovation, social and economic models and solutions.*
- 4.2. The *Urban Drainage Act 2013* classifies the Hobart Rivulet as a waterway.

As a waterway, the function of the Rivulet's enclosed section is the transportation of stormwater flows through the Hobart CBD with minimal detrimental impact to the surrounding public and private properties.
- 4.3. The enclosed nature of this section of the waterway creates a number of hazards that include, but are not limited to the risk of:



- 4.3.1. Engulfment by flood water and/or
- 4.3.2. Asphyxiation by hazard airborne contaminants.
- 4.4. Further, the enclosed sections of the Rivulet are defined under Australian Standards as 'confined spaces', with significant workplace health and safety controls, including specialist training and accreditation required by those entering the enclosed sections.
- 4.5. Such controls, training and accreditation requirements currently preclude the site being used as a public thoroughfare.

#### **Previous Tours of the site**

- 4.6. Historically the City had run Hobart Waterways Tours through the underground and enclosed section of the Hobart Rivulet.

However, in 2009 a safety incident in one of these tours resulted in a tour group having to be rescued from the Hobart Rivulet by emergency services.

- 4.7. The subsequent investigation resulted in Workplace Standard Tasmania issuing a Corrective Order on the City under Section 38 of the *Work Safe Australia Act 2008*.

An Order that required the City to undertake a number of actions before the Order could be lifted, and tours to recommence.

- 4.8. A subsequent independent review of this Order resulted in the Council on 12 December 2011 electing to exclude the enclosed section of the Hobart Rivulet from Hobart Waterways Tours, whilst also undertaking works to limit public access to the enclosed section.

Subsequent to this decision, the City further elected to cease entirely the running of the Hobart Waterways Tours.

#### **Educational Institutions**

- 4.9. The City has an established Honour Student Program with the Engineering Faculty of the University of Tasmania, where the various engineering projects of benefit to the City are nominated as potential projects for Engineering Honours Students to undertake as part of the their honours course.

- 4.10. It is proposed that the City offer the below as a potential project:

"Theoretical investigation into the viability of retrofitting a cycle/pedestrian way into the underground urban section of the Hobart Rivulet".

**5. Proposal and Implementation**

- 5.1. It is proposed that due to the extreme risks associated with an enclosed stormwater system as a public thoroughfare and commuter route, the Council resolve to not utilise the enclosed sections of the Hobart Rivulet for public access, at this time.
- 5.2. However, it is proposed that the City offer a theoretical investigation into the matter, as a potential project for a UTas Honours Engineering Student.

**6. Financial Implications**

- 6.1. Funding Source and Impact on Current Year Operating Result
  - 6.1.1. The City incurs no additional costs in hosting honours students.
- 6.2. Impact on Future Years' Financial Result
  - 6.2.1. Not applicable
- 6.3. Asset Related Implications
  - 6.3.1. The enclosed sections of the Hobart Rivulet is defined as both a waterway (ie stormwater system) under the *Urban Drainage Act 2013* and a 'confined space' under Australian Standards.
  - 6.3.2. Accordingly, access to the enclosed sections of the Rivulet require personnel to hold specialised accreditation with significant workplace health and safety controls in place to support each and every incursion into the stormwater system.

**7. Legal, Risk and Legislative Considerations**

- 7.1. The *Urban Drainage Act 2013* and the City's obligations under various workplace health and safety statutes, Australian Standards, guidelines and internal process controls mitigates the City's risk management of the Hobart Rivulet.

## 8. Delegation

8.1. 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.*



Aaron Smith  
**MANAGER STORMWATER**



Glenn Doyle  
**DIRECTOR CITY AMENITY**

Date: 18 September 2020  
File Reference: F20/58739

**6.4 Elizabeth Street Midtown Retail Precinct Upgrade - Results of Key Stakeholder Engagement**  
**File Ref: F20/99965**

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Report of the Senior Advisor - Place Making and the Director City Planning of 18 September 2020 and attachments.

Delegation: Council

**REPORT TITLE: ELIZABETH STREET MIDTOWN RETAIL PRECINCT  
UPGRADE - RESULTS OF KEY STAKEHOLDER  
ENGAGEMENT****REPORT PROVIDED BY:** Senior Advisor - Place Making  
Director City Planning**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to provide the results of recent 'key stakeholder' engagement on the draft streetscape concept design for Elizabeth Street (Midtown), as requested by the Council in its resolution of 8 July 2019, which stated (inter alia), that:
  - 1.1.1. *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,*
  - 1.1.2. *A further report be provided to the Council following key stakeholder engagement and prior to broader community consultation on the draft concept design.*
- 1.2. The draft streetscape concept design reflects the priorities and aspirations of the community members who have previously engaged in the project.
- 1.3. Due to the financial impacts of COVID-19, the streetscape upgrade project is no longer programmed for commencement in 2021, however continuing to plan and develop the project will allow for implementation once funding is available.
- 1.4. While the cross section of Elizabeth Street ultimately constrains what can be achieved, implementing the draft concept would result in improved pedestrian amenity, more footpath space for outdoor dining, retained on street vehicle loading and some short term parking, greening and an uphill bicycle lane, while continuing to be a priority public transport route.

**2. Report Summary**

- 2.1. During 2019, the Elizabeth Street Retail Precinct project team worked collaboratively with the Midtown community to understand the needs, opportunities, aspirations and priorities for a street upgrade in this evolving part of the City.

- 2.2. The collaborative process included traders, community members, residents, students, tourism operators, and property owners working with Council officers from Place Making, City Mobility and Community Engagement.
- 2.3. Due to the impacts of COVID-19 on the City's financial situation, the project is no longer programmed to commence construction in 2021.
- 2.4. Planning and design work is intended to continue in order that the project is ready to build when funding becomes available.
- 2.5. Key stakeholders were engaged during August - September 2020 and a summary of that engagement is provided in **Attachment A**.
- 2.6. 163 stakeholders were directly contacted about the draft concept, 18 written submissions or survey responses were received. Of these, four respondents indicated that they do not support the concept design.
- 2.7. The next step is to consult with the broader community, and then to revise the draft concept, and a further report will be provided at the appropriate time.

### 3. Recommendation

***That:***

1. ***The Council receive and note the feedback provided by key stakeholders in regard to the draft concept design for the Elizabeth Street Retail Precinct upgrade.***
2. ***Broader community consultation now be undertaken on the draft concept design for the Elizabeth Street Retail Precinct upgrade, followed by a further report to include a summary of all feedback received, officer responses to the feedback and a revised draft concept including any proposed changes in response to feedback received.***
3. ***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.***

#### 4. Background

- 4.1. The City has invested in capital upgrades in suburban main streets in recent years. Since the endorsement of the 'Plan for Hobart's Local Retail Precincts' in 2016, public realm improvements have been made in shopping precincts of Sandy Bay, Lenah Valley, South Hobart and New Town.
- 4.2. The objective of the Retail Precincts program is to create thriving main street environments that support local businesses and create walkable and vibrant local main streets.
- 4.3. Investment in Hobart's local retail precincts is an action in the Hobart City Deal under *Key Focus Area 6: smart, liveable and investment ready city*.
- 4.4. During 2019, City staff engaged with the Midtown community to explore and understand the range of issues and aspirations for the street. The process provided many ways to get involved and input was received from stakeholders including traders, community organisations, residents, students, business operators and property owners.
- 4.5. A report was considered by the City Infrastructure Committee on 8 July 2019, communicating the community-based Project Action Team's recommendations for the project. Three members of the Project Action Team attended the City Infrastructure Committee meeting to present the group's recommendations.
- 4.6. The Council resolved that:
  - 4.6.1. *"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.*
    - 4.6.1.1. A draft concept has been developed and is shown in **Attachment B**.
  - 4.6.2. *The draft concept design for the Elizabeth Street Precinct upgrade be communicated to the Elected Members by way of a briefing, prior to further targeted consultation with key stakeholders, landlords and property owners.*
    - 4.6.2.1. A briefing was provided to Elected Members in November 2019, outlining the draft concept and further targeted consultation has now been undertaken with key stakeholders, business operators, landlords and property owners.
  - 4.6.3. *A further report be provided to the Council following key stakeholder engagement and prior to broader community consultation on the draft concept design.*

4.6.3.1. Key stakeholder engagement has now occurred and this is the reason for the current report.

4.6.4. *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.”*

4.6.4.1. This report will be provided once the wider community has been engaged and the draft concept has been revised in light of the consultation - a next step.

## 5. Proposal and Implementation

5.1. A summary report of the key stakeholder community engagement, recently undertaken in August and September 2020, is provided as **Attachment A**.

5.2. The next step, should the Council be supportive, is to undertake consultation of the draft concept design with the broader community.

5.3. Following the broader community consultation, the results plus a revised draft concept would be reported to the Council for consideration. Should the Council be supportive of the revised draft, detail design would then commence.

5.4. Due to the changed financial situation, implementation may occur as smaller, stand-alone actions, for example:

5.4.1. Federal Government ‘Black Spot’ road safety funding has been awarded to implement pedestrian crossing improvements at the intersection of Elizabeth Street and Patrick Street. Engagement with the property owners and tenants in the vicinity has commenced.

5.4.2. Reducing the traffic speed limit in Elizabeth Street was a strong recommendation of the community, to improve the pedestrian environment, road safety and vibrancy of the street. This will be pursued along with the CBD traffic speed limit reductions currently being planned.

5.4.3. Planning is continuing on the Vibrance Festival, with a number of COVID-safe format options to ensure public art is delivered in Midtown in 2021. The festival will go ahead in February 2021.

5.4.4. Discussions are underway with the Department of State Growth to explore the provision of a temporary, no-dig solution to provide Midtown businesses with the additional footpath width they need to serve customers, with appropriate social distancing.



- 5.4.5. Officers are collaborating with the UTAS Southern Futures team, to ensure that the University's developments centred on the Melville Street and Elizabeth Street junction, will complement and take account of Elizabeth Street as a principal walking corridor and important activity spine in the City, connecting the waterfront with North Hobart.

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

- 6.1. Investment in Hobart's local retail precincts is an action of the Hobart City Deal – *Key Focus Area 6: smart, liveable and investment ready city*.
- 6.2. Pillar one of the Capital City Strategic Plan underpins the retail precinct upgrades, including:
  - 6.2.1. *1.2.1 In collaboration with communities and stakeholders, continue and extend the program of city improvements and precinct upgrades.*

## **7. Financial Implications**

- 7.1. Due to the impacts of COVID-19 on the City's financial situation, the project is no longer programmed to commence in 2021.
- 7.2. Planning and design work is intended to continue in order that the project is ready to build if and when funding becomes available.
- 7.3. There are no anticipated impacts on the current year's financial result arising from this report.
- 7.4. All future financial impacts involved with implementation would be reported at the appropriate time.
- 7.5. Asset Related Implications.
  - 7.5.1. There are none at this time.

## **8. Legal, Risk and Legislative Considerations**

- 8.1. There are none at this time.

## **9. Environmental Considerations**

- 9.1. There are none at this time.

## **10. Social and Customer Considerations**

- 10.1. The current draft concept has been developed in response to recommendations of a community stakeholder-based Project Action Team.

- 10.2. Future consultation will also be in accordance with the Council's Engagement Framework and Policy.

## 11. Marketing and Media

- 11.1. Radio and press have reported on the project in earlier stages, to increase awareness and encourage participation in the collaborative and visioning engagement phases.
- 11.2. Should the project progress to implementation stage, this would be an appropriate time to seek media and marketing input, however it is not considered necessary for the next step.

## 12. Community and Stakeholder Engagement

- 12.1. Extensive community and stakeholder engagement has shaped the project to date. The results of previous engagement stages have been previously reported to the Council.
- 12.2. All property owners and business operators in Elizabeth Street between Melville and Warwick Streets were contacted and invited to comment on the draft concept. This included:
  - 12.2.1. 163 mail outs distributed including an information pack (**Attachment B**), survey and reply-paid envelope.
  - 12.2.2. 58 traders and stakeholders were emailed.
  - 12.2.3. The project page on the YourSay Hobart website was updated with project information and a survey, and a link provided to key stakeholders.
  - 12.2.4. The YourSay project page received 252 visits between 10 August and 7 September and the draft concept designs were downloaded 110 times.
  - 12.2.5. An evening information session was held in Elizabeth Street on Tuesday 1 September. 16 key stakeholders attended including 7 business operators who hadn't previously participated in face-to-face activities.
- 12.3. 18 written submissions and completed surveys were received, of which:
  - 12.3.1. 7 respondents support the draft concept;
  - 12.3.2. 6 respondents are somewhat supportive but have some concerns or questions;
  - 12.3.3. 4 respondents do not support the concept and want to see something different, and

- 12.3.4. No respondents stated a preference for keeping the street the way it is.
- 12.4. A range of comments, concerns, suggestions and alternative ideas were provided. The main concerns raised were:
- 12.4.1. Car parking – five respondents identified loss or lack of car parking as a concern for their business or property. The need for parking close to the shops for elderly people was mentioned specifically by two businesses. One business suggested the Council car parks in the area stay open later to encourage evening use.
- 12.4.1.1. Comment: The draft concept proposes to widen the footpaths in 'block 1' between Melville and Brisbane Streets. In order to achieve this additional space, a quantity of on-street car parking will need to be reduced. The Project Action Team considered the options and recommended that some of the car parking spaces would be better used for people space to make this area more vibrant and welcoming. The draft concept has retained six on street car parking spaces in Block 1, four of which are positioned adjacent to the businesses that have expressed a preference for on street parking nearby due to customers needing to transfer heavy and bulky goods. It is considered that this gives some balance to the range of needs and aspirations of stakeholders in Block 1.
- 12.4.1.2. Block 1 is well serviced for car parking with 100 metered public spaces located in the UTAS residences car park, accessed off Melville Street. It is approximately 25 metres, step-free, from the undercover facility to the middle of Block 1. This facility is currently presently underutilised with pre-COVID average usage data showing 50% of spaces are available at the peak of the day.
- 12.4.1.3. The draft concept would reduce on street parking by three spaces in Block 2 and five spaces in Block 3.
- 12.4.1.4. With regard to time limits, loading, and short stay provisions of on-street spaces, work still needs to be done to optimise the operation of the proposed kerbside provision within the current design concept, to best meet the needs of stakeholders.
- 12.4.2. Loading and servicing – four respondents identified the need to ensure sufficient loading zone space is retained in order to service businesses.

12.4.3. Bike infrastructure – two respondents expressed dissatisfaction with the on-street bike lane, preferring to see a separated cycle way

12.4.3.1. Comment: It is agreed that a separated lane would provide better conditions for riding, but it would come at the cost of other uses. Elizabeth Street is tasked with a number of movement and place functions, it is a key pedestrian corridor, business precinct and high frequency public transport route. The painted on street bike lane is achievable while also allowing footpaths to be widened and some on street car parking and loading access to be retained. The lane has been designed in accordance with Austroads Standards. It is noted that the proposed reduced speed limit in Elizabeth Street will also contribute to a safer speed environment that will also benefit bike riders.

12.4.4. Outdoor dining – one respondent expressed that outdoor dining is an unsuitable use in Elizabeth Street. One respondent wanted to see more space set aside for outdoor dining.

12.4.4.1. Comment: providing additional space for business activation such as outdoor dining, and pedestrians is a key objective of the project. The balance of space – where the wider footpaths begin and end - will be considered at the design revision stage, in light of all the engagement feedback received.

12.4.5. Public transport – two respondents were keen to ensure that the efficiency of buses is retained.

12.4.5.1. Comment: while the frequency of buses in the Elizabeth Street corridor does have an impact on the atmosphere of the street environment, it is a key route to the north for the foreseeable future and Metro's input will be invited again at the detail design stage.

12.4.6. Positive impacts – twelve respondents expressed enthusiasm for the concept, citing enhanced amenity, aesthetic and practical street appeal, provide better conditions for walking, attract economic footfall and generate more business in the strip.

12.5. A summary report of the engagement undertaken and the feedback received from key stakeholders to the current draft concept can be found in **Attachment A**.

- 12.6. All comments received during this engagement, and the broader engagement stage to come, will be analysed and considered as part of a next step to revise the draft concept. These considerations would be reported to the Council after the broader community engagement.

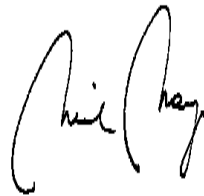
### 13. Delegation

- 13.1. This decision is for the Council to determine.

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



Sarah Bendeich  
**SENIOR ADVISOR - PLACE MAKING**



Neil Noye  
**DIRECTOR CITY PLANNING**

Date: 18 September 2020  
File Reference: F20/99965

Attachment A: Engagement Summary Report: Elizabeth Street Retail Precinct (Midtown) ↓  
Attachment B: Draft Streetscape Concept - Elizabeth Street Retail Precinct - Information Sheet ↓



## **ENGAGEMENT SUMMARY REPORT** - v3 Draft

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Elizabeth Street Retail Precinct – (Midtown):  
Streetscape Design Consultation with Key Stakeholders

14 September 2020



[yoursay.hobartcity.com.au](https://yoursay.hobartcity.com.au)

Prepared by



**City of HOBART**

## Project Background



Midtown is one of Hobart's much loved local shopping areas and was identified as a priority for public realm improvements in the Local Retail Precincts Plan (2016).

In 2019 the City collaborated with midtown's traders, residents, property owners and other stakeholders in a collaborative process of co-design. Participants formed a project action team (PAT) to identify priorities for Elizabeth Street (between Melville and Warrick Streets). The PAT developed a new vision for Elizabeth Street (Midtown), and identified 19 recommendations based on issues, opportunities, aspirations and priorities of the broader community.

A report outlining the proposed project direction developed with the PAT was presented to the City Infrastructure Committee and full Council in July 2019.



The following recommendations were endorsed by Council at the meeting on 8 July 2019:

- *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.*
- *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.*
- *A further report be provided to the Council following key stakeholder engagement and prior to broader community consultation on the draft concept design.*
- *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.*

A draft streetscape concept masterplan was developed during the first half of 2020 in response to the community's vision. This concept masterplan reimagines Elizabeth Street, Midtown as a more welcoming, accessible and people-focused main street.

Targeted consultation with key stakeholders, property owners, and traders in Midtown took place during August and September 2020. The outcomes of this engagement are summarised in this report.

# Engagement Objectives & Methodology



The **purpose** of this engagement was to:

Seek feedback from key stakeholders (businesses, tenants, and property owners) on the draft concept designs for Elizabeth Street (Midtown) to determine potential impacts, gauge key stakeholder level of support prior to any wider community consultation.

The following **objectives** for the engagement were defined :

1. 'Inform' key stakeholders about the current status of the project, including the journey so far, current status of funding.
2. Invite participation by key stakeholders into the engagement process.
3. Encourage participation by new and previously un-engaged traders.
4. 'Consult' with key stakeholders to:
  - Understand the level of support for the draft concept designs.
  - Understand perceived impacts (positive or negative) implementation of the streetscape design would have on the stakeholder.



# Engagement Objectives & Methodology



## Engagement Methodology

A direct contact approach was taken to re-connect with key businesses and property owners where there was an existing relationship with the project team.

Detailed project information and draft streetscape concept designs were provided to stakeholders in printed form and online.

A face-to-face opportunity was provided to all stakeholders discuss the draft streetscape concepts with Council staff and fellow traders within the impacted blocks. The engagement process provided an opportunity to reconnect, share information, and form new synergies and partnerships for future street activations.



## Other Considerations

There were several peripheral factors impacting the project at the time the engagement was undertaken.

- The onset of the COVID-19 pandemic and subsequent Government restrictions that occurred in the first half of 2020 meant that this engagement was occurring at a time where there had been a significant period of stress and uncertainty for businesses. The consultation was originally planned for earlier in the year but delayed as a result of COVID until August 2020.
- The impact of COVID meant Council's financial position had changed, and the funding for Midtown construction was no longer available. This needed to be communicated to stakeholders.
- There had been some lag in time since traders had last been involved in the project (late 2019). A lot had changed since that time so there was an opportunity to communicate to traders the latest information on the project, and reset expectations of what is to come.



## How we engaged



### Stakeholders Targeted

A stakeholder list was compiled by the CoH Placemaking team to include property owners and occupiers along Elizabeth Street between Melville Street and Warwick Street. This aligned with the Council resolution to consult with 'key stakeholders, landlords and property owners'.



### Mailout Package (printed info sheet and feedback form)

- 163 mailouts were distributed in total.
- 47 of these were mailed directly to property owners extracted from Council's property database. The remainder were hand delivered to occupiers and shop fronts.

### Emails

- An email database of 56 traders/stakeholders was compiled.
- Emails were sent to this list on 18/8, 27/8 and 3/9.

### YourSay Hobart

- The existing project page on the YourSay Hobart website was updated so that the concept designs and feedback form was made available online along with background information on the project.

### Stakeholder Workshop

- An information session for traders was held on 1 September 2020. This covered the 'hardware' (streetscape concepts), and 'software' (street activations and events)

### Engagement Snapshot



Stakeholders contacted directly **163**



Written submissions and completed surveys received **18**



Workshop participants

- Midtown property owners and traders **16**
- UTAS **4**
- Vibrance **2**
- Young Planners **2**
- Council project team **6**



Visits to the Yoursay Hobart Project page between 10 Aug – 7 Sept **252**

Downloads of the draft concept designs **110**



# How we engaged

## Mailout package

The mailout package sent to stakeholders consisted of a project information booklet which provided detail on the draft concept designs for each block. A printed feedback survey was also provided.



**City of Hobart**

**ELIZABETH STREET MIDTOWN RETAIL PRECINCT UPGRADE**  
Draft Streetscape Concept Design

Dear Stakeholder,

You are invited to have your say on the draft concept designs for the Elizabeth Street Retail Precinct Streetscape Upgrade.

We encourage you to read the attached material and visit the City of Hobart's Your Say page at <https://www.hobartcity.com.au/your-say> to find out more about the project, including the consultation process undertaken with community that underpins this draft concept.

Please note that due to impacts of COVID-19 on the City's financial position, the capital works associated with the streetscape upgrade are not currently scheduled, however we are continuing to plan the project to ensure that designs are 'shovel ready' for future funding opportunities.

You can provide feedback in the following ways:

- ONLINE:**  
Complete the feedback form online at [www.hobartcity.com.au/your-say](https://www.hobartcity.com.au/your-say)
- SMARTPHONE OR TABLET:**  
Scan this code with the camera on your phone or tablet to be taken directly to the online form where you can complete and submit it.
- By MAIL:**  
Complete the attached paper copy of this feedback form and return by post to:  
City of Hobart - Elizabeth Street Midtown Retail Precinct  
GPO Box 553  
Hobart, Tasmania 7001  
Australia

Please ensure you submit your feedback online, or return the completed feedback form by Friday 4 September 2020 for your feedback to be recorded.

**City of Hobart**

**FEEDBACK FORM**

**ELIZABETH STREET MIDTOWN RETAIL PRECINCT - CONCEPT PLAN DRAFT**

1. What is your relationship to the project area which is Elizabeth Street, between Warwick and Market Streets? (tick all that apply)

☐ I'm a property owner in the project area  
☐ I'm an occupier/tenant/leasee in the project area  
☐ I'm a business operator in the project area

2. What is the address of the property?

3. Name of your business?

4. Have you participated in any of the following?

☐ Yes, I have  
☐ Yes, I have  
☐ Yes, I have  
☐ Yes, as a  
☐ No, I haven't

5. Having reviewed the concept designs for Elizabeth Street, Midtown Retail Precinct, what best describes your view? (tick one)

☐ I support the concept and would like to see the project implemented in future  
☐ I am somewhat supportive, but I have some concerns or questions (please explain)

☐ I'm not sure - I feel neutral about it  
☐ I don't support this concept - I want to see something different (please explain)

☐ I don't support this concept - I like the street the way it is

6. If this concept were to be implemented, would you anticipate particular impacts or benefits arising for your business, your property, etc?

7. Your name

8. Your email address

9. Your contact number

An in-person engagement session is being planned to give key stakeholders the opportunity to find out more about the concept design (the 'vision') and to get involved in planning activities to add vibrancy to the street (the 'software').

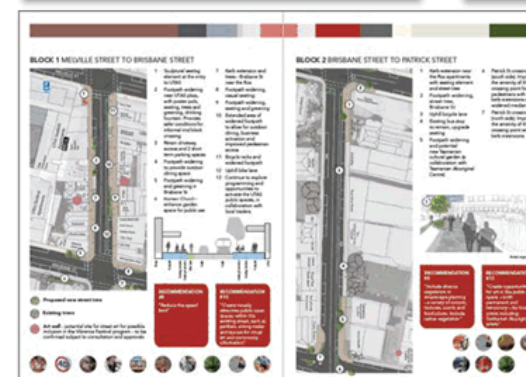
10. Would you be interested in attending this engagement session?

☐ Yes  
☐ No

If yes, we will contact you by email or phone to help us arrange a time that suits the majority.

Thanks for completing this form. If you have any further questions about this project please don't hesitate to get in touch.

Send Feedback  
Email Address: City Planning  
City of Hobart  
Phone: 03 6238 2200  
Email: [cityplanning@hobartcity.com.au](mailto:cityplanning@hobartcity.com.au)



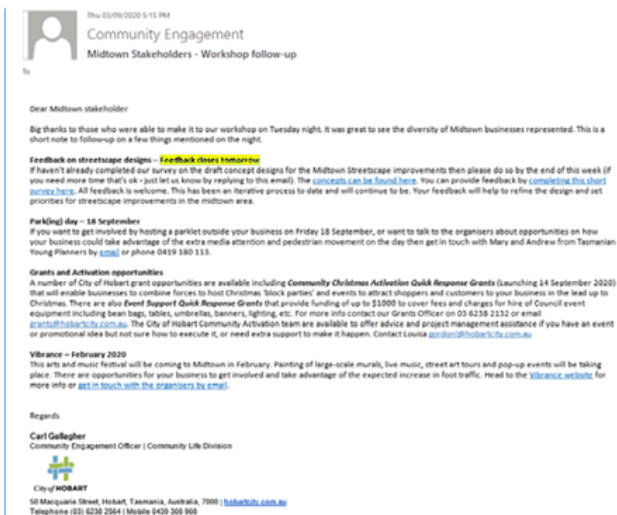
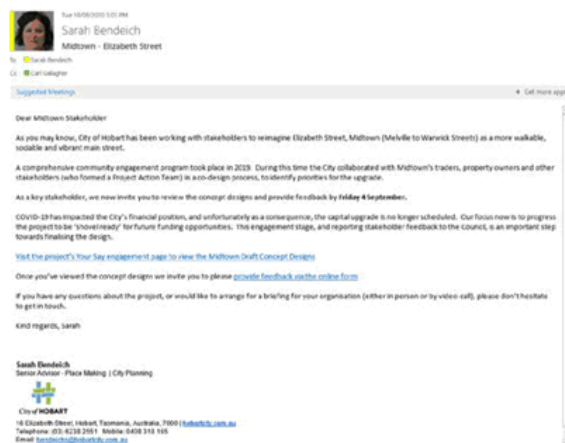


# How we engaged



## Email communication

A total of three emails were sent to traders and key stakeholders. The first was on 18/8 following the mailout to prompt stakeholders to access the concept plans online. The second was sent on 27/8 promoting the stakeholder workshop. The final email was sent 3/9 after the workshop prompting people to complete the survey.



# How we engaged



## YourSay Hobart project page

The existing YourSay Hobart project page was updated to include a link to the concept designs and the feedback form. Stakeholders were directed to this page via email.

### Visitors Summary

Your Say Hobart from 10 Aug '20 to 07 Sep '20

DAILY MONTHLY



The page received 252 visits between 10 August and 8 September.

**Elizabeth Street (Midtown) Streetscape Project**

**Project Background**

The City of Hobart is planning a streetscape upgrade in Elizabeth Street (Midtown) as part of the City's Local Retail Precincts Plan. The aim of the project is to revitalise the section of Elizabeth Street between Melville Street and Warwick Street, to improve walkability, accessibility and amenity for pedestrians and to create a more vibrant and sociable main street environment.

A comprehensive community engagement program took place in 2019. During this process the City collaborated with Midtown's traders, residents, property owners and other stakeholders (who formed a Project Action Team - PAT) in a co-design process, to identify priorities to upgrade Elizabeth Street.

A draft streetscape concept master plan for Midtown was developed in response to the PAT's vision. This plan re-imagines Elizabeth Street as a more welcoming accessible and people-focused main street. We are excited to soon be able to share the concept master plan with key stakeholders and the wider community.

Currently there is no construction time frame. Covid-19 has had a significant impact on the Council's financial position. As a result, the funding that had previously been forecast to build this project starting in 2021 is no longer available. However there is ongoing work to pursue new funding opportunities for the project, including through Government programs and stimulus packages.

In the meantime, our priority is to continue to prepare for the future by progressing planning and design to get this project 'shovel-ready' for when funding opportunities become available.

**Community Engagement**

Community engagement activities to date have included:

**Stage 1 Engagement - Issues and Vision**

- a postcard survey mailed to local residents and businesses in the area, (Dec 2018)
- a community survey focused on 'issues and vision' (Mar 2019)
- visioning workshops with four stakeholder groups - Community, Young People, Traders and Business and Active Commuters, (Mar 2019)

A summary of the outcomes of this stage can be found in the Stage 1 Issues and Vision Engagement Report.

**Stage 2 Engagement - Direction and Options**

- a community Project Action Team (PAT) was formed in April 2019. The PAT is a group of 28 community stakeholders of different ages, backgrounds and lives, who are all passionate about midtown. They include people who live, work, own properties or run businesses in the precinct.
- 5 collaborative co-design workshops were held with the PAT to assist with planning and prioritizing the streetscape upgrade. (Apr/May 2019)

A summary of the PAT recommendations can be found in the Midtown PAT Recommendations Report.

**Engagement outcomes from Stage 1 and 2 presented to Council**

A report outlining the proposed project direction was presented to the City Infrastructure Committee and Full Council in July 2019. PAT members presented their recommendations to the committee in person. You can view the full Council report here.

The following recommendations were endorsed by Council at the meeting on 8 July 2019:

- 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.
- 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.
- A further report be provided to the Council following key stakeholder engagement and prior to broader community consultation on the draft concept design.

**Project Lifecycle**

**Stage 3 - Draft Concept**

During this stage a new draft streetscape concept design will be prepared. The draft streetscape concept design will be presented to the community for comment (in the second half of 2020) and then refined in response to feedback. This will be reported to the Council for approval.

**Document Library**

- Background documents
  - Elizabeth Street Retail Precinct Information Sheet (1.86 MB) (pdf)
  - Elizabeth Street - Movement Analysis Report (5.35 MB) (pdf)
  - Information pack for the Project Action Team (36.5 MB) (pdf)
- Engagement reports
  - Engagement Report - Stage 1 Issues and Vision (1.86 MB) (pdf)
  - Midtown Project Action Team - Recommendations Report (1.86 MB) (pdf)
  - Council Report - 8 July 2019 (24 MB) (pdf)



City of HOBART

# How we engaged



## Feedback survey

The feedback survey was made available online and via hardcopy.

**ELIZABETH STREET MIDTOWN RETAIL PRECINCT UPGRADE**  
Draft Streetscape Concept Design

**Dear Stakeholder:**  
You are invited to have your say on the draft concept designs for the Elizabeth Street Retail Precinct Streetscape Upgrade.

We encourage you to read the attached material and visit the City of Hobart's Your Say page at <https://www.hobart.tas.gov.au/your-say> to find out more about the project including the background, project objectives and community that supports this work.

Please note that due to impacts of COVID-19 on the City's financial position, the capital works associated with the streetscape upgrade are not currently confirmed. However we are continuing to plan the project to ensure that designs are robust ready for future funding opportunities.

You can provide feedback in the following ways:

- ONLINE:** Complete the feedback form online at <https://www.hobart.tas.gov.au/your-say>
- QR CODE:** Scan the code with the camera on your phone or tablet to be taken directly to the online form where you can complete and submit it.
- BY MAIL:** Complete the attached paper copy of the feedback form and return by post to:  
City of Hobart - Elizabeth Street Midtown Retail Precinct  
GPO Box 1023  
Hobart, Tasmania, 7001  
Australia

Please ensure you submit your feedback online, or return the completed feedback form by Friday 4 September 2020 for your feedback to be recorded.

**ELIZABETH STREET MIDTOWN RETAIL PRECINCT UPGRADE**  
Draft Streetscape Concept Design

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GPO Box 1023  
Hobart, Tasmania, 7001  
Australia

Please ensure you submit your feedback online, or return the completed feedback form by Friday 4 September 2020 for your feedback to be recorded.

**1. What is your relationship to the project area which is Elizabeth Street, between Melville and Warwick Streets?**

- ☐ I'm a property owner in the project area
- ☐ I'm an occupier / tenant / leasee in the project area
- ☐ I'm a business operator in the project area
- ☐ Other

**2. What is the address of the property?**

**3. Name of your business or organisation?**

**4. Have you participated in the Midtown Retail Precinct project in previous stages?**

- ☐ Yes, I filled out a post card or responded to a survey
- ☐ Yes, I attended a focus group workshop or attended an information session
- ☐ Yes, I attended a street party or event
- ☐ Yes, as a member of the Project Action Team
- ☐ No, I haven't participated in the project previously

**5. Having reviewed the concept designs for Elizabeth Street, Midtown Retail Precinct, what best describes your view?**

- ☐ I support the concept and would like to see the project implemented in future
- ☐ I am somewhat supportive, but I have some concerns or questions (please explain)
- ☐ I'm not sure - I feel neutral about it
- ☐ I don't support this concept - I want to see something different (please explain)
- ☐ I don't support this concept - I like the street the way it is

**6. What concerns or questions do you have?**

**7. What would you like to see instead?**

**8. If this concept were to be implemented, would you anticipate particular impacts or benefits arising – for your business, your property, etc.?**

**9. Is there any other feedback you would like to share?**

## Survey Questions

- What is your relationship to the project area which is Elizabeth Street, between Melville and Warwick Streets?
  - I'm a property owner in the project area
  - I'm an occupier / tenant / leasee in the project area
  - I'm a business operator in the project area
  - Other
- What is the address of the property?
- Name of your business or organisation?
- Have you participated in the Midtown Retail Precinct project in previous stages?
  - Yes, I filled out a post card or responded to a survey
  - Yes, I attended a focus group workshop or attended an information session
  - Yes, I attended a street party or event
  - Yes, as a member of the Project Action Team
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  - I'm not sure - I feel neutral about it
  - I don't support this concept - I want to see something different (please explain)
  - I don't support this concept - I like the street the way it is
- What concerns or questions do you have?
- What would you like to see instead?
- If this concept were to be implemented, would you anticipate particular impacts or benefits arising – for your business, your property, etc.?
- Is there any other feedback you would like to share?



# How we engaged



## Workshop

A stakeholder workshop was held on Tuesday 1 September.

Participants included:

- 21 Midtown traders and business owners,
- UTAS Southern Transformation Team,
- CoH Officers.
- Vibrance Festival organisers
- PIA Young Planners



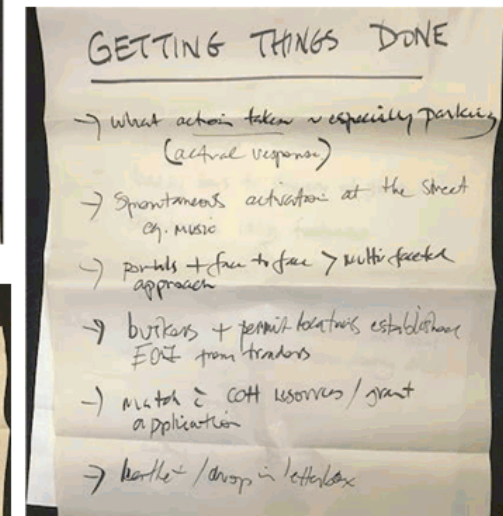
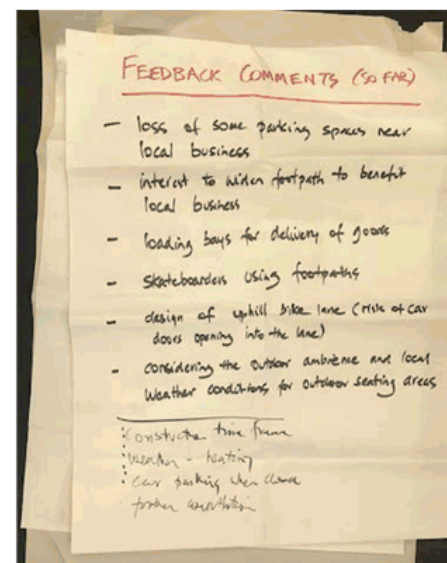
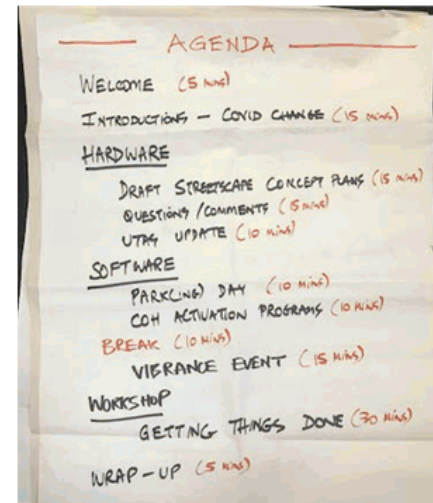
The workshop was facilitated by John Hepper from Inspiring Place.

The agenda covered a review of the concept designs and opportunity for Q&A.

There were also presentations from UTAS, Vibrance, and CoH Activations team.

This was followed by a discussion on events and activations that traders to get involved in over the coming months to attract people to Midtown.

The workshop provided an opportunity for traders and property owners to meet each other and strengthen relationships within the street.

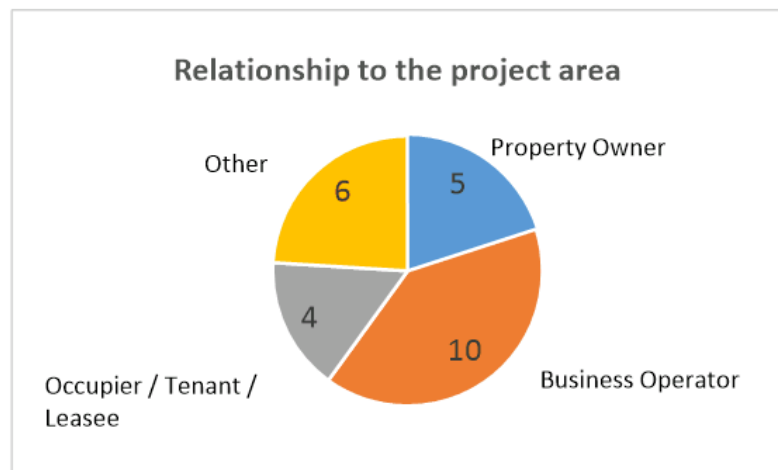




# Survey Results



## Who responded to the survey?



### Addresses represented

- 110-112 Elizabeth Street
- 138 Elizabeth Street
- 146 Elizabeth Street
- 146A Elizabeth Street
- 150 Elizabeth Street
- 152-156 Elizabeth Street
- 160-162 Elizabeth Street
- 165 Elizabeth Street
- 177 Elizabeth Street
- 179 Elizabeth Street
- 204 Elizabeth Street
- 209 Elizabeth Street
- 10/290 Elizabeth Street
- 210 Collins Street
- 89 Brisbane Street

### Businesses represented

- Australian Red Cross
- Basket and Green
- Bicycle Network
- Country Women's Association
- Cunic Homes
- Heart Foundation
- Lily & Dott
- Metro Tas
- Mitchell / Bradfield Partnership
- RB&RJ Martin Properties
- The Crows Nest Café
- The Page and Cup
- The Rox / Roxburgh House Apartments
- The Stagg
- Ware Bros Cutlery – The knife shop

A broad cross-section of Midtown businesses and property owners were represented

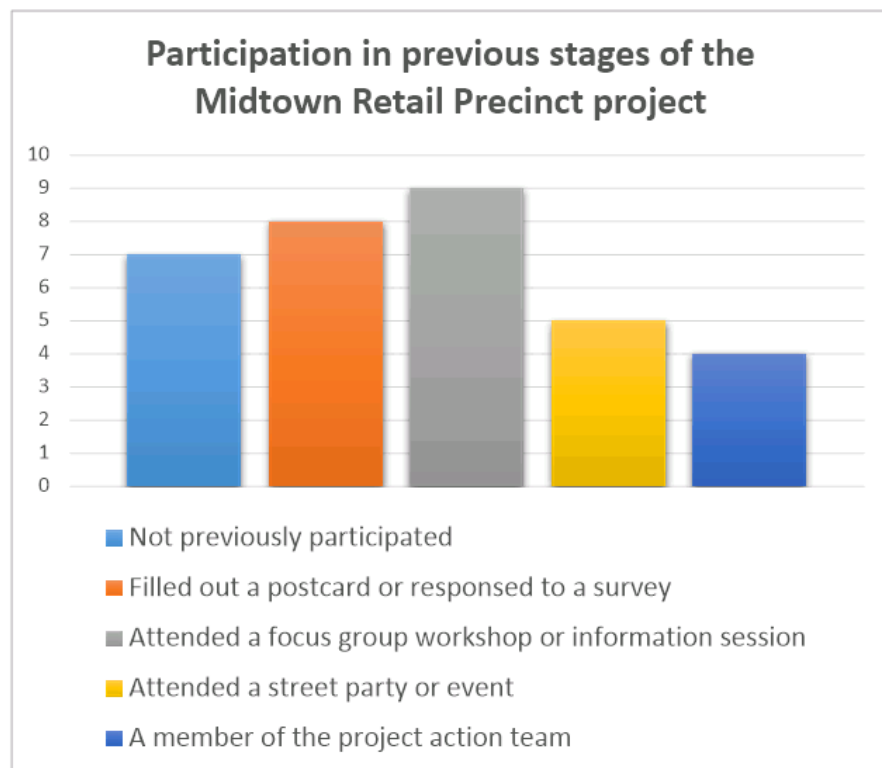




## Survey Results



### Previous participation in the project



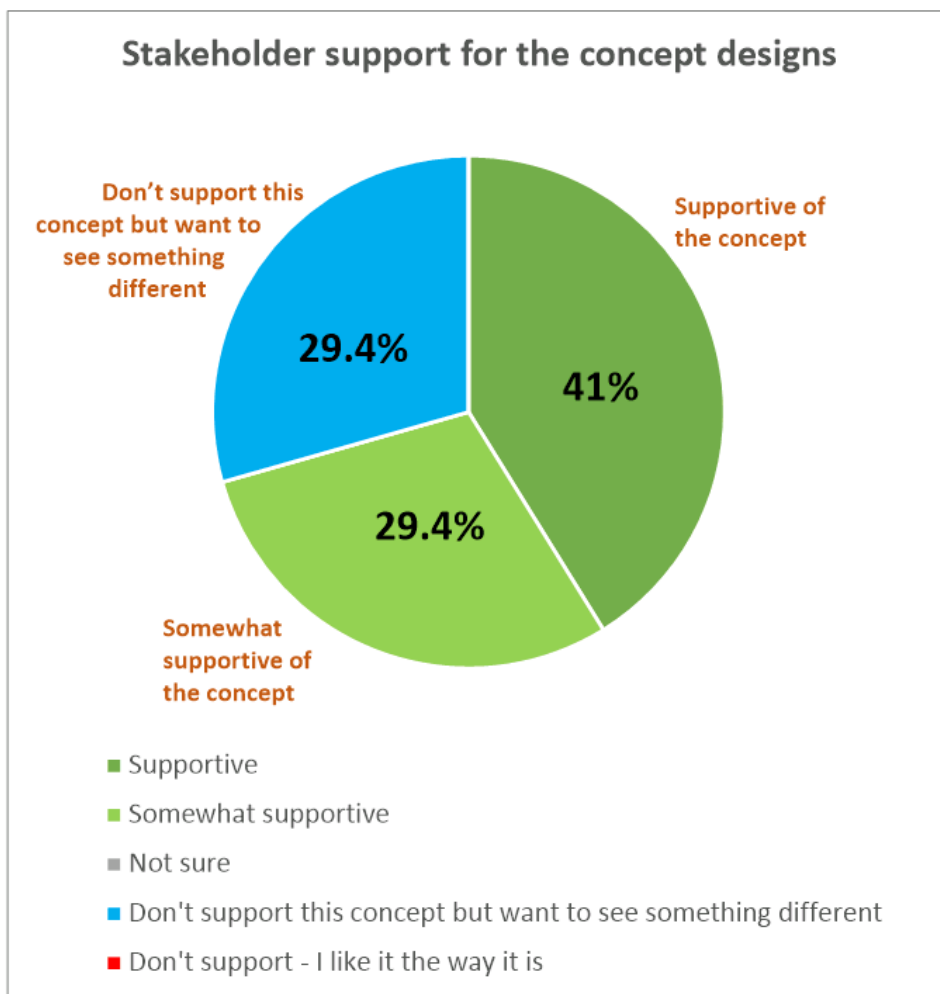
Survey respondents had various levels of previous engagement with the project.

Seven had not previously participated in the project, while four were previous members of the project action team.

## Survey Results



### Support for the concept designs



70% of respondents were either supportive or somewhat supportive of the concept.

30% didn't support the presented concept and would like to see something different.

Nobody indicated that they like the street the way it is and don't want to see change.



# Survey Results



## Stakeholder suggestions and concerns about the current concept designs

Survey respondents who indicated they were “Somewhat supportive of the concept” or “Don’t support the concept but want to see something different” were asked to elaborate on what concerns they had and what would they like to see instead. Responses received have been grouped into the following themes:

- Parking and loading zone provision
- Bike Lane design suggestions
- Street furniture and safety
- Prioritising pedestrian movement will attract skateboarders
- Some businesses feel they are missing out
- Favouring outdoor dining at the expense of other businesses

Suggested ideas and changes to refine the streetscape design are indicated by the lightbulb icon.

### Parking & loading zone provision

“The area in Block 1 in front of the offices and Red Cross might be best to remain as parking. All the businesses on this side of the street, including mine, benefit from there being somewhere to quickly stop to pick something up. There is also the need to receive deliveries to all these businesses so a loading zone area closer to this middle section would be necessary.”

“The concept plan needs to incorporate more on-street parking and space for a Loading / Unloading Zone.”

*I am very concerned by the removal of parking spaces on Elizabeth street outside my cafe. A lot of my customers park outside for a quick takeaway coffee or meal and I will lose that completely if there is no parking outside.... (parking) provision seems lacking for delivery of goods to local businesses.”*

*“We run various activities within the shop and the current design will preclude a fair number of ladies from attending these activities and will ultimately affect our shop as contributors find it difficult to walk a great distance carrying boxes of jams etc.”*

*“While there are currently 6 eateries / coffee shops in the block (Block 1) there are also numerous other businesses that require street parking for their customers. The concept, as presented in the draft concept design also removes the Loading Zone space which is a necessary requirement for all businesses in the block.”*

*“The streetscape needs to be inviting for both pedestrians and on-street vehicular traffic especially for those needing the park close to business due to age/ disability / need to leave heavy/ bulky items with a business.*

*“We currently have items left with us for sharpening that are either too heavy / bulky for people to carry from a council carpark but also could be considered illegal to carry on a public footpath to our shop (knives for sharpening / collection). We also receive and dispatch stock on a regular basis via couriers which need a loading / unloading zone. This also applies to all the eateries on this block as well.”*

### Bike lane design suggestions

“(Design) a separated cycleway on the uphill section to encourage more people to ride or leave it as it is...riders would be better off with no paint so they can take a position on the road that is safe and comfortable for them”

*“(Council should build) proper separated cycle lanes that are best practice, not the rubbish proposed”*



# Survey Results



## Stakeholder suggestions and concerns about the current concept designs (continued)

### Street furniture and safety



*"Can there be some kind of a barrier on the corner of Brisbane and Elizabeth streets outside basket and green. The customers sitting outside get a bit scared due to the driver antics and near crashes that happen on this corner....A fence or barrier of some sort will add to the safety of my patrons and the pedestrians."*



*"It would be preferable to establish the outdoor dining areas with permanent street furniture. This will provide a safety barrier to a certain extent as well as alleviate some concerns as to how different businesses might furnish these areas. Most of these businesses will not have the room to store loose tables and chairs etc outside of trading hours. Permanent furniture would also provide opportunities for features such as rubbish bins, power access, charging stations, artistic features and greenery etc."*

### Prioritising pedestrian movement will attract skateboarders

*"The area (will) become more of a hub for people on bikes and skateboards to visit. I am already extremely concerned by skateboarders in groups not wearing masks hurtling down footpaths trailing their breath behind them and enabling nobody on the footpath to socially distance from them. Will we find the same skateboarders going the wrong way down the bicycle Lane against the bicycle traffic or will they just all transfer to weaving around the parked cars or the footpath... Will there be even more unregulated, seemingly unpoliced and unsafe skater traffic?"*

### Some businesses feel they are missing out

*"It looks like that I get missed out on the footpath extension which means I won't have outside dining and it doesn't help my business."*

*"Will custom be drawn away from our tenants to those who have benefited from the extra footpath width and seating options?"*

*"We and our tenants will get few of the benefits and many of the problems caused in this plan by overflow of parking and foot path usage (property sits just outside the project area)....Having missed out on the direct benefits in our portion of the street will we just get all of the cons with none of the pros."*

### The design favours outdoor dining at the expense of other businesses

*"The concept plan needs to take into account the ambience of the area, the temperatures experienced for the majority of the year and the type of customer traffic for the businesses in this block before proposing such an extensive move to outdoor seating....We feel the area could be improved without detrimental effect on many businesses and favouring others."*



# Survey Results



## Anticipated impacts or benefits from implementation of the streetscape design

### Benefits

- *"Increasing foot traffic, increasing sales hopefully."*
- *"Less vandalism, graffiti and vagrancy to/of/around shopfronts by more passers-by outside of normal business hours"*
- *"Painting bike storage boxes at intersections is helpful for current riders as is more bike parking along the strip."*
- *"Australian Red Cross would see the benefits of more foot traffic, we would engage further with the community and hopefully engage more volunteers. It would also give us the opportunity to promote the Red Cross and it's involvement and support to the community."*
- *"we would expect a positive effect from a wider footpath, spaces to sit and greenery."*
- *"creation of an improved street environment that will help support more people to be more active through improved conditions for walking and cycling on a key street in Hobart. Proposals will improve conditions on this important city street, with a direct impact for businesses and properties on this section of street, but also indirect benefit for people and businesses who are located nearby and/or who pass through the area."*
- *"The improved street-scape will amenity of the area and encourage more pedestrians in to the area. The introduction of kerb-side seating will encourage pedestrians to relax in the area and increase dwell times."*
- *"would hope that Elizabeth Street would become a more walkable street, drawing people from the waterfront to North Hobart. For my shop and the 7 other businesses in this block, it is important to draw people past Melville Street - which currently 'seems' to be the end of the interesting shops."*
- *"can foresee only positive impacts on my small business, including increased footfall in local and visitor pedestrian traffic that will come from Mldtown being even more of a destination rather than just a thoroughfare."*
- *"Yes - Better amenity for my business in terms of pedestrian access - slower/quieter traffic flow. Greater engagement in the precinct because of better aesthetic and practical appeal. Hopefully more business generated for my tenancies."*
- *"Can only enhance the environment around a restaurant area and free flow of people"*

### Impacts

- *"Possible loss of contributors to business, reduction of older members of community purchasing from shop and partaking of activities held in shop."*
- *"We anticipate a significant loss of business to the extent we would possibly need to relocate to another site"*
- *"No less likely to be killed riding my bike, which is an indication of how big a fail the design is."*
- *"Concerned that extending (wider footpath, seating and greenery) areas in front of the existing driveway and offices will give less benefit to the area and negatively impact access to the high trade businesses for both customers and suppliers."*
- *"Estimated 50% decline in customers. The draft as it has been delivered will have a severe impact on our business, whilst favouring others and we hope it does not proceed in its current format"*





# Survey Results



## Other feedback shared

- 💡 • "I'd like to see the dark corner between Australian Red Cross and (the Crows Nest) be an art wall if possible."
- 💡 • "Seating, trees, community whiteboard."
- 😊 • "I think the design looks amazing, you have done a wonderful job. We can only hope that these crazy times are soon to be behind us and we can actually get the project underway!"
- 😊 • "It looks fabulous! I emphatically support the reduction in parking and introduction of pedestrian and green spaces, which will definitely have a positive impact on my business."
- 😊 • "I appreciate being included in the process; asked and listened to."
- 😊 • "Thank you for the opportunity to participate in and contribute to such an open, constructive and consultative process that is best practice."
- 😊 • "Great efforts by your team in difficult circumstances! Need to ensure sufficient on-street parking for businesses with loading bays - critical."
- 😐 • "Public transport must be prioritised in planning and development - it is critical to active health inclusive communities and Elizabeth Street is the busiest trip corridor in Hobart. Please consult closely and in good faith with Metro to support and enhance public transport and encourage its use through street design!"
- 😐 • "Many of my concerns are ones which are actually current (parking, skateboards, etc) even before this begins and which feel might be exacerbated by it. That said, it is my fervent hope as a city property owner with significant tenancies in the area, that it will bring some vibrancy/custom to our area."
- 😡 • "We strongly disagree this is the right area for on street dining – Elizabeth Street is busy! Emergency service vehicles use it constantly – and at higher speeds – it is a main truck delivery route into the city. It is a main bus corridor as well"
- 💡 • "It would be great to see the meters on this block reduced to 30mins immediately. This would create a bigger turnover of spots. People wanting to stay longer can use the car parks."
- 💡 • "Ideally there should be a loading zone on each side of the street as well as plenty of metered spots"



## Written Submission – Metro



The following written submission was received from Metro 27 August 2020



27 August 2020

Sarah Bendeich  
Senior Advisor – City Place Making  
City of Hobart

via email to: [cqh@hobartcity.com.au](mailto:cqh@hobartcity.com.au)

Dear Sarah,

**Elizabeth St (Midtown) Streetscape Project**

Thank you for inviting Metro to respond to the engagement stage of this project. As this part of Elizabeth St forms part of the busiest public transport corridor in Tasmania, Metro takes a keen interest in proposals concerning its future development.

It is noted that the five key principles developed by the Project Action Team include walking and cycling as priorities, yet make no mention of public transport. Prior to the outbreak of COVID-19, Metro buses were carrying over 25,000 passengers a week through the Midtown area and patronage is recovering.

Metro supports the improvement of urban streetscapes and had positively contributed to the already completed projects in Sandy Bay, South Hobart, New Town and Lenah Valley. Metro also champions the role that public transport can play in assisting this revitalisation but also notes the impact that streetscape design, shared spaces, traffic calming and intermittent closures can have on service delivery and travel time.

The Elizabeth St corridor is a critical part of the public transport network, particularly the Turn Up and Go corridor connecting the CBD to the northern suburbs. The proposed designs involve increasing footpath width at the expense of the existing roadway, alongside treatments to reduce traffic speeds. A reduction in the speed at which traffic flows through the Midtown precinct, combined with the reduction in speed limits proposed for the North Hobart and CBD, will have a direct impact on the travel time for buses along this important corridor. Metro notes that an increase in travel times, particularly for commuters is a disincentive to travel by public transport. Should traffic be slowed to a significant degree, a reorganisation of the northern suburbs timetables to reflect the new travel time may also be required.

The proposal for Elizabeth St does not reference a traffic management plan to deal with the alterations to the traffic movements resulting from the redevelopment and further clarification on the following matters would be appreciated:

- Is there an expectation that existing traffic volumes will continue to pass through this section of Elizabeth St? If so, has the impact of changed speed limits on traffic flow been modelled?
- If some of the vehicle movements from Elizabeth St are re-distributed to adjacent streets (eg: Murray, Argyle, Campbell), has the impact of this been modelled on traffic flows in the CBD?

Whilst the improvement to the Midtown streetscape is supported, Metro strongly encourages the activation and events be held on adjacent streets away from the main CBD to northern suburbs corridor. Increasing the number of events that require our services to alter their routes and the disruption to passengers does raise issues of concern for Metro.

At the next stage of the project, Metro would appreciate a detailed briefing on the design of bus stops, particularly the ability of buses to arrive and depart from stops safely and efficiently, and quantification of the traffic impacts in order to model its effects on the wider Metro network.

Metro appreciates the opportunity to engage with the City of Hobart on this exciting project and looks forward to continuing to provide positive input to ensure that the public transport network can support the improvements to the Elizabeth St (Midtown) streetscape.

Yours sincerely



Darren Carey  
Acting Chief Executive Officer



Metro Tasmania Pty Ltd | ABN 30 081 467 281 | PO Box 61 Moonah TAS 7009 | 13 2201 | [metro.tas](http://metro.tas)

# Written Submission – Heart Foundation



The following written submission was received from Heart Foundation 2 September 2020



National Heart Foundation  
of Australia  
ABN 98 008 419 761  
For heart health information  
and support, call our  
Helpline on 13 11 12 or visit  
[heartfoundation.org.au](http://heartfoundation.org.au)

2 September 2020

Sarah Bendeich  
Senior Advisor – Place Making | City Planning  
City of Hobart Council  
16 Elizabeth Street  
Hobart TAS 7000  
Sent by email to: [bendeichs@hobartcity.com.au](mailto:bendeichs@hobartcity.com.au)

Heart Foundation support of the principles of healthy built environments as illustrated in concept designs for Elizabeth Street, Midtown

Dear Sarah

Thank you for seeking our feedback on the concept designs for Midtown Hobart.

The Heart Foundation works to improve the heart health of all Australians. Promoting physical activity is one of our key recommendations for improving heart health and mental wellbeing at a population level.

The design of the built environment can support us all to be more active and interact with others.

The concept designs for Elizabeth Street, Midtown (Melville to Warwick Streets) include many features that align with Heart Foundation guidance and principles for creating healthy built environments. We note the proposed creation of improved infrastructure for walking and cycling with widened footpaths, improved crossings and associated features including more urban greening with street trees, seating and opportunities for public art. These features align well with suggestions in the Heart Foundation's recent [Active Streets – the new normal for public space](#) position statement.

In combination with the City of Hobart proposal to reduce speeds on streets (in Hobart CBD and suburban retail precincts) proposals such as the Midtown concept designs show great potential. Better streets and spaces tend to yield many benefits: better health through improved physical activity, and also other potential social, environmental and economic benefits. People spend

<b>Canberra ACT</b> Unit 1, Level 1 17-23 Townsend St Phillip ACT 2606 (02) 6282 5744 (02) 9219 2444	<b>Sydney NSW</b> Level 3, 80 William St East Sydney NSW 2011 (02) 9219 2444	<b>Darwin NT</b> 2 Tindal Place Tindal NT 0810 (08) 8982 2700	<b>Brisbane QLD</b> 1 Adelaide Rd Bowen Hills QLD 4006 (07) 3872 2500	<b>Adelaide SA</b> 165-199 Hull St Adelaide SA 5000 (08) 8224 2888	<b>Melbourne VIC</b> Level 2, 850 Collins St Docklands VIC 3008 (03) 9329 8511	<b>Perth WA</b> Level 2, 334 Rokeby Rd Subiaco WA 6008 (08) 9388 3343	<b>Hobart TAS</b> Level 1, 89 Brisbane St Hobart TAS 7000 (03) 6224 2722
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more time in streets and spaces that are designed for people rather than cars. Higher dwell-time and footfall has the potential to increase a vicinity's trade, and boosts its vitality.

Taking steps to enhance streets and spaces for better health and wellbeing has been formally endorsed by the Tasmanian Government in the [Tasmania Statement](#).<sup>1</sup>

The concept designs for Elizabeth Street Midtown show potential to align with principles for healthy built environments subject, of course, to future stages of design, and noting the need for future funding to aid progression of the project and ultimately its delivery.

The Heart Foundation acknowledges the work of the City of Hobart officers, elected members and associated committees including the Hobart Active Travel Committee in taking steps to develop improvements to our built environments and we value our ongoing collaboration. We would be happy to discuss matters further if it would be helpful so please don't hesitate to contact me.

Yours sincerely



Graeme Lynch AM  
CEO Heart Foundation Tasmania

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<sup>1</sup> Tasmania Statement, co-signed by Hon Will Hodgeman MP, Premier of Tasmania; Hon Jeremy Rockliff MP, Minister for Mental Health and Wellbeing; and Mr. Graeme Lynch AM Chair, Premier's Health and Wellbeing Advisory Council. Published August 2019, Tasmanian Government.  
[http://www.dpac.tas.gov.au/-/data/assets/pdf\\_file/0003/478128/Tasmania\\_Statement\\_updated.pdf](http://www.dpac.tas.gov.au/-/data/assets/pdf_file/0003/478128/Tasmania_Statement_updated.pdf)

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# Bicycle Network – website article



Bicycle Network posted the following article critiquing the Midtown concept plan on their website 27 August 2020



## No joy for bike riders in Midtown designs

Hobart Council has released [draft plans for a redesign of the "midtown"](#) section of Elizabeth Street but it hasn't heeded calls from its community action team for safer bicycle infrastructure.

The council's draft redesign for the blocks between Melville and Warwick streets was the subject of a long community consultation process involving local businesses, residents, students and people who work in the area.

This "project action team" met several times and were helped by consultants and experts who talked about the options and answered the community's questions about what was possible and examples of what had been tried elsewhere.

At the end of the detailed consultation period the action team came up with a list of 19 recommendations for the redesign of Elizabeth Street, with a strong emphasis on Elizabeth Street becoming a "movement corridor" for people walking and riding.

In terms of bicycles, the action team called for:

- Provide protected and separated uphill (northerly direction) cycle lane.
- Provide bicycle parking facilities
- Provide advance stop line (bike boxes) for bicycles at approaches to all intersection areas, spanning both lanes of traffic
- Reduce the speed limit to 30km/hr

This is similar to the 2019 plan for Hobart cycleways put forward by the Tasmanian Bicycle Council, which proposes a protected bike lane on the uphill side of Elizabeth St and no car parking on the downhill side with a 30 km/h speed limit.

The Tasmanian Government and RACT have also put forward visions for Elizabeth Street which include the removal of on-street parking to make way for safer conditions for people walking and riding.

The action team acknowledged that their vision for midtown would involve the removal of some on-street parking to make room for wider footpaths and separated cycleway, and were 100% united in their call for this.

### Painted lanes wrong response

With the community consultation team strongly behind the removal of car parking for better bicycle conditions, and Elizabeth Street being such an acknowledged link for people walking or riding, it would seem to be the perfect site to show how all road users can be better catered for. Especially as

there are a number of new apartment buildings proposed or approved for the area.

But instead, the council's draft design has opted for narrow painted bicycle lanes in the dooring zone of parked cars.

Research out of the Monash Accident Research Centre by Dr Ben Beck last year, showed that narrow painted lanes next to parked cars can be more dangerous to riders than no paint, as drivers pass up to 40 cm closer to riders in lanes.

"Our results demonstrate that a single stripe of white paint does not provide a safe space for people who ride bikes," Dr Beck said when the research was released.

"When the cyclist and driver share a lane, the driver is required to perform an overtaking manoeuvre. This is in contrast to roads with a marked bicycle lane, where the driver is not required to overtake. This suggests that there less of a conscious requirement for drivers to provide additional passing distance."

Other councils and road managers have moved away from narrow painted lanes next to parked cars because of the dangers they pose, especially to less confident riders who may position themselves too close to parked cars and the risk of dooring to get out of the way of traffic.

VicRoads has published guidance to Victorian councils that on low speed, low traffic volume streets where painted lanes may be suitable, there must still be a 1 metre buffer painted between the parked car and start of a bike lane to account for the dooring risk, such as in the picture below.

The council also rejected a 30 km/h speed limit along Elizabeth Street at a meeting in July, in favour of 40 km/h speed limits. This decision was made after hearing the evidence that 30 km/h was a safer speed limit for people walking and riding if they were hit by a vehicle, and one which was being adopted by cities around the world to improve road safety.

The good news is that the draft designs include more bike parking along the street and green bicycle boxes at intersections so riders can be better seen by drivers.

A non-riding feature in the draft designs which could cause problems is the proposed kerb bulbing that extends the footpath at street corners. This is good for providing more footpath space, but it also makes it difficult to build separated cycleways in the future as the narrowed intersections don't always leave enough space for cycleways.

While Elizabeth is a well known walking link, there is great potential to make it a better cycling link and increase rider numbers by building bicycle infrastructure and changing road conditions to make it more comfortable to ride. Some of the new apartment buildings being proposed for the area are 1.5-2 km from the waterfront - up to a 30 minute walk, but only a 10 minute bike ride.

Due to the COVID-19 pandemic the council no longer has money budgeted to construct the project but it's still working on design ready for future funding, so hopefully it listens to bike riders and people who'd like to ride along Elizabeth Street and changes the draft design.

## Discussion and Conclusion



- This engagement provided an opportunity to reconnect with key stakeholders who had been involved in previous stages of the project, and to get involvement from business owners and stakeholders who were new to the project. It provided an opportunity to get feedback on the concept designs from the businesses and property owners most affected.
- Approximately 10% of stakeholders who were contacted completed the survey or provided a written submission during this engagement process.
- The majority (70%) of respondents were supportive or somewhat supportive of the concept design.
- The issue of most concern that was raised related to loss of on-street parking. This concern relates to several factors including:
  - Potential loss of trade from people not being able to find a quick and convenient park on the street (to pick up a take away coffee for example)
  - Lack of close-by loading zones for businesses to receive deliveries
  - The perceived need for the customer base for some businesses needing close parking because of elderly/mobility, or carrying of heavy or dangerous goods to and from the shop.
- There is a concern that the bike lane in its current design will not improve safety for cyclists.
- Several other concerns and suggestions were raised about the concept plan that could be used to help to refine the detailed design.
- There were some comments from people outside the immediate project area, despite these people not being directly targeted. This indicates strong interest in this project and warrants further engagement with the wider community at the appropriate time.





**End of Document**



[yoursay.hobartcity.com.au](https://yoursay.hobartcity.com.au)

Prepared by



**City of HOBART**

# ELIZABETH STREET RETAIL PRECINCT

## Midtown Streetscape Upgrade Project DRAFT CONCEPT FOR CONSULTATION

### BACKGROUND

Midtown is one of Hobart's much loved local shopping areas and was identified as a priority for public realm improvements in the Local Retail Precincts Plan (2016). City of Hobart has improved local shopping areas in recent years including in Sandy Bay, Lenah Valley, South Hobart and New Town (currently under construction).

Last year, City of Hobart staff collaborated with Midtown's traders, residents, property owners and other stakeholders in a collaborative process of co-design, to identify priorities for Elizabeth Street (between Melville and Warwick streets). Participants developed a vision

for the street, and identified 19 recommendations based on issues, opportunities, aspirations and priorities of the broader community.

A draft streetscape concept master plan has been developed in response to the community's vision, that would re-imagine this place as a more welcoming, accessible and people-focused main street. It presents better conditions for walking and cycling, spaces to sit and rest, greenery, street furniture and public art. These changes would support the vibrant local businesses, and build on Midtown's natural strengths.

*Artist impression: Elizabeth Street, between Melville and Brisbane streets, looking towards Brisbane Street*



New footpath paving and repurposing some road space for street life

Uphill bicycle lane improves active mobility choices

Kerb extensions enhance informal midblock crossing

Trees, poster pole, wayfinding, seating, drinking fountain - a new meeting point enhances sense of place and belonging

For more information and register for updates: [yoursay.hobartcity.com.au/midtown](https://yoursay.hobartcity.com.au/midtown)



## WE WANT TO HEAR FROM YOU

We are now inviting feedback on the concept design from key local stakeholders including property owners, business operators, organisations and residents within the project area. The Council will consider key stakeholder feedback, and consider options about how to proceed.

## WHEN WILL THE PROJECT BE BUILT?

Covid-19 has had a significant impact on the Council's financial position and as a result, the funding that had previously been forecast is no longer available to build the improvements outlined in this concept. However, it's important that we prepare for the future and we will continue to plan this important project to ensure that improvements are 'shovel-ready' as and when funding opportunities become available.

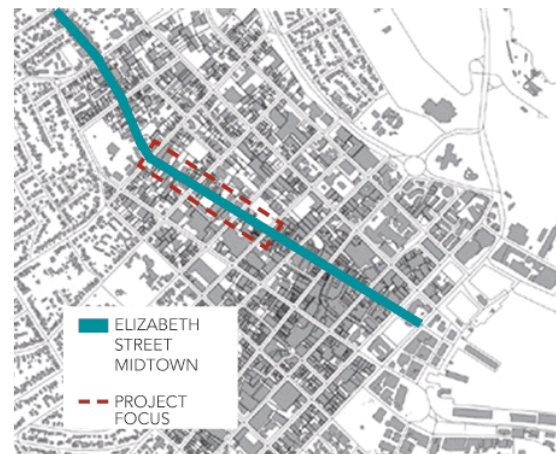
## HOW YOU CAN GET INVOLVED

Please review this info sheet and provide your feedback using the online form found at: [bit.ly/midtownfeedback](https://bit.ly/midtownfeedback)

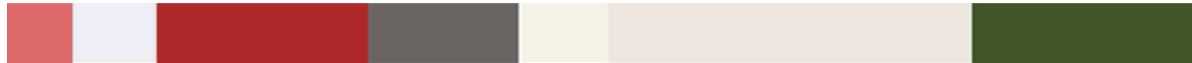


Or scan this code with the camera on your phone or tablet to be taken directly to the online survey.

Alternatively, complete the survey sheet enclosed and post it back using the pre-paid envelope.



Artist impression: Elizabeth Street, near Roxborough House, looking south towards Brisbane Street



## VISION - MDTOWN IS A MAIN STREET THAT IS:

### INCLUSIVE

A welcoming and authentic historic main street that retains its urban soul.

### ACTIVE

An accessible and active street, a place where walking, cycling and public transport are easy.

### GREENER

A greener street where the seasons are reflected - it's a nicer place to be.

### VIBRANT

A place where lives are lived, where people meet and where positive and meaningful experiences are shared.

\*The vision and the recommendations included in this masterplan were developed by the community-based Project Action Team, and was informed by broader community ideas for the future of Elizabeth Street in Mdtown



Artist impression: Elizabeth Street, between Melville and Brisbane streets, looking towards Melville Street

## LAYERS OF HISTORY

Elizabeth Street has many layers of history, built on top of each other. The heritage architecture speaks of our colonial past.

Less visible is that prior to colonisation, the Muwinina people thrived here, strongly connected to important places in this area, known as nipaluna. They cared for this land for more than 40 000 years.

In 1832, the Aboriginal survivors of the Tasmanian frontier wars were marched down Elizabeth Street, from the home of George Augustus Robinson (near the garden on the Warwick Street corner), to Franklin Square, to be taken to Wybalenna, Flinders Island.

Despite massacre, dispossession and oppression, Tasmanian Aboriginal people remain strong and resilient. They continue their connection and belonging to the water, land and skies of lutruwita (Tasmania), and Elizabeth Street continues to be an important place for this community today.

## STREETSCAPE IMPROVEMENTS - CONCEPT PLAN

This plan was developed in collaboration with dedicated local stakeholders including traders, property owners, developers, residents, students, and community organisations. Hundreds of individual contributions were considered.

The plan reflects the community's priorities, but has been developed pre-Covid-19. It is important to note that the project no longer has the previously funding allocation to implement the design. However planning and design will continue to get the project 'shovel ready' for future funding opportunities.



### BLOCK 1 MELVILLE STREET TO BRISBANE STREET

The heart of Midtown buzzes with life and is known for great coffee, bars and casual dining, specialty retail, barber shops and the iconic CWA gift shop. Enhanced by off-street parking and a public square with a digital art screen (The Loop). Footpaths are narrow and lack greenery or seating. Traders are active and engage customers through events and promotions, and 430 university students call this place home during the academic year with a further 400 students to take up residence in a new accommodation complex around the corner in Melville Street, in 2021.

#### What it needs most:

Improvements to make the street more welcoming and comfortable to encourage passers-by to stop and spend time. The concept proposes:

- Space for street dining and pedestrians, to encourage street life and business-led activation
- Greenery - plantings to bring life and comfort to the urban spaces
- Custom designed furniture to provide spaces for people to linger in this busy block
- Wayfinding elements such as a poster pole and signage would contribute a sense of destination and belonging
- Ambient, feature lighting would create a cozy evening atmosphere

### BLOCK 2 BRISBANE STREET TO PATRICK STREET

Larger lots, characterful heritage buildings, diverse mix of uses - including retail, restaurants, health and professional services, and community service organisations including Salvation Army, Tasmanian Aboriginal Centre, Korean Church and VisAbility. Change is underway with new residential apartments (The Rox) and homewares store (The Living Room). This block lacks the street activity of Block 1 and street life is provided mainly by people walking through.

#### What it needs most:

Focus on improving accessibility and walkability of the principle walking route

- Footpath widening at the corners to improve safety for pedestrians crossing at intersections
- Pedestrian crossing improvements to Patrick Street
- Street trees and seating, providing places to rest
- Uphill bicycle lane will improve safety and comfort for bicycle riders
- Design guidance to ensure new and future developments deliver positive outcomes for the public liveliness of the street
- Opportunities for art and landscaping to enhance sense of place



## ACTIVATION IN MIDTOWN

An important part of the community's vision for Midtown is to create a vibrant place where lives are lived and where people share positive and meaningful experiences, to attract people to the street and create fun reasons to visit.

As part of this engagement, the City of Hobart will host a workshop where local stakeholders are invited to come together to share activation ideas and leave with a plan for how to get things going. When you fill out the survey, let us know if you are interested in taking part!



### BLOCK 3 PATRICK STREET TO WARWICK STREET

This block has fine grained retail shops at one end, and the popular public pocket park 'Garden of Memories' at the other. This block is more active in the evenings with a local bar, brewery and restaurant scene. The middle of the block has some uses that don't contribute street life, and there are opportunities for infill residential and new businesses to enliven this block further.

#### What it needs most:

Improve accessibility and conditions for walking, and enhance streetscape amenity where the adjacent uses would contribute to the activation

- Footpath widening at the corners to improve safety and accessibility for pedestrians
- Opportunities for planting, seating, dining - where adjacent to active uses
- An uphill painted bicycle lane will improve the safety and comfort of this popular route for bicycle riders
- Opportunities for street art to add life to the block
- Additions to the popular Garden of Memories to improve the amenities
- More generous bus waiting facility to service Elizabeth College students

## CREATIVE HOBART

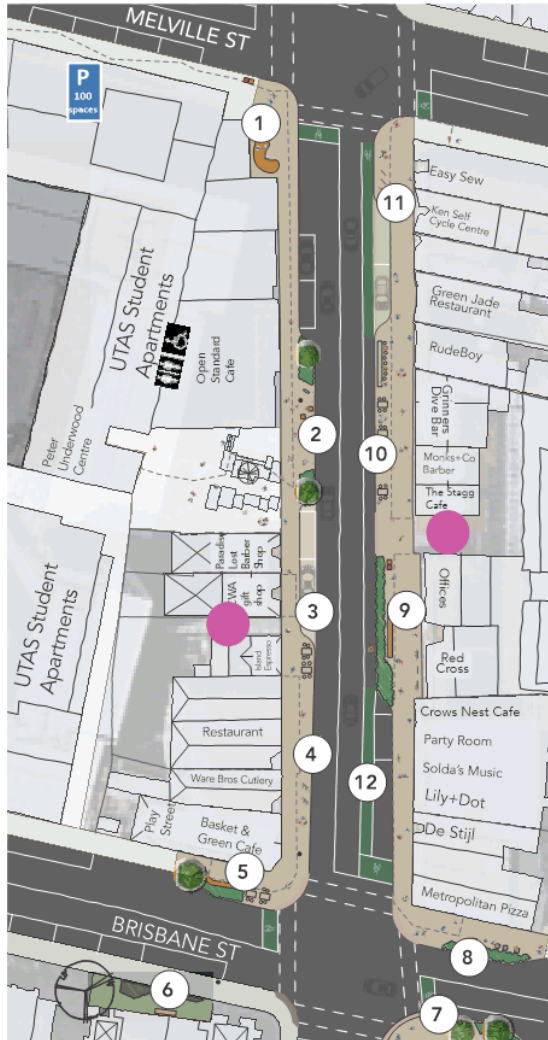
A commitment to public art in the precinct will be delivered as a series of street art activations in prominent locations through Midtown up to North Hobart.

The City of Hobart will work with Vibrance Festival to deliver a series of 5–6 street art murals within Midtown. These public art commissions will be a part of Vibrance's larger festival program that will see Midtown come to life across 7 days in February 2021 with additional murals, events, music and street art.

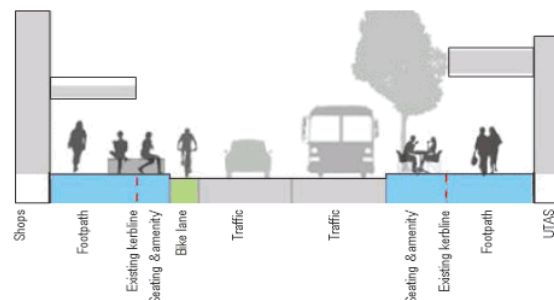
Once completed, the murals will be a part of the City's popular Urban Art Wall collection that continues to bring a sense of place through cultural expression to the city's surfaces.

More information on how to participate can be found at [www.vibrancefestival.com](http://www.vibrancefestival.com)



**BLOCK 1 MELVILLE STREET TO BRISBANE STREET****Proposed new street tree****Existing trees****Art wall** - potential site for street art for possible inclusion in the Vibrance Festival program - to be confirmed subject to consultation and approvals

- 1 Sculptural seating element at the entry to UTAS
- 2 Footpath widening near UTAS plaza, with poster pole, seating, trees and greening, drinking fountain. Provides safer conditions for informal mid block crossing
- 3 Retain driveway access and 2 short term parking spaces
- 4 Footpath widening to provide outdoor dining space
- 5 Footpath widening and greening in Brisbane St
- 6 Korean Church - enhance garden space for public use
- 7 Kerb extension and trees - Brisbane St near the Rox
- 8 Footpath widening, casual seating
- 9 Footpath widening, seating and greening
- 10 Extended area of widened footpath to allow for outdoor dining, business activation and improved pedestrian access
- 11 Bicycle racks and widened footpath
- 12 Uphill bike lane
- 13 Continue to explore programming and opportunities to activate the UTAS public spaces, in collaboration with local traders

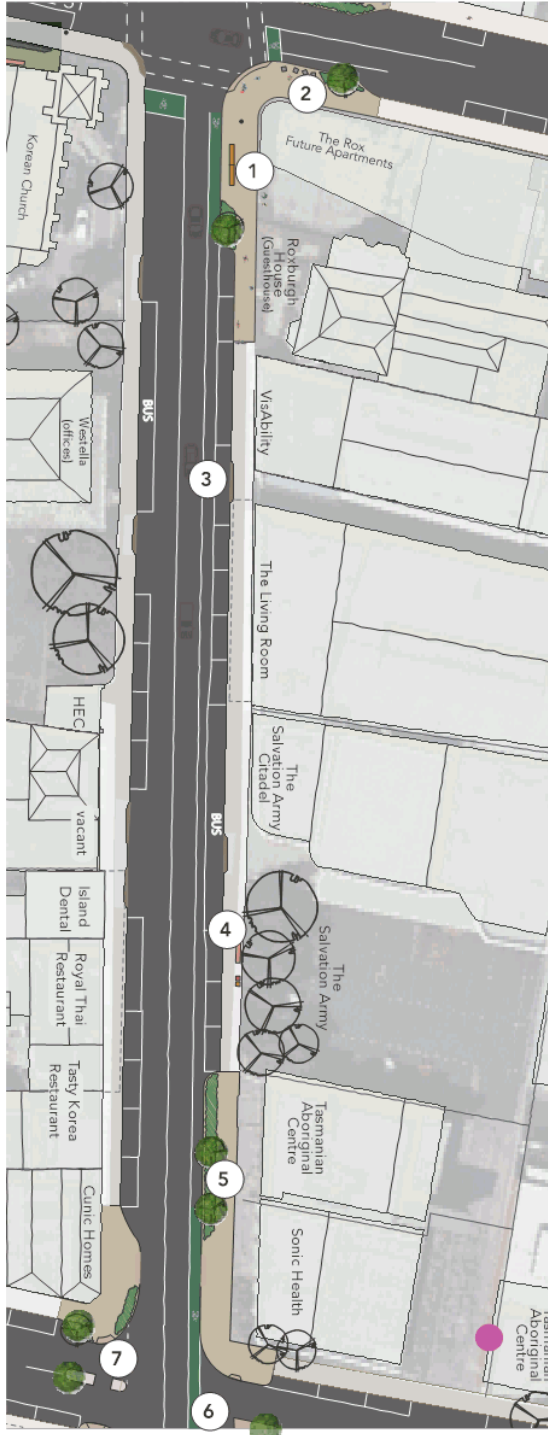
**RECOMMENDATION #4**

"Reduce the speed limit"

**RECOMMENDATION #10**

"Create visually attractive public open spaces within the existing street, such as parklets, sitting nodes and spaces for visual art and community information"



**BLOCK 2 BRISBANE STREET TO PATRICK STREET**

- 1 Kerb extension near the Rox apartments with seating element and street tree
- 2 Footpath widening, street tree, Brisbane St
- 3 Uphill bicycle lane
- 4 Existing bus stop to remain, upgrade seating
- 5 Footpath widening and potential new Tasmanian cultural garden (a collaboration with Tasmanian Aboriginal Centre)
- 6 Patrick St crossing (south side). Improve the amenity of this crossing point for pedestrians with kerb extensions and widened median
- 7 Patrick St crossing (north side). Improve the amenity of the crossing point with kerb extensions



Artist impression

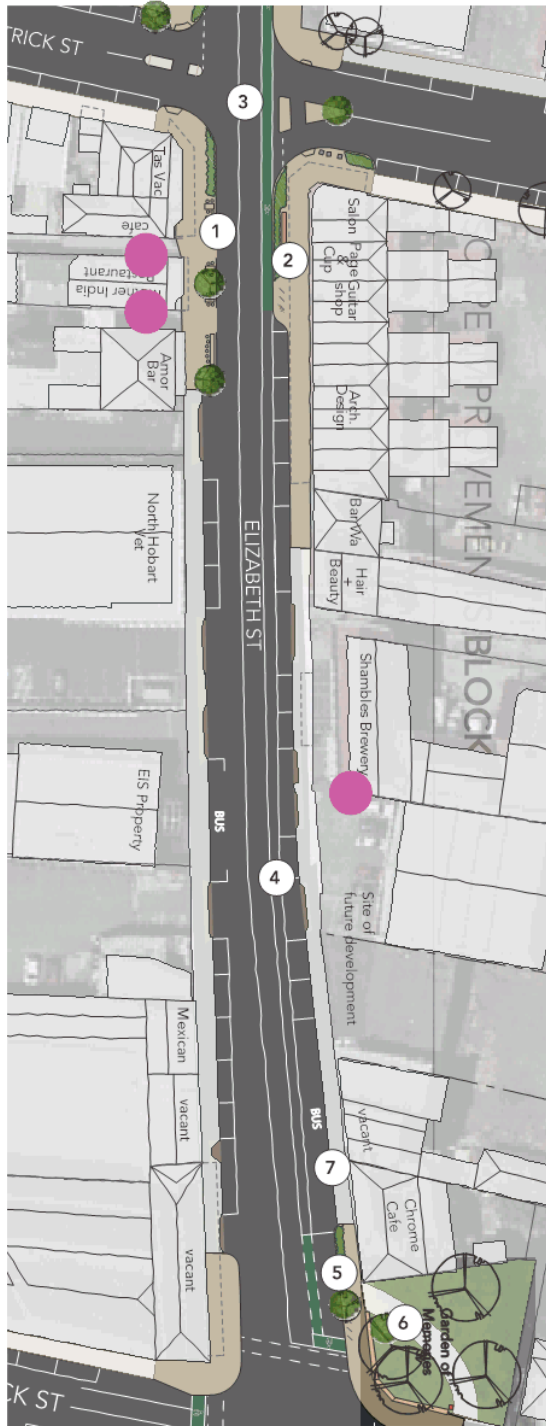
**RECOMMENDATION #9**

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

**RECOMMENDATION #15**

"Create opportunities for art in the public space - both permanent and temporary - by local artists including Tasmanian Aboriginal artists"

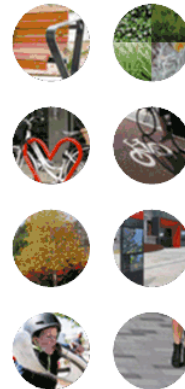


**BLOCK 3 PATRICK STREET TO WARWICK STREET**

- |   |  |
|---|--|
| 1 Potential for footpath widening to provide outdoor dining, seating and trees                      | 4 Uphill bike Lane   |
| 2 Potential for footpath widening, street greening, seating and bike parking, adjacent to the shops | 5 Footpath widening near Garden of Memories  |
| 3 Patrick St crossing improvements  | 6 Garden of Memories - install drinking fountain and poster pole for promotion of community events |
|   | 7 Consider future relocation of this bus stop  |




Artist impression



 Proposed new street tree

 Existing trees

 Art wall - potential site for street art for possible inclusion in the Vibrance Festival program - to be confirmed subject to consultation and approvals

**RECOMMENDATION #1**

'Elizabeth Street is a great street for walking, make pedestrians a priority'

## **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>DRAFT CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT</b>  <b>OPEN PORTION OF THE MEETING</b>  <b>November 2014 to August 2020</b></p>				
Ref	Title	Report / Action	Action Officer	Comments
1	<p><b>221A LENA VALLEY ROAD, 2-16 CREEK ROAD, LENA VALLEY – SUBDIVISION (86 RESIDENTIAL LOTS, 8 ROAD LOTS, 7 PUBLIC OPEN SPACE LOTS) – PLN-14-00584-01</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>	<p>Director City Planning</p>	<p>The draft Transport Strategy addressed this matter and was presented to 9 July 2018 Council meeting.</p> <p>The Draft Transport Strategy was subject to community engagement in July/August 2018 and a report detailing the results of the community engagement was presented to 8 October 2018 Council meeting.</p> <p>At this meeting the Council adopted the 9 themes and position statements in the draft strategy.</p> <p>The Council also resolved that the actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</p> <p>A report is now scheduled to be provided in 2020.</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>	<p>Director City Planning</p>	<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 now scheduled to be provided in 2020.</p>
3	<p><b>SANDY BAY RETAIL PRECINCT – STREETSCAPE REVITALISATION</b></p> <p>Council 7/9/2015, item 10 Open CIC 26/2/2020, Item 6.5</p>	<p>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.</p>	<p>Director City Planning</p>	<p>That the item be deferred to enable Council Officers to seek further information from the State Government in relation to a possible policy decision in regards to speed limits.</p>

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>Improvements works to the GPO (eastern) side of the Elizabeth Street Bus Mall are complete.</p> <p>The improvements to the other (western) side of the Elizabeth Street Bus Mall are currently being undertaken.</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.</p> <p>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>		
6	<p><b>CYCLING LINK – MARIEVILLE ESPLANADE</b></p> <p>CIC 9/12/2015, item 14</p>	The options for a cycling link on Marieville Esplanade be reviewed when the future of	Director City Planning	The options will be reviewed when the future of the Battery Point foreshore walk is determined.

Ref	Title	Report / Action	Action Officer	Comments
		the Battery Point foreshore walk is determined.		A first stage of improvement (funded through a Federal Government grant) is currently in planning.
7	<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>A report is now scheduled to be provided in 2020.</p> <p>The Sullivans Cove Tripartite Steering Committee invited representatives of the Waterfront Business Community to attend future meetings.</p>
8	<b>CITY OF HOBART TRANSPORT STRATEGY – ENGAGEMENT REPORT</b> Council 8/8/2016, 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</li> </ol>	Director City Planning	At this meeting the Council adopted the 9 themes and position statements in the draft strategy.

Ref	Title	Report / Action	Action Officer	Comments
	Council 8/10/2018, item 14	<p>Infrastructure Committee agenda of 19 September 2018 be received and noted.</p> <p>2. The Council adopt the 9 themes and position statements in the draft strategy.</p> <p>3. The actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</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 now scheduled to be provided in 2020.</p>
9	<p><b>AP14 SALAMANCA PEDESTRIAN WORKS – UPDATED CONCEPT DESIGN</b></p> <p>Council 10/10/2016, item 11</p> <p>Council 9/4/2018, item 11</p> <p>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> <p>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.</p>	Director City Planning	<p>Stage 2A of the works are complete. Construction on the 2020 component (Stage 2B) is underway.</p> <p>These works have been accelerated to take advantage of reduced traffic movements within the precinct.</p>

Ref	Title	Report / Action	Action Officer	Comments
10	<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 2020 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>
11	<b>NOM - PARKLET POLICY</b> Council 24/10/2016, item 10 Council 5/6/2017, 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	<p>A report addressing this matter is being finalised and will be presented to an upcoming Committee meeting.</p> <p>This will be informed by the current work of the City of Hobart to support business operators as they move along the Roadmap for a COVID-safe Tasmania, including complying with the physical</p>

Ref	Title	Report / Action	Action Officer	Comments
				<p>distancing requirements and occupation limits.</p> <p>This has included allowing operators can apply to amend their existing permits or apply for a new permit to occupy a public space within the Hobart municipal area, where possible, to give them more space to trade.</p>
12	<p><b>GREENHOUSE GAS EMISSIONS AND ENERGY USE - 2017-2018 ANNUAL REPORT</b></p> <p>Committee 26/10/2016, item 6.5 Council 2/10/2017, item 17 Committee 19/9/2018, item 6.2</p>	<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>Officers propose to postpone the presentation of the Greenhouse Gas Emissions and Energy Use report until early in 2020, since there are actions associated with it that will be affected by whether the Climate Change Framework and Action Plan is accepted by the City Planning Committee and Council in December 2019.</p> <p>Officers would prefer the opportunity to reassess the actions in this report depending on that outcome.</p> <p>There are also actions in the recently published Smart Cities Action Plan related to reporting energy use via a city dashboard, and officers would like to consider the format of future versions of this annual reporting and include reference to that in the report to committee.</p> <p>Media opportunities will also be sought.</p>

Ref	Title	Report / Action	Action Officer	Comments
13	<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.
14	<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 of Collins Court will be submitted to the Council for consideration in the October 2020 round of meetings. Consultation is currently taking place with the Council's Access Advisory Committee.
15	<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</p>

Ref	Title	Report / Action	Action Officer	Comments
				<p>vision for the Elizabeth Street Transit Centre.</p> <p>The State Government has appointed a consultant to investigate the feasibility of an underground Elizabeth Street Transit Centre.</p> <p>City officers have met with the consultant and provided a range of information to assist with their report.</p>
16	<p><b>PETITION - SANDY BAY SHOPPING PRECINCT FOOTPATHS - OPPOSING CHANGE TO OUTDOOR DINING AREAS AND BUS STOP LOCATIONS</b></p> <p>Council 7/8/2017, item 10 Council 4/9/2017, item 14</p>	<ol style="list-style-type: none"> <li>The General Manager proceed with the implementation of the Council resolution of 12 October 2015, by progressing the relocation of occupation licence areas and signboards away from the building line in the Sandy Bay Shopping Precinct.</li> <li>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. <ol style="list-style-type: none"> <li>Further options such as parklets, be explored for outdoor dining in narrow footpath areas.</li> </ol> </li> </ol>	Director City Planning	<ol style="list-style-type: none"> <li>Complete – change occurred from 1 November 2017.</li> <li>Officers are progressing the matter.</li> <li>(i) A report addressing this matter will be provided in 2020 (in line with Ref 11 above).</li> </ol>

Ref	Title	Report / Action	Action Officer	Comments
17	<p><b>PETITION - UPGRADE OF THE SCHOOL CROSSING IN FORSTER STREET, NEW TOWN</b></p> <p>Council 21/8/2017, item 6 Council 18/12/2017, item 6.2</p>	<p>1. The following recommendations to further improve the safety of the children's crossing in Forster Street at New Town Primary School be endorsed:</p> <p>(a) The Department of State Growth be requested to ensure that the renewal of the line marking in Forster Street, New Town be prioritised to be completed prior to the commencement of the 2018 school year;</p> <p>(b) Work with the Department of State Growth to review and revise the operating times of the variable 40 km/h school zone signage to ensure that it is consistent with the start and finish times of the school; and</p> <p>(c) Continue to work with the Department of State Growth's Road Safety Branch to improve the conspicuousness of the children's crossing through either improved signage or the trialling the use of 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>Director City Planning</p>	<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
		3. The organiser of the petition be advised of the Council's decision.		
18	<b>NEW TOWN RETAIL PRECINCT - PROPOSED STREETScape CONCEPT</b> Council 18/12/2017, item 6.1 Council 4/6/2018, item 11	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.  2. In the event the consultation process results in an increase in costs, the details be advised to the Council.	Director City Planning	Construction on Stage 1 of the New Town Retail Precinct is complete.  Road surface overlay works are complete.  External funding has been sought to support the implementation of Stages 2 and 3 of this project.
19	<b>99 STEPS, WEST HOBART</b> Council 8/10/2018, item 12 Council 6/5/2019, item 14	1. Works be undertaken to improve the amenity and safety of the small set of steps at the top of 99 Steps, West Hobart including the installation of a seat and fence, along with a ramp and new steps on the opposite side of Liverpool Street at an estimated cost of \$25,000 in 2019-2020 to be funded from the City Laneways Access and Lighting Upgrades budget allocation.  2. Stormwater works including extension of a stormwater main along Liverpool Street and installation of drainage pits be constructed in 2020-2021 as part of a road and stormwater upgrade project to address flooding issues, subject to funding approval in the 2020-2021 budget.	Director City Amenity	Detailed designs are being finalised.  Works are to be carried out in conjunction with a stormwater extension and will coincide with the Liverpool Street Embankment remediation works that is anticipated to commence August/September subject to availability of contractors.  Community consultation in respect to the works is to commence shortly

Ref	Title	Report / Action	Action Officer	Comments
		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.		
20	<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.
21	<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> </ol>	Director City Planning	<p>Further concept design work has been undertaken.</p> <p>Targeted consultation with key stakeholders, landlords and property owners has been completed.</p>

Ref	Title	Report / Action	Action Officer	Comments
		3. A further report be provided to the Council following key stakeholder engagement and prior to broader community consultation on the draft concept design.  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.		
22	<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	1. 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: <ul style="list-style-type: none"> <li>(i) The immediate cessation of Pura truck movement between the hours of 7pm and 7am in the Augusta Road/Giblin Street corridor.</li> <li>(ii) The immediate introduction of a 5-tonne heavy vehicle weight limit in the Augusta Road/Giblin Street corridor.</li> <li>(iii) The immediate resurfacing of Augusta Road with noise abating bitumen between Edge Avenue and Giblin Street.</li> </ul>	Director City Amenity	A meeting has been held with Pura Milk representatives where opportunities to explore freight movement changes to improve residential amenity, whilst ensuring the factory can continue to operate were discussed, with Officers and Pura Milk to continue to progress the matter.  The resurfacing of the roadway has been listed for potential external grant funding.  Mr Wilkie was previously approached, however was unable to secure funding, at that time.  Complete

Ref	Title	Report / Action	Action Officer	Comments
		<p>2. The City continue to work with Pura Milk in respect to mitigating the effects of noise from heavy vehicle movements within the Augusta Road/Giblin Street corridor, with a further report to be provided to the Council.</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</p>		

Ref	Title	Report / Action	Action Officer	Comments
		bitumen between Edge Avenue and Giblin Street.		
23	<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>1. 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>(i) The submission to include a report detailing the characteristics of the road (as per the requirements of the Transport Commissioner).</li> </ol> </li> <li>2. 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>3. 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. A draft plan has been prepared and sent to the Department of State Growth for comment. All stakeholders advised in writing. Complete.

Ref	Title	Report / Action	Action Officer	Comments
24	<b>CAMPBELL STREET (BETWEEN LIVERPOOL STREET AND COLLINS STREET) - TRIAL TRAFFIC MANAGEMENT ARRANGEMENTS FOR ROYAL HOBART HOSPITAL K-BLOCK</b> Council 9/9/19, item 15	<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 adjacent to the Royal Hobart Hospital) from asphalt to unit paver materials.</p>	Director City Planning	The Council decision is being actioned.
25	<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 Molle Street for the incorporation of the</p>	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
		<p>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>		
26	<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	<p>Detailed designs are being finalised.</p> <p>Works are to be carried out in conjunction with a stormwater extension and coincide with the 99 Steps works that is anticipated to commence August/September subject to availability of contractors.</p> <p>Community consultation in respect to the works is to commence shortly.</p>
27	<p><b>PETITION - WEERONA AVENUE FLOOD PROTECTION</b></p> <p>Open Council 21/10/2019, item 6.1</p> <p>Open Council 7/9/2020, item 10</p>	<p>That in accordance with the Urban Drainage Act 2013, as any overland flows arising from Knocklofty Reserve (located upslope from Weerona Avenue, West Hobart), are non-concentrated sheet flow originating the non-urban (natural bush catchment). Therefore the City is neither liable nor required to intervene with</p>	Director City Amenity	<p>The Council decision has been actioned.</p> <p>Complete</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>stormwater mitigation measures, as sought by the petition tabled to the Council at its meeting held on 21 October 2019.</p> <p>The Council be informed of any change of status of the hydrology and/or geology of the site impacting on the overland flows from the area of Knocklofty Reserve, located upslope from Weerona Avenue, West Hobart.</p> <p>The Petitioners be advised of the Council's decision.</p>		
28	<p><b>454-462 CHURCHILL AVENUE, SANDY BAY - SHARED ACCESS</b></p> <p>Open Council 4/11/2019, item 11</p>	<ol style="list-style-type: none"> <li>1. The report titled '454-462 Churchill Avenue, Sandy Bay - Shared Access' be received and noted.</li> <li>2. The following works be implemented on the shared access servicing 454 to 462 Churchill Avenue, Sandy Bay: <ol style="list-style-type: none"> <li>(i) Installation of a skid/slip resistant surface on the shared access;</li> <li>(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;</li> </ol> </li> </ol>	Director City Amenity	The staged works are under and expected to completed mid-October, subject to weather.



Ref	Title	Report / Action	Action Officer	Comments
		<ul style="list-style-type: none"> <li>(iii) Removal of steps leading into 456 Churchill Avenue located within the highway reservation;</li> <li>(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</li> <li>(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.</li> </ul> <p>3. Further detailed design to be carried out for construction documentation.</p> <p>4. The General Manager be delegated authority to negotiate an occupation licence to allow for a fence and gate at the rear of 462 Churchill Avenue, in a location that does not impact on the turning manoeuvring of vehicles in the road reservation.</p> <p>5. The General Manager be delegated authority to negotiate the relocation of the rear driveway of 462 Churchill Avenue, subject to the provision of a suitable area adjacent to the driveway entrance of 462 Churchill Avenue for</p>		

Ref	Title	Report / Action	Action Officer	Comments
		<p>placement of wheelie bins for 454, 456, and 458 – 460 Churchill Avenue.</p> <p>6. 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.</p> <p>7. The owners of 454, 456, 458-460, and 462 Churchill Avenue, Sandy Bay to be notified of Council resolution.</p>		
29	<p><b>ELIZABETH STREET BUS MALL - SOUTH WEST SIDE UPGRADE</b></p> <p>Open Council 16/12/2019, Item 11</p>	<p>1. The upgrading of the south-west side of Elizabeth Street between Collins Street and Macquarie Street as described in 'Option 2' in the plans forming Attachment A to item 6.2 of the Open City Infrastructure Committee agenda of 11 December 2019 be approved for construction subject to the necessary statutory approvals being obtained.</p> <p>2. The General Manager be authorised to lodge a development application for the upgrading of the south-west side of the Elizabeth Street Bus Mall.</p> <p>3. The General Manager be authorised to sign and affix the common seal of the Hobart City Council to the Grant Deed for a funding contribution towards the new bus shelter from the Tasmanian Government.</p>	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
30	<b>HUON ROAD - UPHILL BICYCLE PASSING OPPORTUNITY PROJECT</b> Open Council 16/12/2019, Item 12	<ol style="list-style-type: none"> <li>1. The General Manager be authorised to sign and attach the common seal of the City of Hobart to the grant deed when received for the provision of passing opportunities for vehicle drivers to safely pass uphill bicycle riders on Huon Road.</li> <li>2. On completion of part 1 of the recommendation, the City of Hobart proceed to procurement of the proposed works for the provision of passing opportunities for vehicle drivers to safely pass uphill bicycle riders on Huon Road between Stephenson Place and 432 Huon Road, as detailed in the concept design drawings provided as Attachment A to item 6.3 of the Open City Infrastructure Committee agenda of 11 December 2019.</li> </ol>	Director City Planning	Tender documents have been released.
31	<b>CAMPBELL STREET AND ARGYLE STREET BICYCLE CONNECTIONS</b> Open Council 16/12/2019, Item 13	<ol style="list-style-type: none"> <li>1. The initial concept design for bicycle facilities on Argyle Street, Campbell Street, Liverpool Street and Bathurst Street, including sections of separated cycleways is provided as Attachment A to item 6.4 of the Open City Infrastructure Committee agenda of 11 December 2019 be used as the basis to commence public engagement with key stakeholders in early 2020.</li> </ol>	Director City Planning	Community engagement with key stakeholders and property owners/operators has commenced along the route of the proposed trial extension of the inner city cycling network (Campbell, Argyle, Liverpool and Bathurst Streets).

Ref	Title	Report / Action	Action Officer	Comments
		<ul style="list-style-type: none"> <li>(i) That consultation occur with relevant stakeholders, in particular, property owners, land owners, residents and lease holders of the affected streets.</li> <li>(ii) The facilities be trialled for a one year period.</li> <li>2. A further report detailing the proposal be provided to the Council following the public engagement with key stakeholders.</li> <li>3. A report be provided on the feasibility of introducing priority car pool and bus lanes on Campbell and Argyle Streets.</li> </ul>		
32	<b>INTERSECTIONS AND TRAFFIC FLOW</b> Open CIC 26/2/2020, item 6.2	<p>The information contained in the report title Intersections and Traffic Flow be received and noted.</p> <p>An elected member briefing be scheduled within the next two months from the inner Hobart Network Operation Plan Project Team.</p> <p>A further report on the progress of the inner Hobart Network Operation Plan (NOP) be provided at the appropriate time.</p>	Director City Planning	The Council decision is being actioned.
33	<b>BROOKE / DESPARD STREETS - CONGESTION</b>	1. Approval be given to implement a three-month trial congestion reducing initiative that would:	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
	<b>REDUCING INITIATIVE - THREE-MONTH TRIAL</b> Open Council 10/3/2020, item 16	<ul style="list-style-type: none"> <li>(i) Close Brooke Street at Morrison Street to taxi and rideshare vehicles on Friday and Saturday evenings from 11.00 pm to 5.00 am;</li> <li>(ii) Create a taxi holding area in the CSIRO car park in Castray Esplanade on Friday and Saturday evenings between 11.00 pm and 5.00 am;</li> <li>(iii) Create a nominated waiting location for ride share vehicles in Salamanca Place between Davey Street and Gladstone Street; and</li> <li>(iv) Create four pick-up locations for ride share passengers across the waterfront precinct.</li> </ul> <ol style="list-style-type: none"> <li>2. The Lord Mayor write to the State Treasurer seeking co-funding of the trial congestion reducing initiative and potential ongoing funding should the trial be successful.</li> <li>3. Funding of \$17,483 to implement the three-month trial will be allocated to the Special Events Traffic Management budget allocation in the Traffic Strategy and Projects function area of the 2019-20 annual plan.</li> </ol>	Director Community Life	

Ref	Title	Report / Action	Action Officer	Comments
34	<b>NETWORK OPERATING PLAN (NOP) – BRIEFING</b> Open CIC 24/6/2020, item 6.1	That that the briefing be received and noted.  A further report on the progress of the inner Hobart Network Operation Plan (NOP) be provided at the appropriate time.	Director City Planning	The Council decision is being actioned.
35	<b>REQUEST FOR SPEED LIMIT REDUCTION IN HOBART CENTRAL BUSINESS DISTRICT AND RETAIL PRECINCTS</b> Open Council 6/7/2020, item 10	That:  1. The Council endorse the engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner requesting the following speed limit changes in Hobart's Central Business District indicatively proposed as:  a) Elizabeth Street between Melville and Morrison Streets (excluding the Elizabeth Street Mall and Macquarie and Davey Street crossing points) from 50 km/hour to 40km/hour. (Note: Elizabeth Street between Collins and Davey Streets is currently 30km/hr).  b) Collins and Liverpool Streets between Murray and Argyle from 50 km/hour to 40km/hour (Note: Criterion Lane and Liverpool St between Elizabeth Street and Murray Street is currently 30km/hr).	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
		<p>c) Melville and Bathurst Streets between Harrington and Campbell Streets from 50 km/hour to 40km/hour.</p> <p>d) Harrington, Murray, Argyle and Campbell Streets between Melville and Davey Streets (excluding the Davey and Macquarie Street crossings), from 50 km/hour to 40km/hour.</p> <p>e) Liverpool and Collins Streets between Harrington and Murray Streets, and between Argyle and Campbell Streets from 50 km/hour to 40km/hour. (Note: Collins Street from Argyle to Elizabeth Street is currently 30 km/hour)</p> <p>f) Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidendopes Lane from 50 km/hour to 40km/hour.</p> <p>2. The Council endorse engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner for the following speed limit changes in the Suburban Retail Precincts between the hours of 7:00am until 7:00pm Monday to Thursday and</p>		



Ref	Title	Report / Action	Action Officer	Comments
		<p>7:00am until 10:00pm Friday to Sunday indicatively proposed as:</p> <ul style="list-style-type: none"> <li>a) North Hobart between Burnett Street and Tasma Street from 50km/hour to 40km/ hour (Note: Extending the existing 40km/hour zone between Federal Street and Burnett Street).</li> <li>b) Lenah Valley between Giblin Street and Greenway Avenue from 50km/hour to 40km/ hour.</li> <li>c) South Hobart from Excell Lane and the Southern Outlet Junction from 50km/hour to 40km/ hour.</li> <li>d) Sandy Bay along Sandy Bay Road from Osborne Street and Russell Crescent, and including King Street between Grosvenor Street and Princes Street, Gregory Street between Grosvenor and Sandy Bay Road, Princes Street between King Street and Sandy Bay Road, and Russell Crescent between Sandy Bay Road and King Street from 50km/hour to 40km/ hour.</li> <li>e) New Town: New Town Road from Marsh Street to the Pirie Street intersection, and Risdon Road between New Town Road and Swanston Street from 50km/hour to 40km/ hour.</li> </ul>		

Ref	Title	Report / Action	Action Officer	Comments
36	<b>THE NORTH HOBART RETAIL AND ENTERTAINMENT PRECINCT PLACE VISION AND ACCESS AND PARKING PLAN PROJECT</b> Open Council 6/7/2020, item 13	<p>That</p> <ol style="list-style-type: none"> <li>1. The Council receive and note the reports prepared as part of the North Hobart Retail and Entertainment Precinct Place Vision and Access and Parking Plan Project by consultants Village Well and MRCagney.</li> <li>2. The consultant's report be publicly released on-line for public information only and noted as such.</li> <li>3. Council Officers prepare a further report which includes 10 questions to be asked in the subsequent public consultation process. These questions to be considered and approved by Council.</li> <li>4. The results of the public consultation be reported in four domains:               <ol style="list-style-type: none"> <li>(i) North Hobart residents</li> <li>(ii) North Hobart traders</li> <li>(iii) Customers</li> <li>(iv) Other</li> </ol> </li> </ol>	Director City Planning	The Council decision is being actioned.

## **8. 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.

## 9. 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 of a personal nature;
- Terms of contracts; and
- Information that was provided to the Council on the basis that it be kept confidential.

The following items are listed for discussion:-

Item No. 1	Minutes of the last meeting of the Closed Portion of the Council Meeting
Item No. 2	Consideration of supplementary items to the agenda
Item No. 3	Indications of pecuniary and conflicts of interest
Item No. 4	Committee Action Status Report
Item No. 4.1	Committee Actions - Status Report LG(MP)R 15(2)(c)(i), (d) and (f)
Item No. 5	Responses to Questions Without Notice
Item No. 5.1	City Cleansing Salaries LG(MP)R 15(2)(a) and (d)
Item No. 6	Questions Without Notice